ARCTIC AND WESTERN ALASKA AREA CONTINGENCY PLAN

APPROVAL LETTER

[Insert text of approval letter, to be signed by FOSC & SOSC]

LETTER OF TRANSMITTAL

[Insert text of approval letter, to be signed by FOSC & SOSC, if appropriate]

RECORD OF CHANGES

[Insert table to track record of changes]

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1100 – INTRODUCTION/AUTHORITY

This Arctic and Western Alaska Area Contingency Plan (AWA ACP) represents a coordinated and cooperative effort by government agencies. This document contains information applicable to pollution response within the Western Alaska Captain of the Port (COTP) Zone. The U.S. Coast Guard (USCG) and the Alaska Department of Environmental Conservation (ADEC) have written this Area Contingency Plan jointly. It meets the pollution response contingency planning requirements under the National Contingency Plan (NCP) and the Alaska Regional Contingency Plan (RCP) applicable to the State and Federal government.

Geographic Response Strategies (GRS) are found in Section 9740 of this document and are organized by geographic zone, as defined later in this document. GRS provide response strategies for the protection of selected sensitive areas to aid first responders at an oil spill. The strategies serve as guidance to the federal and state on-scene coordinators during an oil spill in the area covered by the GRS. They can save time during the critical first few hours of an oil spill response by showing responders where sensitive areas are located and where to place oil spill protection resources. The GRS are a valued aid in preplanning for a spill response and can provide excellent guidance during a spill response, but are not mandates for specific action at the time of a spill.

Industry's facility and vessel response/contingency plans provide specific data regarding the Responsible Party's (RP) containment, control and cleanup actions. Local Emergency Response Plans (LERPs, also known as Emergency Operations Plans, or EOPs) provide information regarding resources and emergency actions at the local, community level. The Regional Contingency Plan, Area Contingency Plans, LERPs, and industry plans are all critical elements of the coordinated Federal/State/Local and RP response effort to an oil or hazardous substance discharge/release.

The Figure 1-1 illustrates the interrelationship and integration of local, state and federal planning efforts.

This Area Contingency Plan describes the strategy for a coordinated Federal, State, and local response to a discharge, or substantial threat of discharge of oil and/or a release of a hazardous substance from a vessel or on/offshore facility operating within Alaska's boundaries and surrounding waters (Reference Section 1200 for specific descriptions of these boundaries). This plan addresses responses to an average most probable discharge, a maximum most probable discharge, and a worst-case discharge, including discharges from fire or explosion. Planning for these three scenarios covers the expected range of spills likely to occur in Western Alaska. Hazardous materials response scenarios are also included, where appropriate.

For purposes of this plan, the average most probable discharge is the size of an average spill in the area based on historical data. The maximum most probable discharge is also based on historical spill data, and is the size of the discharge most likely to occur, taking into account: the size of the largest recorded spill, traffic flow through the area, hazard assessment, risk assessment, seasonal considerations, spill histories, and operating records of facilities and vessels in the area. The worst-case discharge for a vessel is a discharge of its entire cargo in adverse weather conditions. The worst-case discharge for an offshore or onshore facility is the largest foreseeable discharge in adverse weather conditions. These scenarios are referenced in Section 9430.

Figure 1-1: Integrated Contingency Planning

Area Committees are spill preparedness and planning bodies made of Federal, State, and Local agency representatives, as well as tribal representatives and stakeholders. Further guidance on Area Committees is located in the Alaska Regional Contingency Plan and Section 1300 of this plan.

This plan shall be used as a framework for response mechanisms to evaluate shortfalls and weaknesses in the response structure before an incident. Consistency reviews should address, at a minimum, the quality and quantity of federal, State, local and industry response equipment within the state, available response personnel, protective strategies, and personnel needs compared to those required.

Further information on government contingency planning requirements and authority can be found within the Alaska Regional Contingency Plan.

1200 – GEOGRAPHIC BOUNDARIES

1210 – Geographic Planning Boundaries

Planning boundaries following the three Captain of the Port zones in Alaska have been delineated for the purposes of developing Area Contingency Plans. Within each of these Captain of the Port Zones there are geographic zones, which assist in geographic specific delineation.

This plan covers the Western Alaska Captain of the Port Zone and the following seven geographic zones along the coastal zone delineation as established by Memorandum of Understanding (MOU) between the Environmental Protection Agency (EPA) and the USCG Seventeenth District. A copy of this MOU can be found in the Regional Contingency Plan. Per the MOU and the National Contingency Plan, the "coastal zone" is defined as "all United States waters subject to the tide and all land surface or land substrata, and ground waters, 1000 yards inland."

Figure 1-2: Alaska Planning Areas

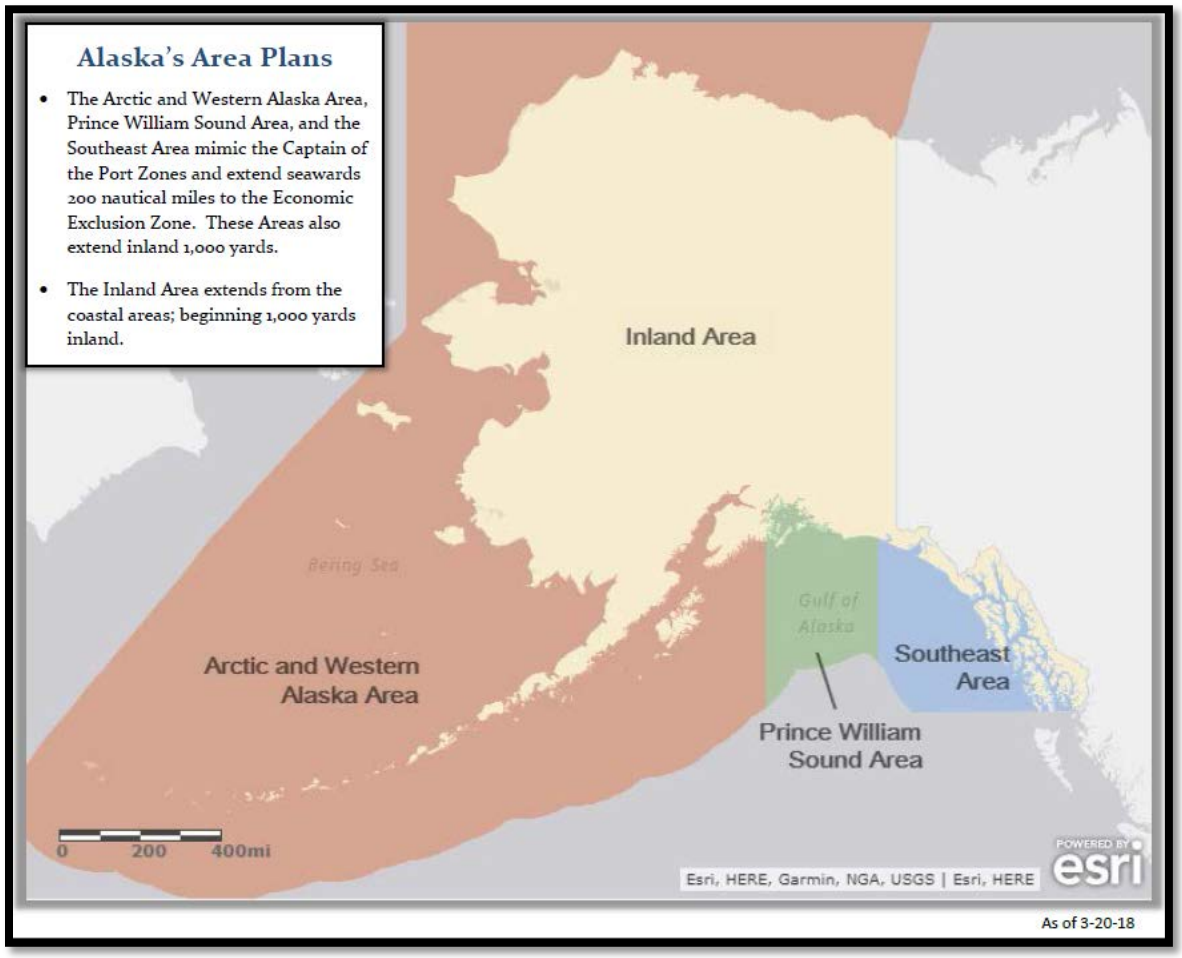
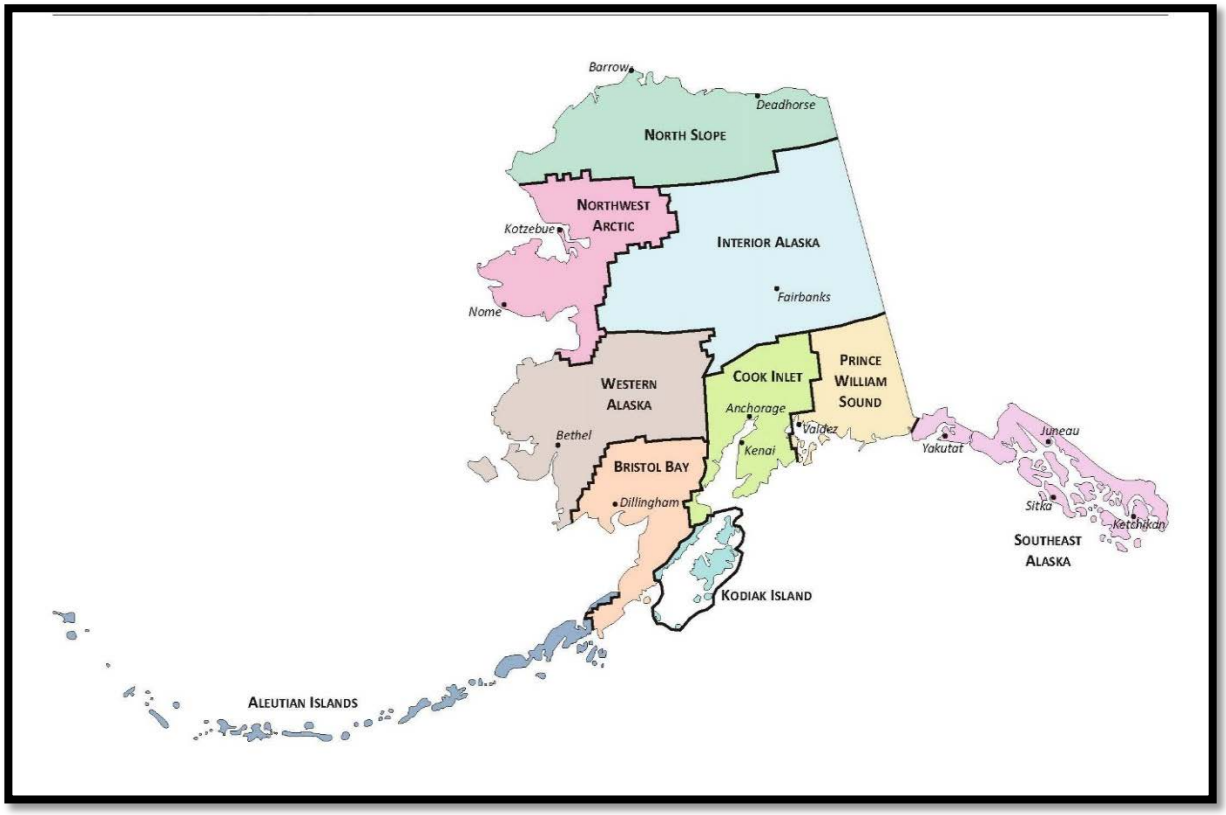


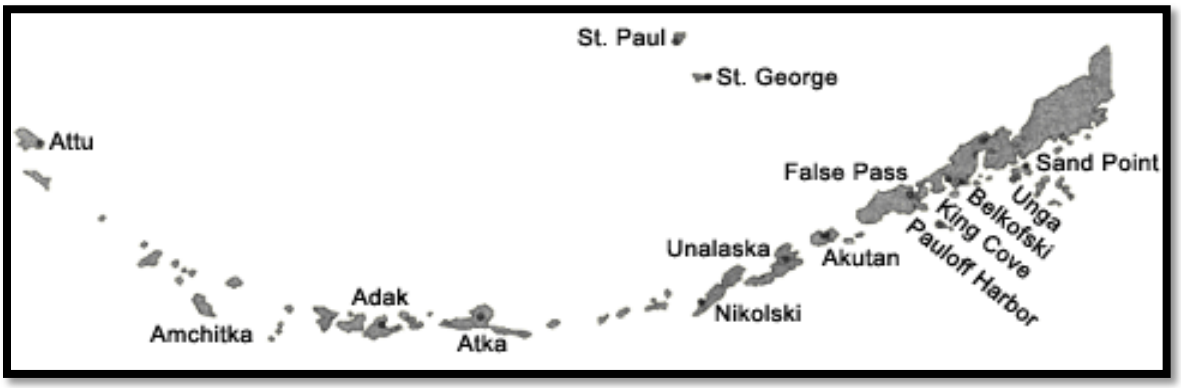
Figure 1-3: Geographic Zones



1210.1 – Aleutian Islands Geographic Zone

The Aleutian Islands Geographic Zone encompasses the boundaries of the Aleutians East Borough, the Aleutians West Coastal Resource Service Area, and the Pribilof Islands, including adjacent shorelines and waters up to 200 nautical miles offshore from the mean low tide coastline. For more details on this Geographic Zone, reference Section 9730 of this document.

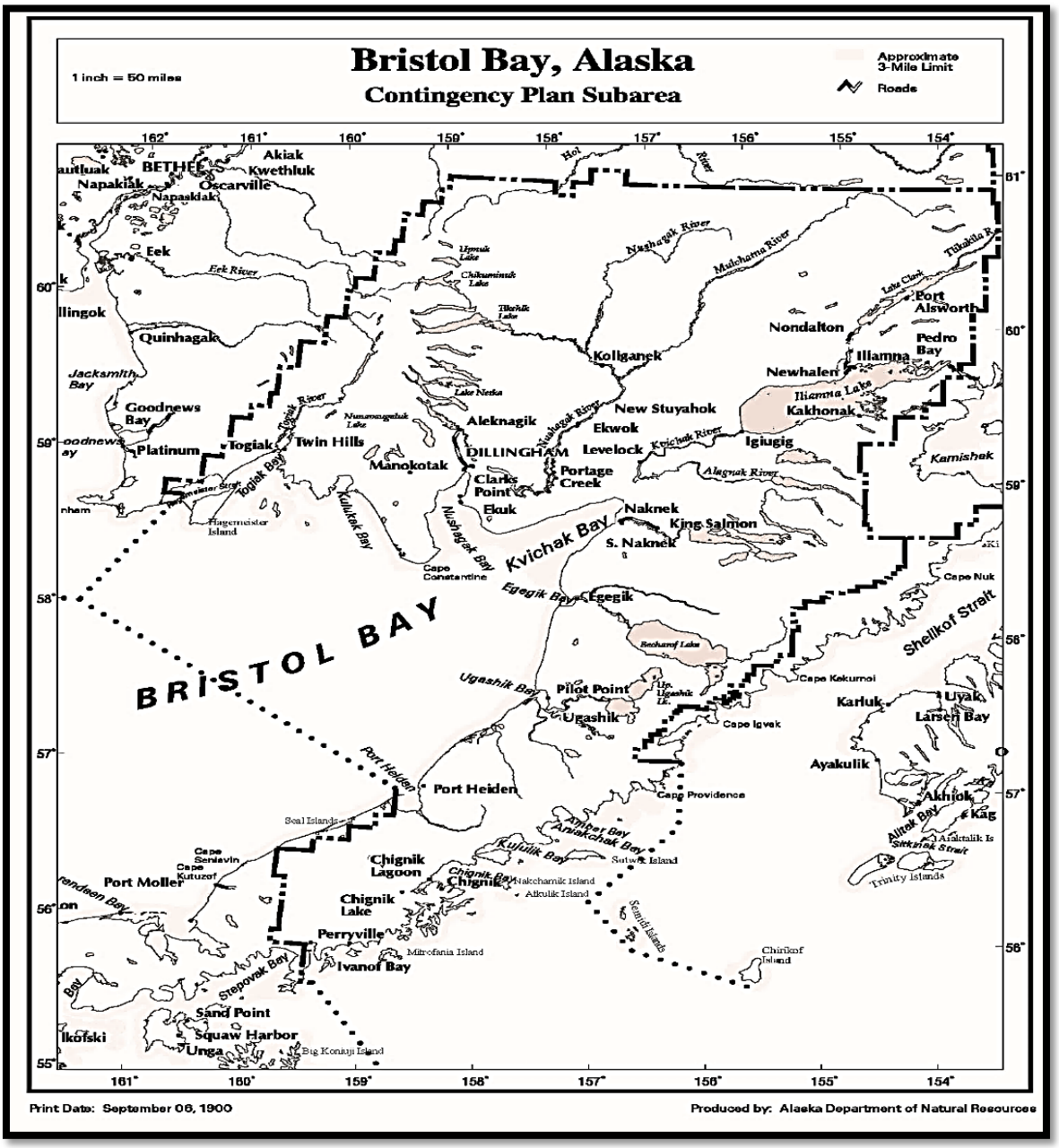
Figure 1-4: Aleutian Geographic Zone



1210.2 – Bristol Bay Geographic Zone

The Bristol Bay Geographic Zone encompasses the boundaries of the Bristol Bay Coastal Resource Service Area, the Bristol Bay Borough, and the Lake and Peninsula Borough, including adjacent shorelines and waters up to 200 nautical miles offshore from the mean low tide coastline. For more details on this Geographic Zone, reference Section 9730 of this document.

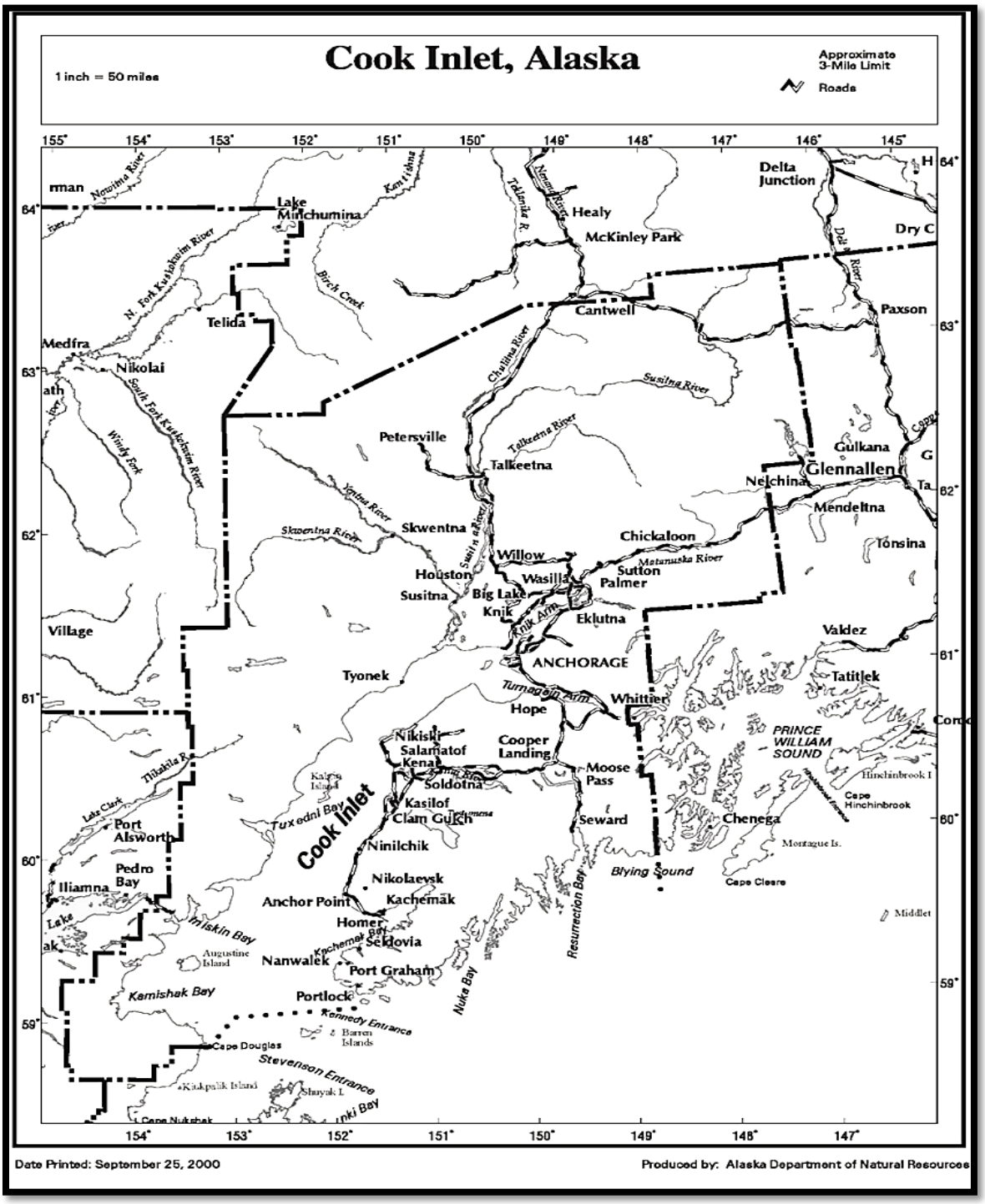
Figure 1-5: Bristol Bay Geographic Zone



1210.3 – Cook Inlet Geographic Zone

The Cook Inlet Geographic zone encompasses the boundaries of the Kenai Peninsula Borough, the Municipality of Anchorage, and the Matanuska-Susitna Borough, including adjacent shorelines and waters up to 200 nautical miles offshore from the mean low tide coastline. For more details on this Geographic Zone, reference Section 9730 of this document.

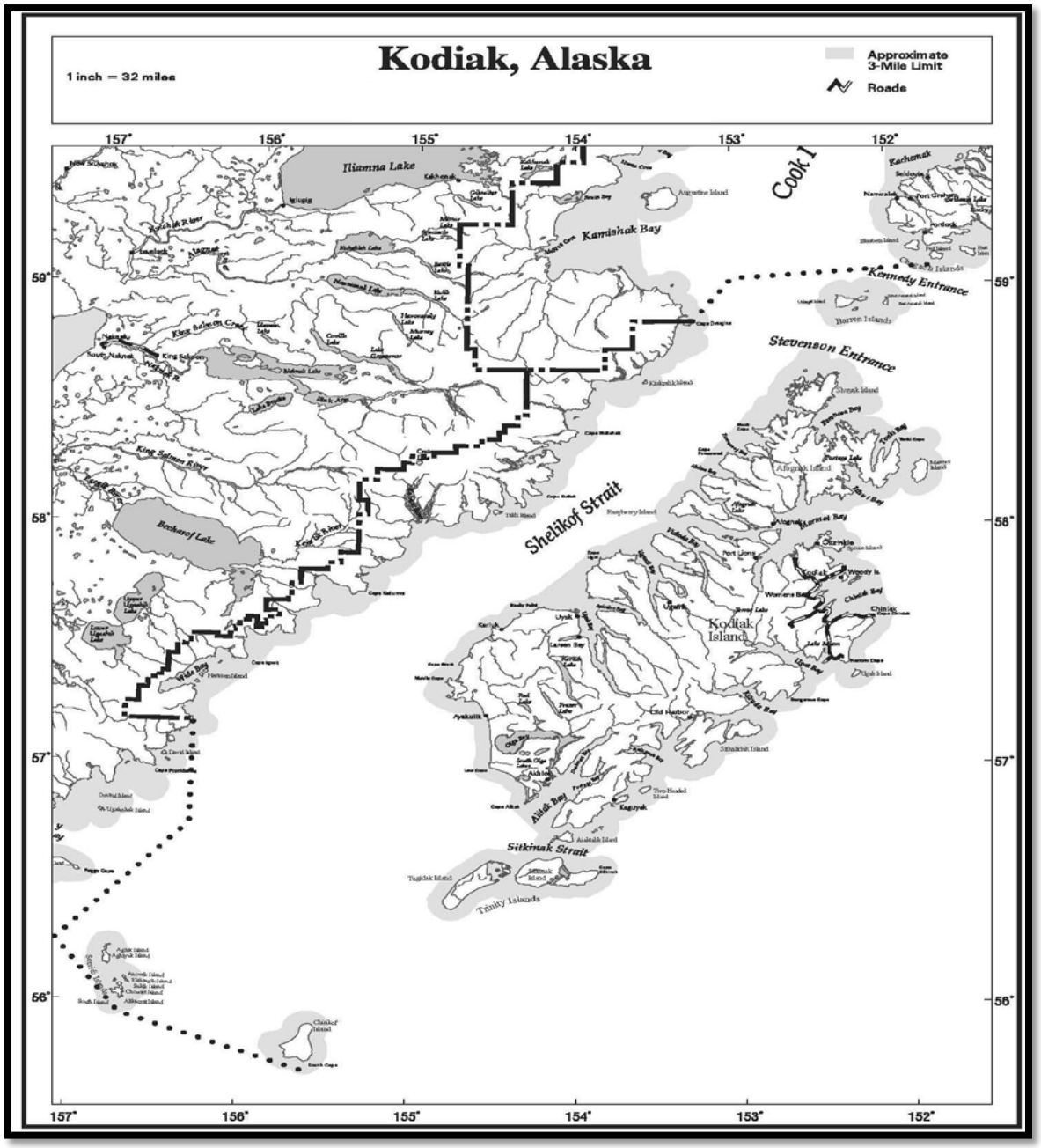
Figure 1-6: Cook Inlet Geographic Zone



1210.4 – Kodiak Island Geographic Zone

The Kodiak Geographic Zone corresponds with the Kodiak Island Borough boundaries and encompasses the Kodiak Island archipelago, extending from the Barren Islands at the north to Chirikof Island and the Semidi Island group at the south, and the coastal area watershed draining to the Shelikof Strait on the south side of the Alaska Peninsula from Cape Kilokak to Cape Douglas. The Kodiak archipelago and west side of Shelikof Strait within the Kodiak Island Borough is approximately 100 miles wide and 250 miles long. It includes more than 5,000 square miles of land, no point of which is more than 15 miles from the sea. For more details on this Geographic Zone, reference Section 9730 of this document.

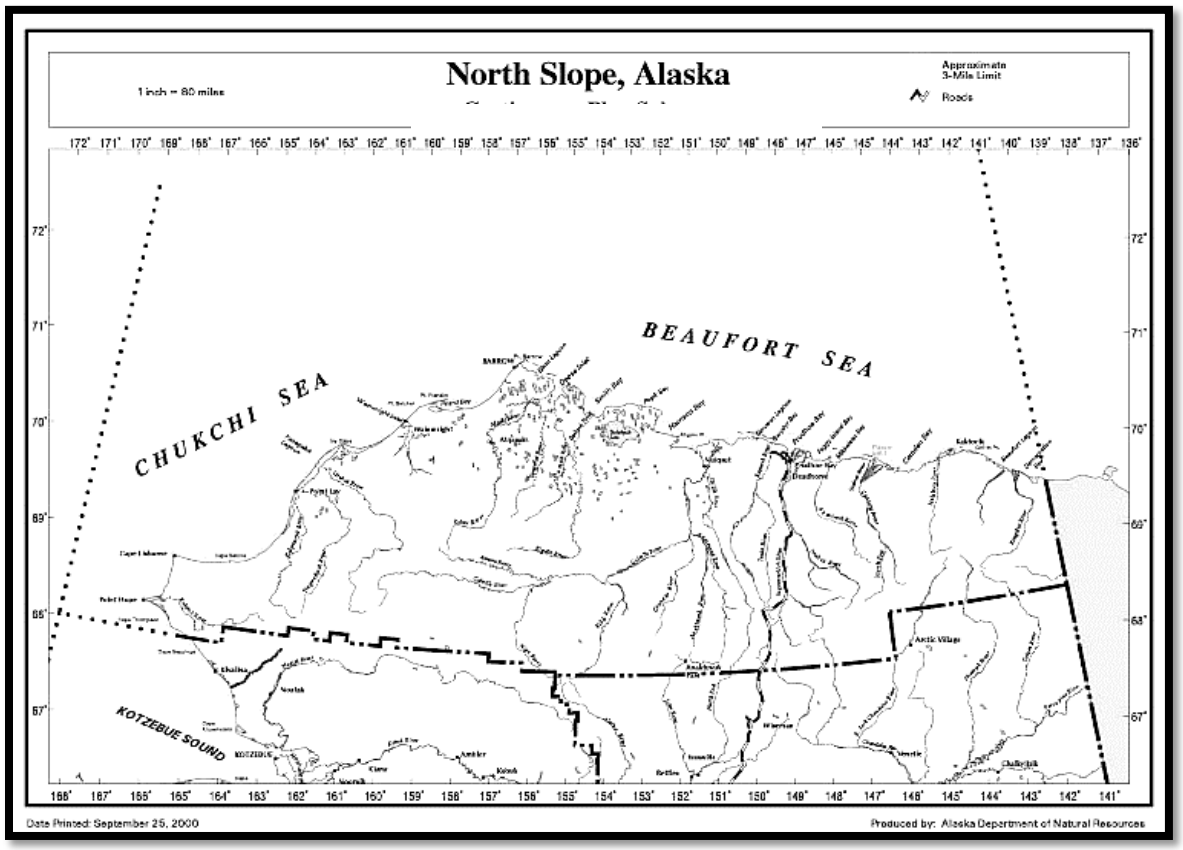
Figure 1-7: Kodiak Island Geographic Zone



1210.5 – North Slope Geographic Zone

The North Slope Geographic zone encompasses the boundaries of the North Slope Borough, including adjacent shorelines and waters up to 200 nautical miles offshore from the mean low tide coastline. For more details on this Geographic Zone, reference Section 9730 of this document.

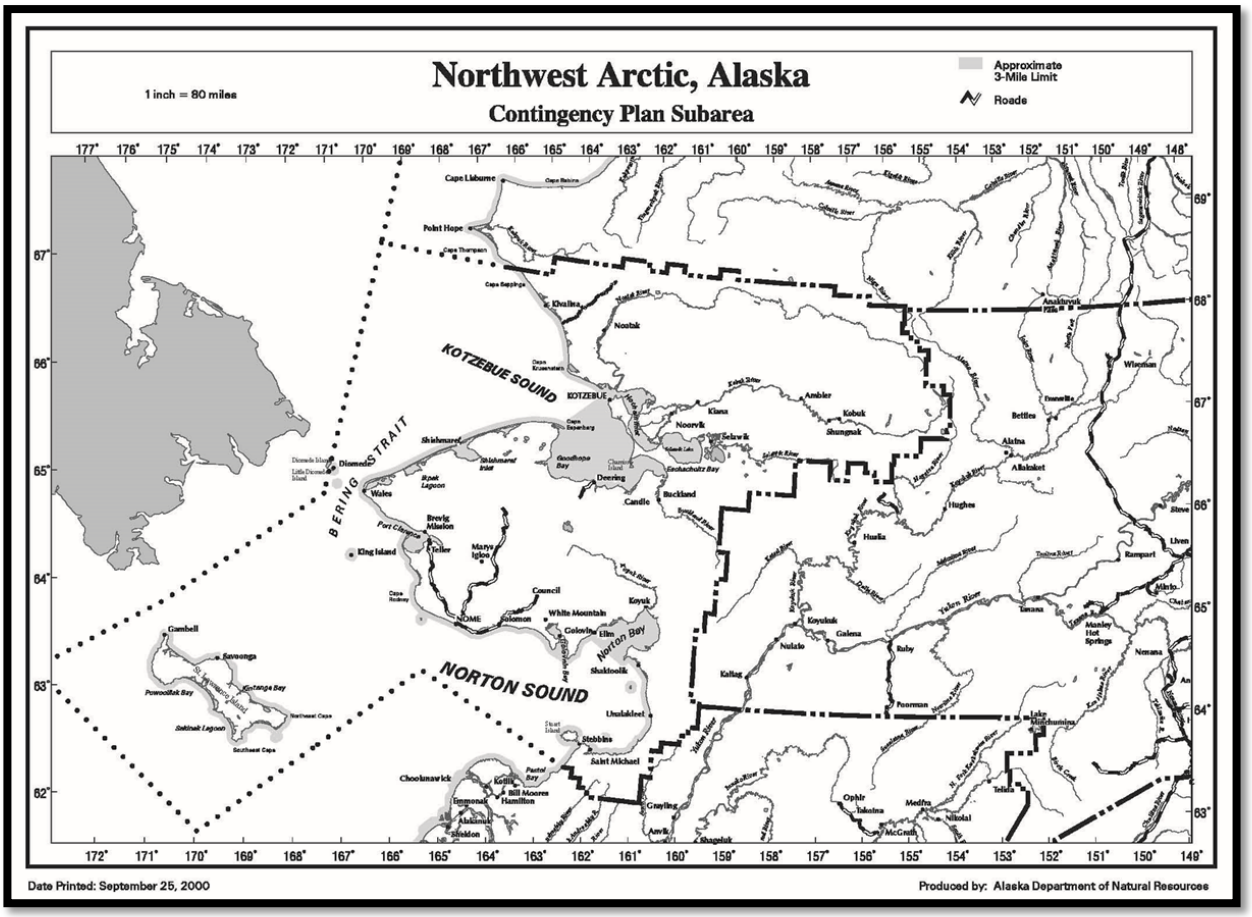
Figure 1-8: North Slope Geographic Annex



1210.6 – Northwest Arctic Geographic Zone

The Northwest Arctic Geographic zone encompasses the Northwest Arctic Borough and the Bering Straits Regional Corporation, including adjacent shorelines and waters up to 200 nautical miles offshore from the mean low tide coastline. For more details on this Geographic Zone, reference Section 9730 of this document.

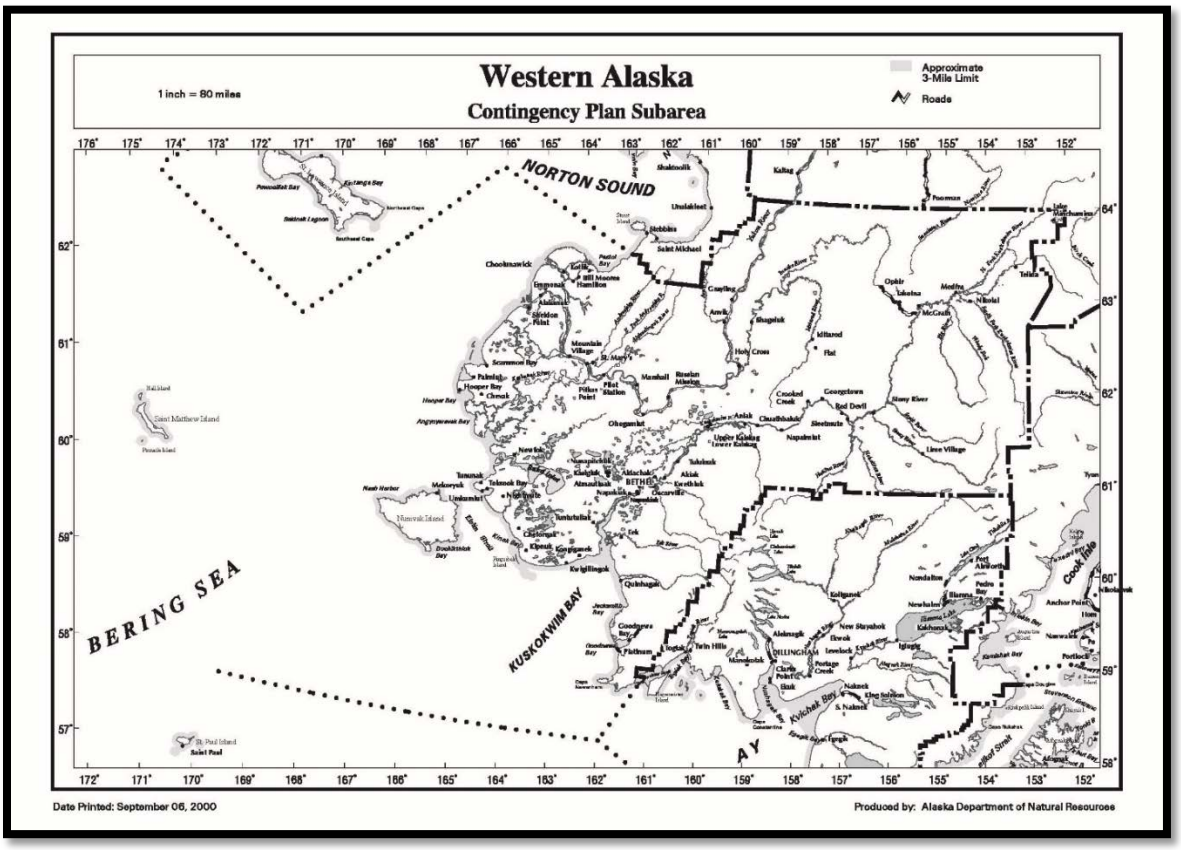
Figure 1-9: Northwest Arctic Geographic Zone



1210.7 – Western Alaska Geographic Zone

The Western Alaska Geographic zone lies north of the Bristol Bay Geographic zone and south of the Bering Straits Regional Corporation, Iditarod, and Kuspuk Regional Educational Attendance Areas, including adjacent shorelines and waters up to 200 nautical miles offshore from the mean low tide coastline. For more details on this Geographic Zone, reference Section 9730 of this document.

Figure 1-10: Western Alaska Geographic Zone



1220 – Geographic Response Boundaries

Response boundaries delineate areas of responsibility for Federal and State On-Scene Coordinators (FOSCs and SOSCs). FOSC jurisdictions are determined by the location of the incident (offshore or coastal). Likewise, SOSC jurisdictions are determined by the incident location: Northern, Central, and Southeast response areas.

1220.1 – Federal On-Scene Coordinator Boundaries

An existing MOU between the USCG Seventeenth District and EPA formally establishes the emergency response boundaries for USCG and EPA FOSCs. A copy of this MOU can be found in the Regional Contingency Plan. Per the MOU and the National Contingency Plan, the "coastal zone" is defined as "all United States waters subject to the tide and all land surface or land substrata, and ground waters, 1000 yards inland."

Coastal Zone FOSC Boundaries:

Captain of the Port (COTP) Southeast Alaska (Commander, Sector Juneau, Alaska) is the pre-designated FOSC for the coastal waters of Southeastern Alaska. This area is southeast of a straight boundary line, which starts at 60° 1.3" North latitude, 142° West longitude, and thence proceeds northeasterly to its end at the international boundary between the United States and Canada at 60° 18.7" North latitude, 141° West longitude.

COTP Prince William Sound (Commander, Marine Safety Unit (MSU), Valdez, Alaska) is the pre-designated FOSC for the coastal waters of Southcentral Alaska. This area falls within the following boundary line: a line which starts at Cape Puget; thence northerly to a latitude 61° 30" North, longitude 148° 26" West; thence easterly to the international boundary between the United States and Canada; thence southerly along the international boundary to latitude 60° 18.7" North, thence southwesterly to the sea at latitude 60° 1.3" North, longitude 142° West, including those islands of the State of Alaska south of the described area located between longitudes 142° West and 148° 26" West.

A MOU exists between the DOI Alaska Pipeline Office and the Department of Homeland Security (Seventeenth USCG District). The MOU provides the specific delineation between Inland and Coastal Waters along the northern and southern portions of the Trans Alaska Pipeline System. A copy of this MOU can be found in the Regional Contingency Plan.

COTP Western Alaska (Commander, Sector Anchorage, Alaska) is the pre-designated FOSC for the coastal waters of Alaska, except those sections of Alaska covered by COTP Southeast Alaska and COTP Prince William Sound.

Offshore Facility FOSC:

The pre-designated FOSC for all spills from offshore facilities is the Captain of the Port for the area in which the facilities are located. Although the FOSC is provided by the USCG, the DOI, Bureau of Safety and Environmental Enforcement (BSEE), retains the following authorities:

The Department of the Interior, Bureau of Safety and Environmental Enforcement (BSEE), Oil Spill Preparedness Division's (OSPD) legal authorities and required operational capabilities for oil spill response for facilities located seaward of the coast line originate from 30 CFR §254. BSEE is one of the legacy agencies, birthed from the reorganization of the Minerals Management Service, founded to focus on offshore oil and gas activities. In addition to 30 CFR §254, there is required connectivity from BSEE to the National Response System (NRS), specifically 40 CFR §300.175(a):

"During preparedness planning or in an actual response, various federal agencies may be called upon to provide assistance in their respective areas of expertise…consistent with agency legal authorities and capabilities."

The NRS identifies the BSEE's legal authorities and capabilities within 40 CFR §300.175(b)(9)(v):

"Minerals Management Service [BSEE]: Oversight of offshore oil and gas exploration and production facilities under the Outer Continental Shelf Lands Act and the CWA; oil spill response technology research; and establishing oil discharge contingency planning requirements for offshore facilities."

The BSEE has primary review and approval authority for oil spill contingency plans submitted for Outer Continental Shelf activities and has review and approval authority for oil spill contingency plans for offshore activities on State of Alaska submerged lands. During an incident response and in alignment with 40 CFR §300.175(a), BSEE may be expected to staff various positions within the Incident Management Team Command and General Staff, particularly for incidents with a nexus to oil well control. The Minerals Management Service (Now BSEE) and ADEC previously signed a Letter of Agreement for the purpose of coordinating and implementing oil spill prevention and response preparedness on State of Alaska submerged lands.

Effective in February 1994, an MOU was entered between the DOI, Department of Transportation (DOT), and the EPA regarding the delegation of responsibilities for spill prevention and control, contingency planning, and equipment inspections of oil and gas facilities. (A copy of this MOU is included in the Regional Contingency Plan). The coastline, as defined in the MOU, is "the line of ordinary low water along that portion of the coast which is in direct contact with the open sea and the line marking the seaward limit of inland waters." This MOU gives EPA responsibility for non-transportation-related offshore facilities located landward of the coastline. DOT has responsibility for transportation-related facilities, including pipelines, located landward of the coastline. In addition, the USCG has the responsibility for deep-water ports and associated seaward pipelines. This MOU gives DOI (Minerals Management Service) responsibility for facilities, including associated pipelines, located seaward of the coastline.

More details on the BSEE Oil Spill Preparedness Division can be found at the following link: https://www.bsee.gov/sites/bsee.gov/files/bsee-sop-approved-2017-edition.pdf

FOSC for DOD and DOE Facilities:
Per the National Contingency Plan, the Department of Defense (DOD) and the Department of Energy (DOE) shall provide FOSCs who will be responsible for taking all response actions to releases of hazardous substances, pollutants, or contaminants when the release is on, or the sole source of the release is from, any facility or vessel (including bareboat-chartered and operated vessels) under their jurisdiction, custody or control.

1220.2 – State On-Scene Coordinator Boundaries

General: State On-Scene Coordinator (SOSC) response boundaries for the State of Alaska are depicted on the map shown in Figure 1-11. Three area response teams are available for responding to oil and hazardous materials discharges/releases in their geographic area of responsibility. These teams and their areas of responsibility are as follows:

- **Southeast Area Region**: Southeast Alaska Geographic Zone.
- **Central Area Region:** Prince William Sound, Cook Inlet, Kodiak, Bristol Bay, Aleutian Islands, and Western Alaska Geographic Zones.
- **Northern Area Region**: Northwest Arctic, North Slope, Interior, and portions of the Prince William Sound Geographic Zones.

Pre-designated SOSCs: State On-Scene Coordinators have been pre-designated for responses to oil and/or hazardous substance releases within their area of responsibility. SOSC boundaries are shown below.

The Commissioner, Department of Environmental Conservation, may designate the Director of the Spill Prevention and Response Division or another individual to serve as the State On-Scene Coordinator for major incidents (Reference State Response Team, Type 1 Response Capability below).

Types of Incidents and Response Capability: In addition to the pre-designated SOSCs, ADEC maintains trained area response teams to manage minor (Type 4), medium (Type 2-3), and major (Type 1) incidents. These teams and their response capabilities are described below.

Area Response Team - Type 2-4 Response Capability: Area Response Teams are generally ADEC's first responders who respond to releases, or potential releases as part of the initial response to protect people, property, and the environment. Area response teams are trained to identify hazards, take defensive actions to contain the release from a safe distance, keep it from spreading, prevent exposures, and secure the area. The most important functions of area response teams are to make proper notifications and initiate the emergency response sequence, when needed, to deal with Type 2-4 incidents.

Type 4 Incidents are characterized as small incidents that: can be managed with local resources, normally one response individual; involve no casualties or injuries; are limited in volume, generally < 55 gallon oil spills; and have minimal impact.

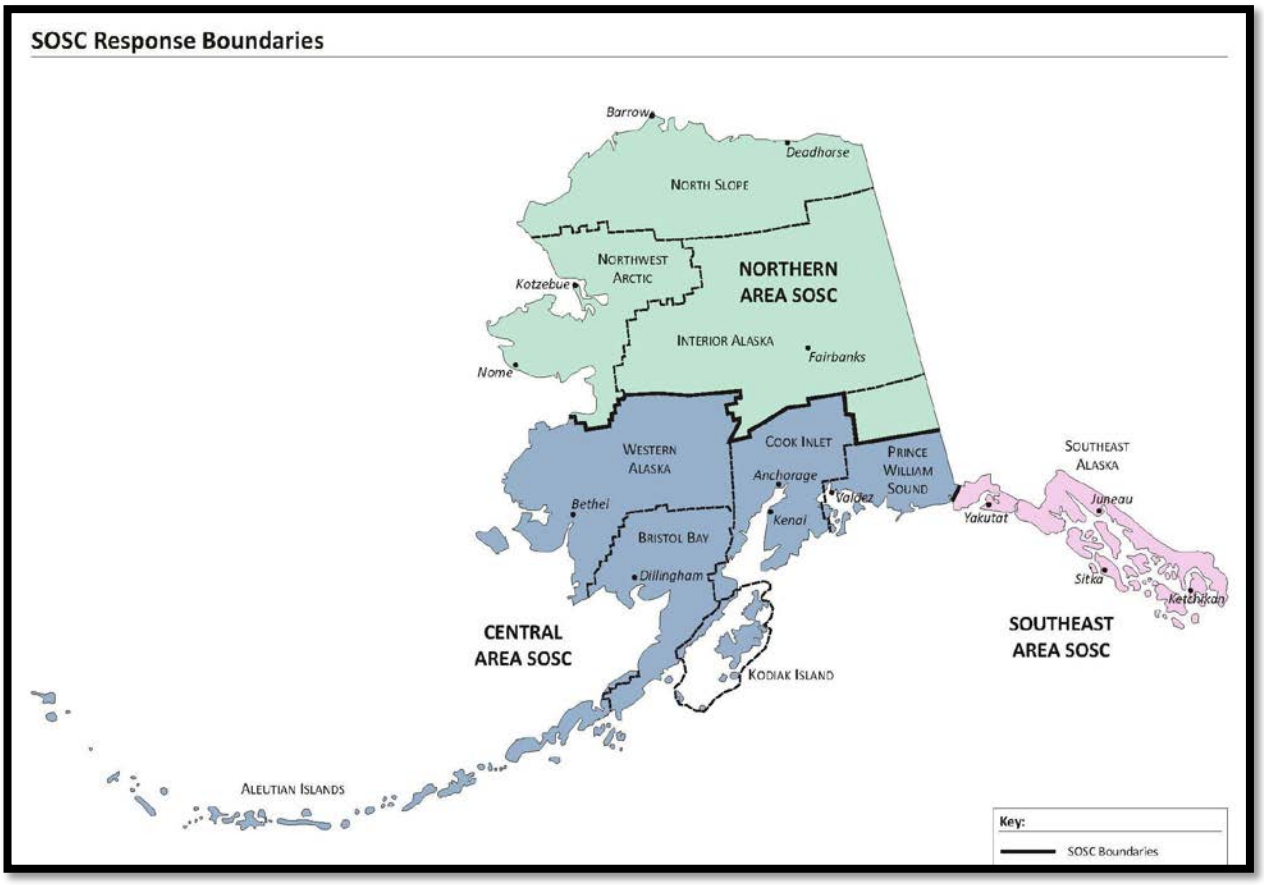
Type 3 Incidents are characterized as regional incidents that: may require activation of other area team resources; require a response staff of 2-10 personnel; involve larger release volumes, generally > 55 gallon oil spills; and have moderate impact potential.

Type 2 Incidents are characterized as statewide incidents requiring activation of other area team resources and more than 10 response staff. They involve significant release volumes, generally >100,000 gallon oil spills, and have moderate impact potential. Type 2 incidents typically result in expenditures greater than $100,000 and may cover large geographic areas.

Statewide Response Team - Type 1 Response Capability: The Statewide Response Team is activated for large incidents requiring mobilization of statewide resources, participation of other State agencies and involvement of other jurisdictional interests. The Statewide Response Team will be staffed by ADEC's most experienced and senior personnel from the three regional teams.

Type 1 Incidents are characterized as statewide incidents that may involve oil spill volumes in excess of 1,000,000 gallons, require a very large response staff (> 20 personnel), and may result in severe impacts to the environment. Type 1 incidents may result in expenditures greater than $1,000,000 and cover large geographic areas.

Figure 1-11: SOSC Response Boundaries



1300 – AREA COMMITTEE

The primary role of the Area Committee is to act as a preparedness and planning body for the Captain of the Port/Federal On-Scene Coordinator. The pre-designated FOSC for the USCG and the pre-designated SOSC from ADEC make up Area Committee leadership. They will select work group members and provide general direction and guidance for the work groups and the Subarea Committee. Each member is empowered by their own agency to make decisions on behalf of their organization and to commit the organization to carrying out roles and responsibilities as referenced in this plan.

The Area Committee improves coordination among the national, regional, local planning levels and enhances the availability of trained personnel, necessary equipment, and scientific support needed to address all oil discharges or hazardous substance releases. Area Committees also develop and manage updates to this plan that address planning and response related issues and concerns, including removal of worst-case oil discharges, responsibilities of owners and operators and government agencies in removing oil discharges and/or chemical releases, and procedures for obtaining an expedited decision regarding the use of dispersants. The plan provides detailed information on the geographic area covered by the plan and the response resources available within the FOSC's area of responsibility.

Area Committees are planning bodies, not response entities, although members of the Area Committees may have specific roles during response operations. The area committee should

complement other required planning activities by providing a level of localized site-specific detail unavailable in the National or regional contingency plans. This Area Contingency Plan will be prepared under the direction of the Federal OSC for Sector Anchorage and the State On-Scene Coordinator for Western Alaska and the North Slope/Arctic, who should draw on the expertise of the agencies and entities referenced in the NCP, in addition to state and local resources.

The Arctic and Western Alaska Area Committee is encouraged to solicit advice, guidance or expertise from all appropriate sources, establish subcommittees, and work groups as necessary to accomplish the prepared need and planning task. The FOSC/SOSCs should solicit the advice of the Alaska Regional Response Team to determine appropriate work group representatives from federal, state, and local agencies. This includes tasking the RRTs with providing guidance to Area Committees to ensure inter-area consistency within each region.

1310 – Area Committee Stakeholders, Names, Organization & Contact Information - TBD
1320 – Purpose - TBD

1330 – Organization
Area Committee Members: Please Reference USCG policy on who are able to participate as members and members at large of Area Committees in general. For a list of agencies and participants in the Arctic and Western Alaska Area Committee, Reference documents created by that area committee.

Subcommittees and Workgroups: Area Committee subcommittees seek to solicit advice, guidance or expertise from all appropriate sources and establish permanently standing subcommittees as necessary to accomplish the preparedness and planning tasks. The Area Committee selects members and provides general direction and guidance for any standing subcommittee. In addition to federal, state and local agency representatives, subcommittee participants may include facility owners/operators, shipping company representatives, cleanup contractors, emergency response officials, marine pilot associations, academia, environmental groups, consultants, response organizations and representatives from any applicable regional citizens' advisory councils.

1340 – Charter Members - TBD

1400 – NATIONAL RESPONSE SYSTEM (NRS)

1410 – National Response Structure
Reference the Regional Contingency Plan. Additionally, guidance can be found within the National Contingency Plan, 40 CFR 300.

1410.1 – Spill of National Significance (SONS)
For a Spill of National Significance (SONS) in the coastal zone, the USCG Commandant may name a senior agency official to assist the FOSC in communicating with affected parties and the public and coordinating federal, State, local, and international resources at the national level. This strategic coordination will involve, as appropriate, the National Response Team, Alaska Regional Response Team, the Governor of Alaska, and the mayors or other chief executives of local governments.

Additionally, guidance can be found within the National Contingency Plan, 40 CFR 300.323.

1420 – Regional Response Team (RRT) Structure

Reference the Regional Contingency Plan. Additionally, guidance can be found within the National Contingency Plan, 40 CFR 300.115.

The Alaska Regional Response Team (ARRT) is a standing body established by the National Contingency Plan (NCP). The ARRT is responsible for recommending changes to the regional response organization as needed, revising the Regional Contingency Plan, as needed, evaluating the preparedness of participating agencies and the effectiveness of Area Contingency Plans for a federal response to discharges and releases, and providing technical assistance for preparedness to the general response community. The ARRT is composed of State and Federal agencies. The Alaska Department of Environmental Conservation provides the State's representative. The alternate State representative is provided by the Alaska Department of Military and Veterans Affairs/ Division of Homeland Security and Emergency Management. The ARRT provides a regional mechanism for the development and coordination of preparedness activities prior to a pollution response.

The ARRT can coordinate assistance and advice to the FOSC, when requested, by providing additional federal and State resources and expediting approvals for federal and State permits. The ARRT is chaired by the agency providing the FOSC (USCG or EPA).

While assigned to ICS sections within the Unified ICS, ARRT members or their representatives are immediately available to work with other agencies that have similar concerns and responsibilities. This enhances the timeliness and thoroughness of decisions. A formal "convening" of the ARRT during a spill event will only be necessary for dispute resolution or major policy issues affecting multiple agencies. During any response requiring State input to the ARRT, the SOSC has been delegated the authority to serve as the State's representative to the ARRT. The SOSC, as the State representative, will consult with other State agencies that have management authorities/responsibilities for resources that might be affected by ARRT decisions. Appropriate ARRT members will convene as necessary to make decisions on *in situ* burning, use of chemical countermeasures, and nationwide permits (404 permits).

1430 – Arctic and Western Alaska (AWA) Area Response Structure

1430.1 – Federal Role in Incident Response

The USCG is the lead agency for coastal oil and hazardous materials spill responses and shall serve as the Federal On-Scene Coordinator in the Unified Command. The role of the USCG in the Unified Command will vary according to spill type and size. The USCG has adopted The USCG Incident Management Handbook for use in guiding their major spill response efforts. The guide provides detailed guidance for each Incident Command System position identified for emergency response operations.

1430.2 – State Role in Incident Response

The Alaska Department of Environmental Conservation (ADEC) is the lead agency for the State of Alaska in oil and hazardous materials spill response. ADEC serves as the State On-Scene Coordinator (SOSC) in the Unified Command. The Statewide Oil and Hazardous Substance Incident Management System Workgroup (consisting of ADEC, industry, spill cooperatives, and federal agencies) has published The Alaska Incident Management System (AIMS) Guide for Oil and Hazardous Substance Response. The AIMS Guide provides ADEC personnel and other response personnel with detailed guidance for properly responding to a major spill incident.

1430.3 – Local Role in Incident Response

In the event of an oil spill or hazardous substance release, a senior member of the local community with jurisdiction, unless otherwise specified by local plans, will serve as the LOSC in the Unified Command. For all spills in which the ICS is implemented, the LOSC will sit in the Unified Command with the FOSC, SOSC, and RPOSC, sharing decision-making and oversight responsibilities with the other On-Scene Coordinators. For spills that affect or threaten to affect multiple jurisdictions, appropriate officials from the affected communities will integrate into the command structure either through a LOSC liaison representing the affected communities or through a Regional Stakeholder Committee.

As long as there is an immediate threat to public safety, the LOSC will serve as the ultimate command authority if the FOSC or SOSC does not assume the lead role for the response, or the LOSC requests a higher authority to assume that responsibility.

1430.4 – Responsible Party (RP) Policy

Under federal and state law, the RP is responsible to contain, control, and clean up any oil or hazardous substance spilled. The RP must notify the federal, state, and local authorities of the spill incident and initiate an effective response. The RP is expected to respond to an incident using their own resources and securing additional contractual expertise and equipment when necessary. The FOSC and SOSC have the authority to oversee the RP's activities, and both are authorized to take over or supplement the RP's response activities if they determine those activities to be inadequate. During an RP-driven response, if the vessel or facility has a contingency plan under state law (C-plan) or a Vessel Response Plan (VRP) or Facility Response Plan (FRP) under the national planning criteria, it will serve as the primary guidance document for the spill response, and the RP will designate the Incident Commander. (In remote areas where typical response resources are not available, or the available commercial resources do not meet the national planning criteria, the owner or operator of a vessel required to have a VRP may request the USCG accept an Alternative Planning Criteria, established under Title 33 CFR Part 155.) If there is no RP, or if the RP does not have a government-approved contingency plan, the Regional Contingency Plan and this Area Contingency Plan will become the guiding document during the spill response.

1440 – Incident Command System (ICS)

The oil and hazardous substance discharge response Incident Command System (ICS) as referenced in the Regional Contingency Plan will be used during a spill response in the Arctic and Western Alaska Area. In the event of an actual or potential oil or hazardous materials release, an Incident Command System response will be activated. The ICS is based on the National Incident Management System (NIMS), which was developed to coordinate agency action and provide a command structure for use during emergency response events. In the State of Alaska, the Unified Command application of the Incident Command System is used for response to oil and hazardous material spills.

The Incident Command System allows federal, state, and local governments to participate in the spill response both in an oversight capacity and as participants in the containment, control, and cleanup of the spill. The ICS is organized around five major functions: Command, Planning, Operations, Logistics and Finance/Administration. The basic ICS structure remains the same in all incidents, but the magnitude and complexity of the spill emergency will dictate which functional areas will be activated and to what level. The ICS can be expanded or contracted to suit the size and scale of the spill.

The Incident Command System is led by a Unified Command, which directs all aspects of incident response (including oversight, monitoring, cleanup, etc.), and includes an Incident Commander (IC), who is in command of the control, containment, removal, and disposal of the spill. The Unified Command is typically comprised of the Federal On-Scene Coordinator (FOSC), the State On-Scene Coordinator (SOSC), the Local

On-Scene Coordinator (LOSC), and the Responsible Party representative (RP). The Unified Command is implemented in situations where more than one agency has jurisdiction. When the RP is identified, the senior representative of the RP joins the Unified Command and is designated the Incident Commander (IC). When there is no RP, or the RP is unable to satisfactorily respond to a spill, the spill response will be directed by an Incident Commander designated by the agency with jurisdictional authority (federal, state, or local.)

Below the command level, positions within the ICS can be filled by employees of the RP (recommended) or its independent contractors. The exact size and composition of an ICS will vary according to the needs of the response and the experience level of the personnel involved. Government agency personnel may supplement ICS staffing as necessary.

By integrating response management early in the response, consensus and mobilization can be more quickly achieved and limited resources combined to reduce duplication of effort and enhance response effectiveness.

1450 – Area Exercise Mechanism

Reference the Alaska Regional Contingency Plan.

1460 – National Response Framework

Reference the following FEMA website for information on the National Response Framework: https://www.fema.gov/media-library/assets/documents/32230

1470 – Federal Radiological Response Plan

Reference the following link to access the Nuclear/Radiological Incident Annex (NRIA) to the National Response Framework document:
https://www.fema.gov/pdf/emergency/nrf/nrf_nuclearradiologicalincidentannex.pdf

1500 – STATE/LOCAL RESPONSE SYSTEM - TBD

1600 – NATIONAL POLICY AND DOCTRINE - TBD

1610 – Public vs. Private Resource Utilization - TBD

1620 – Best Response Concept - TBD

1630 – Cleanup Assessment Protocol

Whether the response is conducted by a RP or the federal government, the FOSC is responsible for determining removal completeness and authorizing termination of operations. When uncertain, the FOSC may seek the advice of the ARRT. Generally, removal of an oil discharge is complete when:

1. There is no longer any detectable oil present on the water, adjoining shorelines, or places where it is likely to reach the water.
2. Further removal operations would cause more environmental harm than the oil to be removed.
3. Cleanup measures would pose a hazard to responders, or would be excessively costly in view of their insignificant contribution to minimizing a threat to the public health or welfare, or the environment; and
4. Activities required to repair unavoidable damage resulting from removal actions have been performed.

1640 – Alternative Response Technologies

1640.1 – Dispersant Pre-Approval/Monitoring/Decision Protocol

Reference Appendix III of the Alaska Regional Contingency Plan for the Oil Dispersant Guidelines for Alaska. Additional technical assistance for dispersant application can be found in the ADEC STAR Manual.

1640.2 – In Situ Burn (ISB) Approval/Monitoring/Decision Protocol

Reference Appendix IV of the Alaska Regional Contingency Plan. Additional technical assistance for dispersant application can be found in the ADEC STAR Manual.

1640.3 – Bioremediation Approval/Monitoring/Decision Protocol – TBD

1640.4 – Alternative Response Technology Evaluation System (ARTES)

Information on the Alternative Response Technology Evaluation System can be found at the NOAA website at the following link: https://response.restoration.noaa.gov/oil-and-chemical-spills/oil-spills/resources/alternative-response-tool-evaluation-system-artes.html. Reference Appendix V of the Alaska Regional Contingency Plan.

1640.5 – Special Monitoring of Applied Response Technology (SMART)

Reference Appendix III of the Alaska Regional Contingency Plan for the Oil Dispersant Guidelines for Alaska to include SMART guidance. Additional technical assistance for dispersant application can be found in the ADEC STAR Manual.

1650 – Fish and Wildlife Acts Compliance

1650.1 - Migratory Bird Treaty Act (MBTA)

For information on the ESA, reference the following U.S. Fish and Wildlife Service website: https://www.fws.gov/birds/policies-and-regulations/laws-legislations/migratory-bird-treaty-act.php

1650.2 - Marine Mammal Protection Act (MMPA)

For information on the ESA, reference the following U.S. Fish and Wildlife Service website: https://www.fws.gov/international/laws-treaties-agreements/us-conservation-laws/marine-mammal-protection-act.html

1650.3 – Endangered Species Act (ESA)

For information on the ESA, reference the following U.S. Fish and Wildlife Service website: https://www.fws.gov/endangered/laws-policies/

1660 – Protection of Historic Properties (National Historic Preservation Act (NHPA))

For information on NHPA, reference the following FEMA website: https://www.fema.gov/national-historic-preservation-act-1966-amended-2000

1700 – RESERVED

1800 – RESERVED

1900 – RESERVED FOR AREA/DISTRICT

2100 – UNIFIED COMMAND (UC)

In the State of Alaska, the Unified Command for oil and hazardous substance discharge response consists solely of the On-scene Coordinators (OSC) for the Federal, State and Local governments, plus the Responsible Party's (RP) Incident Commander (IC). Other government agencies are represented by the Federal, State and Local OSCs.

Whenever an incident involves more than one agency with jurisdiction, a Unified Command will be established. A Unified Command will also be established if there is only one agency with jurisdiction and the RP is responding adequately. The RP and all agencies with jurisdictional responsibilities will contribute to the process of:

- Determining Overall Incident Objectives and Priorities;
- Selecting Strategies;
- Ensuring Joint Planning for Tactical Activities;
- Ensuring Integrated Tactical Operations are Conducted;
- Maximizing Use of All Assigned Resources;
- Resolving Conflicts.

The Unified Commanders will:

- Designate the IC (who will normally be one of the Unified Commanders assigned to the Unified Command);
- Designate officers and section chiefs for each section within the ICS;
- Review and approve a consolidated incident action plan; and
- Ensure the incident action plan is carried out by the IC.

The Unified Command directs all aspects of incident response (including oversight, monitoring, resource allocation cleanup, etc.) and uses an IC to carry out containment, control, and cleanup operations.

The IC is in charge of control, containment, removal, and disposal of the spill. There can be only one IC at any given time. However, the IC can change as incidents progress. The IC will be chosen by the Unified Command (FOSC, SOSC, LOSC, and RPOSC). When the RP is responding and has adequate resources to dedicate to containment, control, and cleanup efforts, the RPOSC will normally be the IC. The FOSC and SOSC make the determination based on the adequacy of the RP's containment, control, and cleanup efforts.

FOSCs and SOSCs will only designate their own IC if the RP is unknown or is not adequately responding to the incident. Typically, one of the OSCs or a response action contractor will become the IC.

Although the USCG, EPA and ADEC are the lead federal and State agencies with broad responsibilities during an oil spill or hazardous substance release, other federal and State agencies have major roles in spill response, which are defined by federal and State statutes. The federal OSC will incorporate all federal agencies with regulatory roles in oil and hazardous substance discharge into a single federal response with a single FOSC in charge. The FOSC is responsible for representing all federal response action concerns.

The State will incorporate all State agencies with regulatory or mandated roles in oil or hazardous substance discharge into a single State response with a single SOSC in charge. Even though the SOSC is from the ADEC, he/she is responsible for representing **all** State concerns.

Every effort will be made to incorporate personnel from participating agencies in specific ICS functional roles within the Planning, Finance/Administration, Operations, Logistics and/or the Command Staff. All participants assigned to the response will work under the direction of the FOSC or SOSC while representing their respective agencies. Any disputes between agency personnel, which cannot be resolved at the response staff level, should be referred to their Agency Representative for resolution at the Command level.

The FOSC is the final arbitrator within the federal response organization. All disputes should be resolved within the response structure, so the federal government can speak with a single consistent voice - the FOSC's. Per the National Contingency Plan, disputes that cannot be resolved within the response structure could be elevated to the Alaska Regional Response Team for resolution, if within their jurisdiction. Disputes that cannot be resolved by the ARRT shall be elevated to the National Response Team.

The SOSC is the final arbitrator within the State's spill response organization. All disputes should be resolved within the response structure so the State can speak with a single, timely, consistent voice - the SOSC's. Disputes that cannot be resolved within the spill response structure should be elevated by the Agency Representative or SOSC to the Disaster Policy Cabinet for resolution at the Commissioner level.

Federal, State and local governments, as well as the RP, may require concurrent activities, which must be performed, yet are not part of containment, control and cleanup operations. Activities such as oversight, monitoring, damage assessment studies and evidence collection for potential litigation must be accomplished concurrently under an independent command structure.

The federal government and State of Alaska have responsibilities that cannot be combined with the RP's cleanup and containment efforts. These responsibilities include:

1) Determining the RP;
2) Investigating the cause of the discharge;
3) Collecting samples;
4) Monitoring and determining the adequacy of the RP's response;
5) Performing shoreline cleanup and assessment techniques;
6) Determining the extent of contamination;
7) Monitoring restoration;
8) Determining and recovering the state's costs; and
9) Assessing penalties.

The OSCs will direct oversight and monitoring functions within the ICS. This will allow OSCs to coordinate monitoring efforts with containment, control, and cleanup and with local government activities. The OSCs may designate Deputy OSCs to assist with this function.

When there is no identified RP, or the RP fails to respond adequately, the federal and/or State government may become responsible for the containment, control and cleanup operation. In these instances, the containment, control and cleanup effort will be carried out by the Operations Section and contract personnel. A possible way to organize the Operations Section would be to divide the Operations Section into two major branches, Response and Oversight.

In this capacity, the FOSC/SOSC may elect to hire a response action contractor to perform containment and cleanup actions. The FOSC/SOSC would assume an oversight role and monitor the contractor's

actions. However, the FOSC/SOSC would also be responsible for certain response actions, such as monitoring/sampling, and investigations.

2110 – Command Representatives

2110.1 – General

Each Federal and State agency that has a role in an oil or hazardous substance response will designate an Agency Representative. An Agency Representative has been delegated full authority to make immediate and pertinent decisions on all matters affecting that agency's involvement with the incident. There will be **only one** Agency Representative assigned to the incident from each responding agency. The Agency Representative will work directly with the FOSC, SOSC, or his/her designee to resolve disputes. For the USCG or EPA, the Agency Representative is the FOSC or the FOSC's designated representative. For ADEC, the Agency Representative will be the SOSC. When no Agency Representative is present or assigned, the FOSC or SOSC will contact the appropriate agency.

Under the National Contingency Plan (NCP) and State statutes, State and Federal Governments are responsible for ensuring responses to oil and hazardous substance incidents are timely and adequate. This responsibility has three aspects:

- Conduct the Government's oversight functions concerning monitoring, investigating, permitting, conducting damage assessments, restoration, and collecting documentation for possible litigation or cost recovery.
- Augment the RP's cleanup efforts, when necessary, to contain the release, recover the product, and minimize the impact to the environment.
- Take over containment, control and cleanup operations when necessary.

Federal and State governments conduct and coordinate these three functions using the Unified ICS. The Federal and State Governments' oversight function only involves government or contracted resources, although it is coordinated with other parties involved in the cleanup effort.

The following are helpful resources for establishing a case specific organization:

- The USCG Incident Management Handbook
- The Alaska Incident Management System (AIMS) Guide for Oil and Hazardous Substance Response.

2110.2 – Federal Representative

For federal agencies, the ARRT representative for the incident will serve as the Agency Representative unless otherwise designated.

The Federal On-Scene Coordinator (FOSC) is designated under the National Contingency Plan to direct and coordinate the federal response to incidents under the authority of federal laws and regulations. Federal responsibilities are divided into a Coastal zone and an Inland zone, as defined by an interagency agreement between EPA and the USCG. In the Coastal zone, the Commanding Officers of the USCG Sectors (or Captain of the Ports) are designated as FOSCs for oil discharges and hazardous substance releases. For oil discharges and hazardous substance releases in the Inland zone, the Environmental Protection Agency designates the FOSC. For hazardous substances releases from any facility or vessel under the DOD's or DOE's jurisdiction, the department with jurisdiction designates the FOSC.

2110.3 – State Representative

The commissioners of each supporting State agency shall appoint the Agency Representative for their department.

The State On-Scene Coordinator (SOSC) is responsible for directing and coordinating the State's response to oil and hazardous substance discharges. SOSCs are designated by the Commissioner of the ADEC. SOSCs have been pre-designated for the following response areas: Northern Alaska; Central Alaska; and Southeast Alaska. In the event of a major spill, the Commissioner may designate the Director, Spill Prevention and Response Division or another individual to serve as the SOSC. The SOSC may appoint an on-scene field representative (SOSC Rep) to act for the SOSC during a response. The SOSC Rep can be selectively delegated authority by the SOSC.

2110.4 – Local Representative

Local On-Scene Coordinators (LOSCs) are designated by local governments with jurisdiction to direct and coordinate local responses to incidents. LOSCs are normally part of the Unified Command as long as there is an immediate threat to public safety and/or the incident occurs within their jurisdiction.

Once immediate threats to public safety are abated, either the SOSC or FOSC becomes the ultimate command authority for the cleanup operation, depending on jurisdiction and agency response. Local representation to the Unified Command may then be through the CEC on the Regional Stakeholder Committee.

Community Emergency Coordinators (CECs) are designated in Local Emergency Response Plans and may serve as the LOSC or on the Regional Stakeholder Committee (RSC).

Local Emergency Response Plans (developed by Local Emergency Planning Committees, if established for the jurisdiction) designate Community Emergency Coordinators for responding to oil and hazardous substance releases.

2110.5 – Responsible Party Representative

The Responsible Party's On-Scene Coordinator (RPOSC) will direct and coordinate their resources in response to incidents for which they are responsible. Facility or vessel response or contingency plans designate the RPOSC. If the facility or vessel does not have a response or contingency plan, the RP will designate their OSC.

The Responsible Party (RP) is the person(s) responsible for a discharge of a hazardous substance to the water or land of the State. Under State regulations (18 AAC 75.315), it is the responsibility of the RP to contain, control and clean up their discharge. Similar federal laws require RPs to respond to their spills and oblige the RP to direct its own containment, control and cleanup efforts. Even though the RP is required to respond to a spill, the State On-Scene Coordinator (SOSC) oversees the RP's containment, control and cleanup efforts and has the authority to take over or supplement the response activities if the SOSC determines that the response is inadequate (18 AAC 75.320). The Federal On-Scene Coordinator (FOSC) has similar authority under federal law. Additionally, the Oil Pollution Act of 1990 (OPA 90) authorizes the United States USCG (USCG) to direct the RP's activities without "federalizing" (taking federal control) the spill cleanup efforts.

The RPs may use contracted resources, which may include Oil Spill Response Organizations (OSROs), Incident Management Teams (IMTs), and Non-Tank Vessel Cleanup Contractors (NTVCCs), to assist the RP

or to act on their behalf during the incident responses. These entities may fill ICS positions, or work in the field to facilitate cleanup efforts.

2110.6 – Area Command

An Area Command Authority (ACA) will be established during a disaster, such as an earthquake, when the State is faced with multiple oil and hazardous material spills. The ACA will assume overall command and coordination of the various spill incidents only. The SOSC for the affected region will be the ACA. The individual incidents will be under the command of SOSC representatives. The ACA [SOSC] will prioritize the State's responses to the separate incidents. The ACA will coordinate all spill response efforts with the State Coordinating Officer (SCO). The use of an Area Command Authority is also one possible way of managing a single very large spill.

2110.7 – Single Command

When an incident occurs with single jurisdiction and one agency has primary responsibility, the single command structure will be established. For significant oil spills and hazardous substance releases, there will normally be OSCs from the RP, federal and state governments. There may also be a local OSC for incidents posing an immediate threat to public safety and those within their local jurisdiction. When there is not an RP; the RP is unable to respond satisfactorily; or the Federal, State or local government takes over response activities, the OSC will be determined by the agency with jurisdictional authority.

The Unified Command operates with the FOSC having ultimate authority for incidents under federal jurisdiction and the SOSC having ultimate authority for incidents not involving federal jurisdiction. As long as there is an immediate threat to public safety, a Local On-Scene Coordinator (LOSC) will serve as the ultimate command authority if the FOSC or SOSC do not assume the lead role for response, or until the LOSC requests a higher authority to assume that responsibility. The RP retains authority as long as they are adequately responding to the incident (and there is no immediate threat to public health and safety). The Unified Command will respect all governmental agencies' and private jurisdictional authorities. Most of the time, the Unified Command will be able to agree upon a single incident action plan. In cases where there are disputes or differences, the OSC having ultimate authority described above will settle these disputes.

a) When the federal government is participating, an FOSC will be provided by the USCG, EPA, or Department of Defense (DOD). The USCG will manage spills in the coastal zone; EPA will manage inland spills, and the DOD will provide the FOSC if a hazardous substance release involves military resources and occurs on military facilities.

b) If there is no federal jurisdiction or the FOSC designates the State to act as the FOSC's representative, the State SOSC is in charge, so federal trustee agencies should contact and coordinate with the SOSC.

2120 – Unified Command Staff

Key positions may be established to assume responsibility for activities that are not part of the line organization. Unified Commanders determine who fills these positions.

- Public Information Officer (PIO) -- point of contact for the media and individuals who desire information about the incident.

- Safety Officer (SOFR) -- assesses hazardous/unsafe situations and develops a safety plan to ensure personnel safety.

- Liaison Officers (LOFR) -- point of contact for affected communities, interest groups that do not have jurisdictional authority, landowners, leaseholders, RCACs, government agencies, and other groups of interested parties. Several Liaison Officers may be designated, depending on the level of coordination required. The LOFR coordinates with the Regional Stakeholder Committee, if one is activated.

2130 – Guidance for setting response objectives

2130.1 – General

Regardless of the nature or location of a spill, the following objectives shall guide all response actions:

1. Ensure safety of responders and the public.
2. Stop the source of the spill.
3. Deploy equipment to contain and recover the spilled product.
4. Protect sensitive areas (environmental, historic properties, and human use).
5. Track the extent of the spill and identify affected areas.
6. Cleanup contaminated areas and properly dispose of wastes.
7. Notify and update the public. Provide avenues for community involvement where appropriate.

2130.2 – HAZMAT

As with the risk assessment, the statewide response capability assessment focuses on large-scale releases of toxic gases. While the need for and type of response will depend on the particular substance released, the amount released, the release duration and a number of other factors, a simplified standard was developed to evaluate response capability. The standard consists of two objectives, and response capability is defined as the degree to which each of the two objectives can be met:

Defensive Response Objective. Detect the release and initiate immediate defensive measures including agency and public notification, plume movement prediction, and evacuation and shelter-in-place of the public.

Offensive Response Objective. Provide offensive measures including testing and monitoring chemical concentrations, setting hazard zones, entering hazardous atmospheres, and controlling the release.

A number of other objectives, of course, may have to be met during an actual response, such as providing medical care, firefighting capability, and decontamination. While all response elements are potentially important, examining the planning and resources needed to meet the above key objectives helps to focus the analysis.

While the first objective would apply for all toxic gas releases in populated areas, the second objective will not always be required or feasible. Offensive response may not be feasible, for example, for short duration releases. It is assumed, however, that there should be some offensive response capability wherever there are substantial risks.

2140 – General response priorities

Reference the National Contingency Plan, 40 CFR 300.317, for the National Response Priorities.

2140.1 - Federal Response Action Priorities/Strategies

The strategy for responding to a specific spill or hazmat incident depends upon numerous factors. The strategy can change as the situation changes. As a general rule, the strategies listed below should be used as a guide in developing an effective response. Consider all factors that may affect the particular situation and revise/modify/expand these priorities as the situation dictates.

The following priorities are general guidelines for response to a pollution incident. They are based in the premise that the safety of life is of paramount importance in any pollution incident, with the protection of property and the environment, although important, being secondary. Nothing in this part is meant to indicate that higher priority items must be completed before performing a lower priority task. They may be carried out simultaneously or in the most logical sequence for each individual incident.

Priority One: Safety of Life – For all incident which may occur, the safety of personnel, including response personnel, must be given absolute priority. No personnel are to be sent into an affected area without first determining the hazards involved and that adequate precautions have been taken to protect personnel.

Priority Two: Safety of Vessel/Facility and Cargo – The facility and/or vessel and its cargo shall become the second priority.

Priority Three: Protection of the Environment by elimination of the pollution source – Containment and recovery of oil in the open water must be effected expeditiously to preclude involvement of the beaches and shorelines. Due to remote location and restricted accessibility, it is extremely difficult to protect the majority of coastline by diversion and exclusion methods. Therefore, securing the source and open water containment and recovery are especially critical and should normally be the first line of defense to protect the environment. Likewise, spills, which occur on land or in upland watercourses, will be dammed, boomed, diked, etc., as feasible to prevent the spread of the pollutant downstream. Note: In situ burning of a vessel and its pollutants may be an alternative considered by the OSCs; this strategy places environmental protection priorities above saving the vessel and its cargo.

Priority Four: Protection of the Environment by diversion/exclusion, dispersion, or in situ burning – In the event of that the location of a spill or the weather conditions do not permit open water recovery, protection of the shoreline becomes paramount, especially areas of greatest sensitivity. It is not possible to protect some areas entirely or even in part. It may be necessary to sacrifice some area in order to achieve the best overall protection of the environment, The OSC may consider in situ burning as a response option. The use of dispersant must be considered early in the response phase while the oil is in the open water and conditions are agreeable. The *NCP, Subpart J* addresses in detail the responsibilities of the FOSC in the use of chemicals.

Priority Five: Protection of the Environment by beach cleanup and the use of sacrificial areas – It may not be possible to protect the entire shoreline from oil; in fact, spilled product may be allowed purposely to come ashore in some areas as an alternative to damaging other, more sensitive areas. Selection of the proper shoreline cleanup technique depends on many different factors, including the following:

- Depth of oil in the sediment
- Type of oil (tar balls, pooled oil, viscous coating, etc.)
- Trafficability of equipment on the shoreline
- Environmental or cultural sensitivity of the oil shoreline
- Prevailing oceanographic and meteorological conditions

The best way to minimize debate over the most appropriate response is to involve all interceded government and private agencies and other stakeholders. The shoreline assessment groups shall attempt to agree on the amount and character of the oil that is on the shorelines, anticipate interactions between the stranded oil and the environment, and assess the geological and ecological environment of the involved shorelines. Once a consensus is met on these parameters, an approach must be developed to determine the proper treatment required.

Shoreline cleanup options may include the use of physical and/or chemical processes. Physical shoreline cleaning methods include techniques such as natural recovery, manual sorbent application, manual removal of oiled materials, local pressure flushing, manual scraping, mechanical tilling, and mechanical removal using heavy equipment. Chemical shoreline cleanup products may increase the efficiency of water-washing during the cleanup of contaminated shorelines. However, the product must be listed on the NCP Product Schedule, and authorization must be obtained from the ARRT and the OSC of the spill. Bioremediation is also considered as a shoreline cleaning method. Bioremediation is the application of nutrients to the shoreline to accelerate the natural biodegradation of oil. The OSCs shall request site-specific guidelines for source protection measures required during shoreline cleanup operation.

The general pattern of response is as follows:

1) Control the source of the discharge
2) Limit the spread of the pollution
3) Mitigate the effects of the pollution. Mitigation may include recovering oil from the water and affected lands using physical or mechanical means such as sorbents and skimmers. The use of dispersants, chemicals, or in situ burning may mitigate pollution damage more effectively than physical or mechanical means.

The OSC must recognize that each habitat possesses unique qualities; different cleanup techniques may be required to accomplish the goals of removing as much pollutant as possible while minimizing any environmental damage from the cleanup technique. If shoreline contamination is expected, the OSC should ask the following questions to determine whether cleanup is an appropriate response:

1) Will cleanup activities cause more damage than leaving the oil to natural recovery or dissipation?
2) Will cleanup activities severely disrupt colonies of birds, marine mammals, or other wildlife?
3) Does the oil have a relatively low toxicity?
4) Is it expected that storms or seasonal erosion cycles will remove the oil from the shoreline?
5) Does the oil degrade rapidly or slowly?
6) Does the shoreline have a high energy level?
7) Is the oil present on the surface of the substrate and likely to remain there rather than being incorporated into sediments or buried by seasonal cycles?
8) Is it likely the oil will migrate to adjacent shoreline or near-shore areas?

2140.2 – State of Alaska Response Priorities

Safety: Ensure the safety of persons involved, responding, or exposed to the immediate effects of the incident.

Public Health**:** Ensure protection of public health and welfare from the direct or indirect effects of contamination of drinking water, air, and food.

Environment: Ensure protection of the environment, natural and cultural resources, and biota from the direct or indirect effects of contamination.

Cleanup: Ensure adequate containment, control, cleanup and disposal by the responsible party or supplement or take over when cleanup is inadequate.

Restoration: Ensure assessment of contamination and damage and restoration of property, natural resources and the environment.

Cost Recovery: Ensure recovery of costs and penalties to the Response Fund for response, containment, removal, remedial actions, or damage.

2200 – SAFETY

Personnel involved in oil spill response activities must comply with all applicable worker health and safety laws and regulations. The primary federal AND state regulations are the Occupational Safety and Health Administration (OSHA) standards for hazardous waste operations and emergency response found in 29 CFR 1910.120 and 08 AAC 61, respectively. These rules regulate the safety and health of employees involved in cleanup operations at uncontrolled hazardous waste sites being cleaned up under government mandate and in certain hazardous waste treatment, storage, and disposal operations conducted under the Resource Conservation and Recovery Act of 1976 (RCRA). The regulations also apply to both emergency response and post-emergency cleanup of hazardous substance spills. The definition of hazardous substance used in these regulations is much broader than the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), encompassing all CERCLA hazardous substances, RCRA hazardous waste, and all Department of Transportation (DOT) hazardous materials listed in 49 CFR part 172. Thus, most oils and oil spill responses are covered by these regulations. The rules cover employee protection during initial site characterization and analysis, monitoring activities, material handling activities, training, and emergency response.

OSHA classifies an area impacted by oil as an uncontrolled hazardous waste site. However, the regulations do not automatically apply to an oil spill cleanup. There must be an operation that involves employee exposure or the reasonable possibility for employee exposure to safety or health hazards. A typical beach cleanup worker collecting tar balls of weathered oil or deploying sorbents to collect sheen may not be exposed to a safety or health risk. The role of the site safety and health supervisor is to assess the site, determine the safety and health hazards present, and determine if OSHA regulations apply. If an OSHA field compliance officer is on scene, he or she should be consulted to determine the applicability of OSHA regulation. Disputes should be referred to the Department of Labor representative on the Alaska Regional Response Team (RRT). The individual making the site characterization should communicate the hazards associated with the spill and provide recommendations for the protection of workers' safety and health through a site safety plan. The responsibility for the health and safety of personnel supporting a pollution response mission rests with the On-Scene Coordinator (OSC).

In an oil spill response where OSHA regulations apply, the OSC must ensure that paragraphs (b) through (o) and paragraph (q) of 29 CFR 1910.120 are complied with. Of most concern are the training requirements for response personnel. Personnel who are routinely involved in pollution response should complete a 40-hour course meeting the OSHA training in paragraph (e) of 29 CFR 1910.120. Training records should reflect that OSHA requirements have been satisfied. Contractors are responsible for certifying the training of their employees. OSHA has recognized the need to remove oil from the environment and has empowered the OSHA representative to the RRT to reduce the training requirement

to a minimum of 4 hours for responders engaged in post-emergency response operations. An example of a post-emergency response effort is shoreline cleanup operations. The reduced training applies to all USCG and other government personnel and to the private sector. This information may be found in OSHA Instruction CPL 2-2.51. The level of training required depends on the potential for exposure. Workers required to use respirators must have 40 hours of off-site training. The OSHA field compliance officer should be contacted to ascertain the worker training requirements and develop an implementation plan to minimize the hazards of exposure to workers involved in cleanup operations. State requirements that are more restrictive will preempt federal requirements.

The following link is an excellent OSHA publication, Training Marine Oil Spill Response Workers under OSHA's Hazardous Waste Operations and Emergency Response Standard. This document provides specific training requirements for spill responders during both the emergency response phase as well as the post-emergency response cleanup phase.

Within the State of Alaska, hospital decontamination stations have been established at a few hospitals. Field decontamination is critical prior to transporting injured workers to a medical facility.

2210 – Site characterization

Reference the Alaska Department of Environmental Conservation Spill Tactics For Alaska Responders (STAR) Manual for site characterization information.

2220 – Site Safety Plan Development

The following is a site safety plan skeleton, which can be used to develop an incident specific site safety plan. Examples are available and may be used as well given the requirements of a response or exercise; Reference Section 2220.1 of this document for completed examples.

STANDARD SITE SAFETY PLAN FOR EMERGENCY/POST-EMERGENCY PHASE COASTAL OIL SPILLS (4/93)

A. SITE DESCRIPTION

Site generally referred to as: _____

Location: _____

Surrounding population: ___industrial, ___residential, ___rural, ___unpopulated,

___other:_____

Topography: ___rocky, ___sandy/gravel beach, ___cliffs, ___marshes, ___docks,

___ Other: _____

Primary Hazards: ___Chemical Exposure, ___Fire/Explosion, ___Oxygen Deficiency,

___Confined/Enclosed Space Entry, ___Ionizing Radiation, ___Biological Hazards

___Safety Hazards, ___Heat Stress, ___Cold Exposure, ___Noise, ___Other:_____
Pathways for hazardous substance dispersion: _____

_____

Pathways have been noted on the site safety map provided as Attachment_____.

Reference procedures for handling drums, containers, and spill containment, provided as Attachments_____.

B. WORK PLAN AND ENTRY OBJECTIVES

1. Work Plan: All work shall be conducted in accordance with procedures established during pre-entry briefings and attached work plans. ____ *A work plan is provided as Attachment_____.*

2. Entry Objectives: Daily objectives may include site surveys, mechanical cleaning, oil recovery, booming, dispersant application, wildlife rehabilitation/hazing, and related activities. Detailed objectives shall be developed daily, and shall be described during the pre-entry safety briefing.

C. SITE ORGANIZATION

1. Definitions:
OSC: The On-Scene Coordinator (OSC) is the pre-designated Federal, State, Local, or Responsible Party official responsible for incident management in accordance with the Regional Contingency Plan. The OSC's designated rep serves as the on-site supervisor for response personnel.

SSHO: The Site Safety and Health Officer (SSHO), often referred to simply as the Site Safety Officer, is the single individual responsible for developing and implementing the OSC's site-specific site safety and health plan.

SSHP: Site Safety and Health Supervisor(s) (SSHP) is a mandatory position under 29 CFR 1910.120. The SSHP, often referred to simply as the Site Safety Supervisor, is the individual(s) in the field responsible for enforcing the SSHO's site-specific site safety and health plan. An SSHP must be on-site at all times while the SSHO may be with the OSC or at other locations.

2. Positions:

Function	Name and Phone (if appropriate)
FOSC	
SOSC	
LOSC	
RPOSC	
Incident Commander	
OSC's On-Site rep/supervisor	
FOSC Rep	
SOSC Rep	
LOSC Rep	
RPOSC Rep	
Site Safety and Health Officer	
Site Safety & Health Supervisor(s)	Reference the posted organization on-site/work plan/briefing log.
Public Affairs Officer	
Scientific Support Coordinator	
National Pollution Fund Center Case Officer	
BOA Contract Supervisor	
Other Federal/State/Local reps:	
RP's representative	
RP's On-Site rep	
RP's On-Site Contract Supervisor	
RP's Safety & Health Officer	
RP's Safety & Health Supervisor	
Other R.P. reps	

D. SITE CONTROL

1. Anyone entering or departing a Work Area shall report to the site supervisor or designated representative.
2. No person shall enter a site without subscribing to this or another appropriate Site Safety and Health plan.

3. The buddy system is mandatory for everyone on site.
4. Training: In general, all personnel on-site shall be trained adequately to perform their assigned tasks safely. The general training level requirement is technician level and/or routine site worker (40-hrs. and 3 days on-the-job training minimum) except as noted below.

JOB DESCRIPTION:	TRAINING LEVEL:
_____	_____
_____	_____
_____	_____

_____Guidelines for assessment of training/qualification requirements has been provided as Attachment_____.

All personnel entering the site shall be fully informed about applicable hazards and procedures on site. Reference section L. below for on-site informational briefings program.

5. **Site Boundaries:** Control boundaries have been established in the site safety map below according to the following guidelines:

    a. The HOT ZONE, or EXCLUSION ZONE, is the area where contamination or product hazards are expected.
    b. The WARM ZONE, or CONTAMINATION REDUCTION ZONE, is a transition area between the HOT ZONE and the COLD ZONE. It is the area where DECONTAMINATION is conducted for personnel and equipment leaving the HOT ZONE.
    c. The COLD ZONE, or SUPPORT ZONE, is an area adjacent to the WARM ZONE that is intended to remain safe and as free of contamination as possible.

6. Site Safety Map: The site safety map includes the location of items such as: zone boundaries, decontamination station, washing, toilet/hygiene facilities, first aid equipment, fire extinguishers, command posts, equipment staging/storage, eating/rest areas, animal rehab/hazing stations, and locations of identified hazards.
____ A Site Safety Map is provided as Attachment_____.

7. Decontamination: Field decontamination of injured workers is essential prior to transport to a medical facility. Hospital decontamination stations have not been established within the State of Alaska to support patients contaminated during oil or hazardous substance response operations.

E. HAZARD EVALUATION:

1. **Chemical Hazards:** Check appropriate category of oil, attach generic information sheet, and attach specific MSDS when available. Check all applicable below:

____ Oil containing benzene and/or other high vapor pressure chemicals.

____ Hazard information is provided as Attachment_____.

____ Oil that does not contain benzene and/or other high vapor pressure chemicals.

____ Hazard information is provided as Attachment_____.

____ Hydrogen sulfide (from sour crude oil or anaerobic decay of organic materials).

____ Hazard information is provided as Attachment_____.

____ Dispersant applications.

____ Hazard information is provided as Attachment_____.

____ Bioremediation application.

____ Hazard information is provided as Attachment_____.

2. Exposure/Risk Assessment Monitoring For Chemical and Physical Hazards: The following monitoring shall be conducted with monitoring equipment calibrated and maintained in accordance with the manufacturer's instructions (electronic equipment shall be calibrated before each day's use).

MONITOR	FREQUENCY
___ Combustible gas	___continuous, ___hourly, ___ daily, ___*Other*: _____
___ Oxygen	___continuous, ___hourly, ___ daily, ___*Other*: _____
___ H2S dosimeter	___continuous, ___hourly, ___ daily, ___*Other*: _____
___ H2S meter	___continuous, ___hourly, ___ daily, ___*Other*: _____
___ HNU	___continuous, ___hourly, ___ daily, ___*Other*: _____
___ OVA	___continuous, ___hourly, ___ daily, ___*Other*: _____
___ WBGT	___continuous, ___hourly, ___ daily, ___*Other*: _____
___ Noise	___continuous, ___hourly, ___ daily, ___*Other*: _____
___ Organic Vapor	___continuous, ___hourly, ___ daily, ___*Other*: _____
___ *Other*: _____	___continuous, ___hourly, ___ daily, ___*Other*: _____

3. Additional Hazards: Additional hazards may be encountered on site, and these along with any other applicable hazards found during the site survey must be marked on the attached maps.

F. GENERAL SAFE WORK PRACTICES. The following safe work practices shall be adhered to while on site. Please check those that are appropriate and add any additional ones:

— BUDDY SYSTEM. The buddy system shall be observed inside the Work Area (EXCLUSION and CONTAMINATION REDUCTION ZONES). Personnel must work within sight of their assigned partner at all times. A partner shall be assigned by the site safety supervisor as personnel check in. Personnel shall use whistles to indicate that they need assistance in areas where they may be obscured from supervisors (e.g. high grass, boulders, or warehouse areas) as noted on the Project Map.

— OCCUPATIONAL MEDICAL MONITORING. Personnel shall be enrolled in an occupational medical monitoring program in accordance with 29 CFR 1910.120.

— FIRES. Each restriction zone and associated contamination reduction zone shall have at least one each of the following:

- a fully charged Class A fire extinguisher for ordinary fires,
- a fully charged Class B fire extinguisher for liquid fires, and

- A hand held foghorn to alert personnel.

The above items shall be maintained in a readily accessible location, clearly labeled in red, and with the location noted on the project map. An ABC or AB fire extinguisher can be substituted for an A or B fire extinguisher.

— LIGHTING. Fixed or portable lighting shall be maintained for dark areas or work after sunset to ensure that sufficient illumination is provided. (Reference TABLE H-120.1 of 29 CFR 1910.120(m) for Minimum Illumination Intensities.)

— SLIPPERY ROCKS AND SURFACES. All personnel in the work area shall wear chemical resistant safety boots with steel toe/shank and textured bottoms (neoprene is a common material that is fairly resistant to many oils). Boat operators may substitute clean deck shoes with textured soles kept free of oil on cloth/leather uppers.

— SLIP-TRIP-FALL HAZARDS. In addition to proper footwear, personnel will be briefed to be wary of tripping hazards. Safety belts and lifelines will also be worn when working at heights. Proper safety precautions will be taken when working with ladders.

— WORK NEAR WATER. All personnel working in boats, on docks, or generally within 10 feet of water deeper than 3 feet, shall wear USCG approved personal flotation devices (PFDs) or work vests.

— HEAT STRESS. The site safety and health supervisor shall generally be guided by the ACGIH guidelines in determining work/rest periods. Fluids shall be available at all times and encouraged during rest periods. Further guidelines are provided as Attachment:_____.

— COLD STRESS. The site safety and health supervisor shall generally be guided by the ACGIH guidelines in determining work/rest periods. Workers shall be provided with adequate warm clothing, rest opportunities, exposure protection, warm and/or sweet fluids shall also be available during rest periods. For prolonged water temperatures below 59 degrees F, or a combined water and air temperature less than 120 degrees F, exposure suits shall be worn by personnel working/traveling in small boats, and immersion suits shall be available for vessel operations other than small boats. Further guidelines are provided as Attachment:_____.

— HIGH NOISE LEVELS. Hearing protection shall be used in high noise areas (exceeding 84 dBA--generally where noise levels require personnel to raise their voices to be heard) designated by the site safety supervisor.

— ELECTRICAL HAZARDS. Electrical hazards are designated on the site map, and shall be marked with suitable placards, barricades, or warning tape as necessary.

— TRAP HAZARDS. Open manholes, pits, trenches, or similar hazards are noted on the site map. The site safety supervisor shall ensure that these locations are periodically checked during the day.

— MUD. Dangerous mud flats posing a trap hazard shall be designated on the site safety map as areas off limits to personnel. Mark these locations with banner tape, barricades, or other marking equipment.

— CARBON MONOXIDE. Equipment operators shall ensure that personnel do not linger or work near exhaust pipes.

— UV LIGHT EXPOSURE. Sunscreens of protection factor 15 (or greater), and UV tinted safety glasses shall be made available for response personnel as needed.

— HELICOPTER OPERATIONS. Pilots shall provide safety briefing for all passengers. Helicopter procedures are provided as attachment:_____.

— MOTOR VEHICLES. Drivers shall maintain a safe speed at all times, and shall not be allowed to operate vehicles in a reckless manner. A vehicle safety briefing is provided as attachment_____.

— ALL TERRAIN VEHICLES (ATVs). Drivers shall maintain a safe speed at all times, and shall not be allowed to operate vehicles in a reckless manner. ATV drivers shall not operate ATVs outside of areas and lanes specified by the site safety supervisor.

— DRUM HANDLING AND SPILL CONTAINMENT.
- Drums and containers must be handled in accordance with 29 CFR 1910.120. Containers must be labeled and constructed in accordance with EPA (40 CFR 264-265, and 300), and DOT (49 CFR 171-178) regulations.
- Temporary holding/staging areas for drums and containers containing waste materials shall be constructed to contain spillage, run-off, or accidental releases of materials.
- Manual lifting and handling of drums and containers shall be kept to a minimum. To the extent possible, mechanical devices, drum slings or other mechanical assisting devices designed for that purpose shall be used.

  Safe-lifting procedures are provided as Attachment_____.

  Drum-handling procedures are provided as Attachment_____.

— CONFINED SPACES. Confined spaces will not normally be entered by response personnel during oil spill response operations. If a confined space must be entered or hot work conducted on a confined space, a specific confined space entry work plan and confined space work authorization checklist will be developed for that operation.

A confined space work plan is provided as Attachment_____.

A confined space work authorization checklist is provided as Attachment_____.

— POISONOUS/INFECTIOUS INSECTS, BITES, STINGS, PLANTS.
- Bee Stings (also hornet or wasp bites)
- Animal Bites (infection hazard, and/or rabies from some common sources such as: foxes, bats, dogs, cats, and cows).
- Marine Stings and Punctures (jellyfish, man-o-war, anemones, corals, hydras, urchins, cone shells, stingrays, and spiny fish)
- Poisonous Plants (poison ivy, oak, or sumac)

— General Prevention:

- During morning safety briefings, provide information on the location of hazards and how to deal with problems.
- Personnel should be provided with
  - long sleeved clothing
  - insect repellant
- Personnel should inspect each other for signs of infected bites during breaks when working in designated areas.
- Personnel with allergies to bee stings or insect bites may suffer a medical emergency if bitten. Supervisors on site should be prepared to deal with these medical emergencies.
- Personnel with severe allergies must work in areas away from known/suspected hazards.
- Personnel with allergies to bee stings or other insect bites should notify their supervisors AND the site safety supervisor when reporting on this site.
- Personnel shall be briefed on procedures in accordance with the guidelines provided as Attachment:_____.

— BEAR SAFETY/USE OF FIREARMS. Confrontation with bears exhibiting aggressive behavior can be life threatening for employees engaged in fieldwork at remote sites. State regulations allow taking of bears in defense of life after other measures fail. Personal safety is the foremost consideration in bear encounters, but all reasonable alternative methods of deterring an aggressive bear shall be employed. These include retreat, noise making, chemical repellents, and detonation of flares, if feasible.

- Proper training of personnel should cover the following at a minimum:
- Avoiding bear encounters.
- Interpreting bear behaviors.
- Handling, maintaining and using non-lethal repellents.
- Handling, maintaining and using firearms.
- Requirements of the State Defense of Life and Property Regulations.

Bear safety/firearms handling procedures are provided as Attachment_____. The Alaska Department of Environmental Conservation has also developed a document entitled "Bear Safety/Firearms Program Guidance" for ADEC personnel.

G. PERSONAL PROTECTIVE EQUIPMENT (PPE).

1. Levels of Protection:
   - **Level A:** Should be worn when the highest level of respiratory, skin, and eye protection is needed.
   - **Level B:** Should be worn when the highest level of respiratory protection is needed, but a lesser level of skin protection.
   - **Level C:** Should be worn when the criteria for using air-purifying respirators are met.
   - **Level D:** Should be worn only as a work uniform and not on any site with respiratory or skin hazards. It provides no protection against chemical hazards.

— Reference the PPE ensemble descriptions provided as Attachment_____.

2. The following PPE ensembles shall be used while on site:

LOCATION:	TASK:	LEVEL (CIRCLE):
GENERAL	Monitors/Supervisors	A B C D
	Shoreline Cleanup Crew	A B C D
	Vacuum Truck Crews	A B C D
	High Pressure Wash Crew	A B C D
	Abrasive Cleaning Crew	A B C D
	Hot Water Wash Crew	A B C D
	Boat Drivers	A B C D
	Boat Crews	A B C D
	Skimmer Crews	A B C D
	Boom Crews	A B C D
	Sampling Teams	A B C D
	Survey Teams	A B C D
	Product Pumping	A B C D
	Dispersants Crews	A B C D
	Bioremediation Crews	A B C D
	Bird/Mammal Capture	A B C D
	Bird/Mammal Hazing	A B C D
	Bird/Mammal Transport	A B C D
		A B C D
		A B C D
		A B C D
COLD ZONE	Response Personnel	A B C D
	Visitors	A B C D
		A B C D
		A B C D
		A B C D
		A B C D

H. DECONTAMINATION PROCEDURES

Contaminated personnel and personnel entering contaminated areas shall be decontaminated in accordance with the instructions of the site safety and health supervisor.

— Reference the Decontamination Guidelines and Layout provided as Attachments_____.

I. SANITATION & PERSONAL HYGIENE

Potable water, non-potable water, toilets and personal hygiene facilities shall be readily available.

— For further information Reference Attachment_____.

J. EMERGENCY PROCEDURES

1. General: In all cases when an onsite emergency occurs, immediate notification will be made via the quickest means available. Personnel shall not reenter the work area or restart work until:

- The condition resulting in the emergency has been investigated by supervisory personnel, and has been corrected;
- Hazards have been reassessed; and
- Site personnel have been briefed on any changes in the operation and site safety plan.

— Hospitals listed under communications section have been contacted (chemical emergency hospital agrees to take patients from site).

— Fire departments listed under communications section have been contacted.

— Ambulance services listed under communications section have been contacted (note those which will take chemical emergencies).

— ATSDR has been notified of site operations.

— Police forces listed under communications section have been notified.

2. Emergency Medical Procedures:

- Contact designated EMT (Reference the posted organization/work plan).
- Do not attempt to move seriously injured personnel, call for an ambulance to come to the injured person.
- For bites, stings, or poisonous animals/plants follow the procedures provided in Attachment_____.

- The closest hospital for regular emergencies is:_____
(Reference K. Communications, below, for phone number)

- The closest hospital for chemical exposure emergencies is:_____

(Reference K. Communications, below, for phone number) Contact ATSDR (404) 639-0615 (24 hr) for chemical incidents.

3. Emergency Fire Procedures:

- DO NOT attempt to fight fires unless it is a small fire. A small fire is generally considered to be a fire in the early stages of development that can readily be extinguished in a few minutes time with personnel and equipment in the immediate area.
- DO NOT take extraordinary measures to fight fires.
- YOU MUST sound the appropriate fire signal if fire cannot be put out quickly.
- Alert nearby personnel to call fire department.

- Notify supervisor.
- When the fire alarm is sounded, personnel shall immediately leave the work area WITH THEIR ASSIGNED BUDDY and proceed to the pre-designated assembly point using the designated evacuation route (Reference evacuation routes and assembly point below).
- The Site Supervisor OR the Fire Department shall ensure that the fire is extinguished and a temporary fire watch has been posted BEFORE restarting work.

4. Evacuation:

EVACUATION & FIRE SIGNAL(S):

_____

_____

PRIMARY EVACUATION ROUTE:

_____

_____

SECONDARY EVACUATION ROUTE:

_____

_____

ASSEMBLY POINT:

_____

_____

K. COMMUNICATIONS.

1. General signals:

- ❑ THUMBS UP: I am OK / I agree.
- ❑ THUMBS DOWN: Do not agree.
- ❑ HANDS ACROSS THROAT: Out of air/trouble breathing
- ❑ GRAB HAND/ARM: Come with me
- ❑ HANDS ON HEAD: I need assistance
- ❑ BOTH HANDS ON WAIST: Leave area immediately

2. Radio communications:

Working:

Frequency:_____, channel:_____ (__VHF __UHF __CB _____OTHER)

Emergency:

freq:_____, chnl:_____ (__VHF __UHF __CB _____OTHER)

freq:_____, chnl:_____ (__VHF __UHF __CB _____OTHER)

3. Phone communications:

On-Scene Coordinator:

(_____)_____(_voice _fax _cell _pager _home)

(_____)_____(_voice _fax _cell _pager _home)

Incident Commander:

(_____)_____(_voice _fax _cell _pager _home)

(_____)_____(_voice _fax _cell _pager _home)

Site Safety and Health Officer:

(_____)_____(_voice _fax _cell _pager _home)

(_____)_____(_voice _fax _cell _pager _home)

Agency for Toxic Substance and Disease Registry (ATSDR): (404) 639-0615 (24 hr) (voice) ext. 0655 (fax)

Case officer: _____

ATSDR can provide emergency medical and toxicological information, assist in determining procedures for potential chemical overexposures, and can provide on scene assistance for certain chemical emergencies.

Police:

(_____)_____(_voice _fax _cell _pager _home)

Fire:

(_____)_____(_voice _fax _cell _pager _home)

Ambulance/EMT/Hospital:

(_____)_____(_voice _fax _cell _pager _home)

(_____)_____(_voice _fax _cell _pager _home)

OTHER NUMBERS:

(_____)_____(_voice _fax _cell _pager _home)

(_____)_____(_voice _fax _cell _pager _home)

(_____)_____(_voice _fax _cell _pager _home)

L. SITE SAFETY BRIEFINGS/MEETINGS.

1. Initial Briefing: All personnel, employees, contractors, and subcontractors shall be provided with an initial site safety briefing to communicate the nature, level and degree of hazards expected on site and to present the emergency response plan.

2. Shift & Other Briefings: Personnel will also receive regular briefings before and after each shift, before making a LEVEL A/B hot zone entry, and when significant changes are made in the work procedures or safety plans. These site safety meetings/briefings shall be held by the Site Supervisor. At a minimum, these meetings will describe the work to be accomplished, discuss safety procedure changes, and note any items that need to be passed to other crews. General safety training topics should also be covered based on points raised in previous meetings and the site safety plan attachments.

____ A briefing log is provided as Attachment:_____.

M. THE SITE SAFETY OFFICER.

The Site Safety Officer for this incident is: _____

The responsibilities of the SITE SAFETY OFFICER include (but are not limited to):

- Coordination of all safety and health concerns for the entire work site;
- Keeping this plan current; and
- Liaison with site safety officers from other organizations.

N. AUTHORIZATIONS:

SITE SAFETY OFFICER: _____/DATE: _____

ON SCENE COORDINATOR:_____/DATE: _____

2220.1 – Sample Site Safety Plan

Several example site safety plans are available on the USCG Homeport website, under Incident Management and Preparedness.

2230 – OSHA Training for Volunteers

Reference Section 4320 of this document for information on volunteer use during an incident response.

2300 – INFORMATION

2310 – Protocol for Access/Timing of Media Briefings

2310.1 – Public Information Officer (PIO) Protocol

Oil and hazardous substance spills generate a great deal of public attention and media coverage, particularly if a spill is large or the substance spilled is extremely hazardous. This attention, reflecting legitimate public concern, may be local, statewide, or even national or international in scope.

Public affairs specialists or information officers keep the public and the news media informed about the facts and current situation of an incident and of the activities of the response effort and the agencies and officials involved. The Public Information Officer (PIO) of the Unified Command's Incident Command System organization serves as the lead manager for all spill-related public information activities conducted on behalf of the Unified Command or an On-Scene Coordinator (OSC).

Under the direction of the State OSC, the ADEC Public Information Officer serves as the lead manager for all spill-related public information activities that fall under State jurisdiction and will maintain a State public information office, as needed.

In the event of a major incident, the Unified Command in consultation with the PIO may choose to establish a Joint Information Center where public affairs professionals from organizations involved in incident management activities can co-locate to perform critical emergency information, crisis communications, and public affairs functions.

The Public Information Officer (PIO) is the communications coordinator, and often the spokesperson for the agency or organization they represent. The PIO is responsible for developing and releasing information about the incident to the news media, to incident personnel, and to other appropriate agencies and organizations. PIOs handle organizational functions, including media, community, industry, governmental, tribal, and interest group relations. They do more than "tell their organization's story." They must understand the attitudes and concerns of the community, public interest groups, and other responding agencies; establish; and maintain cooperative relationships with them and with representatives from print and broadcast journalism.

The PIO has three principal responsibilities:

1. **Gather incident data**. This involves understanding how an ICS/Unified Command response operation functions, then developing an effective method for obtaining up-to-date information from appropriate ICS Sections.
2. **Analyze public perceptions of the response**. This involves employing techniques for obtaining community feedback to provide response agencies with insight into community information needs, their expectations for the role to be played by the response agencies, and the lessons to be learned from specific response efforts.
3. **Inform the public**. That is, to serve as the source of accurate and comprehensive information about the incident and the response to a specific set of audiences.

The PIO drafts press releases and contacts people in the media who might print or broadcast material or information. The PIO must show creativity, initiative, and good judgment and have the ability to communicate thoughts clearly and simply. The PIO can operate from an office or from the field. During an incident, the PIO serves under the Unified Command and often can be identified by a helmet or vest with the letters "PIO" on it.

Staff and Resources: Experienced crisis managers know that when public information officers are needed, the need can be critical, and the Unified Command's or the OSC's effectiveness with the media and public is often in direct proportion to the PIO's experience and training in complex environmental emergencies. Effective communication with the public is indispensable to a successful spill response.

Arriving at a spill site, the information officer must ensure that an officer/recorder is assigned from the professional spill response staff to assist in recording and transmitting written information. The staff person is responsible for writing a "spill bulletin" summarizing salient facts and information about the incident. The bulletin is transmitted, on a frequent basis and usually by Fax, to ADEC's Central Office in Juneau, the Governor's Office, communities, Native groups, resource organizations, the media, and federal agencies (as appropriate). The information contained in the bulletin will prove useful to the information officer, as well.

Additional information officers and clerical staff should be added to handle the increasing workload, as should photographic services, both still and video. Resources required for the spill information office include suitable maps of the impacted area, up-to-date media and community contact lists, dedicated phone lines, portable phones or beepers, if available, computers for all writers on staff, printers, a copier, and a fax machine. An advance agreement should be made with the Unified Command that photos and video footage shot for public information may be used for that purpose, without delay or restriction for legal reviews, except when such is warranted due to private property concerns.

Staying Ahead of Changing Events: One of the PIO's precepts for day-to-day effectiveness is to stay ahead of the "information curve." During a rapidly changing emergency, this will become one of his or her most exacting challenges. Not only must this person assemble information quickly, arrange interviews and assist reporters, but he/she also must maintain close contact with the OSC and spill team members to anticipate, as much as possible, each major development in the spill response that will generate the next wave of public concern or media interest.

These events may come in the form of escalated response actions, the release of new water sample data or wildlife mortality figures, or a formal decision delivered by a member of the Unified Command or others serving in an official capacity. When events such as these can be anticipated, press information can be prepared to enable the OSC to maintain his/her role as the primary responsible spokesperson for the incident. Additionally, the information officer must work within media deadlines as much as possible. Much of the national news media is driven by East Coast deadlines, a full four hours ahead of Alaska, and this may require special attention. It is a simple fact that information delivered prior to deadlines will be more effectively reported by the press.

To stay ahead of changing events and to meet deadlines, the PIO must assimilate a mass of information by coordinating with local government officials and federal, State, and responsible party public information staff, attending staff meetings, reading situation reports, and asking many questions. All of this consumes time. Sufficient staff support and resources in the spill information office or Joint

Information Center is essential for answering phones, writing and dispensing bulletins, and hosting the press. Obtaining staff resources is thus one of the PIO's first duties upon arrival at a spill site.

Community Relations: Providing information directly to members of the impacted community, free of the filtering and potentially distorting effect of the media is critical to public understanding of the incident response. Community relations may include scheduling of public meetings, preparing speeches, and coordinating public activities with public officials and protocol personnel.

In order to ensure that important constituencies are not overlooked or slighted during a major response, it is important that a Community Relations/Liaison Officer coordinate closely with the public affairs element. (Under no circumstances should community relations be a collateral duty of the media relations officer or the Joint Information Center during a major incident).

Additionally, the PIO should contact local government officials and have them offer information and comments on the situation. State, federal and local governments should coordinate their responses and press releases to the media.

Internal Information: Internal information is the process of properly informing internal staff of the status of all pertinent activities. By keeping staff apprised with information that is accurate and consistent, efforts to properly inform the rest of the response community will be successful.

At a minimum, all personnel assigned to response duties should be provided with access to the daily fact sheet or any published spill bulletins prepared by the PIO or the JIC. This will help ensure a consistent and accurate flow of information.

2310.2 – PIO Checklists

2310.2.1 – General Checklist:

In response to a spill incident, as a member of the Unified Command Staff, the PIO will seek to perform the following:

- ❑ Obtain briefing from the Incident Commander.
- ❑ Prepare initial information summary, obtain Unified Command approval, and release for dissemination as soon as possible after arrival.
- ❑ In consultation with the Unified Command, establish a Joint Information Center, if warranted; manage the activated Joint Information Center.
- ❑ Arrange for necessary workspace, materials, telephones and staffing.
- ❑ Observe constraints on the release of information imposed by the Unified Command.
- ❑ Release news to media and post information in command post and other appropriate locations.
- ❑ Ensure a consistent message is offered in all press releases, fact sheets, interviews and other public information forums.
- ❑ Attend all pertinent meetings to update information releases and situation reports.
- ❑ Screen visiting journalists and VIPs and arrange escorting when appropriate.
- ❑ Respond to special requests for information.
- ❑ Organize opportunities for media interviews, site visits, etc. during incident.
- ❑ Establish a press area, if deemed necessary, distribute passes, and ensure periodic contact with the media in the press area, using established time intervals, if applicable.
- ❑ Supervise the conduct of any outside news media, responding only with those details of the situation as authorized by the Unified Command. Establish the "ground rules" that are determined necessary by the incident commander given the seriousness of the situation.
- ❑ Respond to all telephone inquiries from news media, local residents and other in a timely manner.
- ❑ Standardize all forms of new releases and reports.
- ❑ Maintain a written log of all information received from the Unified Command and relayed or released on their authorization.
- ❑ Prepare a final written news release for distribution to the media with approval of the Unified Command.

2310.2.2 – State of Alaska Checklist:

No two emergencies are identical. Each event will challenge the public information officer's skills in communication, organization and diplomacy. This individual must design the best information response possible, flexibly and creatively, to meet the given situation. The following checklist, intended as an aid to the basics, is offered as a starting point:

Pre-planning:

- ❑ Maintain up-to-date information on the major facilities in the State. Include a file of relevant facts on the industries and the major environmental and public health resources near facilities.
- ❑ Review major oil and hazardous substance transportation routes and examples of vessel and facility contingency plans.
- ❑ At both the PIO's home and office, keep a kit with communications information for Alaska locales, including community and media contact lists.
- ❑ Participate in spill drills.

At the Scene

- ❑ Coordinate with the SOSC and spill response team.
- ❑ Make all notifications as needed:
    - o ADEC information officer in Commissioner's Office
    - o Governor's Press Secretary
    - o ADF&G Public Information Office and other State agencies as needed (ADNR, ADMVA/DHSEM, ADHSS)
    - o USCG or EPA Press Officers; and
    - o RP's press officer or press spokesperson
- ❑ Identify Liaison Officer/Recorder and determine when first Spill Bulletin will be released.
- ❑ Initiate first press release with basic facts on spill; distribute as soon as possible.
- ❑ Identify additional staffing, office, and equipment needs, if any, and submit to SOSC or office administrator.
- ❑ Open communication channels with local government officials of affected communities; assist SOSC in keeping local community leadership informed.
- ❑ Login press calls, record names, phone and fax numbers of reporters.
- ❑ Activate video and still photography team.
- ❑ Arrange to obtain maps from mapping team, with regular updates.
- ❑ Work with SOSC to set up first press briefing.
- ❑ Attend key staff coordination and update meetings.
- ❑ Identify where reporters and TV crews may go and, if necessary, assist them in getting there.

News Briefings

- ❑ Coordinate with OSC: who will be spokesperson(s), subject matter to becovered, other state staff required, backup materials, time limit.
- ❑ Develop list of probable questions for SOSC.
- ❑ At beginning of briefing, introduce yourself and speakers, give titles and spelling of names, indicate subject matter to be covered.
- ❑ Note or tape questions and answers for follow-up.

Type of Information for Release

- Names and contact phones to obtain information on the spill.
- Exact location of the incident, including the proper name of the site, commercial entity name.

- Time and date of incident.
- Type of substance spilled, nature of incident (fire, explosion, oil spill, etc.), and size, and effects to date on humans or resources. For any casualties, withhold names pending notification of next-of-kin.
- Actions taken or recommendations by the Unified Command for actions to respond to the incident. If appropriate, obtain quotes from the Unified Command officials regarding actions needed.
- Resources in area that could be at further risk, including human risks, and information needed by the public for self-protection.
- How the Unified Command is coordinating efforts with local communities and residents.

Precautions: Information released publicly during an incident may be used in later litigation. When in doubt, secure advice from the legal authorities. In general, adhere to the following:

- Do not speculate about the facts. "I don't know but I'll find out" is sometimes the best answer.
- Do not make damage estimates in terms of dollars nor confirm estimates made by persons other than those serving in an official capacity in the spill response operation.
- Withhold names of casualties pending notification of next-of-kin.

After the Spill Response: When the crisis has subsided and media interest abated, the Unified Command's public information staff, and local government officials, as appropriate, should meet to evaluate their effectiveness with the media and the public.

2310.2.3 – USCG Checklist

- ❑ Designate an incident Public Affairs Officer. This person may change with time from a unit officer to a PIAT CWO to a District officer to a senior officer from another command. Make sure all PAs know whom the PAO is and understand that the PAO reports to the OSC.
- ❑ Complete fact sheet and prepare a 30-second media statement (about 150 words maximum).
- ❑ Record media statement on Voice-mail, record-a-phone or similar automatic message service so media can get updates.
- ❑ Use phone-screening system (watch standers, automated, etc.) to direct news media to prerecorded updates.
- ❑ Have three phone lines available for public affairs use: incoming (published), outgoing (unpublished), and a fax line.
- ❑ Contact district (District Public Affairs or DPA) at outset of any medium or larger spill to arrange for PA backup. Temporary Active Duty (TAD) PAs may be used or referral of media calls to DPA or some variation.
- ❑ Contact NSFCC, PIAT to alert in case of any potential major incident (if not already done as part of #5 above). Note: FOSC may request PIAT assistance at any time regardless of spill size.
- ❑ Update fact sheet at least daily and fax or phone update to major media outlets.
- ❑ Schedule a media-availability meeting with the FOSC, at least daily when media interest is great (if unsure of necessity, ask reporters; they will tell you whether the story merits the meetings).
- ❑ The primary purpose of a news conference/media-availability meeting is to put forth the FOSC's assessment of the progress of the response. A secondary purpose is to answer media questions. Use the Fact Sheet as the primary tool for briefings.
- ❑ In major spills, designate a protocol office to handle VIP visitors. Do not assign this function to the PAO.
- ❑ In major spills of high interest, designate an FOSC aide. Access to the FOSC and the FOSC's time is critical in such incidents and must be scheduled carefully.
- ❑ Require the PAO to brief the FOSC each morning on the media coverage of the incident and the specific public affairs goals for the day. The FOSC should update the fact sheet at this time.
- ❑ Establish a Joint Information Center (normally dictated by the size of the incident.) Only the FOSC or the FOSC's spokesperson speaks for all agencies, but each agency can speak for itself.
- ❑ Maintain close contact with appropriate local government officials.

2310.3 – Media Interaction

General: The public's opinion of response efforts are not always based upon what action has been taken, but upon what information they have received. Supplying information to the media is a critical component of spill response and is a primary function of the Unified Command. Early and accurate news releases serve to minimize public apprehension and to enhance their faith in the response community's ability to deal with oil and hazardous substance contingencies.

To ensure an accurate flow of information, a single point of contact or pool of public affairs personnel should be established for media relations. The number of people needed to respond to inquiries will vary depending on the size of the incident and the media interest involved. The Unified Command has many resources available to assist with the media. For small spills, the assistance of the USCG Public Affairs Officer may be sufficient. For larger spills with more media interest, it may be necessary to seek assistance from other sources, such as the USCG's Public Information Assist Team (PIAT), as well as State agency public information officers.

The following general guidelines are also provided:

- Fast and accurate information must be provided to protect public health, obtain public cooperation, and to assist in guarding against further environmental damage.
- Clear communication by spill response authorities is essential for the delivery of accurate information to avert misinformation or rumors sometimes engendered by an emergency.
- The OSC must immediately establish and maintain his/her position as chief articulator of an incident. As statutory guardian of public health and resources, it is the Federal and State OSC's role--not the role of the spiller or others--to deliver public statements regarding the effects of a spill, including evaluations of a spill's size, extent, nature, dangers to public health or resources, details of the response plan, the OSCs' expectations for response plan implementation, degree of success or lack of success of a spill response, and the anticipated long-term effects of a spill.
- When a spill occurs, the OSC must immediately open communications with local government officials of affected communities, conveying facts needed by residents for their own response activities and protection of public health and resources. Initial phone calls to establish communication channels with local governments and appropriate organizations, such as fishermen and Native groups, should be followed by regular updates through spill bulletins, press releases, and briefings.

Credibility with the press and the public is the best foundation for an effective public information effort, and the efficient delivery of accurate information is the key to credibility.

Media Access: The question of media access to spill sites may arise during emergencies, usually because of one of three issues: safety; potential interference with response activities; or admission to private property.

In general, it should be the Unified Command's policy to allow free access for the media where public resources are concerned, with reasonable guidelines to protect personal safety and preclude interference with response activities. The PIO must work through and seek permission from the Incident Commander before allowing media access to the emergency scene.

If conditions will not accommodate crowds of reporters, "pool" reporting may be necessary on a temporary basis. Concerning private property (a spill, for instance, on the grounds of a privately owned refinery or storage facility) reporters or their companies must negotiate their own access. The information

officer should obtain permission and legal counsel before releasing photos or video footage on private property, both for purposes of conserving legal evidence and potential violation of owners' rights.

The Daily Press Briefing: Early morning is the best part of the day for the information officer to coordinate the day's press activities and ensure that everyone receives written information and background facts. During a significant spill with a rapidly developing situation and the presence of a large number of reporters, a briefing held daily at a pre-established time (8:00 am or 8:30 am is recommended) is one of the most useful means of delivering information. This is an opportunity for the OSC and other spokespersons to brief the press and answer their questions and for other key staff members to follow up with important data. For example, if applicable, an ADF&G representative may present information on wildlife and fisheries impacts, or public health authorities may offer their findings on contamination of local subsistence foods. It is the PIO's duty to work with the OSC to prioritize the information according to importance, point out backup factual material and other sources, provide written information for distribution, and conduct the press briefing.

These press briefings may relieve the OSC and other spokespersons of some of the pressure of interviews throughout the remainder of the day, as well as free reporters to proceed with fieldwork. The early hour also means that East Coast deadlines can be met.

News Releases, Fact Sheets, and Background Papers: News releases should be reserved for announcements of major decisions, policy changes, or new developments. They must report on items that are actually news, should summarize issues clearly, and provide quotes from decision-makers that encapsulate and clarify the Unified Command's position. Distribution should be to affected communities and all response agencies in addition to the media.

Fact sheets should be prepared and updated regularly to present key data needed by the press or the public, such as amounts of oil or hazardous substance spilled or cleaned up, wildlife mortalities, and number of personnel involved in the response. Background papers should be written to amplify and clarify complex issues and the Unified Command's related actions and policies.

Desktop publishing technology is best used in the public information office from the outset of the spill for rapid reproduction of documents that communicate effectively.

Spill Bulletin: The spill bulletin, a simple but essential publication, can become a key vehicle for conveying information about the spill response. It can be produced up to several times daily by a liaison recorder, a staff member with technical spill and environmental expertise who works closely with both the information officer and the spill management team. The PIO or a liaison recorder keeps track of the changing status of the response and records the information in brief, summarized informational "bullets." The bulletin is faxed to communities, other response agencies, the Governor's Office, the ADEC Commissioner's office, appropriate federal agencies, and others who require the information. With Unified Command approval, the bulletin may also be made available to the media through the PIO.

Mapping: Oil, chemicals, or toxic gases often present increasing dangers to resources and public health because of their tendency to move after being released into the environment. The location of the spill and the changes in location are thus essential pieces of information for local residents, communities and the media. The spill information office or the JIC should obtain maps from agency technical mapping teams and make them available on a continuing basis. These maps can be attached to fact sheets or spill bulletins, if they are produced.

Designation of Spokesperson: The lead government officials or PIOs, whether federal, state or local, will be important media sources and should be prepared to answer questions on the location and severity of an incident and the type of response required to address the situation.

At the State level, the designated State spokesperson is normally the State On-Scene Coordinator (SOSC). The person filling this role will articulate the State's key policy positions and provide continuity throughout the spill response. The spokesperson should have experience in media interviews and be capable of delivering clear and frequent explanations of the State's actions during a rapidly changing emergency. Due to the workload and time constraints placed on the SOSC, the PIO will often be asked to serve as official spokesperson, addressing certain tasks and media/public engagements.

All information regarding State involvement at the spill site will be documented by staff to the SOSC either at the scene or through his/her regional office, and the SOSC or ADEC PIO will disseminate the information appropriate for release. For major incidents requiring participation of higher State executives, the ADEC division director or the ADEC Commissioner may be designated to make certain State policy announcements. The ADEC PIO will be designated by the SOSC, the responsible ADEC director, or the ADEC Commissioner. The PIO will work closely with the SOSC and ADEC Commissioner, reiterating the State's positions and policies, delivering them in writing or verbally to the news media and affected communities, and arranging appropriate interviews and press briefings to facilitate the flow of information. The PIO should contact the Alaska Department of Health and Social Services (ADHSS) PIO and/or the Emergency Response Coordinator in the earliest stages of any incident that may impact public health. ADHSS will provide a flow of accurate and timely information to public health personnel in the field and will provide information on public health issues and policy to DEC's information officer.

Federal agencies, such as the USCG or EPA, and local governments will have their respective spokespersons. The FOSC will usually fulfill this role for the federal government and will often be the point person for information on the overall spill response, yet the SOSC or ADEC PIO will remain the source for the State's position on human and environmental effects and State response activities.

The company responsible for the spill or the company's contractor may choose to inform the media of its actions in the spill response, but should defer to the SOSC and FOSC for statements about public health, dangers to resources, extent of the spill, or other issues within State or federal jurisdiction. Before releasing scientific data or other information that bear upon public concerns about the extent and nature of the spill, the spiller should first submit the information to the SOSC or FOSC for assessment of its scientific accuracy.

2310.4 – Media Logistics

Pollution incidents that generate significant media interest normally require press conferences or news briefs. These media gatherings provide an opportunity to film and ask questions of senior response officials. People arranging conferences and briefings should ensure that top officials are available and up-to-speed on any special interest areas. It is beneficial to provide a press release, statement, or press packet prior to conducting a press conference. The spokesperson(s) should approach the conference with a clear idea of the specific points to be discussed and anticipate questions that may be posed. Charts, diagrams and other visual aids serve to facilitate presentations and clarify response actions.

A schedule of the times and locations for press conferences should be published and made available to the media well in advance, whenever possible. This can be accomplished with a news advisory. It may be

beneficial to conduct press conferences near the site of a pollution incident. This presents a challenging scenario to the PIO or other public affairs personnel.

Public buildings in the area that can handle the expected media representatives should be quickly identified. This may include local federal, state, or community facilities, fire stations, police stations, or other government buildings. One alternative is to conduct a conference or briefing on scene or alongside a mobile command post. On-scene conferences or briefings must be carefully coordinated to ensure efforts to control the spill are not disrupted. For press briefings, efforts should be made to find a location that provides convenient access for federal, State, and local officials and that is large enough to accommodate the anticipated number of media personnel.

Some members of the media will request access to the spill site for photo opportunities. Direct access to private property such as facilities, vessels, or barges will remain under the control of the owner. It may be advantageous to have a USCG vessel available to tour the affected area from the waterside. When media interest exceeds the capacity of the USCG vessel, it may be necessary to form a press pool; the selection of participants is best left to members of the media. The media may also obtain their own vessel or aircraft with which to view the spill site. They will continue to be governed by any Security or Safety Zone that is in effect, unless granted specific access by the appropriate authority.

Members of the media could also approach personnel at a spill site. If possible, they should be referred to the PIO, a Unified Command representative or to the Unified Command (in that order). Agency representatives on-scene may answer questions regarding their particular roles. The rule of thumb is, if it is your job, you can talk about it; if it is not, then refer them to whoever is responsible.

Accompanying a spill of significant interest will be an increasing demand for information from public officials. Federal and State Public Affairs personnel are also responsible for fielding political inquiries as directed by the Unified Command. They should also prepare briefing materials for elected or public officials who may request information about the incident.

2320 – Joint Information Center (JIC)

Joint Information Center Description

During a major oil spill where media activity is expected to last several days, the Unified Command should task the PIO with establishing a Joint Information Center to coordinate the public affairs activities of participating agencies and parties. A Joint Information Center (JIC) is a co-located group of representatives from local, state, federal and private organizations designated to handle public information needs during an incident or event. The JIC is designed to fit naturally into the incident command structure and can be customized to reflect the size of the incident or event, expanding or contracting to meet the needs of the incident. Establishing a JIC under the Incident Command System is the most effective means of meeting information requirements and can make the difference between the public perceiving the incident to be under control or out of control.

Because of the critical nature of providing emergency information, time spent getting organized rather than responding at the time of an event can lead to confusion and a loss of public confidence. Through a JIC, agencies involved in a response can work in a cohesive manner, enabling them to “speak with one voice.” By maintaining a centralized communication facility, resources can be better managed and duplication of effort minimized. The use of a JIC allows for tracking and maintaining records and information more accurately—therefore, improving the ability to conduct post-incident assessments,

which can be used to improve crisis communication and general response activities during future incidents. JIC personnel should wear either identifying clothing or badges so they are readily identifiable by responders and members of the media and the public.

The objectives of a JIC should include:

- Developing, recommending, and executing public information plans and strategies on behalf of the Unified Command.
- Gaining and maintaining public trust and confidence
- Being the first and best source of information.
- Gathering information about the crisis.
- Ensuring the timely and coordinated release of accurate information to the public by providing a single release point of information.
- Providing multiple phone lines for incoming calls, manned by knowledgeable individuals.
- Ensuring State and federal government public affairs representatives are available to the media.
- Issuing press releases to the media and providing copies to response officials.
- Scheduling and coordinating news conferences and media briefings.
- Providing the responsible party (spiller) an opportunity to coordinate their media efforts with those of the Federal and State On-Scene Coordinators.
- Developing and maintaining a Unified Command website on the Internet to keep the public informed on the status of response activities.
- Capturing images of the crisis in video and photos that can be used by the response organization as well as the media.
- Monitoring and measuring public perception of the incident.
- Informing the Unified Command of public reaction, attitude, and needs, and advising the UC concerning public affairs issues that could affect the response.
- Ensuring the various response agencies' information personnel work together to minimize conflict.
- Facilitating control of rumors.

When possible the JIC should be kept separate from the Command Center; this provides greater control of information flow without disrupting response operations. Equipment needs for the JIC will vary depending upon the size of the incident, but most always will include the acquisition of phone lines, fax machines, copiers, computers, and printers.

Joint Information Center Planning Considerations

The following list of questions provides a starting point in determining priorities in establishing a JIC and organizing the appropriate resources to fulfill those needs:

First Steps - Initial Phase

1. **What is the status on the situation?** Obtain a situational briefing and gather accurate information such as what happened, when, where, how, and who was involved/affected? Get as many specifics and details as possible
2. **How, where, and what resources are needed to establish a JIC?** What type/size of a JIC will need to be established and where will it be located? What staffing, equipment, supplies and other resources will be needed to effectively establish and run the JIC?
3. **Who needs to be involved in the JIC?** Who are the key responding agencies? How quickly can they send a representative to participate and provide input on public communication decisions?

4. **What are the initial priorities and objectives for the JIC?** What are the initial priorities and objectives in responding to the event, how will they be accomplished, and who needs to be involved?
5. **Which JIC functions will need to be activated**? What functions and units should be activated? Do units need to be physically located together or can they function virtually via phone/web/email? Determine the best way to organize the operations, then fill out the JIC organizational chart appropriately.
6. **Are there gaps that need to be filled?** What additional information must be gathered or verified, and what additional resources will be needed?
7. **Who are the key audiences?** Identify the key audiences that need to be communicated to: affected stakeholders, public, key officials, and media? They should be communicated with regularly, so begin to set up a system to do that.
8. **What are the key messages to be communicated?** Identify no more than three key messages and determine which messages relate to which audiences best. What are the risks and the actions needed that need to be communicated about?
9. Determine if there are any issues of confidentially due to the Health Insurance Portability and Accountability Act of 1996 (HIPPA) or criminal investigations related to the event. The members of the media often have a problem with confidentiality. However, when it comes to medical or criminal information there are things that cannot be legally disclosed. Explain this. Use good judgment.

Second Steps - Operational Phase

1. **What are the Media Relations Objectives?** Determine media relations objectives and top priorities, and assign a lead.
2. **What are the Research /Writing Objectives?** Determine content objectives and priorities; assign a lead.
3. **What are the Special Project Objectives?** Determine special projects objectives and priorities are and assign a lead.
4. **Are there any new or changing priorities?** If there are changing or new priorities, what needs to be readjusted to meet those needs?
5. **What information has changed or needs to be updated?** Are there rumors and misinformation that need to be addressed? Let the news media know if there are corrections to previously released information. If new or changed information arrives, let the media and other key stakeholders know.
6. **Who are the subject matter experts**? What internal resources/expertise can be called upon?
7. **What is working and what is not working?** Assess the efficiency and effectiveness of the JIC structure and work units to determine if any changes need to be made. Take note of challenges, issues, and successes for after-action reports.
8. **What additional resources are needed to meet additional or increased demands?** If additional resources are needed, can they be acquired or must reassignments be made to the current structure to meet increased demands?

Third Steps- Demobilization Phase

1. **What key issues are still outstanding and need to be resolved**? Are there any outstanding issues that need to be addressed? Which issues need to be immediately resolved and which ones can be addressed later on the after-action plan?
2. **Do you anticipate any post-event media activity?** Assess public communication needs during a prolonged event and identify what resources can be deactivated and which ones need to remain operational.
3. **What follow-up communications need to be made?** Plan for updates or follow up communications and identify target audiences.

4. **Which units can be deactivated and which units need to stay operational?** Determine which units can be deactivated and which cannot. Develop a phase-out plan.

JIC Equipment and Supplies Considerations

1. **Will the JIC be set up as a physical organization/ location or as a virtual JIC?** First determine the set up for the JIC, whether that means physically working together in one location or working independently from separate offices.
2. **How many tables, chairs and desks/work stations will be needed for the JIC?** If you are setting up a physical JIC, what is the best way to organize the room and its functional units? Consider who needs access to what equipment, and which work units should be near each other.
3. **What communication systems will be needed for the JIC?** How many computers, laptops, printers, phones, faxes, and copiers will be need, including other operational equipment, such as projectors, white boards, etc.?
4. **What office supplies will you need**? What basic supplies will JIC staff need – notepad, message pads, pens/pencils, markers, flip charts, staplers, clips, phone books, maps, etc.?
5. **What technological equipment or technologies will be needed for the JIC?** What type of technologies will be necessary to enable the JIC to work more efficiently: email set-up, shared network drives, websites, and electronic or virtual communication systems?

2330 – Media Contacts

2330.1 – General

Each PIO will need to compile a media contact list. Reference the "Samples" section of this document for a template form for creating a media contact list and a prompt to identify the points of contact, phone numbers and Fax numbers for wire services, television, radio, and newspapers.

Federal Resources: The USCG District Public Affairs Office is ready to assist an FOSC by providing Public Affairs Specialists for media liaison and photo documentation. This office should be contacted early as the primary source for public affairs assistance. A USCG Public Information Assist Team (PIAT) is also available to FOSC's when additional personnel or expertise is required to accommodate the media. The PIAT is a specialized, self-contained, public affairs resource, which is available through the National Response Center (800) 424-8802 or the National Strike Force Coordination Center at (919) 331-6000. In the event a Joint Information Center is established, the spiller should be encouraged to provide a spokesperson to the JIC to facilitate "one stop shopping" for the media.

State Resources:

Governor's Office: A spill of any significant magnitude in Alaska, especially if it has important implications for public health or the environment, will almost certainly generate contacts with the Office of the Governor from the media and members of the public, and the Governor will likely need to comment on the spill status and response. The ADEC State Public Information Officer for the spill must establish direct contact with the Governor's press secretary at the outset of a significant incident, provide a flow of accurate and timely information to the Governor's Office, and assist in coordination among the SOSC, ADEC Commissioner, and the Governor for statements to the press. If a major spill occurs, the State PIO should coordinate the overall State approach to media relations with the Governor's press secretary. The press secretary will provide guidance on press issues within the Governor's purview.

Department of Fish & Game (ADF&G): In the event of an oil spill, ADEC should first contact the ADF&G Division of Habitat in the appropriate region, in line with existing policy. If an oil spill is significant, the

Division of Habitat will obtain the assistance of a dedicated ADF&G information officer to be a spokesperson on fish and wildlife resources.

Department of Natural Resources (ADNR): The ADNR public information staff likewise should be contacted in any incident in which State park lands or other State lands or resources under ADNR jurisdiction are affected. The ADNR agency representative will contact ADNR public information staff when State lands, waters or resources are involved in an incident.

Department of Military and Veterans Affairs/Division of Homeland Security and Emergency Management (ADMVA/ADHSEM): For participation under this plan, ADMVA/ADHSEM media contacts will be referred to the incident commander's media officer. If the spill response is part of a larger disaster, requiring the implementation of the State Emergency Operations Plan, then media contacts will be handled by the public information officials designated to act by that plan. If an emergency is declared, the DEC PIO should immediately establish contact with ADMVA/ADHSEM public information personnel for information exchange.

Core Public Information Team: When a spill occurs, the following agency individuals, as needed, will form a core group to serve as the nucleus of a State public information team: ADEC director of affected division; ADEC section chief or Area SOSC; on-scene PIO; ADEC Commissioner's Office PIO; Governor's press secretary; and information officers from ADF&G, ADHSEM, ADNR, and ADHSS.

Media Outlets

Wire Services*:* The Associated Press (AP), United Press International (UPI), and Reuters wire services are regularly among the first to be contacted with breaking news since these services provide electronic media and newspapers with immediate information. A PIO will be well served to make early contact with the wire services.

Name	Address	Phone/Fax	Email/Website
Associated Press	750 W 2nd Ave, Suite 102 Anchorage, AK 99501	272-7549 274-8189	https://www.apnews.com/tag/Anchorage
Reuters	3400 Purdue St Anchorage, AK 99508	349-4588/349-4589	

Television*:* Apart from radio, TV is the most widespread news medium and, arguably, the most powerful due to its visual impact. It is the medium by which the greatest number of people will gain information about a significant spill and formulate their feelings. Therefore, this emotionally powerful medium can be a major influence on public opinion and a key to delivering the Federal/State and local position on the impact of a spill and how people and sensitive environmental and cultural areas are being protected from further damage. The PIO should focus on using this medium in three ways:

1. Facilitate TV interviews with the OSC or other appropriate spokespersons and cooperate with stations and networks for video crews to visit spill sites, accompanying them where possible, to obtain news footage in a manner that is safe and does not interfere with the spill response.
2. For a large spill, immediately activate a professional video team to shoot broadcast-quality footage from the first days of the incident and use the material for the Unified Command's own video reports on the spill. For a small spill, request field personnel to record spill events and response operations with issued cameras.

3. Use the video team's footage to produce video news releases on the most important issues and events of the spill and identify a distribution system to deliver these releases electronically to interested stations and networks. In addition, "B-roll" footage should be provided for stations to use in editing their own news pieces. The footage can be delivered statewide and nationally by satellite link. A private company may be contracted for production and editing, but the JIC may find it more expeditious to employ its own production personnel.

Name	Address	Phone/Fax	Email/Website
KAKM-TV (Ch. 7, Anc.)	3877 University Drive Anchorage, AK 99508	563-7070/273-9192	
KTUU-TV (Ch. 2, Anc.)	701 E. Tudor Rd., Suite 220 Anchorage, AK 99503	768-9260/563-3318	
KTBY-TV (Ch. 4, Anc.)	1840 Bragaw, Suite 101 Anchorage, AK 99508	274-0404/264-5180	
KTVA-TV (Ch. 11, Anc.)	P.O. Box 2200 Anchorage, AK 99510	562-3456/562-0953	
KIMO-TV (Ch. 13, Anc.)	2700 East Tudor Rd. Anchorage, AK 99507	561-1313/561-1377	
KAKM-TV (Ch. 7, Anc.)	3877 University Drive Anchorage, AK 99508	563-7070/273-9192	

Radio: This medium, especially public radio with its well-developed statewide and national networks, plays a more significant role in Alaska news perhaps than in other states. With public radio stations in a number of communities and efficient networking by Alaska Public Radio Network (APRN), radio represents an aggressive and professional news capability. Radio should receive equal notification and information during a spill response.

Newspapers: Print journalism often provides more in-depth coverage than television or radio and is sometimes more closely perused by decision-makers, legislators, community officials and other opinion leaders. While TV is viscerally powerful, its images are more fleeting than stories and editorials appearing in print. Thus, newspapers can have a longer-lasting effect, and, in a sense, newspapers write the "history" of an event -- at least in the public view.

Name	Address	Phone/Fax	Email/Website
Alaska Dispatch	300 W. 31st Ave Anchorage, AK 99501	257-4200/258-2157	www.adn.com
Anchorage Daily News	Box 149001 Anchorage, AK 99514	257-4200 (257-4305)/ 258-2157	

Internet Resources: During significant incidents, a Unified Command website is created for public access to information pertaining to the spill. The USCG uses the Jetty to post social media information, primarily for media access.

2330.2 – Aleutians:

Television

Name	Address	Phone/Fax	Email/Website
Adak Provider - Adak Cablevision	2918 Ambergate Dr. Anchorage, AK 99504	258-9952	
Akutan Provider-City of Akutan	P.O. Box 109 Akutan, AK 99553	698-2228/698-2202	
Atka Provider - Atxam Village Corporation	P.O. Box 47001 Atka, AK 99547	839-2237/839-2234	
King Cove-King Cove Corporation	P.O. Box 38 King Cove, AK 99612	497-2312/497-2224	
Nikolski Provider - Nikolski IRA Council	P.O. Box 105 Nikolski, AK 99638	576-2225/576-2205	
St. George Provider-St. George Traditional Council	1 Zapadni Rd. St. George, AK 99591	859-2205	
St. Paul Provider - TDX Corporation, Dish Network	P.O. Box 88 St. Paul, AK 99660	546-2312/546-2366	
Dutch Harbor/Unalaska Provider - Eyecom Inc., TelAlaska	King Cove, AK 99612	497-8638	

Radio

Name	Address	Phone/Fax	Email/Website
KDLG (Cold Bay, False Pass, Nelson Lagoon, and King Cove)	Dillingham, AK 99576	842-5281/842-1670	
KSDP (Cold Bay, King Cove, and Sand Point)	P.O. Box 328 Sand Point, AK 99661	383-5737	
KUHB (St. George and St. Paul)	P.O. Box 1 St. Paul, AK 99660	546-2254	
KNOM (St. Geroge)	Nome, AK 99762	443-5221/443-5757	
KIAL (Unalaska/Dutch Harbor)	Unalaska, AK 99685	581-6770	

2330.3 – Bristol Bay:

Radio

Name	Address	Phone/Fax	Email/Website
KMXT - FM 100.1	620 Egan Way Kodiak, AK 99615	486-3181/486-2733	
KAKN - FM 100.9	PO Box 214 Alaska Peninsula Hwy Mile 2 Naknek, AK, 99633	246-7492	
KDLG - 670 AM and 89.9 FM	P.O. BOX 670 Dillingham, AK 99576	842-5281/842-5645	

2330.4 – Cook Inlet:

Newspapers

Name	Address	Phone/Fax	Email/Website
Alaska Star AKA: Chugiak-Eagle River Star Distribution: Weekly	11401 Old Glenn Hwy, Unit 105 Eagle River, AK 99577-7499	694-2727/ 694-1545	editor@alaskastar.com http://www.alaskastar.com
Homer News Distribution: Weekly	3482 Landings Street Homer, AK 99603	235-7767/ 235-4199	http://homernews.com news@homernews.com
Homer Tribune Distribution: Weekly	435 E Pioneer Ave Homer, AK 99603	235-3714/ 235-3716	http://homertribune.com
Mat-Su Valley Frontiersman Distribution: Sun, Tues, Friday	5751 E. Mayflower Ct. Wasilla AK 99654	352-2250/ 352-2277	contact@frontiersman.com http://www.frontiersman.com
Peninsula Clarion Distribution: Sun-Friday	150 Trading Bay Rd, Kenai, AK 99611	283-7551/ 283-3299	http://peninsulaclarion.com
Seward Phoenix Log Distribution: Weekly	P.O. Box 103 Seward, AK 99664	224-4888/ 224-7016	http://www.thesewardphoenixlog.com editor@thesewardphoenixlog.com
Turnagain Times Distribution: Weekly	P.O. Box 1044 Girdwood, AK 99587-1044	783-1135	http://www.turnagaintimes.com/ info@turnagaintimes.com

Television

Name	Address	Phone/Fax	Email/Website
KYUR-TV (Channel 13)	2700 East Tudor Road Anchorage, AK 99507	561-1313/ 561-8934	http://www.youralaskalink.com/
KYES-TV (Channel 5)	3700 Woodland Dr. Suite 800 Anchorage, AK 99517	248-5937/ 339-3889	www.kyes.com

Radio

Name	Address	Phone/Fax	Email/Website
Anchorage Media Group	301 Danner Ave # 200, Anchorage, AK 99518	344-9622/ 349-7326	http://anchoragemediagroup.com
I Heart Media	800 E. Dimond Blvd. #3-370 Anchorage, AK 99515	522-1515/ 743-5186	www.iheartmedia.com
KBBI-AM (AM 890)	3913 Kachemak Way Homer, AK 99603	235-7721/ 235-2357	info@kbbi.org http://www.kbbi.org
KBYR (AM 700)	833 Gambell St Anchorage, AK 99501	344-4045/ 344-4045	www.kbyr.com
KDLL (91.9 FM)	14896 Kenai Spur Hwy Ste 303, Kenai, AK 99611	283-8433	http://kdll.org/
KENI-AM (AM 650)	800 E. Dimond Blvd. #3-370 Anchorage, AK 99515	522-1515 or 743-5146 (news) 743-5186	www.650keni.com

KFQD-AM (newsroom) www.KFQD.com	9200 Lake Otis Parkway Anchorage, AK 99507	522-0750	news@kfqd.com
KGTL (AM 620)	P.O. Box 109 Homer, AK 99603	235-7551/ 235-6683	kwavefm@xyz.net
KNBA-FM (FM 90.3)	3600 San Jeronimo Dr., #480, Anchorage, AK 99508	793-3500/ 793-3536	www.knba.org
KOAN (95.1 FM, AM 1080)	4700 Business Park Boulevard Building E, Suite 44-A Anchorage Alaska 99503	522-1018 / 522-1027	http://www.1080koan.com
KSKA-FM (FM 91.1)	3877 University Drive Anchorage, AK	550-8400 or 8444/ 550-8401	www.alaskapublic.org/kska
KSRM (AM 920)	40960 Kalifornsky Beach Rd Kenai, AK 99611	283-8700/ 283-9177	news@radiokenai.com http://radiokenai.net
KTNA (88.9 FM)	P.O. Box 300 Talkeetna, AK 99676	733-1700/ 733-1781	www.ktna.org

2330.5 – Kodiak

News Services

Name	Address	Phone/Fax	Email/Website
Alaska Fish Factor	P.O. Box 2316 Kodiak, AK 99615	487-2722	

Newspapers

Name	Address	Phone/Fax	Email/Website
Kodiak Daily Mirror	1419 Selig St. Kodiak, AK 99615	486-3227/486-3088	
Peninsula Clarion (Kenai)		283-7551/283-3299	
Anchorage Daily News	Box 149001 Anchorage, AK 99514	257-4200 (257-4305)/ 258-2157	

Television

Name	Address	Phone/Fax	Email/Website
Kodiak Public Television Channel 9	620 Egan Way Kodiak, AK 99615	486-3182/486-2733	

Radio

Name	Address	Phone/Fax	Email/Website
KMXT - FM 100.1	620 Egan Way Kodiak, AK 99615	486-3181/486-2733	
KRXX - FM 101.1 KVOK - AM 560	P.O. Box 708 Kodiak, AK 99615	486-5159/486-3044	

2330.6 – North Slope

Newspapers

Name	Address	Phone/Fax	Email/Website

Arctic Sounder (Serving the Northwest Arctic Borough and the North Slope Borough)	301 Calista Court, Suite B Anchorage, Alaska 99518	272-9830 (800-770-9830)/ 272-9512	
Nome Nugget	P.O. Box 610; Nome Alaska, 99762	443-5235/443-5112	

Television

Name	Address	Phone/Fax	Email/Website
Barrow Cable TV (GCI)	Barrow, AK 99723	852-5511/852-5510	
KATN – TV (Channel 2; ABC)	516 2nd Avenue, Fairbanks, AK	452-2125	
KFXF – TV (Channel 7; FOX)	3650 Braddock St., Suite 1 Fairbanks, AK 99508	452-3697	
KJNP – TV (Channel 4; Independent)	P.O. Box 56359 North Pole, AK	488-2216	
KTVF – TV (Channel 11; NBC)	3528 International St., Fairbanks, AK 99707	452-5121 (452-5123 news)/ 452-5120 (452-5124 news)	
KUAC – TV (Channel 9; PBS)	Public Broadcasting Service, University of Alaska, Fairbanks, AK 99775-1420	474-7491	

Radio

Name	Address	Phone/Fax	Email/Website
KRBW – 680 AM & 91 FM	(National Public Radio) Barrow, AK 99723	852-6811	
KAKQ – FM 101.1	546 9th Ave., Fairbanks, AK	457-1921	
KCBF – 820 AM/	1060 Aspen, Fairbanks, AK	451-5910/452-5120	
KFAR – 660 AM	1060 Aspen, Fairbanks, AK	451-5910	
KIAK – AM 970	546 9th Ave, Suite 200 Fairbanks, AK	450-1000	
KIAK – FM 102.5	546 9th Ave, Suite 200 Fairbanks, AK	457-1025	
KJNP	P.O. Box 56359 North Pole, AK 99705	488-2216	
KSUA – FM 91.5	Fairbanks, AK	474-7054/474-6314	
KUAC – FM 89.9	NPR, UAF Fairbanks, AK 99775	474-7491	
KUWL – FM 103.9	1060 Aspen, Fairbanks, AK	451-5910/451-5999	
KWLF – FM 98.1	1060 Aspen, Fairbanks, AK	451-5910/451-5999	
KXLR – FM 95.9	Fairbanks, AK	452-5121	
KKED – FM 104.7	"The Edge" 546 9th Ave. Fairbanks, AK 99701	450-1000/457-2128	

2330.7 – Northwest Arctic

Newspapers

Name	Address	Phone/Fax	Email/Website
Nome Nugget	P.O. Box 610 Nome, AK 99762	443-5235	
Bering Strait Record	240 East Front Street Nome, AK 99762	443-5600/443-6397	
Tundra Times	639 I Street Anchorage, AK 99501	274-2512	
Fairbanks Daily News Miner	200 N Cushman Street, Fairbanks, AK 99707	456-6661/452-5054	

Television

Name	Address	Phone/Fax	Email/Website
KTVF-TV (Ch. 11, Fbk)	3528 International St. Fairbanks, AK 99707	452-5121/452-5120	http://www.webcenter11.com/
KUAC-TV (Alaska One)	Univ. of Alaska Fairbanks, AK 99775-5620	474-7491/474-5064	http://www.kuac.org/

Radio

Name	Address	Phone/Fax	Email/Website
KOTZ	PO Box 78 Kotzebue, AK 99752	442-3434/442-2292	
KICY AM & FM	PO Box 820 Nome, AK 99762	443-2213 (5429)/ 443-2344	
KNOM	PO Box 988 Nome, AK 99762	443-2777 (5221)/ 443-5757	
KSKA	3877 University Drive Anchorage, AK 99508	550-8400/550-8401	http://www.kska.org

2330.8 – Western Alaska

Newspapers

Name	Address	Phone/Fax	Email/Website
The Delta Discovery	P.O. Box 1028 Bethel, AK 99559	543-4113/543-4116	
Tundra Drums	PO Box 868 Bethel, AK 99559	543-3500/543-3312	
Fairbanks Daily News Miner	200 N Cushman St., Fairbanks, AK 99707	456-6661 (459-7572)/452-7917	

Television

Name	Address	Phone/Fax	Email/Website
Alaska Rural Communications Service (ARCS)	Box 200009 Anchorage, Alaska 99520	277-6300	
KYUK TV Channel 15 (Alaska One Public Television), and TV Channel 21 (ARCS)	P.O. Box 468 Bethel, Alaska 99559	543-3131	

Radio

Name	Address	Phone/Fax	Email/Website
KYUK 640 AM, 90.3 FM	P.O. Box 468 Bethel, Alaska 99559	543-3131	
KSKO 870 AM	P.O. Box 70 McGrath, AK 99627	524-3001 (800-605-5756)	
KCUK 88.1 FM	985 KSD Way Chevak, Alaska 99563	858-7014 (858-7015)/858-7279	
KICY AM &FM 850 AM and 100.3 FM	P.O. Box 820 Nome, AK 99762	1-800-478-5429 (443-2213)/443-2344	
KNOM 780 AM and 96.1 FM	P.O. Box 988 Nome, Alaska 99762	443-5221 (443-2777)/443-5757	

2340 – Samples

2340.1 – Media Contact List

MEDIA CONTACT LIST

POC PHONE FAX

Associated Press: _____

United Press:_____

CNN:_____

Local Wires:_____ _____

_____

Local TV:_____

_____

Local TV:_____

_____

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Radio: _____

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Newspapers: _____

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2340.2 – Fact Sheet

Alaska Department of Environmental Conservation
Prevention and Emergency Response Program
FACT SHEET

Ninilchik River Sulfur Spill
Ninilchik, Alaska

Along the Sterling Highway, a container of sulfur fell off a transport truck and spilled along the bank into the Ninilchik River. The container held approximately 17 tons of sulfur.

Background

On Tuesday, September 16, 1997, a Lynden Transport truck traveling on the Sterling Highway transporting two containers of sulfur from the Tesoro Chemical Plant in Nikiski to Homer spilled one of the containers along the bank and into the Ninilchik River at the Ninilchik River Bridge.

The sulfur spilled down the bank and across the width of the river. The sulfur also settled a short distance downstream covering small portions of the riverbed.

Two small areas of sulfur ignited and burned. Because burning sulfur may produce irritating or toxic sulfur dioxide gases, area residents were evacuated to nearby fair grounds as a safety precaution. The fires have been extinguished, and the residents have returned to their homes.

The product spilled is dried sulfur, a by-product of desulfurization of crude oil at the Tesoro Chemical Plant in Nikiski.

Spill Investigation Activities & Sampling

The Department of Environmental Conservation is working with the trucking company, the Department of Fish and Game, Tesoro, and the Department of Health and Social Services to determine what impacts, if any, may be associated with the release of the sulfur.

Field water chemistry examinations conducted by ADF&G, upstream and downstream of the spill site, show no change in pH, water conductivity, or oxygen levels. Also, benthic organisms, rainbow trout fry, and silver salmon fry were captured immediately below the spill site by ADF&G personnel and no visual adverse impacts to the organisms were noted.

Next Steps

Sulfur spilled onto the embankment has been picked up with a vacuum truck and shovels. The tentative plan for pickup of the product in the river is to remove the large chunks by hand and follow up with an underwater vacuum system using a hose and wand connected to centrifugal pumps. Not all of the sulfur may be removed from the riverbed in order to protect fish spawning areas.

What is SULFUR?

Elemental SULFUR is largely extracted from petroleum. It is also used as an ingredient in insecticides, over the counter skin medications, and soil stabilizers. Sulfur – in its elemental form – is an odorless, flammable, yellow, translucent solid. Sulfur makes up 15% of the inner core of the earth and 0.052% of the earth's crust. Traces of impurity may give off a rotten egg odor to the sulfur compound.

What happens when it is spilled?

Sulfur will not mix with water. So, when spilled onto soil, it cannot be transported downward into the ground water table, and when spilled into a water body, it is likely to thicken and sink to the bottom and not dissolve into the water. Sulfur is also oxidized by microbial species in soils and sediments. Plants are able to utilize the oxidized forms of sulfur.

Potential Health Risks Examined

Inhalation of sulfur dust can cause eye irritation, respiratory tract irritation, inflammation of the nasal mucosa and possibly increased nasal secretions. Sulfur is not particularly toxic when ingested. The major health risk in handling sulfur is ignition and the potential to produce toxic sulfur dioxide and hydrogen sulfide gas.

Ecological Risks

Sulfur is a natural component of river water and seawater. In its sulfate state, it is present in sea water at about 2,700 parts per million (ppm) and at about 11 ppm in river water. Sulfur does not bioaccumulate or build up in fish, clams or oysters.

Sulfur is dangerous to aquatic life when extremely high concentrations are suspended into the water column. Low levels of sulfur settled into the sediment do not appear to be dangerous to the aquatic environment.

Information about the Prevention and Emergency Response Program

DEC's Prevention and Emergency Response Program is responsible for all ADEC prevention and emergency response activities related to oil and hazardous substance releases statewide. Its objectives are to ensure the safety of all persons involved in an incident, and to protect the public health and the environment.

The Alaska Legislature created the Oil and Hazardous Substance Release Response Fund to enable the state and local governments to cover the costs of oversight and cleanup. These costs are in turn recovered from the responsible party as mandated by state law.

Additional information:
For more information about the Ninilchik River Sulfur Spill, please contact one of the following DEC staff:

Jane Smith, (907) 555-7543
Email: jane.smith@alaska.gov

John Doe, (907) 555-7522
Email: john.doe@alaska.gov

Fax*:* (907) 555-7648

or write:
DEC PPR Program
555 Cordova Street, 2nd floor
Anchorage, AK 99501-2617

Additional Human Health Toxicity

Routes of Entry: inhalation, skin, eyes, ingestion.

Non-Cancer Causing:
According to the National Toxicology Program (NTP), sulfur is not listed as a carcinogen (cancer causing agent).

Acute (short term) Health Effects:
Over exposure can cause reddening of the eyes and skin. Inhalation of dusts can be irritating to the nose and throat.

Chronic (long-term) Health Effects:
Prolonged skin contact can cause the development of allergic reactions.

OSHA:
The Occupational Safety and Health Administration has not established a permissible exposure limit (PEL) for sulfur.

ACGIH:
The ACGIH has not established a threshold limit value (TLV) for sulfur.

Additional Ecological Toxicity Information

Aquatic toxicity:
Freshwater toxicology of sulfur on fish is as follows:

- 16,000 ppm for 5 hr. on goldfish resulted in 100% mortality under turbid water conditions;
- 10,000 ppm for 96 hr. on mosquito fish resulted in adverse effects in turbid water conditions;
- 1,600 ppm for 3.5 to 5.25 hr. on goldfish provide fatal under colloidal sulfur in tap water.
- 200,000 ppm for <1 hr. on goldfish proved fatal under colloidal conditions.

***Note: colloidal conditions means that the sulfur was kept suspended in the water*.**

2340.3 – Unified Command Website

2340.4 – Press Release

DEC NEWS RELEASE
Alaska Department of Environmental Conservation
410 Willoughby Ave. Juneau, Alaska 99801-1795
Phone: (907) 465-5060 Fax: 465-5097
http://www.state.ak.us/dec/home.htm

April 21, 2010 CONTACT: John Doe, State On-Scene Coordinator
ADEC Anchorage, (907) 555-7522
Jane Smith, Information Officer
ADEC, Juneau, (907) 555-5060

PIPELINE SPILL GETS RESPONSE BY ALYESKA, ADEC, AND STATE-FEDERAL JOINT PIPELINE OFFICE

Spill response personnel have formed an incident command system (ICS) in response to an underground spill at Pump Station 10 on the Alyeska Pipeline. The spill has caused manager-company Alyeska Pipeline Service Company to reduce the flow through the pipeline by approximately one-half (from 1.4 million barrels to 700,000 barrels per day) while excavation and repairs are made. The spill is located about 150 miles south of Fairbanks along the Richardson Highway.

It was reported that Alyeska maintenance personnel discovered the spill late Saturday. The company implemented an ICS to address the spill. The Department of Environmental Conservation (DEC) personnel joined the ICS on-site at Pump Station 10 to monitor, assist and investigate the spill and response.

Alyeska Pipeline pumped crude oil from storage tanks at Pump Station 10 to make storage available in case the line needs to be evacuated for repairs.

The cause and volume of the spill were not known today, but Alyeska had pumped about 100 gallons from two metal culverts used for accessing flow transducers on the pipeline. The company estimated that crude oil is seeping into the culverts at a rate of about six to eight gallons per hour.

Alyeska organized four task forces to address the spill. They will excavate in the area around “check valve 92," excavate near the metal culvert pipes to locate the leading edge of the spill, establish a contaminated soil stockpile, and provide decontamination of field equipment.

DEC staff are monitoring initial response actions and reviewing cleanup plans, and will review a waste management plan for the response. DEC is working with Alyeska and with the State-Federal Joint Pipeline Office to respond to the spill.

2340.5 – News Advisory

Media Advisory

Date: April 6, 2009
Contact: Joint Information Center
Phone: (907) 301.2074

Unified Command to hold press briefing at the USGS Science Center Monday

Editor's Note: A press briefing will be held at the USGS Alaska Science Center at 1:00 p.m. to provide an update on recent volcano activity and the Drift River Terminal. The media is encouraged to attend. Please address questions about the briefing to the Joint Information Center (907) 301.2074 Mob.

To call into the press briefing please dial 1 (866) 744.4861 and enter code 3986553 followed by the pound sign.
The USGS Alaska Science Center (previously referred to as the Alaska Volcano Observatory) is located on the Alaska Pacific University Campus at 4210 University Drive, Anchorage, Alaska.

ANCHORAGE, Alaska - The Unified Command, Drift River Terminal Coordination, will be holding a press briefing today to provide an update on the Drift River event. USGS staff attached to the Alaska Volcano Observatory will provide an update on Mt. Redoubt's activity.

There have been no injuries to the crews at the facility and there has been no release of oil into the environment.

Approximately 60 percent of the 6.3 million gallons (148,000 barrels) of crude oil stored at the facility has been transferred to the Seabulk Arctic. About 840,000 gallons (20,000 barrels) of water from Cook Inlet using the Seabulk Arctic is being pushed back into the two oil tanks in service to prevent them from becoming buoyant.

Eleven Cook Inlet Pipe Line Company employees remain at the facility and two are located on the Christy Lee platform. Once the transfers are complete the employees will complete some housekeeping and security tasks around the facility prior to leaving. Operations at the terminal will be temporarily suspended once today's transfer is complete until the volcano's eruptive cycle enters a period of continued calm.

Cook Inlet Pipe Line Company and their upstream customers are considering the impacts of temporarily suspending operations and the future of production on the Western Cook Inlet. Questions regarding production and commerce can be addressed to Chevron, Pacific Energy Resources and the Dept. of Labor. Appropriate contacts with in those organizations are forth coming.

For more information please visit: the Coast Guard District 17 website at http://www.uscgalaska.com or the State of Alaska Dept. of Environmental Conservation Site at http://www.dec.state.ak.us/spar/perp/response/sum_fy09/090324201/090324201_index.htm.

2400 – LIAISON

Liaison Officers (LOFR) -- point of contact for affected communities, interest groups that do not have jurisdictional authority, landowners, leaseholders, RCACs, government agencies, and other groups of interested parties. Several Liaison Officers may be designated, depending on the level of coordination required. The LOFR coordinates with the Regional Stakeholder Committee, if one is activated.

2410 – Investigators

The following are helpful resources for understanding and implementing the investigator role:

- The USCG Incident Management Handbook
- The Alaska Incident Management System (AIMS) Guide for Oil and Hazardous Substance Response.

2420 – Federal/State/Local Trustees

For incidents with significant effects or the potential for significant effects on Federal trust resources (e.g., critical habitat for threatened and endangered species), Federal trustees will have the option of providing input directly to the Unified Command to ensure information on these resources is available, and used appropriately, in decision making. This representative(s) would provide guidance on response and protection strategies commensurate with the special status of the affected or threatened lands or resources.

2430 – Agency Representatives

The following are helpful resources for identifying and implementing the agency representative (AREP) role:

- The USCG Incident Management Handbook
- The Alaska Incident Management System (AIMS) Guide for Oil and Hazardous Substance Response.

2440 – Stakeholders

Reference the Regional Contingency Plan for additional guidance on stakeholders.

2440.1 – Regional Stakeholder Committee

A Regional Stakeholder Committee (RSC) may be activated for significant incidents to advise the UC on incident objectives and community concerns. The RSC will not play a direct role in setting incident priorities or allocating resources, however the RSC can provide the UC (usually through the Liaison Officer) with recommendations or comments on incident priorities, objectives, and the incident action plan. The RSC is not directly involved in tactical operations, though some of its members may be. Each RSC will be facilitated by a chairperson elected by the RSC members. RSC composition may vary from incident-to-incident, phase-to-phase and may include Regional Citizens Advisory Councils (RCACs), community emergency coordinators, local or tribal government representatives, local or private landowners and leaseholders, Native organizations, non-profit and volunteer organizations, and other stakeholder groups affected by the spill. Agencies/organizations that are functioning as part of the overall ICS response structure should not provide redundant representation on the RSC.

The RSC's role is to convey to the Unified Command information relating to the authority, concerns, and expertise of its members. The RSC recommends to the Unified Command overall objectives and priorities and reviews Incident Action Plans. An RSC is normally activated for significant incidents that involve resources under the jurisdiction of several agencies.

RSC activities will be coordinated by the Liaison Officer. RSC discussions will be documented, and recommendations or dissenting opinions expressed outside of the RSC meetings with the Unified Command will be communicated to the Unified Command through the Liaison Officer. The RSC will be chaired initially by the Liaison Officer. After convening, the RSC will then elect its own chair.

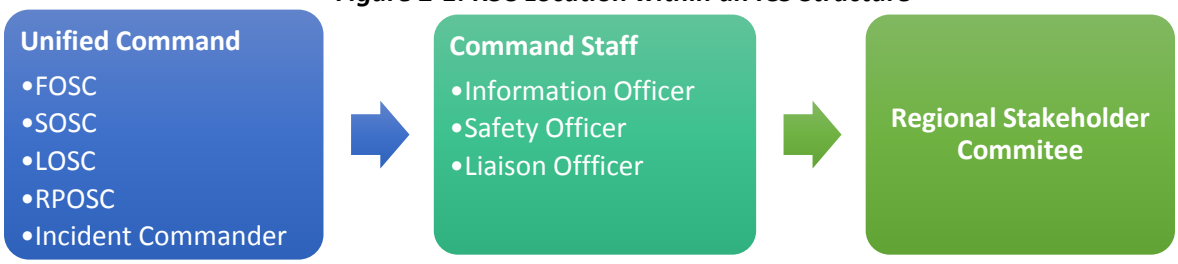
During incidents where there is no FOSC, federal agencies with jurisdictional responsibilities for resources at risk could participate as members of the RSC, thus retaining their input on response operations. However, the preferred approach is to include these agencies as part of the overall ICS structure.

RSC Chair: In cases where the RSC Chairperson has not been predesignated, RSCs may be chaired initially by the Liaison Officer. The RSC will then elect its own chair. For spills affecting Cook Inlet, RSC Chair may initially be filled by designated CIRCAC member until the assembled RSC elects a Chair.

Senior Leaders of Impacted Communities: An alternative to the RSC for communities affected by a major spill may include the establishment of a group consisting of senior leaders of impacted communities. The group should have direct access to the ADEC Commissioner or his/her representative.

The figure below provides the general location of the RSC in relation to the Unified Command organizational structure and suggested/potential membership of the RSC. Membership on the RSC is dependent upon the location of the incident and the interests or jurisdiction of the affected communities, landowners, and special interest groups. Government agencies will not normally use the RSC to provide input to the Unified Command. Federal agency personnel will participate within the ICS structure under the leadership of the FOSC; state personnel will do so under the guidance of the SOSC. During an incident in which no FOSC is taking part, federal agencies with jurisdictional responsibilities for resources at risk could participate as a member of the RSC, thus retaining a channel for input on containment, oversight, and cleanup. The preferred approach is to include these agencies as part of the overall ICS structure.

Figure 2-1: RSC Location within an ICS Structure



2440.1.1 – Regional Stakeholder committee Process

Earlier in this plan, it describe the roles of the local and Tribal governments and other potential stakeholders in spill response and the requirement that they be kept closely involved. The Regional Stakeholder Committee (RSC) is intended to fulfill that purpose.

General Guidelines for the RSC:

- The term "stakeholder" is so broadly defined, any system dealing with stakeholder issues and information should be designed to accept input from anyone in the spill-affected region.
- Regional and local Tribal leaders and elected officials are the primary representatives for all stakeholders and offer the best access to ensure full local representation.

- There are stakeholders that transcend municipal or Tribal boundaries. There are also non-governmental groups that may be represented by an entity such as the Cook Inlet Regional Citizens Advisory Council (CIRCAC). Other stakeholders will have the option of going through an RCAC or their local official.
- The members of the RSC need to be empowered by their constituents to make decisions and prioritize.
- The RSC members need frequent contact with their constituents. Frequent public meetings chaired by the RSC members for their respective communities are critical to ensuring all are heard.
- The RSC should have direct access to the Unified Command. Their input needs to be considered during the planning cycle. However, the Unified Command can commit limited time (usually less than 1 hour per day) to directly deal with the RSC.
- Many of the RSC issues can be addressed by effective communications with the Unified Command through a process that is incorporated into the planning cycle.
- Support of the RSC is a Unified Command responsibility and can be shown by supporting local meetings, as well as fostering communication and coordination to help organize RSC input, routing it to the proper channels in the response organization or the Unified Command.

Regional Stakeholder Committee Coordinators*:* RSC coordinators in the Unified Command would support RSC members and the Community Liaisons. Coordinators could include representatives from the Unified Command (USCG or EPA, ADEC, RP), and the RCAC (if the RCAC is involved). Each coordinator will administratively work with his or her respective organization.

Regional Stakeholder Committee Membership: RSC membership consists of the Tribal council leaders and mayors/city councils, or their designees. Native Corporations would provide a representative as a third member from a convenient community of their choice. If a community leader chooses to be represented by an RCAC designee, the respective RCAC Board member may be a logical choice, if an RCAC exists for the area. These community leaders will appoint a representative to be located with the IMT who will be that community's spokesperson to the Unified Command.

Where an RCAC exists, the RCAC will be invited to appoint a representative on the RSC to collect input from:
- Alaska State Chamber of Commerce
- Alaska Wilderness Recreations and Tourism Association
- Oil Spill Region Environmental Coalition
- Aquaculture Corporations
- Commercial Fishing Organizations
- Other individuals not using their local representative

Environmental groups may either input their information through the nearest community RSC representative or the RCAC representative.

1. Information Flow Process

An organization that best meets the criteria and constraints is one that directly connects each day with the Unified Command. The response organization must be ready and able to accept and consider the input from the Regional Stakeholder Committee.

The Unified Command will provide the RSC members and their representatives with:
- The Incident Action Plan (IAP) on the same day it is approved.

- All JIC produced information.
- Responses to information or questions provided by the RSC.
- Direct access to the Unified Command on a regular basis.
- Support to the RSC members and their IMT representatives in the conduct of their responsibilities.

Using their representatives, the RSC provides the Unified Command the following information obtained during daily meetings with their constituents:

- *Issues of local interest and concern*: Of particular concern to the Unified Command are issues of an immediate nature. These should be highlighted.
- *Resources*:
  - Available to assist with response activities:
    - These include: workers and support personnel; communications equipment or systems; hotel and berthing facilities; heavy equipment; aircraft support; harbor facilities; machine shops and repair facilities for vessels and equipment.
  - Needed in the local area.
    - For example: spill response equipment (booms, skimmers, etc.), staples, and food needed to replace lost subsistence sources or support a large influx of workers. Of particular concern to the Unified Command are resource needs of an immediate nature. These should be highlighted.
- *Cleanup assistance:*
  - Available to assist with response activities.
    - These include: personnel with special expertise; and unique spill response equipment. The UC would be particularly interested in contacting personnel with local knowledge to assist with collection tactics, wildlife behavior and safe navigation.
  - Needed in the local area to conduct response operations. Of particular concern to the Unified Command are cleanup needs of an immediate nature and sensitive area identification. These should be highlighted.

There will be a need for extensive communication between the RSC coordinators and the representatives of the RSC, as well as between RSC members, as information is compiled and questions are answered. Additionally, the RSC coordinators will assemble and deliver information and requests to the proper sections of the incident management team.

The RSC representatives will deliver the information to the Unified Command during an afternoon meeting. If members of the Unified Command must leave before the meeting is complete, or cannot make the meeting, the RSC coordinators will represent their respective part of the UC until the discussion is over.

2. Timeline of Activities

A cycle of work that spans the interface between two adjacent operational periods allows an opportunity for constituent contact; issue reconciliation / prioritization; and optimization of the direct UC contact time. A recommended work cycle is provided as follows:

Time Period	Activity
When approved	RSC coordinators distribute to RSC members and their representatives: the IAP, information from the JIC, and any responses to previously submitted questions or concerns.

Late afternoon or other time as determined within the community	Public meetings or other locally determined method that allows individual stakeholder input to the RSC members for that community. Information from this process is faxed or emailed to the RSC representatives and the coordinators prior to midnight.
AM next day	RSC coordinators work with the RSC representatives to define and resolve issues and answer questions raised by constituents. The coordinators help the representatives prioritize issues, route information to the proper staffs in the IMT and prepare the representatives and the UC for the afternoon meeting. This work will provide rapid feedback to the communities, timely input to the planning cycle for the IAP, and a reduction in the volume of issues to be presented directly to the UC.
PM	The coordinators brief and prepare the UC for the RSC meeting. The meeting with the UC will last approximately 1 hr.

3. Responsibilities:

Regional Stakeholder Committee Members

- Establish a system that allows local stakeholders to provide input. Local stakeholders can be landowners and resource users of any description. The goal is to include all local interested parties to ensure ideas and concerns are heard. After the first meeting, the system would provide feedback and answers received from the UC.
- Assemble and prioritize the input into the three areas: issues; resources; and cleanup assistance.
- Ensure their representative receives the community input.

RSC Representatives in Communities

- Receive community information from their RSC member.
- Work with the coordinators to clarify issues and participate in the UC meeting.

RSC Coordinators - The coordinators are located at the emergency operations center or incident command post.

- They support the RSC members and representatives to ensure their needs, concerns and information are passed to the appropriate part of the IMT organization.
- Issues and information provided by the RSC is inserted into the planning cycle for consideration.
- The coordinators highlight issues to the Unified Command to ensure appropriate attention is given to critical matters.

Liaison Officer - The liaison officer will assist the RSC members with the performance of their duties by obtaining resources and coordinating, as necessary.

Type of Information	Coordinators Route to:
Issues of concern	JIC, Unified Command and the Operations and Planning Sections
Resources available	Logistics Section
Resources needed	Operations, Planning and Logistics Sections
Resources needed - urgent	Operations, Logistics Sections
Cleanup assistance available	Operations, Planning and Logistics Sections
Cleanup assistance needed	Operations, Planning and Logistics Sections

Urgent cleanup assistance needed	Operations and Logistics Sections
Sensitive area information	Environmental Unit
Questions on cleanup techniques	JIC, Environmental Unit, Operations Section

2440.1.2 – Regional Citizens' Advisory Council

The Oil Pollution Act of 1990 (OPA 90) established two RCACs in Alaska: the Prince William Sound RCAC and the Cook Inlet RCAC. The RCACs are independent, non-profit organizations that monitor and advise on oil industry programs to include areas such as spill prevention and response, tanker safety, and environmental impact assessments. During a spill response, RCACs monitor on- water activities, observe, and verify spill response and cleanup efforts. RCACs inform local community members and other concerned groups about response activities and provide information on local concerns and priorities to the Unified Command in order to facilitate operational decisions.

Regional Citizens Advisory Council within Arctic and Western Alaska Area:

Agency	Location	Phone	Alt. Phone
Cook Inlet RCAC	Kenai	283-7222	800-652-7222

The Cook Inlet Regional Citizens Advisory Council (RCAC) is a local citizens group with an Oil Pollution Act of 1990-mandated role in Cook Inlet spill response activities. In this role, the RCAC participates with the incident management team at the emergency operations center and monitors on-water activities during a spill. The RCAC has four primary tasks to perform during a spill: observe, verify, inform, and advise. Cook Inlet RCAC provides local knowledge and technical expertise within the ICS structure (e.g., as part of the Operations, Planning Sections and the Joint Information Center). The RCAC also provides information on local knowledge and concerns to incident commanders that can prove valuable to operational decisions. The RCAC is a resource for the Unified Command and participates in the Regional Stakeholder Committee when it is established and functioning for a spill response.

Specific responsibilities of the RCAC include:

- Providing a voice for local communities and citizens in the policies and decisions that affect them.
- Advising the oil industry and the public on oil spill prevention and response, and ways to mitigate the environmental impact of terminal, offshore oil facilities, and tanker operations.
- Monitoring terminal, tanker, and offshore oil facilities operations and implementation of spill prevention and response plans.
- Increasing public awareness of private oil industry's current capabilities in spill prevention and response, and the environmental impacts of oil transportation.
- Fostering long-term partnership between industry, government and local communities.
- Conducting independent research.
- Participating in, monitoring, and critiquing actual spill responses, spill drills, deployment exercises, and spill simulations conducted by industry. The RCACs also assist industry and regulatory agencies in drill planning and post-drill evaluations.
- Participating in the Regional Stakeholder Committee.
- Preparing and maintaining an RCAC Emergency Response Plan outlining the Council's role and operating procedures in the event of a major spill.

2440.2 – Environmental

The following website, "Alaska Citizens' Workshop" provides a listing of environmental interest groups in the State of Alaska: http://www.alaska.net/~jrc/alaska.html

2440.3 – Economic (Port operators, tourist hotels, etc.)

Reference the Community Profiles for community specific economic stakeholders

2440.4 – Political (local, state, etc.) – TBD

2440.4.1 – Tribal

Reference Section 9230 for federally recognized Tribe information.

2440.5 – Native Organizations

Reference Section 9230 for Native Corporation information.

2450 – Natural Resource Trustees

A list of the natural resource trustee emergency contacts is maintained on the Alaska Regional Response Team website, under "Members and Contacts."

2460 – Natural Resource Damage Assessment (NRDA)

NRDA activities, which are performed under the direction of natural resource trustees, typically are conducted concurrently with response activities, which are under the direction of the Unified Command. If necessary, trustees will make a NRDA representative available to the Unified Command at the incident command post to coordinate NRDA field actions with response activities. The role of this NRDA liaison is to provide a linkage between NRDA activities being conducted by trustee representatives and response activities being conducted by Federal, State, Local, and RP OSCs.

2500 – RESERVED

2600 – RESERVED

2700 – RESERVED

2800 – RESERVED

2900 – RESERVED FOR AREA/DISTRICT

3000 – OPERATIONS

3100 – OPERATIONS SECTION ORGANIZATION

The number and types of branches and divisions/groups are situation-dependent. For a major oil or hazardous substance release, the USCG has pre-designated branches and divisions/groups with formal tasking and objectives. Specific guidelines for these staff positions are included in The USCG Incident Management Handbook. The Alaska Incident Management System (AIMS) Guide for Oil and Hazardous Substance Response identifies the key functions within the Operations Section, but does not pre-designate branches, divisions, or groups. The nature and gravity of the incident will dictate the desired response structure to be established within the Operations Section.

3110 – Organization Options

The USCG Incident Management Handbook is an excellent reference for hazard-specific organization options for the Operations Section.

3120 – Considerations for Building the Operations Section - TBD

3200 – RECOVERY AND PROTECTION

3210 – Protection

For protection techniques and operations, reference the following:

- The Alaska Department of Environmental Conservation (ADEC) Spill Tactics for Alaska Responders (STAR) Manual
- The Alaska Clean Seas Technical Manual

3220 – On-Water Recovery

For on–water recovery techniques and operations, reference the following:

- The Alaska Department of Environmental Conservation (ADEC) Spill Tactics for Alaska Responders (STAR) Manual
- The Alaska Clean Seas Technical Manual

3230 – Shoreside Recovery

3230.1 – Shoreline Cleanup Options

Shoreline cleanup strategies are diverse and will depend on a number of factors including shoreline type, spilled oil properties, extent of contamination, prevailing weather conditions, tidal fluctuations, sea conditions, accessibility by shoreline cleanup crews and equipment, etc. The Unified Command will determine the best available options for cleaning impacted shorelines based upon these factors.

There are several worthwhile documents that can be used as reference documents for shoreline assessment and cleanup. These include the following:

- "The Arctic SCAT Manual, A Field Guide to the Documentation of Oiled Shorelines in Arctic Regions," Environmental Canada (July 2004)
- "Alaska Clean Seas Technical Manual Volume 1; Tactical Descriptions," Alaska Clean Seas (2016)
- "Alaska Shoreline Countermeasures Manual," NOAA (April 1994)
- "Circumpolar Field Guide for Oil Spill Response in Arctic Waters," Environment Canada (1998)
- "Guide to Oil Spill Response in Snow and Ice Conditions in the Arctic," EPPR (2015)

- "Tundra Treatment Guidelines, A Manual for Treating Oil and Hazardous Substance Spills to Tundra 3rd Edition," ADEC (2010).
- "Shoreline Assessment Job Aid," NOAA, (2007)
- "Characteristic Coastal Habitats - Choosing Spill Response Alternatives," NOAA, (2017)
- "Shoreline Assessment Manual," 4th edition, NOAA (August, 2013)
- Arctic Shoreline Clean-up Assessment Technique (SCAT) Manual, EPPR, 2004. Additionally, this website provides information on useful spill response data as noted below. http://www.asgdc.state.ak.us/maps/cplans/geographic zones.html
- Environmental Sensitivity Index (ESI) Maps (which identify shoreline types). ESI Maps (for coastal areas of the State) have been developed for all geographic zones within this Arctic and Western Alaska.
- Land Management Maps
- Geographic Response Strategies
- Most Environmentally Sensitive Area (MESA) Maps
- Biologically Sensitive Area Maps
- Aquatic Farms
- Regional Maps (USGS Quadrangles, NOAA Nautical Maps)
- Alaska Oceanographic Circulation Diagrams and Graphics

3230.2 – Pre-Beach Cleanup - TBD

3230.3 – Storage

The Alaska Department of Environmental Conservation (ADEC) Spill Tactics for Alaska Responders (STAR) Manual provides guidance for land and marine based storage options.

3240 – Disposal

3240.1 – Waste Management and Temporary Storage Options

The term "waste" is used throughout this document. It is used for identifying the types of materials that are generated as the result of a spill and spill cleanup, and is not used to define these materials for purposes of state and federal solid waste and hazardous waste statutes and regulations. To formally confirm that these materials are not considered wastes in the regulatory use of that term and to optimize the management of these materials in a safe and environmentally responsible manner (e.g., recycling of recovered crude oil), the following definition is used for purposes of this document: "waste" means materials that are generated as a direct result (e.g., recovered crude oil) and the indirect result (e.g., refuse, sewage, and hazardous wastes) of an oil spill; "waste" for these purposes does not mean "solid waste" as defined by Alaska (AS 46.03.900(5) and 18 AAC 60.910(53) and federal (42 U.S.C. § 6903(27)) laws.

WASTE STREAM IDENTIFICATION NUMBERS	
OILY WASTE	**WASTE STREAM NUMBER***
Fresh Oil	101
Weathered Oil	102
Emulsion	103
Hydraulic Fluids	104
Beach Debris	105
PPE	106
Sand/Soil	107

Sorbents/rags	108
Oily Wastewaters	109
Carcasses	110
OTHER WASTE	
Domestic Wastes	201
Debris	202
Pallets	203
Paperboard	204
Drums	206
HAZARDOUS WASTES	**301**
***Note: The numbering system depicted here is one of several possible methods to categorize waste materials to facilitate tracking and eventual disposal.**	

1. <u>PROCEDURES FOR TRANSPORTATION, STORAGE, AND DISPOSAL</u>:

Temporary waste storage areas will be strategically selected and located as points of accumulation and temporary storage for oil spill related wastes. These temporary storage areas can be located at recovery sites, or they make take the form of longer term storage at more permanent facilities. Waste generated by response efforts will be stored at these areas pending waste characterization, final identification of disposal options, and placement of contractual arrangements with approved disposal facilities. Temporary waste storage areas must be approved by ADEC and the land resource trustee. It will be the responsibility of the RP to provide manpower and equipment required to transfer the wastes from the arena of operations to the storage areas and to fully operate these areas.

At the storage areas, wastes will be segregated into waste streams and stored in appropriate containers. In general, waste streams will not be mixed unless specifically directed by the Environmental Unit Leader. Later in the response effort, wastes may be forwarded under manifest directly from the point of generation to the disposal facility without the need for temporary storage.

Liquid Wastes: Liquid wastes recovered through skimming or washing operations will be accumulated in barges, portable tanks, bladders, drums, or other approved means and held pending waste classification and characterization. Each container must be labeled as to contents and provided with an identification number for tracking and accounting purposes. In most cases, water will be decanted (with State approval) to reduce the volumes of liquid wastes. Different classes of liquid wastes should not be mixed in the same containers without approval of the disposal officer.

If the recovered oil has not undergone significant weathering or emulsification and is free of foreign material, it can be transported to a refinery or oil terminal as a product rather than a waste. Oil that cannot be recovered in this way will be deemed a waste oil and subject to additional testing and handling requirements.

On vessels used for decontamination purposes, all oily wash water should be segregated from other wastes and stored on board the vessel for future transport to an identified disposal facility.

Oily water collected at boat cleaning stations should be segregated into the following four categories:

- Bilge waters
- Bottom liquids from cargo compartments or holds
- Oily deck and hull wash waters

- Oily hold wash waters

Oily wash waters from the cleaning of gear, boom, and equipment should also be segregated and stored separately. Used oil from gear and maintenance operations should not be mixed with any other liquids, but collected and stored in marked containers. Other liquid wastes, like hydraulic fluids, antifreeze and contaminated fuels, also should not be mixed, but stored in 55-gallon drums and marked as to their contents.

All unidentified liquid wastes should be labeled as such, segregated, and handled according to hazardous waste management standards (40 CFR 261) pending laboratory analysis for RCRA hazardous waste characteristics.

Solid Wastes:
Solid wastes should be double bagged and placed in portable dumpsters or shipping vans and transported to the temporary storage areas. Basic separation of like wastes should take place at this level. Clear, color-coded plastic bags may be used to segregate solid wastes for different disposal options. Solid waste that is too large for plastic bags will be segregated into properly marked dumpsters or shipping vans. Large spills may require a dedicated solid waste storage barge.

All dumpsters, shipping vans, or other means for storage of oily solid wastes must be lined with plastic sheeting prior to use. To control free liquid accumulation within the containers, an inner lining of oil and water absorbing fabric will be used. Additional granular sorbent material should be added as required to eliminate free liquids. For responses where oily debris is extensive and likely to accumulate rapidly, debris may need to be piled in vacant storage yards with a drainage system to collect any runoff, or in lined earth pits.

Oily PVC waste materials should be bagged and tagged to show contents. These bags should be segregated from other waste streams and transported to a storage area

Bird and animal carcasses should be bagged, tagged, and segregated. Tags should include location of the recovery. Bird and animal carcasses will be handled as directed by the appropriate authority.

Non-Oily Wastes:
Non-oily waste (scrap materials, construction materials, etc.) and domestic garbage and refuse should be collected and segregated (according to the particular requirements of municipal or private waste process and disposal facilities) to prevent oil contamination and transported to storage or final disposal site.

2. <u>WASTE HANDLING AND LABELING:</u>
Proper waste handling, manifesting, custody transfer and labeling are important for the proper movement and documentation of all waste materials generated in an oil spill response. Wastes must be segregated according to the various types and must not be mixed. All segregated wastes will be properly labeled showing the type of waste in each container. For all unidentified wastes, they need to be labeled as such and segregated from the other wastes. All unidentified wastes/oils will be assumed hazardous until sample results are available. If a waste turns out to be hazardous, it will be handled and treated in accordance with current hazardous waste regulations.

Records: All waste oils, regardless of type, must be managed by a complete set of records. These records should show the following:

- Where the waste was recovered,
- The type of waste,
- Approximate volume,
- Date collected,
- Date transported to staging or disposal site,
- Date received at temporary storage area or disposal site,
- The number of containers shipped,
- The number of containers received,
- The date, location and method of final disposal.

To aid in the implementation of the records requirements, the following procedures are recommended:

1. Waste management activities should be conducted as secure storage areas set up at strategic locations.
2. Each load of waste departing the point of generation should be inspected and assigned to an internal waste stream matrix and inventory record.
3. A waste tracking form should be completed for each load of waste. Information required on this form includes date and time, transporter name, vessel of truck number, description of waste and generating process, the assigned waste stream number, and destination of the waste.
4. Waste moved to off-site treatment or disposal facilities are transported under the appropriate manifest with copies retained.
5. Once each day, a "waste management summary report" will be completed documenting the following daily and cumulative totals for each waste stream:
    a. Waste received
    b. Waste stored on site
    c. Waste stored off site
    d. Waste disposed by disposal facility

3240.2 – Disposal Options

The RP will be responsible for developing a waste disposal plan that provides the necessary logistical and procedural information for the transfer of wastes to disposal facilities. The disposal plan must comply with existing laws and regulations. Oversight of the waste disposal plan will normally be the responsibility of the ADEC.

An ADEC solid waste permit is required. Consult with ADEC on the landfill status and the current information on the adequacy of landfills. Currently, no approved hazardous waste disposal sites exist in Alaska. Municipal landfills in Alaska either no longer accept oily wastes or accept only lightly oiled soils.

State regulation 18 AAC 75.130 requires that the final disposal of a hazardous substance including oil, be approved by ADEC. Oil spill reporting regulations 18 AAC 75.100 require that disposal information be provided within the oil spill report.

1. Short Term Management and Disposal Options for Liquid Wastes:

If a spill occurs, both oil and non-oily liquid wastes will be generated or collected during cleanup. This section describes short-term management and disposal options for oil and non-oily liquid wastes, including domestic wastewaters.

OILY LIQUIDS:

Recovered oil and oily wastewater from spill-related activities will be stored on board tank vessels, in portable tanks, tank trucks, or in approved shore-side tanks where primary oil/water separation may occur. With State approval, on-site decanting may be allowed. After primary oil/water separation, one of the following disposal options will be used:

- Tender of recovered oil to the contracting vessel for offshore treatment;
- Transportation of recovered oil to a refinery or oil terminal for re-use as a product;
- Barging oily water to the continental U.S. for additional treatment or disposal, unless the spill fluid emanated from oil production facilities and can be recycled or disposed of at the original facility; or
- Barging heavily weathered and emulsified oils to the continental U.S. for treatment, additional oil recovery, and wastewater and solids disposal in a commercial waste management facility. Treatment facilities for these options are described below.

Onshore Treatment Facilities:

Crude oil recovered soon after a spill will generally be suitable for reclamation by a production facility or refinery. Because the chemical make-up of spilled oil changes as it weathers, it is less likely that oil collected during a long-term cleanup operation can be reclaimed. Oil that is emulsified, weathered and mixed with debris from the sea or from beach cleaning operations is a mixture of liquids and solids and requires special handling and treatment prior to disposal. There are currently no appropriate disposal options in Alaska for these emulsified wastes. Therefore, they must be stored on barges and shipped to appropriate waste handling facilities in the continental U.S. for treatment.

Oily wastewater, if associated with oil production or terminal facilities, can be treated and disposed of at those facilities (such as the Ballast Water Treatment Plant at the Valdez Marine Terminal) with the approval of EPA and ADEC. Laboratory analysis of these wastewaters may be necessary so that contaminants do not interfere with the treatment process. If particular oily wastewaters cannot be treated because of incompatible contaminants or inadequate plant capacity, those wastewaters will be taken to alternate treatment facilities (e.g., the tanker owner's refinery in the continental U.S. or a permitted bulk receiving facility). For certain wastewaters, physical chemical treatment methods (e.g., air stripping or granular activated carbon) may be preferred over biological treatment.

Contaminated wastewaters will require sampling, analysis, and possible pre-treatment before potential disposal in a municipal sewage treatment facility. EPA, ADEC, and municipal approval may be required. Any discharge into a municipal sewage system must meet EPA pre-treatment standards. If analysis indicates that wastewaters are hazardous, they will be shipped to a disposal facility in the continental U.S.

Offshore Treatment Facilities:

The objective of any onboard treatment will be to reduce the water content of the liquid wastes or recovered product collected and transported by the vessel, thereby increasing the vessel's storage capacity. It is reasonable to assume that some primary phase separation could take place in the vessels being loaded with oily wastewaters. The accumulated water could be extracted, treated and, after the appropriate permits are obtained, discharged overboard.

Treatment facilities to be considered include:

- Screw pumps (very suitable for low and highly viscous liquids)
- Centrifuges (operation not affected by vessel movement)
- Gravel filters (operation not significantly affected by vessel movement)

- Dissolved air flotation (DAF) unit (effective in removing low concentrations of oil, but its operation can be affected by vessel movement)

The performance of the onboard treatment facilities can be enhanced by the use of emulsion breakers and flocculation agents. Care should be exercised to ensure that they do not become a source of pollution. Unless the tanker or vessel is anchored in a sheltered area, treatment can be impacted by inclement weather.

In-State Resources for Waste Treatment and Recycling:
There are several facilities in the state that treat oily wastes or related materials. In general, however, operational or permit requirements limit the facilities' ability to handle recovered liquids.

Alaska Pollution Control is an oil recycling facility located in Palmer. The plant is currently accepting a variety of spilled and recycled refinery products, including lubricating oil, gasoline, diesel, and fuel oil. The products must be less than 1000 ppm total halogens and must not be hazardous waste by definition. Exact requirements must be verified prior to use of the facility, and the blended products must meet specifications for heating value. The products are processed and sold for use as industrial fuel. The plant does not accept crude oil for operational reasons, but does accept 10,000 to 20,000 gallons of water per week from spills and tank clean-outs. The water is processed and discharged to a Publicly Owned Treatment Works (POTW) under pre-treatment limits. Hydrocarbons recovered from the wastewater are processed in the same manner as the other products.

Various portable processes could be used to pre-treat waste before shipping to an oil recycling facility. In addition, it is possible to ship water that meets pre-treatment standards to a POTW. The acceptability of the waste will depend on its source and characteristics, as well as the volume. Each municipality has different requirements.

Other Commercial Oil Recovery Methods:
Other oil recovery methods are being used elsewhere in the U.S. These technologies are not currently commercially available in Alaska, but they may be considered in the event of a spill. These methods include the following:

- Oil is heated to a temperature below its flash point and injected into sludge to dissolve the waxy and gelatinous deposits to facilitate their recovery.
- Gravity separation, chemicals, heat, lighter oils and solvents, and emulsion-breaking chemicals are used to thin heavier fractions.
- Coker units are used at refineries to dispose of certain types of sludge.
- Mixing different oil types to enable their processing may make variable angle mixers more efficient.
- A rotary vacuum filter, consisting of a horizontal drum with a filter media on its outer surface, is partially submerged and rotated in a tank containing sludge. A vacuum pulls liquid inward while retaining solids on the outside, which are then scraped off.
- A scroll-type centrifuge rotating at 75-100 rpm forces solids against an inner bowl and on to discharge. High-feed rate and durability make this a popular item at refineries. The effluent still requires treatment and the solids produced might not be pumpable. Neither heat nor chemicals may be necessary to optimize the performance of two-stage centrifuges. Generally, centrifuges are operated only for 1-3 weeks at a time of 40-60% rated capacity.
- Gravity-belt filters press sludge between two moving belts and force out oil and water. These filters rely on the application of costly high molecular-weight polymers to coagulate sludge. Changes in the

sludge, including pH and H_2S emissions, can result in problems. This method, however, has been used for many years on biosludges in Europe.

NON-OILY LIQUIDS:

Oil spill cleanup operations produce large amounts of liquid sewage wastes that originate from domestic sources such as toilets, laundry and shower facilities, cooking, and gathering centers. The volume of such wastes is directly proportional to the number of cleanup workers involved.

Domestic wastewater may be collected and transported to a municipal sewage treatment system for disposal after approval from the municipal government. If the volume of sewage generated by cleanup workers exceeds the additional load handling capacity of the municipal sewage treatment plant, on-site land-based or barge-mounted wastewater treatment plants can be used to treat surplus waste volumes.

If additional wastewater treatment facilities (either land-based or barge-mounted) are to be used, the volume and concentration must be estimated for proper sizing of treatment systems. The RP should consult with the EPA and the ADEC for guidelines and standards for accomplishing this.

The sewage collected from remote areas may originate from non-flushing portable toilets that produce a concentrated waste stream high in BOD, suspended solids, and deodorant chemicals. Domestic wastewater treatment alternatives to municipal treatment facilities include:

- Physical-chemical package plants
- Extended aeration package plants
- Rotating biological contactor package plants

Packaged domestic wastewater treatment plants are recommended because they are portable and can be mobilized quickly, if available. These treatment facilities require plan review, an ADEC wastewater permit, and an EPA NPDES permit. A vessel with a USCG- approved Type II Marine Sanitation Device (MSD) does not need an ADEC or EPA permit for discharges. (All vessels built after January 1980 are required to have a Type II or Type III MSD).

2. Short Term Management and Disposal Options for Solid Wastes:

If a spill occurs, oily and non-oily solid wastes will be collected, segregated, and stored at interim temporary storage areas and, if necessary, at the sites of cleanup operations on beaches. Most solid wastes will be stored in plastic bags after collection. Hazardous wastes will be handled in accordance with RCRA regulations and transported to the continental U.S. for disposal. Non-hazardous wastes will be handled in the most economic manner. Solid waste will be incinerated, if capacity allows; a secondary option is transport to landfills in Alaska or the continental U.S.

***HAZARDOUS OILY SOLID WASTES*:**

RCRA hazardous solid wastes may be generated from oil spill response activities. Potential sources of RCRA hazardous wastes are:

- Spill-related materials that exhibit hazardous characteristics
- Maintenance wastes generated by vessels and vehicles used in response and clean up.
- Laboratory wastes and residues from testing and disposal of spill-related material.

A hazardous waste storage area will be established if hazardous wastes are generated. If necessary, satellite accumulation areas will also be established. Proper container storage and labeling practices will

be followed. Assigned personnel will monitor operations throughout the spill area to prevent improper waste disposal and to minimize the creation of hazardous waste through "mixing" (the disposal of small quantities of hazardous waste into solid waste containers, such as used oil tanks or boat washing slop tanks).

Hazardous waste management procedures include the following: ascertaining that response contractors are aware of regulatory requirements, including handling practices; obtaining generator I.D. numbers; proper labeling; storage; and monitoring of operational areas by personnel trained in hazardous waste management.

Hazardous wastes will be disposed of in a permitted hazardous waste facility in the continental U.S. since no permitted waste disposal site exists in Alaska at this time.

***NON-HAZARDOUS OILY SOLID WASTES*:**

Incineration: Waste incineration can be an economical means of destroying organic compounds. Ash generated as a result of incineration will be tested for hazardous characteristics and properly transported for disposal at appropriately permitted facilities.

With approval from the North Slope Borough, up to 15 tons per day of non-hazardous oily solid waste, except sand and gravel, may be shipped to the North Slope Borough incinerator facility at Deadhorse.

Several other state-approved facilities for incineration of response waste exist in Alaska. Use of these facilities for incineration of response wastes requires written approval from ADEC. Consult with the local ADEC Office on the status of approved landfills and incineration facilities.

Disposal at Facilities in the Continental U.S.: Some solid waste is not suitable for incineration (e.g., rain suits and some kinds of boom). These wastes will be shipped to landfill disposal sites in the continental U.S.

Burial: On-site burial may be used at remote locations where oily debris will otherwise have to be transported large distances for centralized disposal. The operation will consist of excavating an on-site disposal pit and burying the oily waste. The advantages of this disposal method are reduced costs for transporting, packaging, storage, and ultimate disposal fees.

Disadvantages of this method include the logistics of transporting excavation equipment and personnel to remote sites and possible future leakage from the uncontained disposal pits.

On-site burial of oily waste requires a solid waste disposal permit from ADEC. Although on- site burial may be permitted in remote locations, the likelihood of it occurring without engineering controls is minimal. On-site burial is not a preferred waste management option because of the technical difficulties involved and public and agency concerns over such disposal.

Waste Sludge Disposal: The sludge resulting from certain treatment facilities will require further treatment or disposal. Sludge treatment may include:

- Fluidized bed incineration
- Steam stripping
- Digestion, dewatering, vacuum filtration, centrifugation
- Controlled land disposal

The quantity of sludge generated by the treatment process will depend on the solid content of the oily wastewaters treated. Steam-stripping can recover oil adhering to the solids and the process can produce a sludge possibly suitable for disposal at a permitted facility.

Depending on the organic content of the sludge, aerobic or anaerobic sludge digestion may be feasible. Heating the contents of the sludge digester will accelerate the rate of biological decomposition of the sludge and reduce the residence time required for sludge stabilization. The water resulting from the sludge dewatering operation may be returned to the wastewater treatment system ahead of the biological oxidation process. The stabilized sludge may be suitable for land disposal at a permitted landfill site.

Non-Hazardous, Non-Oily Solid Wastes: Non-oily solid wastes (refuse) are generated from a variety of sources during oil spill cleanup operations. Care must be taken to separate non-oily solids wastes from oily wastes and to maintain separation until ultimate disposal.

Separate trucks for onshore operations should be maintained for the transportation of non-oily solid wastes. The non-oily waste material may be sent to an appropriate municipal landfill or municipal incinerator with capacity to handle the wastes for disposal, if approved by local officials. Since most towns and cities have municipal landfills, disposal will likely occur at local population centers. The RP should coordinate with municipal officials.

The refuse produced by a large-scale oil spill cleanup operation may have a significant impact on the local landfill. For example, the Exxon Valdez oil spill cleanup operations in Prince William Sound increased local refuse disposal as much as 500%, with a corresponding increase in personnel and equipment at the local landfill operations to meet the higher demand. In such situations, it is important to coordinate with the community to assure that personnel and equipment requirements are met.
Disposal of wastes in solid waste sites must conform to the facilities' permit requirements.

3. Long-Term Management and Disposal Options:

Open Burning: On-site burning is a potential disposal method for non-hazardous oil-stained rock and sand mixtures, tar balls, logs, driftwood, and miscellaneous solid wastes.

Remote Stockpile Burning: Open burning may be a feasible method for large quantities of combustible oily wastes that are stockpiled in remote areas, but this method generally requires weather suited for smoke dispersal. Burn residue produced from open burning needs to be collected, tested for hazardous characteristics, and properly transported to disposal sites. Open burn pits designed to facilitate efficient removal of residues can facilitate a smoother cleanup operation.

Open burning in Alaska is regulated by ADEC, and before proceeding with an open burning operation, written approval must be obtained from ADEC. Approval is contingent upon submission of an open burning plan that addresses concerns outlined in the Alaska Air Quality Control Regulations (18 AAC 50). These concerns include the following: air contaminants, location of sensitive population centers, weather considerations, visibility impacts, overall coordination, public information, and other project specifications. In addition, the plan for open burning must include an evaluation of feasible alternatives with a demonstration that open burning is the most feasible choice.

***In Situ* Open Burning:** Combustible materials, such as oiled logs, branches, and other natural materials found along beaches, can be burned in piles where they have been collected. A propane torch can be used to initiate combustion or a burn promoter, such as fuels, can be added to the oiled materials.

Open burning can also be applied to any oily wastewater collected for off-site disposal. However, this disposal method would require a site-specific ADEC Open Burning Permit and an ADEC Wastewater Disposal Permit. Burn residue will have to be contained and collected at each site and tested for hazardous characteristics, thus leading to possible logistical problems.

Sustained burns of logs and other large items can penetrate some substrates to a depth of about one foot, thus removing the underlying oil. Oil that has migrated downward into beach materials beyond that depth likely would not be burned.

Other disadvantages or constraints to *in situ* open burning can include:

- Public concerns.
- Threat of spreading (e.g., grass or forest fire)
- Burn residue might be hazardous or otherwise present a pollution problem
- Direct biological impacts from heat may be a concern where an extensive area is fired.
- Smoke plume may not meet regulatory requirements.

Incineration: Incineration can be used to dispose of oily waste materials at the source or at temporary collection and storage areas. The incineration process must be combined with appropriate flue gas cleaning and residue handling in order to complete the overall waste management process. A variety of wet, semi-dry, and dry acid-gas scrubbing processes are available with extensive, successful experience in application to incineration systems. The applicability of a specific process is determined through evaluation of flue gas characteristics, reagent and residue handling costs, need for plume suppression, and other factors. Sensitive instrumentation for detecting pollutant levels within the system is also vital, as is the ability of the equipment to adjust to changing conditions. Two technologies currently dominate the waste incineration industry: rotary kiln incineration and fluidized bed incineration. The advantages and disadvantages of both systems are well known and documented since both technologies are established incineration techniques with several commercial plants currently in existence.

Rotary kiln incineration appears to be the better overall option for necessary permanent incineration capacity. If on-going operations justify use of a permanent incineration system, the following system appears preferable:

- One or more medium-sized, modularized rotary kiln systems on the same site with good access by water and land.
- Necessary feed storage, feed preparation, ash-handling facilities, and other support services as needed for all units, making these common to all incineration units to the extent possible and practical.
- Operation of one unit at a time on locally generated wastes at reduced capacity to maintain the facilities in ready condition and to maintain the skills of the operating crew.
- Delivery of spill wastes and containerized materials to the site by barge for processing. Storage of the wastes most amenable to storage will stretch the processing period and reduce the size, number, and cost of the facilities.

This rotary kiln incineration system can be developed and implemented in a reasonably short time and in compliance with regulatory requirements. Some oil spill cleanup specialists have indicated that there are portable incinerators on the market that provide good backup in an emergency because they can be quickly dispatched to remote sites.

Bioremediation:

a. ***In Situ*** **Biodegradation:** Bioremediation involves adding nutrients (nitrogen and phosphorus) to enhance indigenous microbial activity. Successful bioremediation can accelerate the cleanup of a spill and reduce the amount of oily wastes requiring disposal.

Bioremediation of *in situ* spilled oil is still in the research phase, but holds promise for use under favorable conditions on oiled sand, pebbles, cobble, driftwood, and other natural beach materials. The shoreline configuration must be amenable to this method, but smaller debris does not have to be transported to a remote site for ultimate disposal. Larger items of debris must be dealt with separately and the technique might require several seasons for significant degradation to occur.

b. **Landfarming:** Some oil spill specialists in other parts of the country consider landfarming a feasible alternative to oily waste disposal. In Alaska, however, due to the low temperatures, short summers, high precipitation, and the scarcity of flat soily areas, further research must be done before the plausibility of this method can be determined. In landfarming, oily sludges are spread on a selected site and then combined with soil, moisture, and nutrients in the presence of oxygen to promote bacterial degradation of the hydrocarbon components. This requires an even application of flowing oily wastes. Smaller items, such as sand, pebbles, short seaweed (less than 6 inches long), sludges, and contaminated soils can also be processed this way. The most suitable sites are large fields with deep, tillable soil and a constant supply of water. Some sites might require the placement of a liner. The soil is prepared, the nutrients and wastes are applied, and then the field is tilled periodically. The soil pH must be controlled and the field must not have a greater than 1% or 2% grade.
Necessary equipment includes backhoes, tractors, rototillers, disc harrow or plows, fencing, pumps, and sprinkler systems. This method requires a permit and monitoring. If a liner is used, it must be removed when the hydrocarbons reach approved levels.

Landfilling: Approximately five permitted landfills that can accept oily wastes are currently in use in Alaska. These landfills are associated with oil fields on the North Slope and are typically reserved exclusively for the company operating the landfill.

At this time, no landfill facility in Alaska will accept significant amounts of oily solid wastes. In the event of a large spill, landfill disposal will be feasible only if ADEC permits disposal of significant amounts of oily waste at existing sites and/or expedites permitting of proposed sites. The advantages of having an in-state oily waste landfill include immediate availability and accessibility, as well as reduced logistical requirements for transportation, packaging and disposal.

WASTE DISPOSAL OPTIONS			
WASTE STREAM	PRIMARY OPTION	FIRST ALTERNATIVE	SECOND ALTERNATIVE
Fresh Oil (101)	Refining	Fuel Blending	In Situ Burning
Weathered Oil (102)	Fuel Blending	Land Treatment	Solidify & Landfill
Emulsions (103)	Fuel Blending	Land Treatment	Solidify & Landfill
Hydraulic Fluids (104)	Refining		
Oil Debris (105)	Incineration	Open Burning	Landfill
Oily PPE (106)	Incineration	Landfill	
Oily Sand/Gravel (107)	In-Situ Burning	Land Treatment	Landfill
Oily Sorbents (108)	Fuel Blending	Incineration	Landfill
Oily Wastewater (109)	Electrocoagulation Treatment		
Animal Carcasses (110)	Offer for Research	Incineration	
Domestic Wastes (201)	Incineration	Landfill	
Non-Oily Debris (202)	Incineration	Landfill	
Pallets (203)	Recycle/Reuse	Open Burn	Landfill
Paperboard (204)	Recycle/Reuse	Open Burn	Landfill
Drums (206)	Recycle/Reuse	Landfill	
Hazardous Waters (301)	Special Handling, Storage, Treatment		

WASTE DISPOSAL CONTRACTORS

Listed are some contractors who can provide disposal or waste management services. These are not the only available contractors, but represent the variety of services available.

Facility Name	Contact Information	Comments
Recovered Products (gas, diesel, etc.)		
Alaska Pollution Control	907-344-5036 10620 Old Seward Highway Anchorage, AK 96515	Processes oily water, motor oils and recovered fuels
Alaska Soil Recycling	907-349-3333 1040 O'Malley Road Anchorage, AK 96515	Soil burning facility
Basin Oil Company	800-439-2948 8661 Dallas Ave A	Non-Haz used oils blended for ship bunkers

	Seattle, WA 98108	
Petroleum Reclaiming Services	206-587-6206 3003 Taylor Way Tacoma, WA 98421	Waste oil processor, also takes oily water
Philip Environmental	800-228-7872 1011 Western Ave, Ste 700 Seattle, WA 98104	Full service haz-waste disposal contractor
Chemical Waste Management	800-962-4987 17629 Cedar Springs Arlington, OR 97812	Full service has contractor. Landfills located in Oregon and California.
Clean Soils	907-258-7645 2301 Spar Avenue Anchorage, AK 99501	Soil burning facilities in Anchorage and Kenai. Mobile facility also available
Foss Environmental	206-281-3823 7440 W Marginal Way S Seattle, WA 98108	Full service contractor.
Contaminated Soil		
Philip Environmental	800-228-7872 1011 Western Ave, Ste 700 Seattle, WA 98104	Full service haz-waste disposal contractor
Chemical Waste Management	800-962-4987 17629 Cedar Springs Arlington, OR 97812	Full service has contractor. Landfills located in Oregon and California.
Oily Contaminated Equipment/Materials & PPE		
DOH Environmental	800-478-1917 10012 Jensine Juneau, AK 99803	Spill cleanup contractor. Can manage waste through appropriate contractors.
Channel Sanitation Services	907-780-4288 5600 Tonsgard Court Juneau, AK 99801	Non-hazardous disposal only
Chemical Waste Management	800-962-4987 17629 Cedar Springs Arlington, OR 97812	Approved landfills.
Decontamination Solutions		
Philip Environmental	800-228-7872 1011 Western Ave, Ste 700 Seattle, WA 98104	Full service haz-waste disposal contractor
Chemical Waste Management	800-962-4987 17629 Cedar Springs Arlington, OR 97812	Approved landfills.
Oily Sorbents		
Channel Sanitation Services	907-780-4288 5600 Tonsgard Court Juneau, AK 99801	Incineration of non-hazardous oily materials.
Basin Oil Company	800-439-2948 8661 Dallas Ave A Seattle, WA 98108	Delivers non-hazardous sorbents to facility for energy recovery.

Spent Chemicals		
Philip Environmental	800-228-7872 1011 Western Ave, Ste 700 Seattle, WA 98104	Full service.
Chemical Waste Management	800-962-4987 17629 Cedar Springs Arlington, OR 97812	Full service.

3240.3 – Decanting Policy

With State approval, on-site decanting may be allowed. The form for gaining SOSC approval for decanting is linked on ADEC's website under Waste Management permits:
http://dec.alaska.gov/spar/ppr/response-resources/permits-tool/#nogo

3240.4 – Sample Waste Management Plan

Standing waste management permits may be found in the "Planning" section of this document. The ADEC's STAR Manual provides a checklist for waste management.

3250 – Decontamination

The Alaska Department of Environmental Conservation (ADEC) Spill Tactics for Alaska Responders (STAR) Manual provides guidance for vessel decontamination and other tactics related to spill response.

3260 – Alternative Response Technologies

For Alternative Response Technology guidance on Dispersants and In-situ Burning, reference the Alaska Regional Contingency Plan. Additional technical assistance can be found in the ADEC's STAR Manual.

3300 – EMERGENCY RESPONSE

3310 – Search and Rescue (SAR) - TBD

3310.1 – SAR Area Resources -TBD

3320 – Salvage/Source Control

Reference Section 8300 of this document.

3330 – Marine Fire Fighting

Reference Section 8100 – Marine Fire Fighting for guidance. Additionally, reference the section, 9730 - Geographic Zone Contingency Plans, for supplemental details specific to each geographical zone.

3340 – Hazardous Substances

Reference Section 7000 – Hazardous/Radiological Substances for guidance on hazmat responses.

Initial Emergency Contact Checklist **The area code for all phone and fax numbers is *907*, unless otherwise indicated	
Federal	
National Response Center (24 hr.)	1-800-424-8802
FOSC for Coastal Zone USCG – Sector Anchorage	428-4100 1-866-396-1361
FOSC for Inland Zone EPA, Region X Alaska Operation – Anchorage Office	271-5083 271-3424 (fax)
EPA FOSC Carr (cell)	227-9936
EPA FOSC Whittier (cell)	830-7236
EPA Seattle Office (24 hr.)	206-553-1263
State	
SOSC ADEC, Central Alaska Response Team (business hours)	269-3063 269-7648 (fax)
After Hours Spill Number	1-800-478-9300

3350 – Emergency Medical Services (EMS)

Check individual towns and villages in the Community Profiles to see what medical facilities may be available. For oil or chemically contaminated victims, check immediately with the hospital for any pre-decontamination requirements

3350.1 - Aleutians

Clinics within the Aleutians Geographic Zone	
Location	Phone #
Adak - Adak Medical Clinic	592-8383
Akutan - Anesia Kudrin Memorial Clinic	698-2208
Atka - Atka Village Clinic	839-2232
Cold Bay - Livingston Memorial Clinic	532-2000
Cold Bay - Port Moller Medical Clinic (seasonal)	987-2207
False Pass – Anne Hoblet Memorial Clinic	548-2742
Nelson Lagoon - Nelson Lagoon Clinic	989-2202
Nikolski - Nikolski Health Clinic	576-2204
St. George - St. George Clinic	859-2254
St. Paul - St. Paul Health Clinic	546-8300
Sand Point - Sand Point Medical Clinic	383-3151
Dutch Harbor - Iliuliuk Family & Health Services, Inc.	581-1202
Unalaska - Oonalaska Clinic	581-2742

3350.2 – Bristol Bay

In the Bristol Bay Geographic Zone, only the City of Dillingham has hospital facilities. The Bristol Bay Area Health Corporation operates the hospital and clinics. Two sub-regional clinics, located in Chignik and Togiak, employ mid-level practitioners to provide more extensive patient care. Most of the smaller towns

and villages offer medical care through a small clinic with most care provided by health aides. Clinic hours are 0900-1500, Monday through Friday.

Kanakanak Hospital
Location: 6000 Kanakanak Road (Box 130), Dillingham, AK 99576
Phone: 842-5201/ 800-478-5201
Number of Beds: 16
24 hr. Emergency Services: Yes

CLINICS IN BRISTOL BAY GEOGRAPHIC ZONE	
Location	Phone Number
Aleknagik, North	842-5512
Aleknagik, South	842-2185
Chignik Bay	749-2282/749-2283
Chignik Lagoon	840-2218
Chignik Lake	845-2236
Clark's Point	236-1232
Egegik	233-2229
Ekwok	464-3322
Goodnews Bay	967-8128
Igiugig	533-3207
Iliamna	571-1383
Ivanof Bay	669-2213
King Salmon	246-3322
Kokhanok	282-2203
Koliganek	596-3431
Levelock	287-3011
Manokotak	289-1077/289-1011
Naknek	246-4214
New Stuyahok	693-3131
Newhalen	571-1231
Nondalton	294-2238
Pedro Bay	850-2229
Perryville	853-2202
Pilot Point	797-2212/797-2248
Platinum	979-8100
Port Heiden	837-2208
Portage Creek	N/A
South Naknek	246-6546
Togiak	493-5511
Twin Hills	525-4326

3350.3 – Cook Inlet

In the Cook Inlet Geographic Zone, only Anchorage, Homer, Seward, Soldotna and Wasilla have hospital facilities. Most of the smaller towns and villages offer medical care through a clinic.

Hospitals within the Cook Inlet Geographic Zone			
Facility	Location	Capacity	Phone
Alaska Native Medical Center	Anchorage	150 beds / Acute Care, major hospital	563-2662
Alaska Regional Hospital	Anchorage	238 beds / Acute Care, major hospital	276-1131
Providence Hospital	Anchorage	326 beds / Acute Care, major hospital	562-2211
US Air Force Elmendorf AFB Hospital	Anchorage	52 beds / most major capabilities	580-6280
South Peninsula Hospital	Homer	47 beds / Acute Care,	235-8101
Providence Seward Hospital	Seward	35 beds / "Critical Access Hospital" (most major capabilities)	224-5205
Central Peninsula General Hospital	Soldotna	49 beds / Acute Care	262-4404
Mat-Su Regional Medical Center	Wasilla	74 beds / Acute Care, major hospital	861-6000

3350.4 – Kodiak

In the Kodiak Geographic Zone, only the City of Kodiak has hospital facilities. Most of the smaller towns and villages offer medical care through a small clinic.

Providence Kodiak Hospital/Medical Center
Location: 1915 Rezanof Dr. Kodiak, AK 99615
Phone: 907-486-3050/3281
Number of Beds: 24
24 hr. Emergency Services: Yes

Rockmore-King Clinic
Location: USCG Base
Phone: 907-487-5222/5757
Emergency Services USCG facility not generally available for civilian health care; may be available in cases of extreme emergency.

ADDITIONAL CLINICS IN KODIAK	
Location	Phone Number
Kodiak Island Medical Assoc 1818 E. Rezanof Drive	486-6065
Kodiak Area Native Assoc (KANA) 3449 E. Rezanof Dr.	486-9800
Kodiak Island Ambulatory Care Clinic John M. Koller, MD 202 Center Ave, Suite 102	486-6188
North Pacific Medical Center	486-4183

3350.5 – North Slope

In the North Slope Geographic Zone, only Barrow has hospital facilities. Most of the smaller towns and villages offer medical care through a clinic.

HOSPITALS WITHIN THE NORTH SLOPE GEOGRAPHIC ZONE			
Facility	Location	Capacity	Phone Number
Samuel Simmonds Memorial Hospital (SSMH)	Barrow	14 beds	852-9331
The hospital is a qualified Acute Care facility and State-certified Med-evac Service. Critical patients will be transported to Fairbanks or Anchorage hospitals.			

CLINICS WITHIN THE NORTH SLOPE GEOGRAPHIC ZONE	
Location	Phone Number
Anaktukuk Pass	661-3914
Atqasuk	633-6711
Barrow (NSB Clinic)	852-9248 or 852-0260
Kaktovik	640-6413
Nuiqsut	480-6720
Point Hope	368-2234
Point Lay	833-2526
Prudhoe Bay/ Deadhorse (3) Prudhoe Bay Industrial Clinic BOC Medical MCC Medical	 659-2087 659-4315 659-5239
Umiat (local dispensary, no clinic)	(unavailable at time of publication)
Wainwright	763-2714

3350.6 – Northwest Arctic

In the Northwest Arctic Geographic Zone, only Kotzebue and Nome have hospital facilities. Most of the smaller towns and villages offer medical care through a clinic.

Hospitals within the Northwest Arctic Geographic Zone			
Facility	Location	Capacity	Phone
Maniilaq Health Center 436 5th Avenue, Kotzebue, AK 99752	Kotzebue	17-bed acute care unit; including inpatient and emergency treatment	442-3321, Emergency Dept 442-7209
Norton Sound Regional Hospital 1000 Greg Kruschek Avenue, Nome, AK 99762	Nome	18-bed acute care hospital; including inpatient and emergency treatment	443-3311, *EMS* 443-3306

3350.7 – Western Alaska

In the Western Alaska Geographic Zone, only Bethel has hospital facilities. Most of the smaller towns and villages offer medical care through a clinic.

HOSPITALS WITHIN THE WESTERN ALASKA GEOGRAPHIC ZONE			
Facility	Location	Capacity	Phone Number

Yukon-Kuskokwim Delta Regional Hospital	Bethel	50 Bed	543-6300
The hospital is a qualified Acute Care facility. Critical patients will be transported to Anchorage hospitals.			

SUB-REGIONAL CLINICS WITHIN THE WESTERN ALASKA GEOGRAPHIC ZONE	
Location	Phone Number
Aniak	675-4556
Emmonak	949-3500
St. Mary's	438-3500
Toksook Bay	427-3500
Hooper Bay	758-3500

Sub-regional clinics provide preventative and urgent care (including cardiac monitor, defibrillator, IV equipment, oxygen, casting equipment and other advanced life support equipment), diagnostic review, physical exams, prenatal care, minor surgery, laboratory tests, X-rays, and medications.

3360 – Law Enforcement

Reference Community Profiles for town and village law enforcement information.

3370 – Oil Spill

This list assists the IC, either government or RP, and staff in completing the initial response actions associated with a medium to large-sized oil spill. This list is not exhaustive and should be used at the discretion of the IC and the UC.

- ❑ Define Nature of Incident
  a. Determine facts of spill.
     - Responsible Party (name and phone #)
     - Location and time of incident
     - Type of incident (explosion, grounding, operational, etc.)
     - Type of product
     - Movement of spilled product
     - Environmental resources, sensitive areas, and historic properties at risk
  b. Determine whether RP is willing/able to respond.
  c. Classify size of spill.
  d. Notify natural resource trustees
  e. The FOSC (or authorized representative) needs to perform the following:
     - Consult with natural resource trustees on potential resources at risk, including (but not limited to) wildlife on rat-free islands;
     - Conduct Endangered Species Act consultation (contact DOI and DOC to determine the presence of, and potential impacts to, threatened and endangered species and their critical habitat); and
     - Determine whether incident is categorically excluded under the Programmatic Agreement to protect historic properties and, if not, activate an FOSC Historic Properties Specialist.

- ❑ Evaluate Hazards to Human Health/Safety
  a. Determine threat to public health.
  b. Assess fire/explosion hazard.

c. Assess personnel safety based on potential/existing hazards.
d. Determine appropriate level of personnel protective equipment for responders.

- ❑ Evaluate Severity of Incident and the Need for Additional Resources
  a. Estimate amount of spilled product and total potential amount.
  b. Estimate duration of spill response efforts.
  c. Assess weather/sea conditions.
  d. Determine the presence (or suspected presence) of invasive species (e.g., rats).
- ❑ Initiate Response Strategy
  a. Protect responders and the public.
  b. Secure or isolate the source of spill.
  c. Protect sensitive areas:
     - Consult with natural resource trustees on the protection of sensitive areas (including rat-free islands) and resources and on potential response options to be taken;
     - Develop priorities consistent with environmental sensitivity and protection priorities identified in Sensitive Areas Section of this plan.
  d. Initiate containment and recovery of spilled product.
  e. Initiate spill tracking.
  f. If ballast water discharge is considered as an option for vessel stability or other concerns, the threat of invasive species needs to be addressed by responders.

- ❑ Inform Local Residents, Communities, & Stakeholders
  a. Prepare Press Statement.
     - Report the extent that USCG, EPA, ADEC, RP and local emergency response personnel are responding to discharge event.
     - Give brief details of the discharge.
     - Describe actions taken by the UC.
     - Announce that formal press release will be issued as more information is received.
  b. Contact Local Media. (Local radio, newspaper and television contact information available in the Media Contacts, Section 2330 of this document)
  c. Be forthcoming, and provide as much information as quickly as possible. If no information is available, say so but ensure that information is provided to the media as soon as it is available.
  d. Conduct appropriate briefings via the ICS Liaison Officer.

RAMP UP PROCEDURES

A spill response progresses through a series of steps where the number of personnel and amount of equipment is increased (or decreased) as necessary to meet the demands of the situation. This increase of resources to address response needs is called a "ramp up." USCG will rely on its Incident Management Handbook and State of Alaska personnel will employ the Alaska Incident Management System (AIMS) Guide and well as the Spill Tactics for Alaska Responders (STAR) to direct their staffing of emergency response teams.

The ramp up begins when the spill is first reported and progresses with the sequential and prioritized activation of the response resources of the RP and the local, state and federal responders. Each spill response will differ according to spill size and severity, location, season, and a variety of other factors. Personnel needs will vary accordingly.

The ramp up procedures and personnel requirements presented below are provided as guidance for the UC during the initial staffing of the ICS. The ICS can expand and contract to meet the needs of an emergency response without any loss of effectiveness or control. The goal for any major spill is to have the personnel in place to staff a complete ICS within the first 96 hours of a response. In addition to federal and state responders, various have significant numbers of trained personnel available to help staff an ICS. Contact the local emergency management organizations listed in Part One of this section to recruit local, trained personnel to assist in the response effort.

The ramp up to a full oil spill response generally moves through three staffing levels. The Initial Response Team (Hours 0-6) will consist primarily of first responders who will carry out initial response actions. The Transitional Response Team (Hours 6-96) will form as additional personnel arrive on-scene and ICS functions are added. The Full Response Team (by Hour 96) will be complete when full ICS staffing levels have been reached. Qualified personnel within the ICS will identify resources and equipment necessary for an effective response.

This ramp up guidance outlines the response of federal and State personnel. RP personnel will initiate a concurrent ramp up according to the procedures referenced in their contingency plan. In those incidents where there is imminent threat to life and property, the appropriate local Fire Chief, State Trooper, or Emergency Manager will be the IC. The LOSC will follow the guidance of their local emergency response plan.

Hour 0-6: Initial Response Team

The Initial Response Team will consist primarily of the FOSC and SOSC response officers, natural resource trustees (if available), and local emergency response and RP personnel. The Initial Response Team will carry out initial response efforts, which include notification and equipment mobilization. Depending on the size of the spill, a UC may begin to form as the Initial Response Team carries out these response actions.

Notifications: The RP is ultimately responsible for making notifications to local, state and federal agencies. Notifications will include local officials, police, and fire departments. USCG or EPA will notify the appropriate federal agencies and other points of contact, as necessary. The FOSC will notify appropriate natural resource trustees to begin the consultation process on resources at risk (including threatened and endangered species and their critical habitats), response actions that may affect trust resources, and response actions to protect or reduce the injury of trust resources, including (but not limited to) actions to ensure as appropriate (1) incident related vessels/aircraft are rat-free, and (2) a rat response plan is implemented for the stricken vessel. ADEC will notify the appropriate State agencies.

Initial Response Action: Following these notifications, the initial responders will assess the chemical characteristics of the spilled material and establish a safe level of Personnel Protective Equipment (PPE) prior to dispatching a response team to the scene. Upon arrival, the response team will conduct a site characterization to evaluate environmental hazards. Upon ensuring a safe operating environment, they will attempt to determine the source of the spill, identify the RP, secure the source of discharge, and begin to gather data for the ICS to use to formulate a response strategy or validate the RP's strategies. This initial response team will normally have no containment or product removal means with them at this time, unless provided by the RP. If local authorities or federal/state responders identify an immediate threat to public health and safety, appropriate action shall be initiated. If the situation warrants, an evacuation may be implemented according to the procedures referenced in the local emergency response plan.

The response team will contact the FOSC and/or SOSC, report the details of the spill, and initiate a preliminary investigation into the cause of the spill. The FOSC/SOSC or other response team personnel will advise the RP regarding the legal requirement to initiate containment and recovery actions. The FOSC will be advised of the severity of the spill and will activate the ICS. The FOSC and/or SOSC will brief the federal, state and local government agencies regarding the spill status and ramp up procedures. The FOSC will continue to consult with natural resource trustees on actions to be taken that may affect trust resources. The FOSC will activate an FOSC Historic Properties Specialist unless the FOSC determines that the incident is categorically excluded from the National Programmatic Agreement to protect historic properties.

ADEC will select any available State resource agency personnel to serve as a local contact until ADEC responders arrive on-scene. ADEC will request that ADNR and ADFG identify environmental priorities for protection. ADNR and ADFG will use the environmental sensitivities information in this plan as a primary source for this information. NOAA may also be contacted for initial environmental sensitivity and wildlife concentration information. ADEC will forward these priorities to the IC and the UC.

The RP is responsible for deploying appropriate privately owned pollution response equipment as quickly as possible, regardless of whether federal/state equipment has been deployed in the interim. The FOSC/SOSC may assist the RP and arrange for initial delivery of pollution response gear via the most expedient mode of transportation.

Command Center Establishment: A field command post will be assembled to coordinate efforts until the FOSC, SOSC, LOSC and RP can establish the command center. The location of this field command post will depend upon the location and severity of spill, time of year, weather, and other considerations.

State, federal, and local personnel arriving on-scene should realize that workspace, telephone lines, and other office resources might be quite limited during the initial response. Individuals are encouraged to bring cellular phones to communicate with their respective home offices (realizing that cellular phone capabilities also may be severely limited or non-existent at the incident location).

Staging Areas: In community profiles, potential staging areas may be identified for a specific community.

Hour 6-96: Transitional Response Team

The Transitional Response Team forms as additional federal, state and local response personnel arrive on-scene. After the initial response, the scope and size of the spill can be gauged, and the UC will convene and ICS staffing will increase. In a government-led spill response, the UC will designate an IC. In a RP-led response, the IC will be a representative of the RP. The IC will designate appropriately trained personnel as Section Chiefs for the Operations, Planning, Logistics, and Finance/Administration Sections of the ICS. As the response develops, appropriate ICS functions will be added until a full response team is in place.

Hour 96: Full Response Team

A full ICS response team should be assembled by Hour 96 of the spill response. Staffing-depths and positions-filled will vary with the response, as will the order in which these positions are filled. The Full Response Team will follow the command structure referenced in the Alaska Incident Management System (AIMS) Guide and/or the USCG Incident Management Handbook. Response personnel may include federal, state and local agency personnel, employees of the RP, and independent contractors, or other organizations' personnel, as appropriate.

ADDITIONAL RESPONSE POLICIES:

Health and Safety: For most spills, a Safety Officer will be designated by the IC. The Safety Officer will be responsible for ensuring that the spill site is properly characterized, the hazards identified, and personnel properly equipped and adequately briefed prior to allowing entry into the spill area. The Safety Officer will also be responsible for ensuring site security and establishing emergency procedures for decontamination and evacuation in the event of injury or change in conditions. The Safety Officer answers directly to the IC and will have the authority to suspend any operation deemed unsafe or in violation of safety regulations.

Once the emergency response is under way, the Safety Officer will develop a Site Specific Health and Safety Plan that will address all the required elements in OSHA's Hazardous Waste Operations and Emergency Response Regulations (29 CFR 1910.120), including but not limited to:

- Organizational Structure
- Training Requirements
- Risk and hazard analysis for each planned cleanup activity
- Personnel Protective Equipment (PPE)
- Site Security and Control
- Air Monitoring, Medical Surveillance
- Decontamination
- Emergency Response Plan
- Emergency Communications
- Sanitation and Lighting

In Situ Burning, Dispersants and Other Chemical Countermeasures: Decisions regarding the use of in situ burning and/or dispersants or any other chemical response tactic will be made according to the guidelines presented in the Regional Contingency Plan, as referenced in Section 3260 of this document.

Waste Removal and Disposal: The ICS Planning Section Chief will be responsible for developing a waste removal and disposal plan that provides the necessary logistical and procedural information to ensure a fast and efficient transfer of wastes to disposal facilities. The disposal plan must comply with existing laws and regulations.

Oversight of the waste disposal plan will normally be the responsibility of the State of Alaska. Alaska law (18 AAC 75.319 & 18 AAC 75.327) requires that cleanup and waste disposal plans for hazardous substances, including oil, be approved by ADEC. For information and guidelines on procedures for transporting, storage, and disposal of wastes and a listing of disposal related permits, reference Section 3240 and Section 4800.

Cost Recovery/Documentation: Reference Section 6000 of this document.

Public Affairs: The IC/UC will direct all media inquiries to the Public Information Officer(s). The Public Information Officer position may be filled jointly by regulatory agency and RP representatives. A Joint Information Center (JIC) may be established. Consult Section 2300 for additional guidance.

3370.1 – Disaster/Emergency Declarations

A natural disaster may cause an oil or hazardous substance discharge. When a State disaster emergency declaration and/or a federal major disaster or emergency declaration has been issued, additional

procedures are necessary to coordinate the spill response effort with the overall disaster/emergency response effort. These procedures are also used in cases where the spill itself is determined to be a disaster under State law and/or results in a federal emergency declaration.

State operations are affected when the governor finds that a disaster has occurred or that a disaster is imminent or threatened and, by proclamation, declares a condition of disaster emergency. In such cases, the State's spill response organization will fall under the State Emergency Coordination Center, Operations Section. The Incident Commander of the disaster response is the State Area Commander appointed by the Governor. As such, the State Area Commander would set priorities to make the best use of available resources. Within these constraints, the SOSC would command the spill component of the disaster response to effect containment and cleanup.

The State of Alaska Memorandum of Agreement (MOA) between the Department of Environmental Conservation, Division of Spill Prevention and Response (DEC/SPAR) and the Department of Military and Veteran's Affairs, Division of Homeland Security and Emergency Management (DMVA/DHSEM), effective January 8, 1992, explains how a spill response will be managed by the State during a declared disaster. Under the MOA, the Commissioners of the DEC and the DMVA will coordinate to determine that a release constitutes a disaster emergency under AS 26.23 and may request the Governor to declare a disaster emergency. (Reference the Alaska Regional Contingency Plan).

The National Response Framework (NRF) establishes the basis for the provision of federal assistance to a State and its affected local governments impacted by a catastrophic or significant disaster or emergency that results in a requirement for federal assistance. The NRF is based on the fundamental assumption that a significant disaster or emergency will overwhelm the capability of State and local governments to carry out the emergency operations necessary to save lives and protect property. Consequently, resources of federal departments and agencies are used to provide federal response assistance to the State. The NRF uses a functional approach to group the types of federal assistance that a State is most likely to need into fifteen Emergency Support Functions. Responses to oil spills or hazardous substance releases resulting from natural disasters are provided through Emergency Support Function (ESF) #10, Oil and Hazardous Materials Response.

Under the NRF, the President appoints a Principal Federal Official as the President’s representative to coordinate the overall delivery of federal assistance. Federal departments and agencies will provide response assistance directly to the State, under the overall direction of the Principal Federal Official and based on priorities identified by the State Coordinating Officer (SCO).

A figure below shows the location of ESF #10 within the entire State/Federal response structure. The organizational framework for responding to oil spills and hazardous substance releases within ESF #10 stays the same for spills or releases that occur in the absence of a natural disaster. However, during a State-declared disaster emergency, OSCs report to the SCO. During a federal major disaster or emergency declaration, the SOSC ultimately reports to the SCO, and the FOSC ultimately reports to the Principal Federal Official. When either a State or federal disaster results in conflicting demands for scarce resources (e.g., aircraft) the SCO is responsible for making resource allocation decisions.

In some cases when a federal major disaster or emergency declaration has been issued, response costs incurred by local and State agencies may be eligible for reimbursement under Public Law 93-288. In such cases, agencies must meet additional accounting requirements established by the Federal Emergency Management Agency (FEMA). The SCO will provide guidance on these requirements.

Generally, the Governor's proclamation of a disaster emergency is a prerequisite to a federal major disaster or emergency declaration. However, the President may determine that an emergency exists for which the primary responsibility for response rests with the United States.

Figure 3-1: Spills Resulting from Natural Disasters that Do Not Have a Presidential Declaration

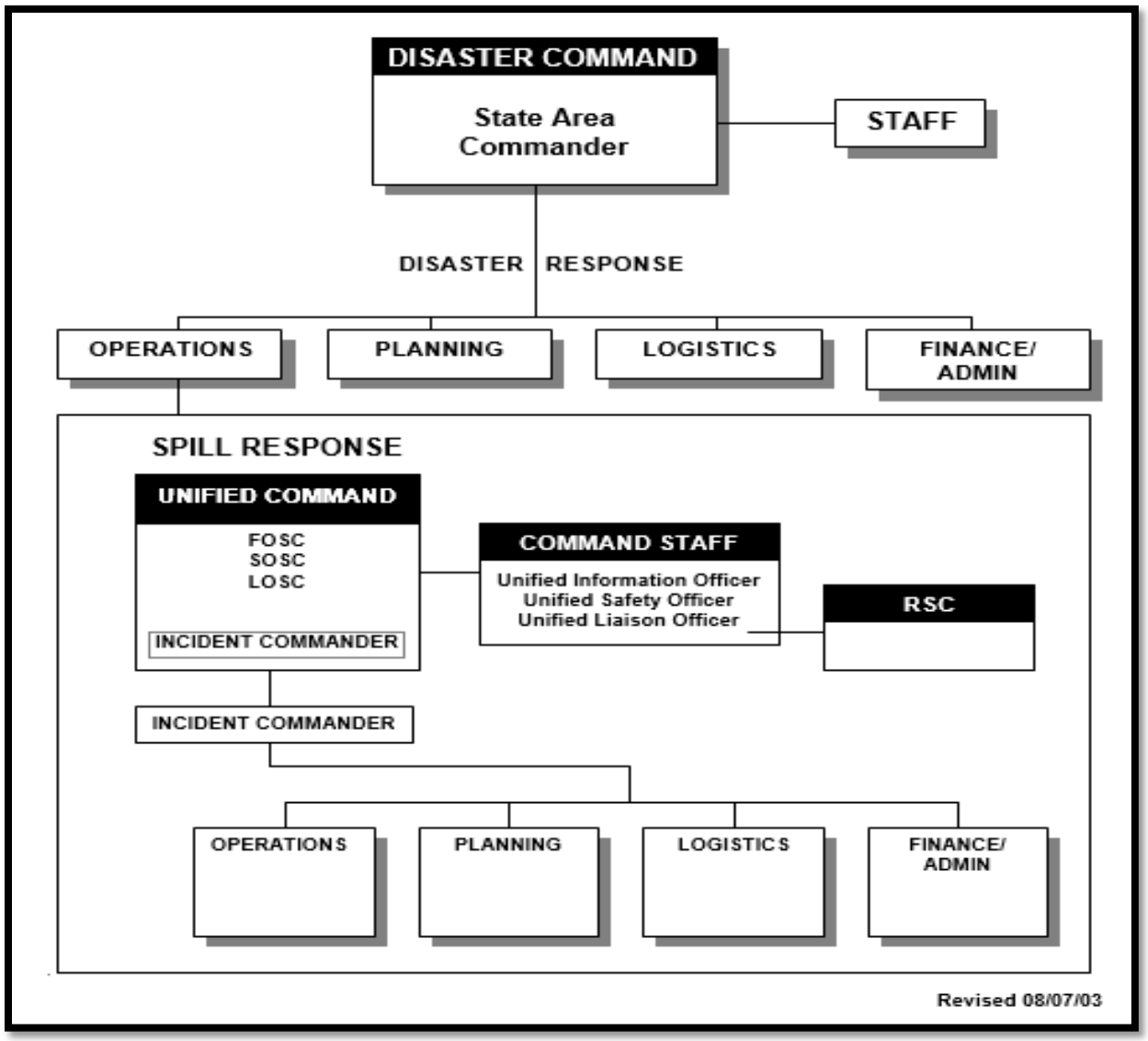
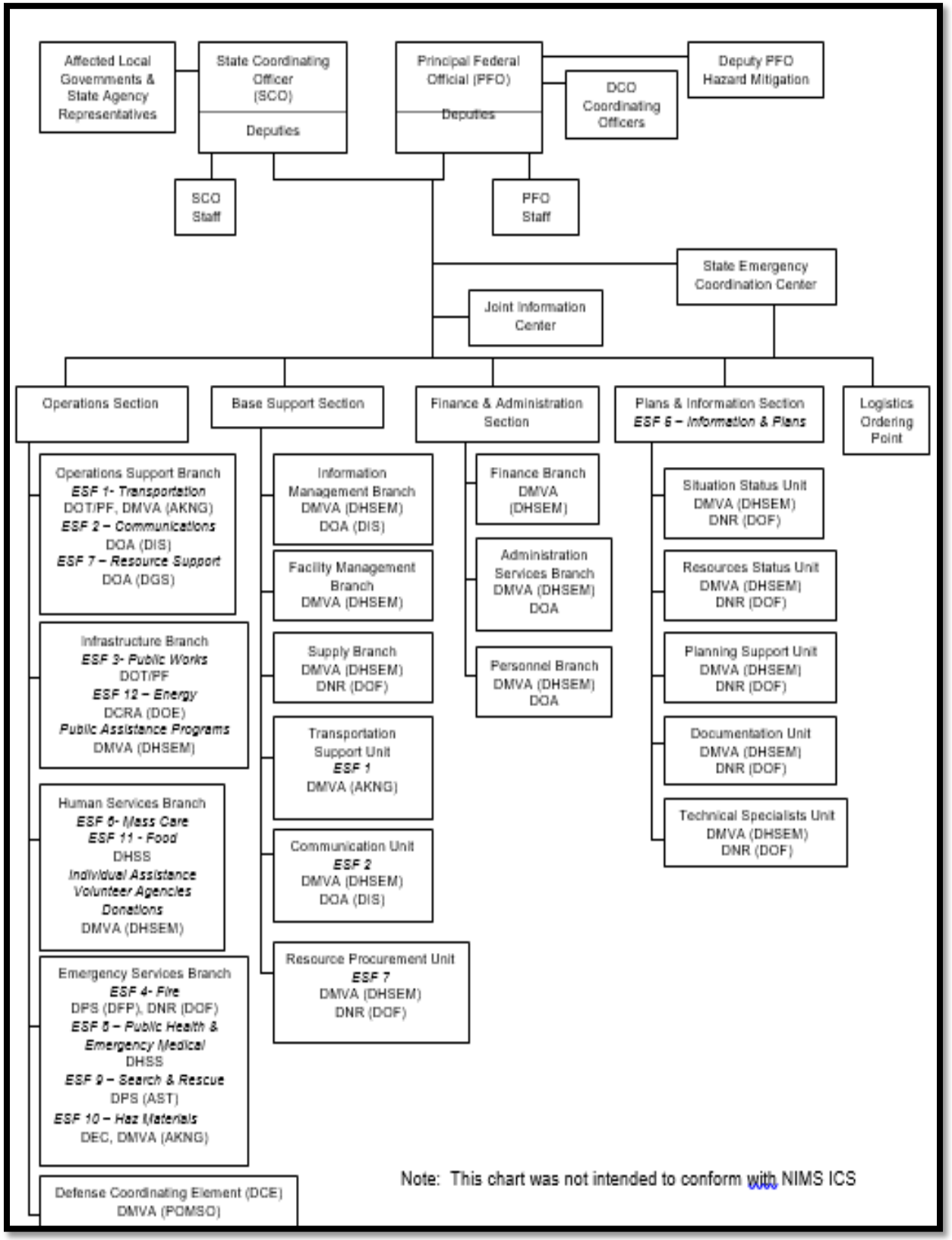


Figure 3-2: Spills Resulting From Natural Disasters that Have a Presidential Disaster Declaration



3400 – AIR OPERATIONS

3410 – Air Tactical

3410.1 – Aerial Surveillance - TBD

3410.2 – Aerial Dispersant Application

Reference the Alaska Regional Contingency Plan for the Oil Dispersant Guidelines for Alaska. Additional technical assistance for dispersant application can be found in the ADEC's STAR Manual.

3410.3 – Procedures for Temporary Flight Restrictions

FAA can be requested to impose flight restrictions, and FAA controllers can be deployed and operate from a USCG WHEC or WMEC.

3410.4 – Permanent Area Restrictions

FAA can be requested to impose flight restrictions, and FAA controllers can be deployed and operate from a USCG WHEC or WMEC.

3420 – Air Support

Consult with the Alaska Supplement to the NOAA Flight Information Publication, or the FAA on airport and runway specifics. In general, runways are paved in locations serviced by the major commercial airlines including Alaska, United, and Delta. Commuter airlines service the smaller communities, and charter flights aboard light aircraft and helicopters are available. During summer months when tourist traffic is heavy, charter flights may be limited. Weather may close the airports for days at a time. High winds and low visibility often ground small planes. Airplane crashes are common. For a major response, local air traffic will dramatically increase. FAA can be requested to impose flight restrictions, and FAA controllers can be deployed and operate from a USCG WHEC or WMEC.

Websites Providing Aviation/Airport Information:

- Airline Data Inc.
- AirNav.com Offers information and useful details on various airport aspects and services availability.
- AirportIQ 5010: Airport Master Records and Reports: This *GCR & Associates, Inc.* website provides unedited information with data derived from the National Flight Data Center FAA Airport Master Record (Form 5010).
- The Alaska DOT, Division of Statewide Aviation provides rural airport information, including a link to diagrams and aerial photos of selected airports.
- The Federal Aviation Administration Alaska Region website offers airport diagrams and aerial photographs.

3420.1 – Airports/Landing Strips

Reference Section 5220.7 of this document for a listing of Airports and Landing Strips across the Arctic and Western Alaska Area. For current runway status, Reference the latest edition of the AK Supplement to the NOAA flight information publication. Additional local information may be available by checking specific community information located the Community Profiles.

3420.2 – Helospots – TBD

3420.3 – List of Certified Helicopter/Aircraft Providers

A listing of air service companies providing services is located under each community in the Community Profiles. This information was extracted from the Alaska Department of Commerce, Community and Economic Development's Community Database: https://www.commerce.alaska.gov/dcra/dcraexternal/

3420.3.1 – Aleutians

Air Service Companies		
Airline	Phone	Website
Alaska Airlines	800-252-7522	www.alaskaair.com
PenAir	243-2323	www.penair.com/

3420.3.2 – Bristol Bay

Aircraft: Charter, Rental, & Leasing			
Carrier	Regional Hub Location	Phone	Comments
Scheduled & Charter Flights			
Grant Aviation	Dillingham	842-2955 (Dillingham) 888-Fly-Grant	Scheduled And Charter Flights
Pen Air	Dillingham, King Salmon	842-5559 (Dillingham) 771-2500 (Anchorage) 246-3372 (King Salmon)	Scheduled And Charter Flights
Cargo Carrier (Cargo Only)			
Lynden Air Cargo	King Salmon	246-8342	Cargo
Air Taxi/ Charter Flights			
Aleutian Specialty Aviation	King Salmon	246-3030	
Bay Air, Inc.	Dillingham	842-2570	Air Taxi/Charter; Primarily Hunting, Fishing, And Recreation Travel
Branch River Air Service	King Salmon	246-3437	
Bristol Bay Air	Dillingham	842-7181	Air Taxi/Charter
Egli Air Haul Hangar		246-3554	Air Taxi/Charter; Fixed Wing And Helicopter
Fresh Water Adventures	Dillingham	842-5060	Air Taxi/Charter; Primarily Hunting, Fishing, And Recreation Travel
Iliamna Air Guides, Inc.	Iliamna	746-1261 (Oct - Jun) Or 571-1251	
Iliamna Air Taxi Inc.	Iliamna	571-1248	
Katmai Air Services	King Salmon	800-544-0551	Charter Company; Serving Lodges And Camps Within Katmai National Park
King Salmon Guides	King Salmon	246-3675 Or (800) 976-2202	
Mulchatna Air	Dillingham	842-7166	Air Taxi/Charter
Naknek Aviation	Naknek	246-3385	
Nushagak Air Service	Dillingham	842-1656	
Renew Air Taxi	Dillingham	842-3440	Air Taxi/Charter

Aircraft: Charter, Rental, & Leasing			
Shannon's Air Taxi	Dillingham	842-2735	Air Taxi/Charter
Tikchik Airventures	Dillingham	842-5841	Air Taxi/Charter; Primarily Hunting, Fishing, And Recreation Travel
Yute Air Alaska	Dillingham	842-5333	Air Taxi/Charter; Cessna 206 Amphibian For Land Or Water

Government-Owned Aircraft		
Agency	Phone	Comments
Alaska Department Of Fish & Game	486-1825	Spotter Planes
Alaska State Troopers	486-4121	Spotter Planes
National Park Service	486-6730	
Kodiak National Wildlife Refuge	487-2600	
USCG Air Station Kodiak	487-5888	C-130 Cargo Planes; Helicopters
Dept. Of Defense (Alaska Command)		Available Through FOSC
Alaska National Guard		Available Through SOSC

3420.3.3 – Cook Inlet

Air Service Companies Available for Transportation				
Airline	Contact	Phone	Location	Aircraft /Capabilities
Air Cargo Express	Todd Petersen	334-5100 888-722-0232	Anchorage	C-46 and DC-6 cargo charter service
Alaska Air Taxi			Anchorage	
Alaska Airlines		800-252-7522	Anchorage	Regular jet service to Anchorage from Lower 48
AK Air National Guard		249-1105 249-1131	Anchorage	(8) C-130H; (4) C-130; (6) HH-60
AK Army National Guard		428-6631 428-6325 428-6310	Anchorage	(2) UH-60L; (8) C-23; (1) C-12
Dept. of Defense	ALCOM/3rd Wing Command Post	552-3000	(ALCOM) Elmendorf AFB	C-130s, CH-47D, UH-60, UH-1P, C-12
ERA Helicopters		550-8600	Anchorage Kenai	Passenger & cargo service; Sikorsky Heavy lift (S92) helicopters scheduled for availability Spring 2016
Erickson Aviation		257-1500	Anchorage	Astar B2/B3, Bell 206, Bell 212, Bell 412, Bo105, S-64 (heavy-lift)
Grant Aviation		888-359-4726	Anchorage Kenai	Scheduled and charter passenger/freight service

				throughout Southcentral and Western Alaska
Lake and Pen Air		345-2228	Anchorage Kenai	Scheduled and charter passenger/freight service throughout Southcentral and Western Alaska
Lynden Air Cargo		243-7248 877-243-7248	Anchorage	Regional cargo transport – scheduled & charter service; HAZMAT transporter
Northern Air Cargo	Murray Fitzhugh	243-3331 800-727-2141	Anchorage	DC-6 and B727 charter service; HAZMAT transporter
Ravn Alaska				Scheduled and charter passenger/cargo service throughout Southcentral Alaska
Rusts Flying Service		243-1595 800-544-2299	Anchorage	CE-206, Beaver, single-engine Otter; passenger charter service
Ryan Air	Ben Ryan	562-2227	Anchorage	Scheduled and charter passenger and cargo service throughout Alaska; Cessna 207, CASA 212, Pilatus PC-12
Air Service Companies – Kenai Peninsula				
Company	Contact	Phone	Location	Aircraft /Capabilities
Beluga Air		235-8256	Homer	Beaver
High Adventure Air Charter		262-5237	Soldotna	Beaver
Maritime Helicopters, Inc.		235-7771	Homer	Bell-206, 407 and BO 105
Scenic Mountain Air	Laura Kingsford	288-3646	Moose Pass Seward	Cessna 206 on floats
Talon Air Service		262-8899		
Air Service Companies – Mat-Su Valley				
Company	Contact	Phone	Location	Aircraft /Capabilities
AK Bush Float Plane Service	Elbert Sturgis	733-1693	Talkeetna	CE-206
Meekin's Air Service		745-1626	Palmer	Super Cub
Talkeetna Air Taxi		733-2218 800-533-2219	Talkeetna	CE-185; Helicopter Robinson R44

3420.3.4 – Kodiak

Aircraft: Charter, Rental, & Leasing			
Carrier	Location	Phone	Comments
Maritime Helicopters	Kodiak	487-4400	
Alaska Airlines	Anchorage	243-3300	
Andrew Airways	Kodiak	487-2566	

Aircraft: Charter, Rental, & Leasing			
Cub Air	Kodiak	486-5851	
ERA Aviation	Kodiak	487-2663	
Harvey Flying Service	Kodiak	487-2621	
Island Air Services	Kodiak	487-4596	
Kingfisher Aviation	Kodiak	486-5155	
Paklook Air, Inc.	Kodiak	487-9797	
Sea Hawk Air, Inc.	Kodiak	486-8282	
Servant Air.	Kodiak	487-4444	
Northern Air Cargo	Kodiak	487-4926	fixed wing, cargo transport

Government-Owned Aircraft		
Agency	Phone	Comments
Alaska Department of Fish & Game	486-1825	spotter planes
Alaska State Troopers	486-4121	spotter planes
National Park Service	486-6730	
Kodiak National Wildlife Refuge	487-2600	
USCG Air Station Kodiak	487-5888	C-130 cargo planes; helicopters
Dept. of Defense (Alaska Command)		Available through FOSC
Alaska National Guard		Available through SOSC

3420.3.5 – North Slope

Air Service Companies In Hub Communities	
Barrow	Prudhoe Bay
Alaska Air Frontier Flying Service Cape Smythe Air Service (operated by Frontier Flying) Hageland Aviation Northern Air Cargo Northwest (codeshare)	Alaska Air Everts Air Alaska Frontier Flying Service Northern Air Cargo Shared Services Aviation (BP & ConocoPhillips)

3420.3.6 – Northwest Arctic

Air Service Companies Available for Transportation				
Airline	Website	Phone	Location	Aircraft /Capabilities
Air Arctic/ Warbelow's Air	http://www.warbelows.com/	474-3550	Fairbanks	
Alaska Air Taxi	http://www.alaskairtaxi.com	243-3944	Anchorage	Charter, including SC-7 Skyvans
Alaska Airlines		800-252-7522	Kotzebue Nome	Regular jet service from Anchorage, Fairbanks and Lower 48
Arctic Air Alaska	http://www.arcticairalaska.com	452-1115	Fairbanks	Charter services

Bering Air	http://www.beringair.com	443-5464	Kotzebue Nome	Charter, passenger & cargo service
ERA Helicopters	http://www.erahelicopters.com	550-8600	Anchorage	Charter, passenger & cargo service; including Sikorsky Heavy lift (S92) helicopters
Erickson Aviation	http://ericksoninc.com/global/alaska/	257-1500 443-5334	Anchorage Nome	Astar B2/B3, Bell 206, Bell 212, Bell 412, Bo105, S-64 (heavy-lift)
Everts Air Cargo	http://www.evertsair.com	243-0009 442-3702 450-2300	Anchorage Kotzebue Nome	Scheduled and charter, passenger and cargo. (Scheduled cargo, Anchorage & Fairbanks to Nome and Kotzebue). HAZMAT transporter
Lynden Air Cargo	http://www.lynden.com/lac/	243-7248 442-3701 443-4671	Anchorage Kotzebue Nome	Scheduled and charter, cargo. (Scheduled cargo, Anchorage to Nome and Kotzebue) scheduled & charter service; HAZMAT transporter
Maritime Helicopters	http://www.maritimehelicopters.com	452-1197	Fairbanks	Charter, Passenger & cargo helicopters service, statewide Bell 206, 407, 412, BO-105-CBS-4
Northern Air Cargo	http://northernaircargo.com/	243-3331 800-727-2141	Anchorage	Scheduled and charter, cargo. (Scheduled cargo, Anchorage to Nome and Kotzebue) scheduled & charter service; HAZMAT transporter
Northwestern Aviation	http://www.alaskaonyourown.com/aboutus.html	442-3525	Kotzebue	Charter only
PenAir	http://www.penair.com/	800-448-4226	Anchorage	Seasonal flights to Unalakleet
Ravn Alaska	http://www.flyravn.com	248-4422 442-3020 443-2414	Anchorage Fairbanks Kotzebue Nome	Regional/village passenger, charter, & air freight service – DHC-8-100 (37 seats) to Cessna C208 (9 seats)
Ryan Air	http://ryanalaska.com	562-2227 442-3347 443-5482 624-3200	Anchorage Kotzebue Nome Unalakleet	Scheduled and charter passenger and cargo service throughout Alaska; Hubs in Anchorage, Kotzebue, Nome and Unalakleet
Security Aviation	http://securityaviation.biz/	248-2677 800-478-7880	Anchorage	Statewide, 24-hour charter service, HAZMAT transporter;

3420.3.7 – Western Alaska

Air Service Companies In Hub Communities	
Bethel (Primary Transportation Hub)	
Alaska Airlines ERA Alaska Everts Air Cargo (Cargo Only) Grant Aviation Ryan Air Service (Cargo Only) Yute Air Northern Air Cargo (Cargo Only) Lynden Air Cargo (Cargo Only)	
Sub-regional Transportation Hubs (with connecting flights to Bethel and Fairbanks)	
McGrath	**Galena** (not in Geographic Zone, but serving Western Interior Alaska)
Peninsula Airways Tanana Air Service	ERA Alaska Warbelow's Air Ventures Wright Air Service
Large Cargo Carriers	
Alaska Airlines (Bethel) Northern Air Cargo (Aniak, Bethel, McGrath, St. Mary's) Everts Air Cargo Lynden Air Cargo	

3420.4 – Fuel/Maintenance Sources

Fueling Facilities: Fuel (automotive, marine, and aircraft) is available in most major communities within the Arctic and Western Alaska. Fueling facilities for vessels can typically be found at any small boat harbor or marina. Aviation fuel is especially limited in the smaller communities. Therefore, response in the smaller communities and in remote areas will require a fuel dispensing barge or portable device (bladder, fuel trailer) on-scene to replenish vessels, equipment, and aircraft. The distance traveled and the available cargo load for aircraft may require the establishment of fuel caches.

In order to assure maximum flight times and loads, remote fueling depots may be required and established at float plane landing areas or beaches, with proper landowner and resource trustee approval. Charter air services operating within the region can provide valuable information relative to this requirement. For helicopters, deck barges can be outfitted for refueling. The *GCR & Associates, Inc.* website has data from the National Flight Data Center FAA Airport Master Record (Form 5010), including the availability of fuel at airports: www.gcr1.com/5010web/

Maintenance Facilities: Facilities providing extensive maintenance or repair have varied availability across the Arctic and Western Alaska Area. Extended operations not in the immediate vicinity of maintenance facilities will require that self-contained facilities be brought on scene. The RP may need to provide such facilities aboard barges or other means.

Reference Community Profiles for village and small town facilities.

3420.5 – Air Traffic Control Procedures – TBD

3500 – STAGING AREAS

3510 – Pre-Identified Staging Areas

Reference Community Profiles for pre-identified staging areas.

3520– Security - TBD

3600 – WILDLIFE

3610 – Wildlife Points of Contact

Questions regarding oiled or potentially oiled wildlife preparedness and response activities should be directed to:

Contact	Phone
U.S. Department of the Interior- Office of Environmental Policy and Compliance	271-5011
U.S. Department of Commerce- National Marine Fisheries Service	271-5006
Alaska Department of Fish and Game Habitat Division	267-2342

3620 – Wildlife Protection Guidelines for Alaska

Reference the Wildlife Protection Guidelines for Alaska, compiled by the Alaska Regional Response Team, Wildlife Protection Committee at the following link: http://dec.alaska.gov/spar/PPR/plans/uc.htm

3700 – RESERVED

3800 – RESERVED

3900 – RESERVED FOR AREA/DISTRICT

4100 – PLANNING SECTION ORGANIZATION

Planning Section function and staff positions can be found in the National Incident Management System (NIMS) Guidance. The subsections below (4200-4600) provide a brief overview of the Units within the Planning Section. For more ICS position description information, reference the following:

- The USCG Incident Management Handbook
- The Alaska Incident Management System Guide, Appendix B AIMS – Position Descriptions
- The Alaska Incident Management System Guide, Appendix D" IMT Meeting Guidelines

4110 – Planning Cycle

Several ICS forms are referenced below. Blank ICS forms and boilerplate documents are available on the USCG Homeport Website.

4200 – SITUATION - TBD

4210 – Chart/Map of Area

Reference the following:

- ADEC Geographic Information Systems Maps
- NOAA's Arctic ERMA

4220 – Weather/Tides/Currents

The National Weather Service (NWS), which is part of the National Oceanic and Atmospheric Administration (NOAA), can provide current and forecast weather for the marine environment. Reference below for contact information and website links to access real time weather, tides, currents and ice information.

4220.1 – Major seasonal patterns

4220.1.1 – Aleutians

The following information (graphs and illustrations) were extracted from a NOAA provided at the National Academy of Science Aleutian Islands Oil Spill Risk Assessment Scoping meeting held in Anchorage on October 29-30, 2007.

The following information gives an overview of wind, tide and current conditions in the southern Bering Sea. Much of the available data is general in nature and should be supplemented by area-specific updates and information from local residents. Included in this section are maps of net surface currents. In addition, if the user obtains a current edition of the NOAA tide current tables for the Pacific Coast of North America, it will be possible to predict the times of ebb and flood tides for several points within the Bering Sea.

1. Current Data:

- **North Aleutian Shelf**: The primary flow of water into the Bering Sea originates at Unimak Pass. The source of this flow is the Alaskan Coastal Current, from south of the Aleutians. Typically, this current flows to the northeast into Bristol Bay in the direction of the prevailing wind. At times, the north Aleutian coastal current will undergo a reversal in direction due to changes in the large scale and mesoscale wind direction.

- **Central Bering:** West and northwest of the North Aleutian Basin and Yukon Delta lies St. George Basin, the Central Bering Sea, and still further west, the Navarin Basin. Circulation in these regions is not as well understood as in the coastal basins. Data is site-specific and sporadic over decades. No consistent flow patterns have emerged as representative of the regional circulation.

- **Aleutian Islands:** The accompanying current diagram shows the Alaska coastal current, which joins the Alaska stream in flowing west along the southern boundary of the Aleutian Islands. Most of the exchange of water through the Aleutian passes is from the North Pacific Ocean to the Bering Sea during both summer and winter, although local reversals are known to occur.

2. Tidal Current: Although tidally induced currents are factors in determining net surface currents, tidal currents are not usually important in long distance transport since they are oscillatory in nature. Wind and freshwater runoff are additional variables, which must be taken into account when estimating spill trajectories. In some cases, tidal currents will be counteracted by these variables and will not be the deciding factor in spill transport.

3. Spill Trajectory: The trajectory of a spill is the result of the interaction of these several forces. This interaction is often complex and difficult to predict. NOAA is capable of generating sophisticated spill trajectory models and has had considerable experience in this area. Requests for this service should be directed to the NOAA Scientific Support Coordinator

4. Ice: In the Bering Sea, the sea ice generally begins as fast ice formation along the shores of the Seward and Chukotsk peninsulas in October. As the season progresses and waters in the more open portions of the Bering Sea cool, the pack ice generally begins its seasonal southward formation in November. An estimated 97% of the ice in the Bering Sea is formed within the Bering Sea; very little is transported south through the Bering Strait. During periods of increasing ice and prevailing northerly winds, the ice apparently is generated and moves southward with the wind at as much as 1 knot before melting at its southern limit. During periods of southerly winds, ice coverage generally decreases in the Bering Sea, causing a wide variation in ice cover from month to month and from year to year. No seasonal ice develops along the Aleutian Islands, and there is a 25% probability that the Bering Sea ice edge may extend south to the Pribilof Islands during the months of February through April.

   Structural icing of ships and port facilities due mostly to freezing ocean spray during the winter can cause problems.

5. Data Sources:
   - Hood and Zimmerman (eds). Gulf of Alaska: Physical Environment and Biological Resource.
   - LaBelle, J.C. and J.L. Wise. 1983. Alaska Marine Ice Atlas.
   - National Climatic Data Center (NDC) and Arctic Environmental Information and Data Center (AEIDC). 1988. Climatic Atlas, Volume II: Bering Sea. (wind roses, tidal range data and map)
   - U.S. Department of Commerce (NOAA). 1989. Tide Current Tables 1990: Pacific Coast of North America and Asia. (Tidal current data and information).
   - Alaska Oceanographic Circulation Diagrams and Graphics

4220.1.2 – Bristol Bay

The following is an overview of, tide, current, and ice conditions for the Bristol Bay geographic zone. Much of the available data is general in nature and should be supplemented by area-specific updates and any information available from local residents. Included herein are tidal ranges, and data on ice conditions

and surface currents. Using the current edition of the U.S. Department of Commerce National Oceanic and Atmospheric Administration tide current tables for the Pacific coast of North America, it is possible to predict the times of ebb and flood tides for points within this region.

1. Currents: General current patterns in the Bristol Bay geographic zone are illustrated in the following figures. Tides in the region are predominantly mixed, i.e., there are two high and low waters each day.

2. Winds: In many cases, spill trajectory is determined primarily by winds, especially when currents are weak. Winter winds are typically from the north with an average velocity of 9 to 11 knots. Summer wind speeds are similar, but winds are typically from the south.

3. Sea Ice Conditions: Ice begins forming in the sheltered lagoons of Bristol Bay between late October and November. The pack ice generally begins its southward migration in November. In some years the southern edge of the pack ice may extend into parts of Bristol Bay by January; the ice typically recedes northward by March or April. Ice clears from shorelines first, but remains in bays longer than the open sea.

4. Spill Trajectory Modeling: The behavior of spilled oil on water is the result of the complex interaction of the forces described above. Accordingly, trajectory modeling can be difficult. The National Oceanic and Atmospheric Administration is capable of generating computerized spill trajectory forecasts. Requests for this service should be directed the NOAA Scientific Support Coordinator.

5. Data Sources
   - LaBelle, J.C. and J.L. Wise. 1983. Alaska marine ice atlas.
   - National Climatic Data Center (NDC) and Arctic Environmental Information Center (AEIDC). 1988. Climatic atlas. Volume I: Gulf of Alaska.
   - National Climatic Data Center (NDC) and Arctic Environmental Information Center (AEIDC). 1988. Climatic atlas. Volume II: Bering Sea.
   - U.S. Department of Commerce National Oceanic and Atmospheric Administration. 1989. Tide current tables 1990: Pacific Coast of North America and Asia. (Tidal current data and information).

4220.1.3 – Cook Inlet

The following information gives an overview of wind, tide and current conditions in the Cook Inlet Region. Much of the available data is general in nature and should be supplemented by area-specific updates and information from local residents. Included in this section are maps of net surface currents.

Physical Features: Cook Inlet is a large, elongated body of water oriented in a southwest to northeast direction in southcentral Alaska. It is approximately 150 miles long, and its width ranges from about 10 miles between the East and West Forelands in the north, to approximately 80 miles between the Kenai Peninsula and the mouth of the McNeil River in Kamishak Bay, toward the south. The inlet experiences the second largest tidal fluctuations in the world, frequently exceeding twenty feet, with tidal current velocities as fast as 8 knots (Sienkiewicz et al, 1992). Tidal flats are a dominant coastal feature along Cook Inlet, although marshes, rocky shores, sand and gravel beaches, and wave-cut platforms are also quite common.

Climate: The Cook Inlet area climate is generally transitional, having properties of both a maritime and a continental climate. As moisture-laden air masses from the Gulf of Alaska are lifted by the Kenai

Mountains, condensation forms rain or snow. Most of the precipitation is deposited on the windward side and tops of the mountains. The Cook Inlet area receives an average of 24.81 inches of precipitation a year, with an annual average of 16 inches in Anchorage. Snow is likely from October through April. The driest period is typically April through June.

A 1995 Minerals Management Service report on the Cook Inlet area noted that, generally, an inland high-pressure cell characterizes winter with frequent storm progressions from the west along the Aleutian chain. During summer, low pressure develops over the inland area, with reduced storm passage. Summer and fall are characterized by a transition between these generalized patterns (MMS, 1995).

Air temperatures are generally mild for these latitudes and reflect the influence of the land and sea. Without the moderating effects of the Gulf of Alaska, air mass temperatures of the upper Cook Inlet Geographic zone are more extreme, as noted in a 1977 NOAA study. Occasionally during the winter months, this area will experience short periods of extreme cold and/or high winds when strong pressure gradients force cold air southward from interior Alaska. January is usually the coldest month, and temperatures in the continental location such as Anchorage and Kenai see temperatures below 0 F for 10 to 15 days that month. Temperatures warm noticeably starting in April.. Figure E-14 shows the maximum, minimum, and mean temperatures throughout the year for four locations around Cook Inlet: Anchorage, Nikiski, Flat Island Light (at the tip of the Kenai Peninsula), and East Amatuli Island Light (in the Barren Islands). The graphs are based on shore station data for 2007-2011.

The prevailing winds in Cook Inlet are generally from the north and northeast during the fall, winter, and spring, with common speeds between 0 and 11 knots. Conversely, southerly winds are more frequent during the summer months (NOAA, 1977), with prevailing storm tracks from the southeast. Storms and williwaws (which blow down from the mountains) can cause gales, particularly in early winter. Figure E-15 summarizes the average and maximum wind speeds for four locations around Cook Inlet (Anchorage, Kenai, the Homer Spit, and East Amatuli Island Light in the Barren Islands) for each month.

The surrounding mountains influence wind patterns. On the western side of Cook Inlet are the Alaska and Aleutian (Alaska Peninsula) Ranges; on the eastern side are the Talkeetna, Chugach, and Kenai Mountains. The strongest surface winds occur in the coastal area. Offshore winds average between 12 and 18 knots; the winds are slightly less onshore because of surface friction. Extremes of 50 to 75 knots are common in the winter and can exceed 100 knots when channeled. Channeling occurs when surface features constrict winds. For example, water may flow in a wide ocean channel at a speed of five knots. If the channel narrows, the speed of the current increases in order to carry an equal volume of water in an equal amount of time. Wind reacts the same way. Valleys or mountain passes form narrow channels.

Under conditions common in the coastal mountains of Southcentral Alaska, wind speed may double or triple in narrow mountain channels. Ships traveling in the Gulf of Alaska have reported narrow bands of extremely strong winds flowing out of the valleys perpendicular to the Chugach Mountains. The strong winds found in the Turnagain Arm and Matanuska Valley are examples of channeled winds.

Geology: Sporadic periods of glacial advance and retreat have resulted in complex geologic strata and horizons in the Kenai lowland, the west side of Cook Inlet, Susitna Valley, and west Anchorage. Glaciers are responsible for many distinctive land features such as alpine troughs, scraped and scoured valley floors, and broad outwash plains. Drainage patterns and glaciers often follow faults, carving out valleys and exposing ancient layered plains. The complex mixture of gravel, sand, silt, and clay deposited by

glaciers is called till. The most common glacial deposits found in the region are moraines that are composed of glacial till laid down in fairly regular, low, linear hills at the edges of glaciers.

The coastal lowlands from Point Possession to the head of Kachemak Bay, including Kenai, Soldotna, and Homer, generally include low rolling glacial moraines and depressions filled by lakes and muskeg. Many rivers and streams flow through this area. Soils range from gravely clay loam to gravely sand mantled with silty material and bands of volcanic ash.

On the west side of Cook Inlet the coastal lowlands between Tuxedni Bay and Granite Point consist of nearly level, poorly drained outwash plains deposited by large glaciers in the Aleutian Range and Chigmit Mountains. The outwash plains are braided with meandering and shifting stream channels. Most soils consist of sandy glacial outwash, silt, tidal sediments, and gravelly river wash. The water table is high in most of this area with the exception of a few well-drained natural levees and ridges. North of Granite Point, soils and topography are similar to the coastal lowlands on the east side of Cook Inlet, with glacial moraines and depressions, pothole lakes, and soils formed from gravely clay, sand and silt.

Geologic Hazards: Cook Inlet is tectonically active, and prone to earthquakes, volcanic eruptions, and landslides. The largest historic earthquake in the area was the magnitude 9.2 Good Friday Earthquake in 1964. It is unlikely another earthquake like this will happen in the next 100 years – smaller but potentially equally damaging earthquakes from shallow faults are more likely. The Castle Mountain Fault generated its last large earthquake about 650 years ago, and on average produces an earthquake every 700 years. This fault is the largest known fault breaking the surface of the earth near Cook Inlet, and could produce violent shaking throughout Cook Inlet. Smaller faults, including those that created traps for oil in Cook Inlet, could also produce very destructive earthquakes. Loss of glacier ice may be increasing the risk of earthquakes on unknown faults near those glaciers, as the changing weight adds stress to faults that are not very active.

Volcanic eruptions are a frequent occurrence along the shores of Cook Inlet. Mt. St. Augustine, Mt. Redoubt, and Mt. Spurr have all produced eruptions in the past few decades, each with ash fall-out in populated areas. In 1989 and 2009, eruptions on Mt. Redoubt caused mudflows that impacted the Drift River Facility. In the recent geologic past, these volcanoes have been prone to larger eruptions and mud slides than we have seen historically, and there is a chance similar very large eruptions could happen again. The Alaska Volcano Observatory monitors and studies the volcanoes on Cook Inlet, working to anticipate eruptions and provide advice about volcanic hazards.

Large landslides pose hazards in some areas of Cook Inlet. In the past few thousand years, the coastline of Cook Inlet has been impacted by at least three giant landslides, one resulting from failure of ancient rock layers near Chinitna Bay, one from collapse of high bluffs near Homer, and one from the collapse of a side of Redoubt Volcano during an eruption. More recently, earthquakes have triggered numerous smaller slides, at least one of which produced a damaging tsunami at the tip of the Homer Spit. Glacial retreat caused a large landslide at Grewingk Lake in 1967, which produced a tsunami nearly 200 feet tall in the lake, flattening forests for miles beyond. Landslides are a potential concern anywhere where there are very steep slopes, especially with loose sediment or weak rocks."

Oceanography:

Bathymetry: Cook Inlet is a semi-enclosed coastal body of water having a free connection to the open sea and within which the seawater collides with freshwater from land drainage. Cook Inlet channels, coves,

flats, and marshes are nourished by the constant mixing of terrestrial source waters and marine waters of Shelikof Strait and the Gulf of Alaska (MMS, 1995).

The bottom of Cook Inlet is extremely rugged with deep pockets and shallow shoals. The depths in the upper inlet north of the Forelands are generally less than 120 feet, with the deepest portion located in Trading Bay, east of the mouth of the McArthur River. South of the Forelands, two channels extend southward on either side of Kalgin Island and join in an area west of Cape Ninilchik. South of the cape, this channel gradually deepens to approximately 480 feet and widens to extend across the mouth of Cook Inlet from Cape Douglas to Cape Elizabeth (KPB, 1990:1-4). The bottom of Cook Inlet consists predominately of cobbles, pebbles, and sand with minor proportions of silt and clay.

NOAA navigational charts indicate the depths in Cook Inlet range between 30 and 60 fathoms (180 and 360 feet) in the lower portion of the Inlet, between 20 and 30 fathoms (120 and 180 feet) in the middle section (between Anchor Point and the Forelands), and between 5 and 15 fathoms (30 and 90 feet) in the upper portion of the inlet. However, the charts also indicate the presence of reefs, mud flats, and shoals along the middle section of Cook Inlet, particularly around Kalgin Island and near Trading Bay.

Tides & Currents: Hydrographic surveys have indicated a net inflow of relatively clear, saline water from the Gulf of Alaska along the eastern side of the lower inlet, while relatively fresh, silt-laden water flows out the inlet on the west side.

Tides in Cook Inlet are semidiurnal, with two unequal high tides and two unequal low tides per tidal day (24 hours, 50 minutes). The mean diurnal tidal range varies from 18.7 feet at Homer to 29.6 feet at Anchorage. This high tidal range distinguishes Cook Inlet's coastal ecosystem from others in the Pacific Northwest.

The mixing of incoming and outgoing tidewater, combined with freshwater inputs, is the main force driving surface circulation (MMS, 1995). Strong tidal currents and inlet geometry produce considerable cross currents and turbulence within the water column. Tidal bores of up to 10 feet have occurred in Turnagain Arm. Bottom current speeds of 1.2 to 1.8 knots can be estimated from the formation of sand bottom waves in the mud flats. Current velocities are also influenced by local shore configuration, bottom contour, and, possibly, wind effects in some shallow areas. Maximum surface current speeds average about three knots in most of the inlet, but currents may exceed 6.5 knots in the Forelands area and speeds of up to 12 knots have been reported near Kalgin Island and Drift River.

There are many tidal rips in Cook Inlet, including three major ones that are persistently found east of Kalgin Island between Anchor Point and the Forelands. These major tide rips are known as the East Rip, the Mid-Channel Rip, and the West Rip. A tide rip, as defined by David Burbank in Environmental Studies of Kachemak Bay and Lower Cook Inlet (1977), is a frontal zone (separating different water masses) along which convergence of surface water occurs. Such convergence generally results in the more dense water mass flowing underneath the less dense, leaving floating debris behind at the surface and thereby producing the accumulations of debris found along the rips. These zones of convergence are also normally accompanied by considerable horizontal shear, manifested by sharply differing current velocities on either side of the frontal zone. The major rips (frontal zones) thus constitute natural tracers delineating the boundaries between differing surface currents.

Tide rips are significant features of Cook Inlet that can affect an oil spill response, since not only do they vary throughout a 24-hour period, but they extend from north of the Forelands to lower Cook Inlet. In

fact, the dominant rip, the Mid-Channel Rip, may extend as far south as Shelikof Strait. The Mid-Channel Rip, in the region south of Ninilchik, generally forms the dividing line between clear oceanic water in the eastern inlet and the relatively fresh, silt-laden water in the western inlet (Burbank, 1977). During flood tides, these rips strengthen, and debris is consolidated by the strong surface water convergence, especially along the major rips. Along the zone of the Mid-Channel Rip, a turbulent region of boiling water and large waves is produced. The intensity of the convergence is such that the roaring noise produced by the turbulence can be heard up to 1/4 nautical mile away. Fishing nets and logs are sometimes observed to be pulled under, surfacing again some distance away. During ebb tide, however, the energy is reduced, allowing collected debris to be spread out as far as 1.5 nautical miles (3 km). The debris can be entrapped for days in this cycle.

Sediment and Salinity: Cook Inlet receives immense quantities of glacial sediment from the Knik, Matanuska, Susitna, Kenai, Beluga, McArthur, Drift, and other rivers. This sediment is redistributed by the intense tidal currents. Most of this sediment is deposited on the extensive tidal flats or is carried offshore through Shelikof Strait and eventually deposited in the Aleutian trench beyond Kodiak. Powered by the Alaska Coastal Current, sediments of the Copper River drainage drift into lower Cook Inlet and Shelikof Strait where they eventually settle to the bottom. Recent survey results of the MMS indicate that about half of the bottom sediments in Shelikof Strait are from the Copper River.

Longshore transport of sediment within Cook Inlet is generally up the inlet, although Kamishak, Tuxedni and Kachemak Bays are areas where this trend is reversed. Homer Spit, in fact, is maintained by longshore sediment transport from the north. Rain and snow events and glacial dam flooding also deposit significant amounts of sediment into Cook Inlet.

Salinity increases rapidly and almost uniformly down the inlet, from Point Possession to East and West Foreland. Slightly higher salinities are found on the east side. This rapid increase can be attributed to heavily loaded glacial runoff from the Matanuska, Susitna and Knik Rivers and subsequent sediment settling in upper Cook Inlet. Local areas of depressed salinity occur off the mouth of large glacially-fed streams, such as the Tuxedni, Kenai, and Kasilof Rivers.

Water Temperature and Ice Conditions: The water temperature in upper Cook Inlet varies with season from 32° to 59° F. The lower Cook Inlet is affected by the intrusion of warmer waters from the Gulf of Alaska; temperatures range from 42° to 50° F.

Sea ice is normally present in upper Cook Inlet from December through March, and occasionally from November to as late as April. During winter, 100 percent ice coverage may be found in some areas in upper Cook Inlet, and substantial amounts of ice may be present as far south as Kamishak Bay. (NOAA, 1977)

While ice conditions can vary year-to-year, at least some ice is typically present around Cook Inlet between December and March. The greatest extent of sea ice coverage is likely to occur in the first half of March, according to the 2001 Marine Ice Atlas for Cook Inlet (Mulherin et al., 2001). The following figure shows the average extent of ice coverage during this period. Heavy ice may also occur within Homer Harbor (Nuka Research, 2013).

Coastal Resources: As with all areas within Alaska, the Cook Inlet region supports a wide range of wildlife. Depending upon the location within the region, many offshore areas support a highly productive marine ecosystem, rich with intertidal, benthic, and pelagic plant and animal life, which supports extensive

populations of marine and anadromous finfish, shellfish, seabirds, and marine mammals. An assortment of shorebirds and waterfowl utilize the resources of the region, either as permanent residents or for nesting, wintering, or staging/feeding sites along their migratory paths. During the period when the ocean, lakes and rivers are thawed, the inland and shoreline areas become a haven for migratory waterfowl and other birds.
The rivers, lakes and streams in the geographic zone provide aquatic habitats for resident and anadromous fish important to commercial fisheries, subsistence harvests, and recreational activities. These fish resources are also a critical food source for upland populations of brown and black bears. In addition to the bears, moose, caribou, wolves, mountain goats, and numerous smaller mammals populate upland areas.

These resident and migratory populations of fish and wildlife depend on the availability of appropriate habitat and environmental conditions in order to exist in the Cook Inlet Geographic zone. A healthy coastline and continued abundance of marine, intertidal, and upland food sources are vital to the survival of the animal inhabitants of the region, and extremely important to the social, economic, and cultural welfare of local human residents. For additional information on fish and wildlife diversity and abundance in the Cook Inlet Geographic zone, reference the Sensitive Areas Section in this plan.

Several communities rely on marine mammals as a traditional food source, and these mammals are present in concentrated areas during certain times of the year. Additionally, some residents engage in a subsistence lifestyle and rely heavily on the availability of the resources in the area. Any spill of significance could devastate the subsistence food harvest and seriously threaten the normal means of existence for many residents. Long-term impacts to these food resources could have a disastrous effect on Native and subsistence lifestyles. The Sensitive Areas Section provides detailed information on the specific resources vulnerable to spills and the locations of these resources within the geographic zone.

The primary factor for ice formation in upper Cook Inlet is air temperature, while the major influences in lower Cook Inlet are the Alaska Coastal Current temperature and inflow rate. Cook Inlet ice often first forms in October and melts before ice of a more permanent nature forms in the latter half of November. All ice generally disappears in early April, but some occasionally persists into May. Ice occasionally drifts as far south as Anchor Point. Ice concentrations have been observed in Kamishak Bay extending outward to Augustine Island. Chinitna, Tuxedni and other western Cook Inlet bays may also have occasional ice cover.

a. Data Sources:
   - Alaska Oceanographic Circulation Diagrams and Graphics
   - Cape International. 2012. Cook Inlet Vessel Traffic Study. Cook Inlet Risk Assessment.
   - Mulherin, N.D., W.B. Tucker, O.P. Smith, W.J. Lee. 2001. Marine Ice Atlas for Cook Inlet, Alaska. U.S. Army Engineer Research and Development Center and U.S. National Oceanic and Atmospheric Administration.
   - The National Oceanic and Atmospheric Administration. 2014. Assessment of Marine Oil Spill Risk and Environmental Vulnerability for the State of Alaska.
   - Nuka Research and Planning Group, LLC. 2013. Consequence Analysis. Cook Inlet Risk Assessment.
   - Nuka Research and Planning Group, LLC and Pearson Consulting, LLC. 2015. Cook Inlet Risk Assessment Final Report.

WEATHER CHARACTERIZATION IN THE COOK INLET: Winds near the coast are only slightly less variable than over the open sea. As this coastline is irregular, with many islands, channels, and inlets, and is often steep, there are strong local effects to both wind speed and direction. In general, prevailing winds set parallel to the coastline, while speeds are increased by funneling effects or decreased by blocking.

The gale frequencies of less than one percent at the Port of Anchorage can be misleading since they are usually much more sheltered than their approaches. This is reflected in the frequencies of calms, which range from 12 to 40 percent during the winter season. Storms and williwaws are responsible for the gales that are most likely in early winter. Williwaws, which blow down from the mountains in winter, occur along most of the coast; they are particularly severe at Seward. Extreme sustained winds have reached 66 knots at Anchorage. Gusts of 60 knots or greater occur almost monthly during the winter season.

In general, northeasterlies and easterlies prevail in Cook Inlet. In Cook Inlet, winds are most frequent from the north, with topography causing deflections to the northwest and northeast in some sections. At Anchorage, winter northerlies give way to southeasterlies and southerlies from May through September. At Kenai, northerlies prevail in winter, although gales are often out of the east in early winter and southeast later on; summer winds blow out of the south through southwest. At Homer, winter northeasterlies give way to summer southwesterlies.

Precipitation along this coast is also greatly influenced by topography. The annual average is 16 inches (406 mm) at Anchorage. Snow is likely from October through April. At Valdez, an average of 67 inches (1702 mm) falls in January compared to 7 inches (178 mm) at Kenai. April through June is often the driest period.

Poor visibilities are mainly caused by advection or sea fog in the summer, and land fog or precipitation in winter. In general, sea fog affects exposed ports, while land fog is more of an influence at sheltered spots. However, visibilities are most likely to drop below one-half mile on winter mornings, even at exposed ports. Land fog can be very dense for short periods. Fog banks frequently hang over open waters after the harbors have been cleared. Occasionally in winter, if extremely cold air moves over the water, a steam fog or frost smoke may be experienced as relatively warm water evaporates into much colder air.

Air temperatures are mild for these latitudes and reflect the influence of the land and the sea. The more continental ports have a wide daily and annual temperature spread compared to those exposed to the sea. A noticeable cooling begins in September, when daytime highs average in the low to middle 50's °F (11° to 14°C), with nighttime lows in the lower forties (5° to 6°C). January is usually the coldest month and is the time when the difference between exposed and sheltered locations is most noticeable. In the sheltered Cook Inlet, average maximums are in the low twenties (-6° to -4°C), while minimums drop to about 5°F (-15°C) or less. At Seward, daytime highs average 30°F (-1.1°C), with nighttime lows of 18 F (-7.8°C). At continental locations like Kenai and Anchorage, temperatures fall below 0°F (-17.8°C) on an average of 10 to 15 days in January, compared to 3 days at Seward. Freezing temperatures, also more frequent at sheltered locations, are common from October through April. Extreme low temperatures range from a -24°F (-31.1°C) at Homer to a -48°F (-44.4°C) at Kenai. A noticeable warming begins in April, and the difference between the two types of locations becomes less noticeable. Daytime highs in the low to mid-forties (5° to 8°C), and nighttime lows in the upper twenties to low thirties (-2° to 1°C), are common. July and August are usually the warmest months. Maximums average in the low to middle sixties (16° to 19°C), while minimums are frequently in the mid– to upper forties (7° to 9°C). It is often warmest at the more sheltered ports. Extreme highs reach the mid– to upper eighties (29° to 32°C).

Ice is most often a problem along this coast in Cook Inlet. The upper end is usually closed by ice to all but heavily built vessels, from December until late March. Elsewhere in the rivers and bays, waters partially freeze after December 1, and some floating ice is seen through May. This ice usually does not interfere with navigation.

4220.1.4 – Kodiak

Oceanographic conditions for the Kodiak Archipelago can be split into two regimes. Areas inside the continental shelf break, such as Shelikof Strait and Cook Inlet, are dominated by local runoff, winds and tides. The offshore areas beyond the continental shelf break are dominated by the Alaska Stream, a permanent current fixture flowing to the southwest between one to two knots off the Kodiak shelf. It is the northern branch of a large counterclockwise cell, the Pacific Subarctic Gyre. The gyre extends seaward off the shelf break from British Columbia north to Alaska and westward along the south side of the Aleutian chain. (Reference figures below)

The major current feature on the shelf is the narrow, intense Alaska Coastal Current (ACC). For most of the year, this is driven by the large volume of fresh water that enters the system from Southeast Alaska and the Gulf of Alaska. The largest current velocities occur during the fall when runoff is at a maximum. Off the Kenai Peninsula, the ACC is 20 to 30 km wide and constrained by bottom topography to traverse an arcuate, east-west path across lower Cook Inlet. Off Cape Douglas, this flow merges with a weaker, southward current generated by the freshwater input to upper Cook Inlet, creating a convergence zone and a particularly intense southward flow off Cape Douglas.

The resulting flow through Shelikof Strait is southwesterly, with the ACC inducing a strong mean flow on the Alaskan Peninsula side with speeds of 0.2 to 0.5 knots. This flow continues to the southwest in a well-defined channel bounded by relatively shallow banks. Current observations suggest that the ACC bifurcates near the Semidi Islands, with one branch flowing along the Peninsula and the other merging with the Alaska Stream some 220 km southwest of Kodiak Island.

Unlike Cook Inlet to the north, tidal current effects in Shelikof Strait and on the southeast, or outer, side of Kodiak Island are minimal. The spring high-tide level throughout Shelikof Strait attains a coastal height of 13 to 16 feet and does so all within a 30-minute timeframe. Similarly, the coastal spring high tide on the outer Kodiak coast is 8 to 10 feet, occurring within approximately 40 minutes. As a result, no significant water-height gradients develop parallel to the length of Kodiak Island on either its Shelikof or outer side. The tidal currents throughout Shelikof Strait and the outer Kodiak Island coasts are thus small.

The semi-diurnal movement of water into and out of Shelikof Strait, though, creates some very significant tidal currents in the passes through and around the ends of the Kodiak archipelago. These areas, whose tidal velocities range 3 to 5 knots, include Kennedy Entrance, Stevenson Entrance and Shuyak, Kupreanof and Sitkinak Straits.

Historical wind data for the marine area east, west, and north of Kodiak Island show no dominant direction prevailing for more than one month of the year. However, at the town of Kodiak, northwest winds dominate for eleven months of the year, particularly from September through April. During the summer, northeasterly and northwesterly winds appear to be roughly equally dominant. Mountains throughout this region often create localized, channeled winds that may be at large angles to the regional climatic winds.

In 2009, NOAA's National Current Observation Program completed a major current meter survey in Alaska, which oversaw the deployment of acoustic Doppler current profilers around the islands of Kodiak,

Afognak and Sitkinak, Shuyak and Kupreanof Straits, Larsen Bay, and Geese Channel. This data provides information to enhance safe and efficient navigation, resource protection, and incident prevention and response and is published annually in the U.S. Tidal Current Tables. Additional NOAA tides and Currents available at: http://tidesandcurrents.noaa.gov

4220.1.5 – North Slope

The following is an overview of wind, tide, ice and current conditions in the Beaufort and Chukchi Seas. Much of the available data is general in nature and should be supplemented by area-specific updates and any information available from local residents. Included herein are wind data, tidal ranges, data on a variety of ice conditions and maps of net surface currents. Using the current edition of the U.S. Department of Commerce National Oceanic and Atmospheric Administration tide current tables for the Pacific coast of North America, it is possible to predict the times of ebb and flood tides for points within this region.

1. Sea Ice Conditions

Chukchi Sea: Sea ice within the Chukchi Sea is mostly first-year ice, with multi-year ice occurring most commonly in northward and westward areas. Ice forms between October and early December. A persistent polynya (a recurring area of open water in ice-covered regions) occurs along the eastern edge of the Chukchi Sea from the Cape Thompson area south of Point Hope to an area slightly north of Point Barrow. The Chukchi Polynya is an important pathway for migrating bowhead and beluga whales, polar bears and walrus, and for eiders and other birds in the spring before the ice opens elsewhere.

Currents and winds keep the polynya open between the fast ice and the pack ice. Stable fast ice typically extends from shore outward as far as the 20 m contour along the edge of the Chukchi Polynya. First-year ice forms along the edge of the polynya during the winter. The average width of the polynya between February and April is about 1 km or less. The polynya is wider at its southern end, and by June has an average width of 75 km near Point Lay. By August, its average width at Point Lay is 300 km. Spring or summer storms may move the pack ice toward shore at times, and reduce the extent of the polynya. Maximum ice retreat occurs in September and the area of the polynya at this time is essentially open water.

Beaufort Sea: Ice in the Beaufort Sea is less dynamic than that in the Chukchi Sea. Ice begins forming in late September or early October and extensive areas of fast ice form in late October and November. Ice within the barrier islands generally is stable for most of the ice season. Grounded fast ice occurs within the 2 m isobath and floating ice occurs from the 2 m isobath to the 15 or 20 m isobath. The flaw zone occurs at the interface between the fast and the pack ice. In March or early April, a lead usually opens in the Beaufort Sea from Point Barrow to Banks Island in the Canadian Beaufort Sea and is used by migrating whales and polar bears. In late May or early June, North Slope rivers break up and floods over the fast ice surrounding their deltas. This warm freshwater serves to hasten the decay of the fast ice in these areas. Breakup of fast ice occurs in June and July, with most of the ice inside of the 10 m isobath melted by mid-July. Concurrently, the pack ice decays so that its southern edge consists of broken floes rather than continuous ice. The maximum extent of open water occurs in mid to late September. Winds may move the ice back to shore at any time during summer.

2. **Current Data:**

Tidal observations along the Chukchi and Beaufort Sea coast are scattered and therefore considered too spare to draw a consistent picture of the tide distribution. The attached table provides tide data for the

Chukchi and Beaufort Seas. However, all theoretical models of tides must be verified with observations at tidal stations.

Chukchi Sea: As indicated in the following figures, a warm current enters the Chukchi Sea via Bering Strait and flows around Point Barrow to approximately 148□-152□W in the Beaufort Sea. In the Chukchi, this current concentrates near the surface and overlies dense, relict bottom water trapped by the shallow depths. It has a fairly uniform velocity, which averages 45 centimeter per second (cm/s) in the summer and 10 cm/s in winter. This flow has many meanders, eddies, and is slowed somewhat by dominant northeasterly winds. To the east, in deeper waters, the warm water mass descends to mid-depths. Maximum temperatures are observed in 30- to 50-m depths. Water movement from the Bering Strait to Cape Lisburne takes 10-15 days in the summer. Tidal currents are rotary and very weak in the Chukchi. They vary from .3 to .9 cm/s depending on the location and tidal stage. Nearshore the tidal currents appear to be small, about 1 cm/s. Kotzebue Sound currents are mostly tide- and wind-induced. Velocities through and within the sound are very slow, averaging less than 0.1 cm/s.

Beaufort Sea: As indicated the following figures, the large-scale clockwise Beaufort Gyre moves waters from the Canadian Basin westward in the deeper offshore regions. Gyre velocities reach 5-10 cm/s north of the Alaskan coast. Another dominant circulation feature is the Alaskan Coastal Current, which enters the Beaufort Sea through the Barrow Sea Canyon. Velocities are usually 10-15 cm/s to the east, but the jet frequency reverses in direction, resulting in a lower net eastward movement of about 7 cm/s.

3. **Winds:** In many cases, spill trajectory is determined primarily by winds, especially when currents are weak. Winds are typically from the east and northeast in the Chukchi Sea, with an average velocity of 5 to 35 knots. Winds are typically from the east and northeast in the western Beaufort Sea and from the east or west in the eastern Beaufort Sea. Taku winds, which typically occur in the winter along the mountains, are generally from the north or the east and are much stronger, with an average velocity of 30 to 70 knots, gusting to 100 knots. Taku wind conditions generally last from 3 days to 3 weeks.

4. **Spill Trajectory Modeling**: The behavior of spilled oil on water is the result of the complex interaction of the forces described above. Accordingly, trajectory modeling can be difficult. NOAA is capable of generating computerized spill trajectory forecasts. Requests for this service should be directed to The NOAA Scientific Support Coordinator

5. Data Sources
   - Hood and Zimmerman (eds). Gulf of Alaska: Physical Environment and Biological Resource. (Gulf of Alaska net surface currents
   - LaBelle, J.C. and J.L. Wise. 1983. Alaska Marine Ice Atlas.
   - National Climatic Data Center and Arctic Environmental Information and Data Center (AEIDC). 1988. Climatic Atlas, Volume III: Beaufort Sea. (wind roses, tidal range data and map)
   - U.S. Department of Commerce National Oceanic And Atmospheric Administration. 1989. Tide Current Tables 1990: Pacific Coast of North America and Asia. (tidal current data and information)

4220.1.6 – Northwest Arctic

The following is an overview of wind, tide, ice, and current conditions from the Bering Sea to the Chukchi Sea, including the Bering Strait, Norton Sound, and Kotzebue Sound. Much of the available data is general in nature and should be supplemented by area-specific updates and any information available from local

residents. Included herein are wind data, tidal ranges, data on a variety of ice conditions and maps of net surface currents. Using the current edition of the U.S. Department of Commerce National Oceanic and Atmospheric Administration tide current tables for the Pacific coast of North America, it is possible to predict the times of ebb and flood tides for points within this region.

Sea Ice Conditions:

Bering Sea: The sea ice generally begins as shore fast ice formation along the shores of the Seward and Chukotsk peninsulas in October. As the season progresses and waters in the open portions of the Bering Sea cool off, the pack ice generally begins its seasonal southward formation in November. An estimated 97% of the ice in the Bering Sea is formed within the Bering Sea; very little is transported south through the Bering Strait. During periods of increasing ice and prevailing northerly winds, the ice is generated along the south-facing coasts of the Bering Sea and moves southward with the wind at speed of 1 knot or less before melting at its southern limit. During periods of southerly winds, ice coverage generally decreases in the Bering Sea, causing a wide variation in ice cover from month to month and year to year.

A wind-induced polynya (a recurring area of open water in ice-covered regions) immediately south of St. Lawrence Island is a frequent but undependable feature. Northerly winds cause the polynya to form in the lee of the island, as sea ice is advected to the south. The polynya can extend more than 100 miles and is frequently covered with thin ice. However, the feature is temporal, and a wind shift to southerly flow can close this area rapidly. At such times, a corresponding polynya to the north of the island is sometimes observed, but it is generally much smaller and occurs less frequently.

Norton Sound: Most of the sea ice in the northern Bering Sea and Norton Sound is first year ice that forms in situ. Most of Norton Sound is covered by sea ice in November through May and into part of June. Relatively persistent, large polynyas form south of St. Lawrence Island, along the south coast of the Seward Peninsula between Cape Prince of Wales and Cape Nome, and in the northeastern part of Norton Sound.

Chukchi Sea: Sea ice within the Chukchi Sea is mostly first-year ice, with multi-year ice occurring most commonly in northward and westward areas. Ice forms between October and early December. Around mid-May, the seasonal disintegration of the ice cover begins as shore-fast ice and thin ice decay and loosen along the northwest coast and in the interior of Kotzebue Sound. It is not until the beginning of July that there is a significant reduction in the probability of ice cover in the southern Chukchi Sea.

Current Data: Tides in the Bering Sea are considered the result of co-oscillation with large oceans. Once inside the Bering Sea, each tidal constituent propagates as a free wave subject to Coriolis Effect and bottom friction. The tide wave propagates rapidly across the deep western basin. Part of it then propagates onto the southeast Bering shelf where large amplitudes are found along the Alaska Peninsula and in Kvichak and Kuskokwim Bays. Another part propagates northeastward past St. Lawrence Island and into Norton Sound. Over most of the Eastern Bering Shelf region, the tide is mainly semi-diurnal, but in Norton Sound, diurnal tides predominate. Over the remainder of the Bering Sea, tides tend to be mixed.

Norton Sound: As indicated in the following figures, the currents in Norton Sound are dominated by regional wind and surface pressure patterns. The highest observed flow was measured at about 50 centimeters/second (cm/s). Flow decreased with increasing depth. Oceanographic data from the mouth of Norton Sound indicate a net northward water transport, with strong seasonal differences in movement rates. Currents between the mouth of the sound and St. Lawrence Island to the west are characterized by pulsive north-south flow events having speeds of 50-100 cm/s. A typical feature is westerly flow of water

mass, varying in extent and intensity over time, along the northern coastline. The tidal component in the sound is about 50 cm/s and reverses either diurnally or semi-diurnally. Reversals are roughly north-southeast/southwest within Norton Sound. The upper- and lower-layer circulation is decoupled in the eastern sound, but less so in the western sound, where there is a monotonic decrease in speed along with a slight rotation of flow as depth increases. In summer, easterly flow enters the sound along its southern shore, curves cyclonically to the north, and is deflected west at the north coast, roughly following the bathymetry.

Bering Strait: Near St. Lawrence Island, the Bering Sea narrows into two straits, the Shpanberg and Anadyr. North of the island, the two straits merge to form the Bering Strait. Circulation here is dominated by a northward mean flow ranging from 4 to 15 cm/s, with very small tidal influences. Flow in both the Anadyr and Shpanberg is to the north, approximately parallel to the bathymetry. The flow appears to come from around both ends of St. Lawrence Island. Frequent reversals are coincidental with meteorological events. The presence of ice appears to dampen the impact of wind stress. The major driving force for the northward flow through the Bering Strait is the sea surface sloping down to the north. The normal condition is, thus, one in which sea level in the southern Chukchi Sea (in summer) is about 0.5 meter lower than in the northern Bering Sea. South flow events are driven by strong north winds, strong atmospheric pressure cells, and a change in sea-level slope to the south. These conditions apparently require about one day to develop. Northward transport stands in contrast to the southerly transport events. Periods of northerly flow tend to be more persistent and not so great in magnitude.

Chukchi Sea/Kotzebue Sound: As indicated in the following figures, a warm current enters the Chukchi Sea via Bering Strait. In the Chukchi, this current concentrates near the surface and overlies dense, relict bottom water trapped by the shallow depths. It has a fairly uniform velocity, which averages 45 cm/s in the summer and 10 cm/s in winter. This flow has many meanders, eddies, and is slowed somewhat by dominant northeasterly winds. To the east, in deeper waters, the warm water mass descends to mid-depths. Maximum temperatures are observed in 30- to 50-meter depths. Water movement from the Bering Strait to Cape Lisburne takes 10-15 days in the summer. Tidal currents are rotary and very weak in the Chukchi. They vary from .3 to .9 cm/s depending on the location and tidal stage. Nearshore, the tidal currents appear to be small, about 1 cm/s. Kotzebue Sound currents are mostly tide- and wind-induced. Velocities through and within the sound are very slow, averaging less than 0.1 cm/s.

Winds: In many cases, spill trajectory is determined primarily by winds, especially when currents are weak. Throughout the Bering, the wind is fairly strong year-round but blows the hardest in winter.

Prevailing summer winds blow from the south or southwest at 7 to 10 knots. Winter winds generally come from the east or northeast at 10 to 15 knots, and can persist in one direction for weeks at a time causing a wide variety of water and ice movement. Winds are usually stronger at St. Lawrence Island (averaging 15.5 knots) than along the mainland. Maximum-recorded sustained wind speed at Nome is 78 knots and 92 knots at Unalakleet. Even strong winds offshore may reach speeds of 100 knots and create large waves in Norton Sound.

Physical Features: The Northwest Arctic Geographic zone has an irregular shaped coastline, with many sounds, inlets, bays, lagoons, islands, rivers, peninsulas, spits, points, and capes. There are many rivers that flow out of the following mountain ranges: the southwest end of the Brooks Range, Delong Mountains, Baird Mountains, Schwatka Mountains, Waring Mountains, Selawik Hills, Purcell Mountains, York Mountains, Kigluaik Mountains, Bendelben Mountains, Darby Mountains, Kaiyuh Mountains, and

Nulato Hills. The majority of these rivers empty into the salt waters of this geographic zone. The primary orientation of these mountain ranges are east to west.

Most of the communities of this geographic zone are located on the coast or can be found inland on river ways. The major river ways associated with the communities of this geographic zone are the Noatak River, Kobuk River, Selawik River, Buckland River, and Koyuk River.

The geographic zone has many small lakes that are mainly found in the lowlands within watersheds and just inland of coastal regions. The three largest lakes within the Geographic zone are Selawik Lake, Inland Lake, and Imuruk Lake.

Climate: Most of the communities in the geographic zone are coastal and experience a maritime climate while the surrounding waters are ice-free around May through October. During these ice-free months cloudy skies are common, daily temperatures are fairly uniform, the predominate wind direction is from the west, humidity is higher, and fog is common due to the temperature difference of the water and the surrounding land mass. Most of the precipitation that falls occurs during these months

When the water in coastal regions freezes the climate changes to be more like that of a continental climate, with large fluctuations in temperature. As more and more open water freezes, the shift to a continental type environment becomes more pronounced. During these months, cyclonic storms are more abundant and accompanied by high winds and blizzard conditions. Most of these months have light snowfalls, but the fallen snow is often reactivated and windblown long distances away from where it originally fell.

The mountain ranges in the geographic zone are for the most part oriented west to east and do little to block the year round westerly winds. The mountains in the area provide a barrier from the cyclonic storms coming from the south to the communities located proximally to their northern edges. The mountains also provide a barrier to arctic storms coming from the north for the communities that lie to their south.

Geology: Most of the communities in this area are located in lowlands near the coast and rivers. The lowlands in this area are covered in vegetation growing on unconsolidated sands, gravels, and muds, which are associated with fluvial, glaciofluvial, colluvial, and eolian deposits. These unconsolidated sediments were deposited in the Quaternary, Pleistocene, and uppermost Tertiary time periods. Some of these sediments such as those found around Nome are associated with placer gold deposits.

This area has many mineral resources associated with bedrock outcrops in the mountainous regions of this area. Communities have sprung up and disappeared with the mining of these resources. Due to the remoteness of this area, and lack of infrastructure like roads and deep-water ports, it is economically difficult to extract these mineral resources. Currently Red Dog Mine, a zinc and lead mine located on the southern foothills of the Delong Mountains, is the largest operating commercial mine in this area. Red Dog Mine is located approximately 90 miles north of Kotzebue. Red Dog Mine also has a port site, to import supplies and fuel for the mine and export zinc and lead ore concentrate, that is located about 16 miles southeast of Kivalina.

Oceanography: The primary water bodies associated with this area is the Chukchi Sea to the northwest and the Bering Sea to the west and south. The next largest water bodies are the Kotzebue Sound located to the North of the Seward Peninsula and the Norton Sound located to the south of the Seward Peninsula. The waters in the coastal regions of this area are too shallow to support a deep-water port. Deep draft

vessels that bring supplies and fuel to the communities of this area must anchor out in the deeper waters offshore and lighter their cargo to smaller more shallow drafted vessels and barges for transport to shore or up rivers. In the case of Kotzebue, one of the largest hub communities in the area, deep drafted vessels must anchor 15 miles off the coast due to the shallowness of coastal waters.

Coastal Resources: Many people in this area rely on subsistence foods. A large portion of the subsistence foods that are harvested in this area are from the sea. The primary marine species harvested in this area are bowhead whales, beluga whales, gray whales, bearded seals, spotted seals, ringed seals, polar bears, walrus, seabirds and their eggs, arctic cod, tomcod, herring, flounder, ellpouts, sculpin, salmon, trout, whitefish, and sheefish. Almost all of these species are migratory species and are often only available seasonally. It is also important to note that these species rely on the health of their ecosystem to provide enough food for them to flourish.

The figures below illustrate the areas of critical Northwest Arctic Borough (NAB) subsistence activity based on the season and include all of the species listed in the previous paragraph. Please note that the following figures are based off of traditional knowledge gathered by interviews with villagers, and that all communities' subsistence use were weighted the same regardless of community size. These figures only depict subsistence activities within the NAB boundaries and do not show the other coastal subsistence areas located in the Northwest Arctic Geographic zone that are south of the NAB boundary.

According to the Northwest Arctic Borough, 134 residents hold commercial fishing permits. The 134 permit holder number does not include other potential commercial fishing permit holders that might reside in the Northwest Arctic Geographic zone but do not live within the Northwest Arctic Borough boundary.

Impacts to the coastal areas associated with a release could be very detrimental as the ecology in this region can take a very long time to rebound from a disruption.

Data Sources:

- Hood and Zimmerman (eds). Gulf of Alaska: Physical Environment and Biological Resource. (Gulf of Alaska net surface currents) LaBelle, J.C. and J.L. Wise. 1983. Alaska Marine Ice Atlas.
- Minerals Management Service. 1985. Final Environmental Impact Statement, Proposed Norton Basin Lease Sale 100. Volume 1. OCS EIS/EA MMS 85-0085. USDI: MMS. Anchorage.
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- NANA. 1985. NANA Coastal Resource Service Area Coastal Management Plan. Volume 2, Background Report.
- Northern Resource Management and Yeti Map Studio. October, 1984. Bering Straits Coastal Management Program: Volume One-Resource Inventory. (wind information)
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- Northwest Arctic (NWA) Geographic zone Potential Places of Refuge Risk Factor Maps http://dec.alaska.gov/spar/PPR/nwappor/110627NWAPart1riskmapsHR.pdf
- Nuka Research and Planning Group, LLC. Bering Sea Vessel Traffic Risk Analysis, December 2016.

- Historical Temperature and Precipitation Information from Ralph Wien Memorial Airport, Kotzebue, Alaska, https://toolkit.climate.gov/tools/climate-explorer
- DALTON HIGHWAY, YUKON RIVER TO PRUDHOE BAY, ALASKA Bedrock geology of the eastern Koyukuk basin, central Brooks Range, and east central Arctic Slope Edited by Charles G. Mull and Karen E. Adams Artwork and production coordinated by Ann-Lillian Schell Division of Geological & Geophysical Surveys Guidebook 7 Volume 1
- Generalized Geologic Map of the Brooks Range and Arctic Slope, Northern Alaska, C.G. Mull 1989, Alaska Division of Geological & Geophysical Surveys
- IÑUUNIAŁIQPUT ILILUGU NUNA—UANUN Documenting Our Way of Life through Maps, Northwest Arctic Borough Subsistence Mapping Project, January 28, 2016.

4220.1.7 – Western Alaska

The following is an overview of wind, tide, ice and current conditions in the Bering Sea and Kuskokwim Bay. Much of the available data is general in nature and should be supplemented by area-specific updates and any information available from local residents. Included herein are wind data, tidal ranges, data on a variety of ice conditions and maps of net surface currents. Using the current edition of the U.S. Department of Commerce National Oceanic and Atmospheric Administration tide current tables for the Pacific coast of North America, it is possible to predict the times of ebb and flood tides for points within this region.

1) **Sea Ice Conditions:** Sea ice generally forms off the Yukon River beginning in mid-October. Between mid-December and mid-April, sea ice coverage ranges from 70 to 100 percent. Shorefast ice reaches offshore from 15 to 60 km. In deeper waters beyond the shorefast ice, sea ice persists until April or May. By mid-June or by early July, the delta area is ice-free.

   An estimated 97% of the ice in the Bering Sea is formed within the Bering Sea; very little is transported south through the Bering Strait. During periods of increasing ice and prevailing northerly winds, the ice apparently is generated along the south-facing coasts of the Bering Sea and moves southward with the wind at as much as 1 knot before melting at its southern limit. During periods of southerly winds, ice coverage generally decreases in the Bering, causing a wide variation in ice cover from month to month and year to year.

   In the Bering Sea a wind-induced polynya immediately south of St Lawrence Island is a frequent but undependable feature. Northerly winds cause the polynya to form in the lee of the island as sea ice is advected to the south. A polynya can form on any side of Nunivak Island, depending upon prevailing wind direction. Usually the feature is located to the north or south, under southerly or northerly winds, respectively. Like the polynya off St. Lawrence Island, the appearance of this polynya is variable, but it is usually observed at least once a year, often more. Its extent is variable, and thin ice commonly covers the polynya quickly during cold, northerly windstorms.

2) **Current Data:** Tides in the Bering Sea are considered the result of co-oscillation with large oceans. Once inside the Bering Sea. Each tidal constituent propagates rapidly as a free wave subject to the Coriolis Effect and bottom friction. The tide wave propagates rapidly across the deep western basin. Part of it then propagates onto the southeast Bering shelf where large amplitudes are found along the Alaska Peninsula and in Kvichak and Kuskokwim Bays. Circulation in the northern Bering Sea and near the Yukon River Delta is dominated by a northward mean flow paralleling the local bathymetry.

3) **Tidal Ranges: T**ides in the Yukon River delta area exhibit a high degree of spatial variability in amplitude and phase because of the delta's complex topography. The tides are a mixture of diurnal and semi-diurnal tides depending on the location and time of year. The diurnal tidal range at the face of the delta is about 1 to 2 m. Storm surges may occur in the area during the ice-free period, particularly during autumn.

4) **Winds:** In many cases, spill trajectory is determined primarily by winds, especially when currents are weak. Throughout the Bering, the wind is fairly strong year-round but blows the hardest in winter. Prevailing summer winds blow from the south or southwest at 7 to 10 knots. Winter winds generally come from the east or northeast at 10 to 15 knots, and can persist in one direction for weeks at a time causing a wide variety of water and ice movement. Winds are usually stronger at St. Lawrence Island (averaging 15.5 knots) than along the mainland. Maximum-recorded sustained wind speed at Nome is 78 knots and 92 knots at Unalakleet.

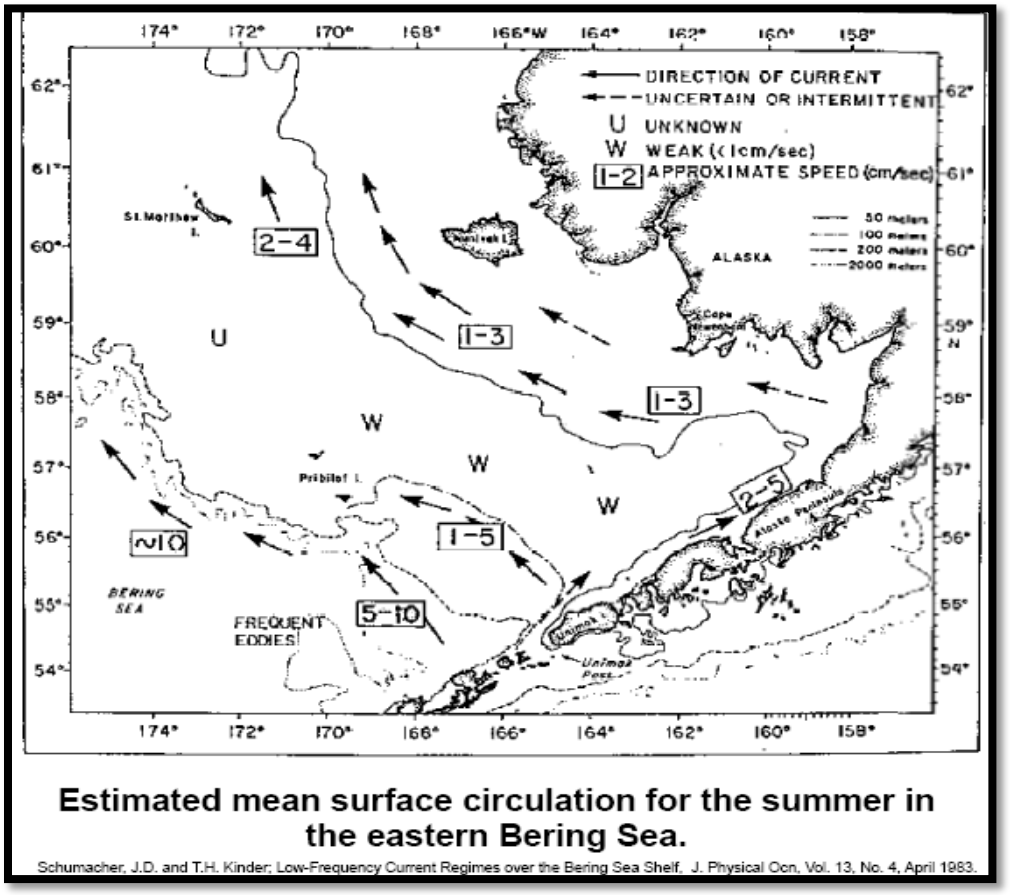
5) **Spill Trajectory Modeling**: The behavior of spilled oil on water is the result of the complex interaction of the forces described above. Accordingly, trajectory modeling can be difficult. The National Oceanic and Atmospheric Administration is capable of generating computerized spill trajectory forecasts. Requests for this service should be directed to the NOAA Scientific Support Coordinator.

6) Data Sources

- Hood and Zimmerman (eds). Gulf of Alaska: Physical Environment and Biological Resource. (Gulf of Alaska net surface currents)
- LaBelle, J.C. and J.L. Wise. 1983. Alaska Marine Ice Atlas.
- National Climatic Data Center and Arctic Environmental Information and Data Center (AEIDC). 1988. Climatic Atlas, Volume II: Bering Sea. (Wind roses, tidal range data and map)
- Thorsteinson, L.K., P.R. Becker, and D. A. Hale. 1989. The Yukon Delta: a synthesis of information. Outer Continental Shelf Environmental Assessment Program. OCS Study MMS 89-0081. USDC: NOAA and USDI: MMS. Anchorage, Alaska. 89 pp.
- U.S. Department of Commerce National Oceanic and Atmospheric Administration. 1989. Tide Current Tables 1990: Pacific Coast of North America and Asia. (tidal current data and information)

4220.1.8 – Figures and Tables

Figure 4-1: Estimated Mean Surface Circulation for the summer in the Eastern Bering Sea



Estimated mean surface circulation for the summer in the eastern Bering Sea.

Schumacher, J.D. and T.H. Kinder; Low-Frequency Current Regimes over the Bering Sea Shelf, J. Physical Ocn, Vol. 13, No. 4, April 1983.

Figure 4-2: Bering Sea Currents

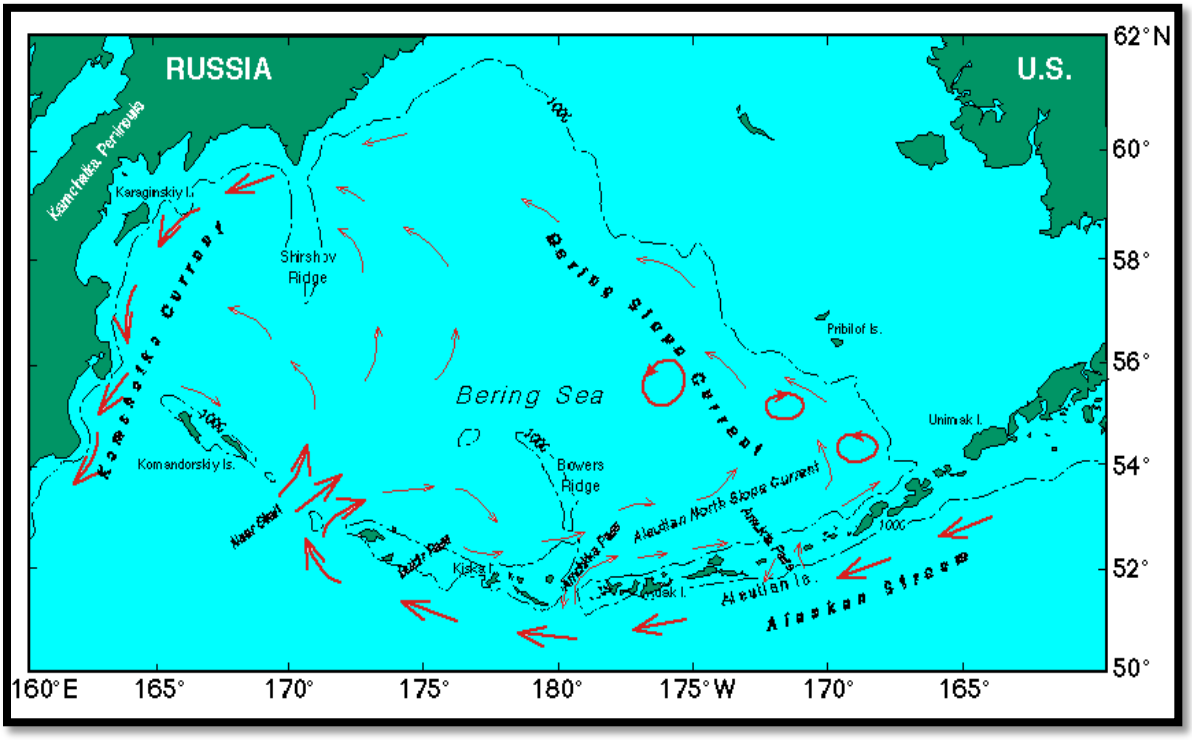


Figure 4-3: Bering Sea Currents – Summer

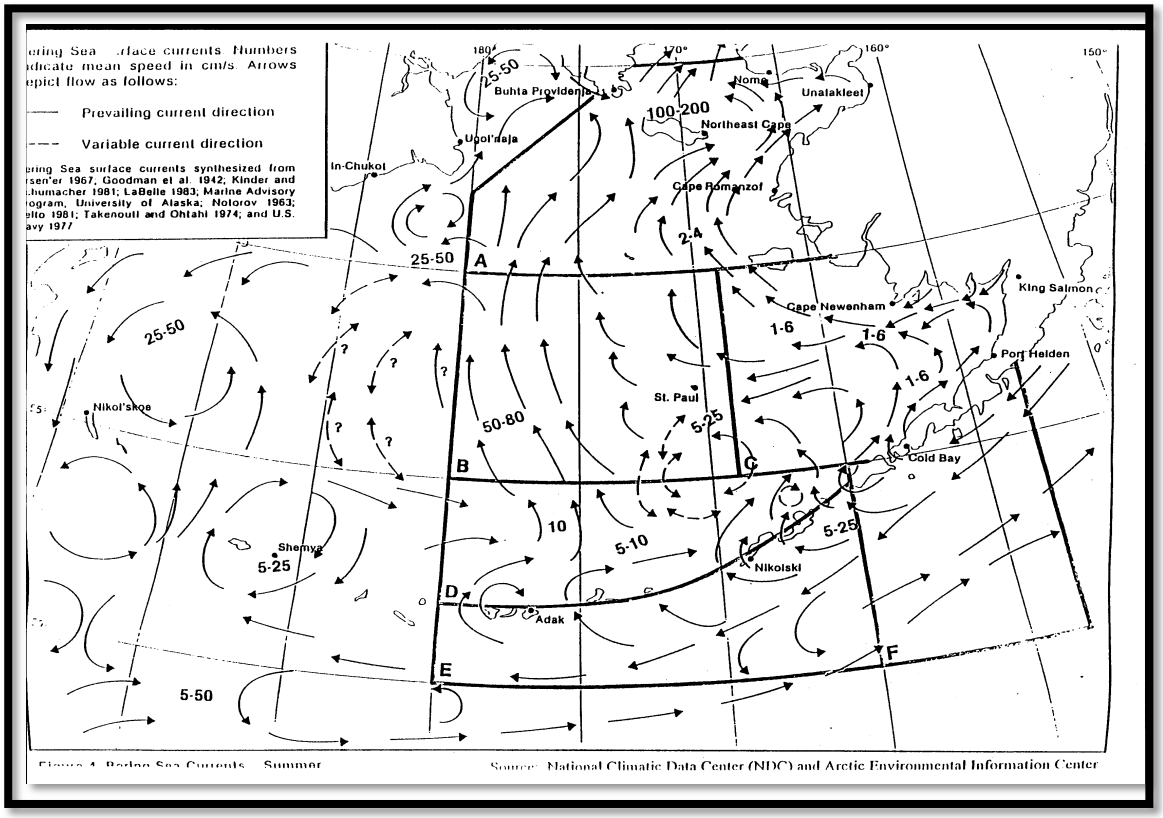


Figure 4-4: Bering Sea Currents – Winter

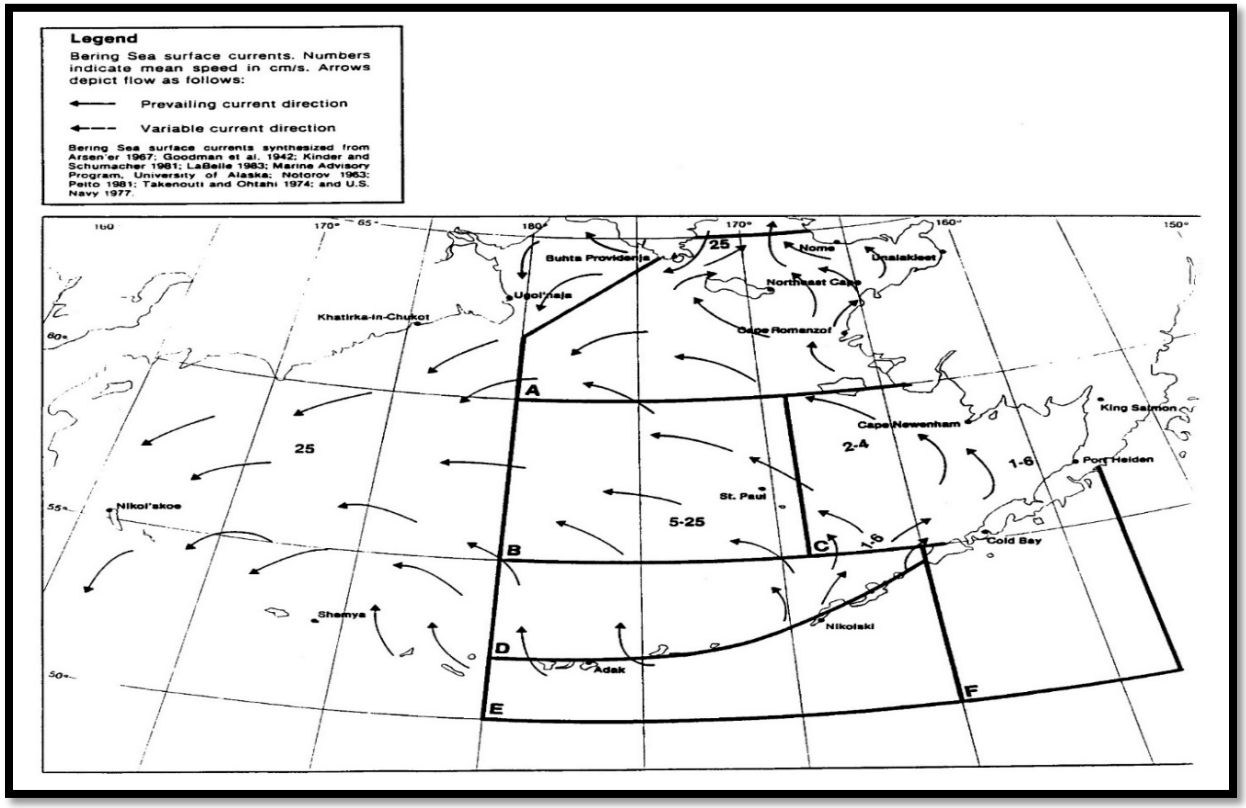


Figure 4-5: Net Surface Currents in the Gulf of Alaska

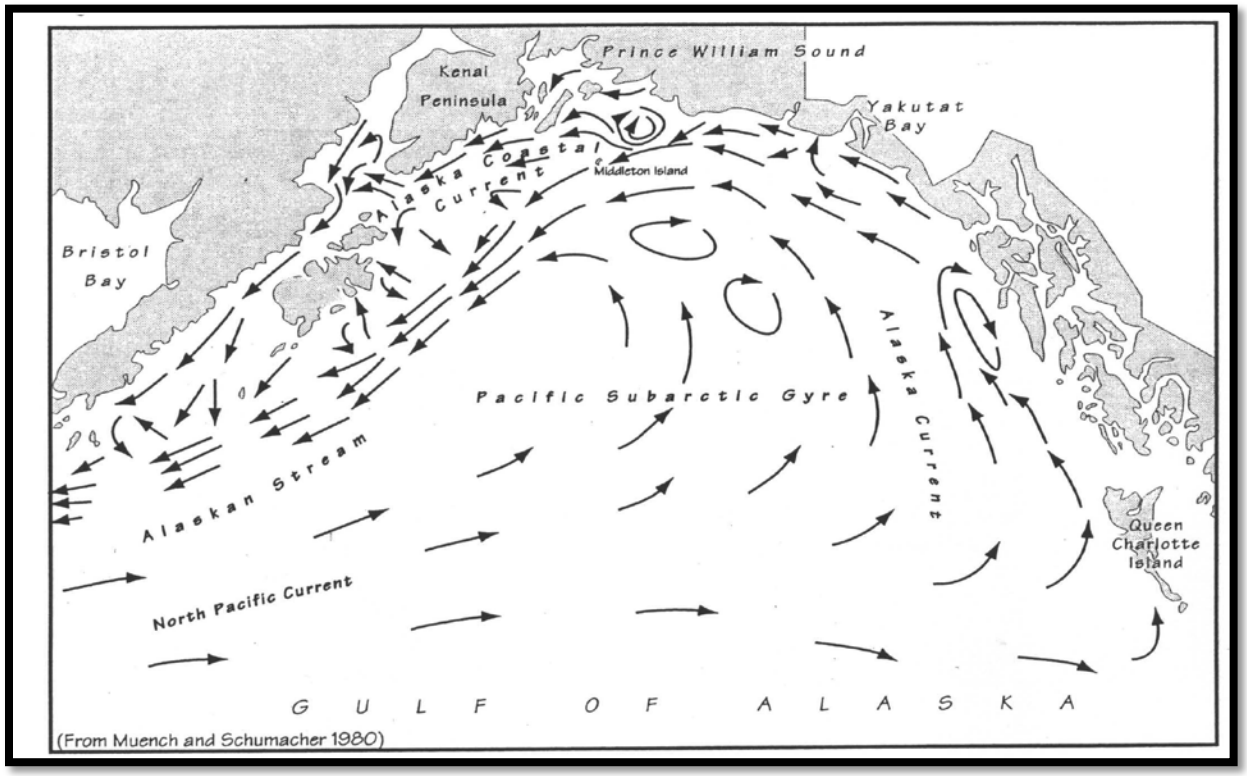


Figure 4-6: North Pacific Current, Alaska Current & Alaska Stream

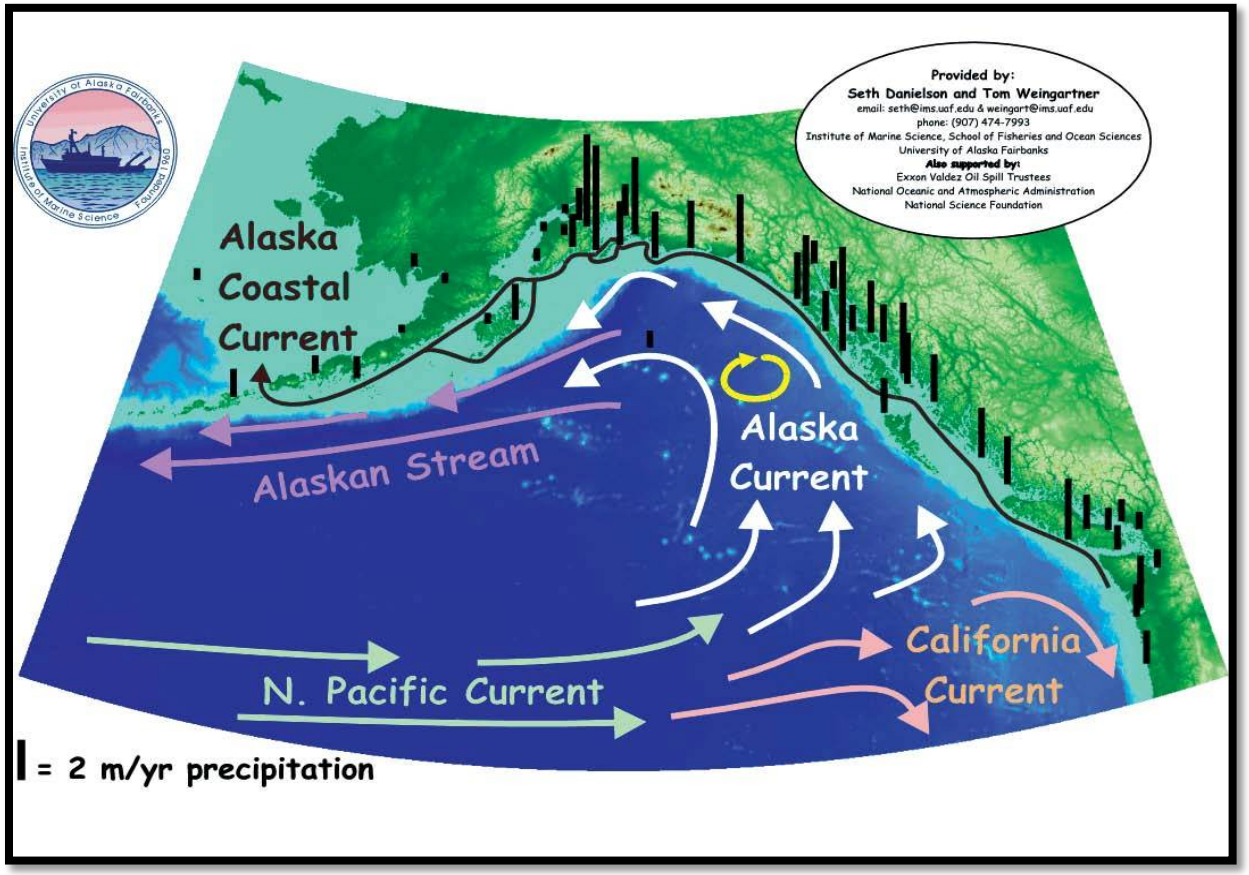


Figure 4-7: Net Circulation in the Northwest Gulf Of Alaska

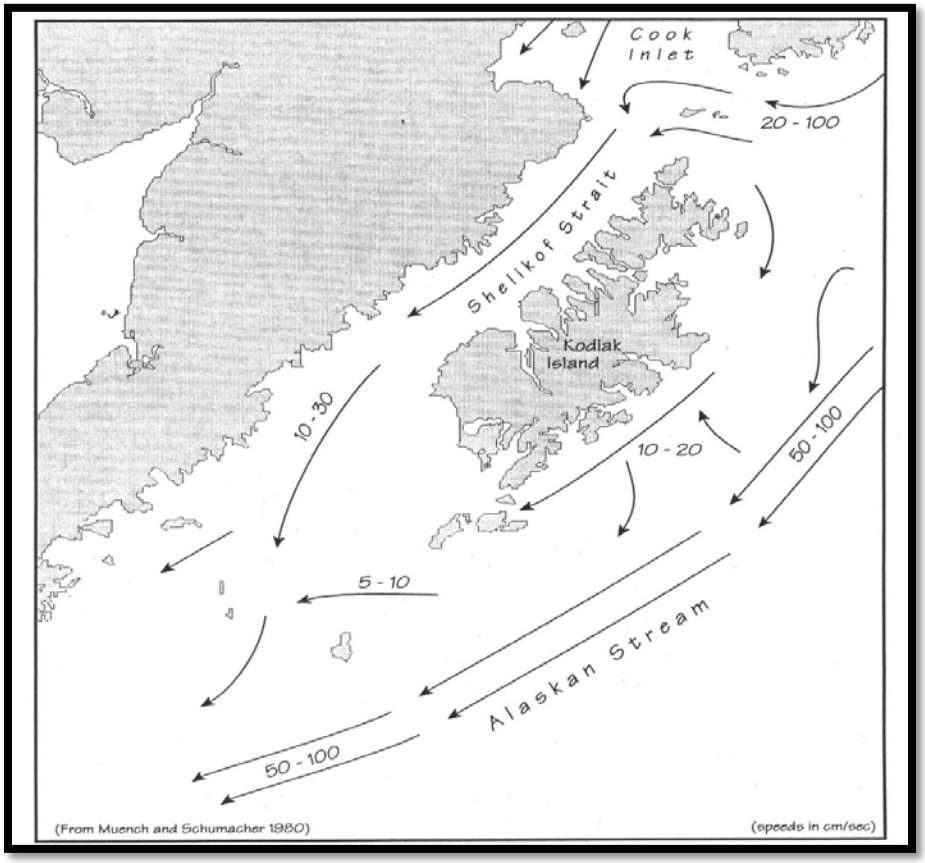
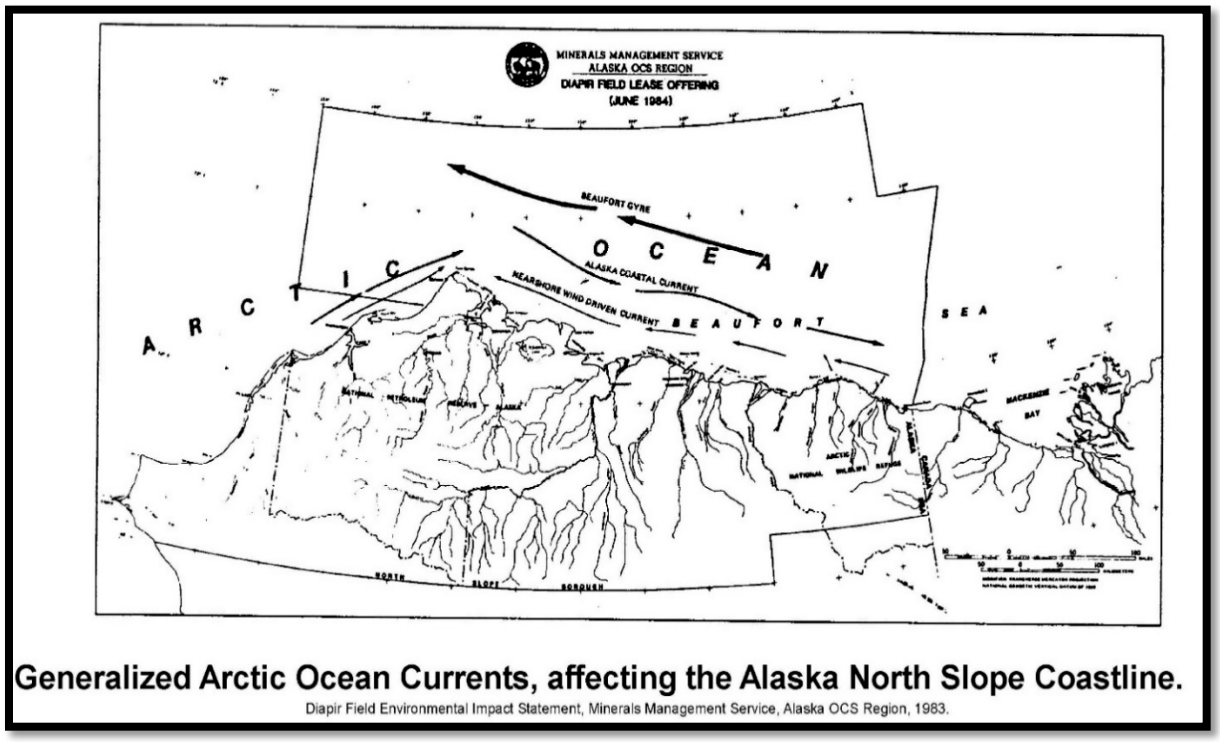


Figure 4-8: Generalized Arctic Ocean Currents, affecting the Alaska North Slope Coastline



Generalized Arctic Ocean Currents, affecting the Alaska North Slope Coastline.

Diapir Field Environmental Impact Statement, Minerals Management Service, Alaska OCS Region, 1983.

Figure 4-9: Chukchi Sea Circulation

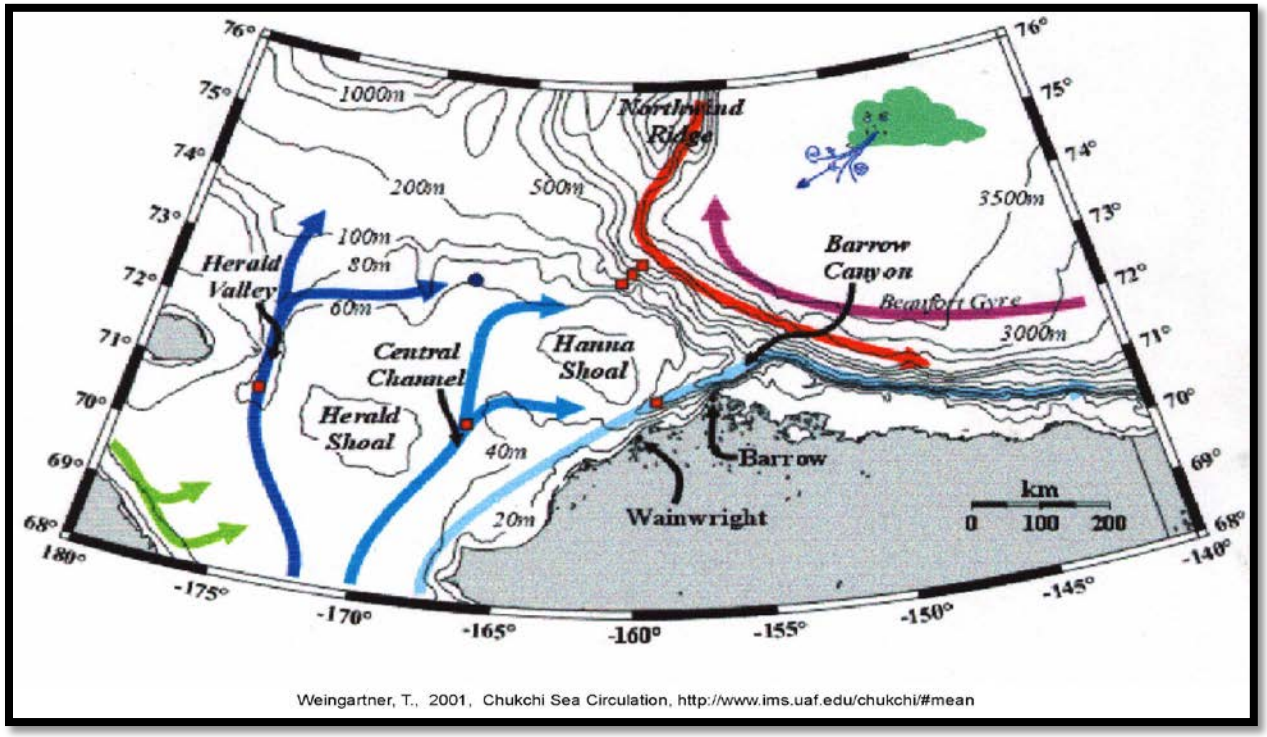


Figure 4-10: Oceanic Circulation of Alaska's Bering, Chukchi and Beaufort Seas

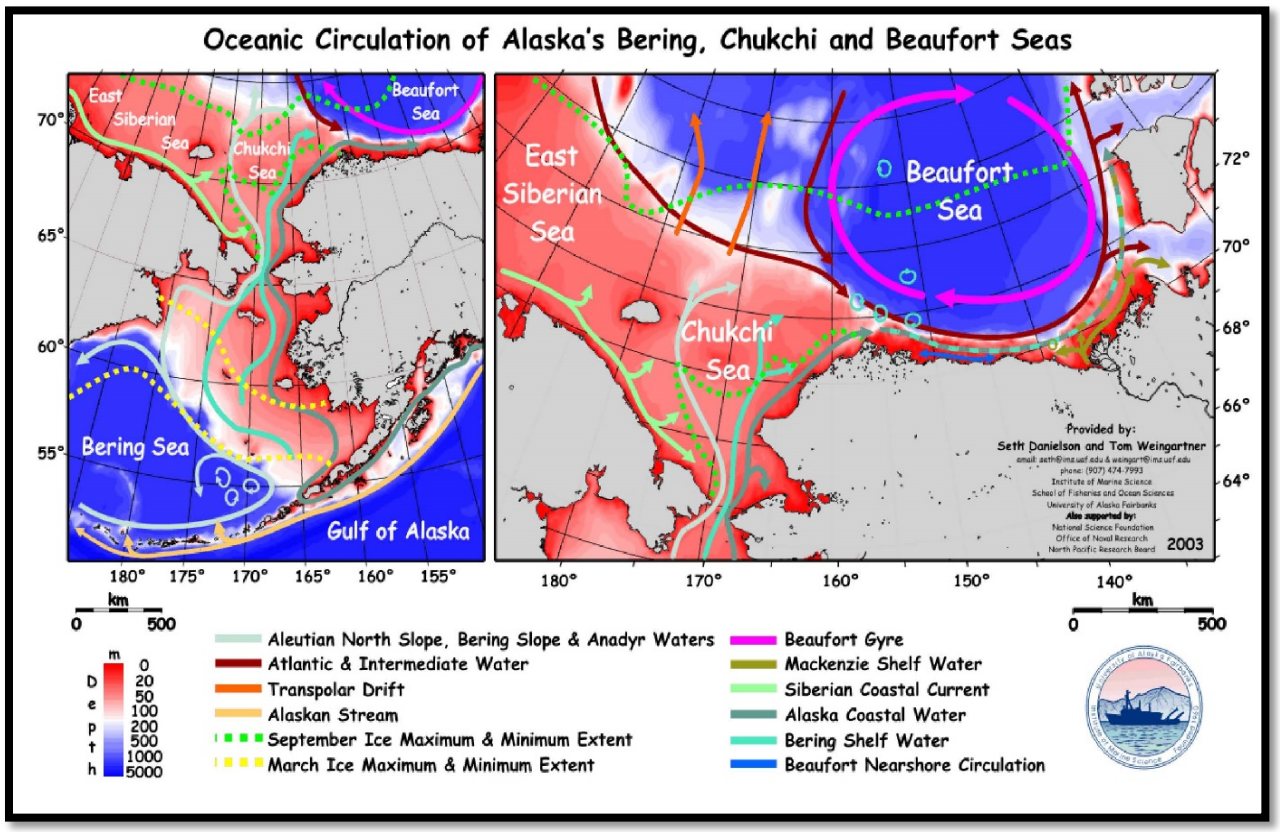


Figure 4-11: Bering Sea Median Sea Ice Extent 1979-2000 (NSDIC 2016)

(Nuka Research and Planning Group, LLC, Bering Sea Vessel Traffic Risk Analysis, December 2016)

Figure 4-12: Recurring Polynyas

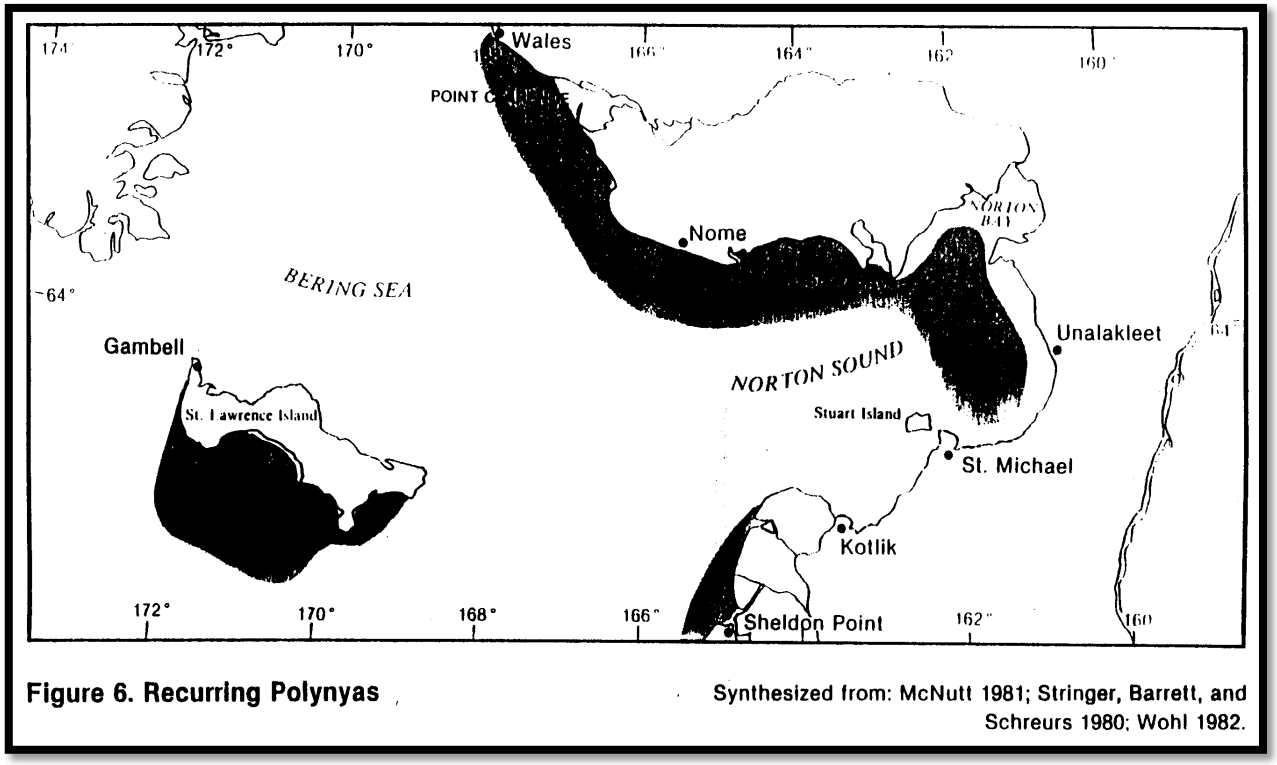


Figure 6. Recurring Polynyas Synthesized from: McNutt 1981; Stringer, Barrett, and Schreurs 1980; Wohl 1982.

Figure 4-13: Spring Subsistence Analysis

Source: IÑUUNIAŁIQPUT ILILUGU NUNA—UANUN Documenting Our Way of Life through Maps, Northwest Arctic Borough Subsistence Mapping Project, January 28, 2016.

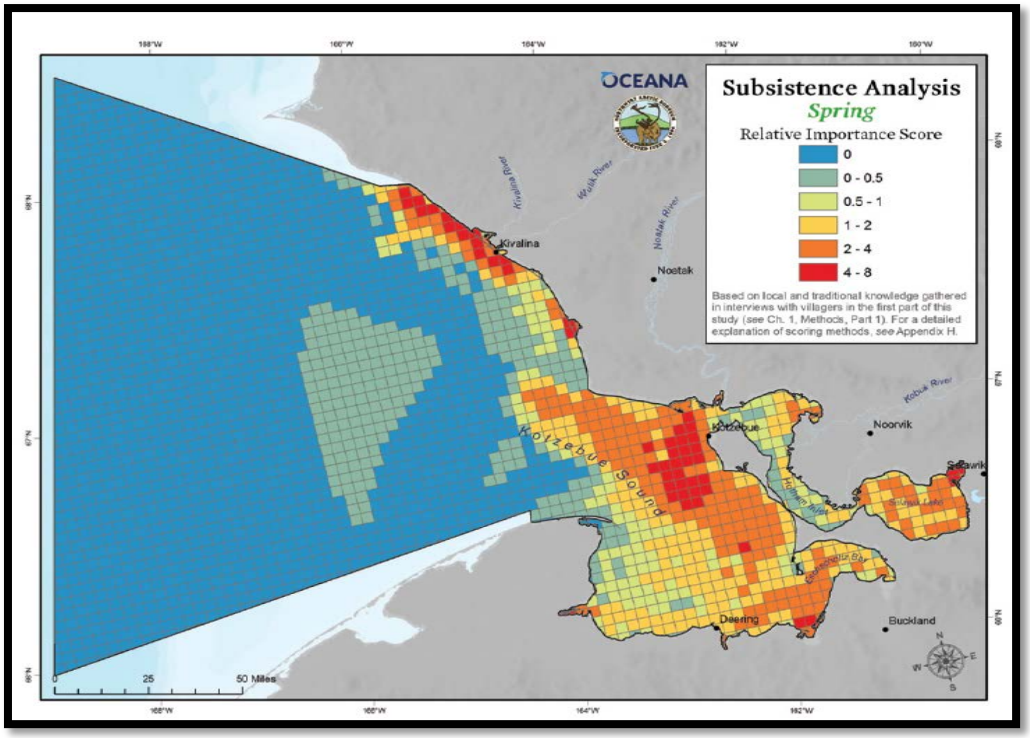


Figure 4-14: Summer Subsistence Analysis

Source: IÑUUNIAŁIQPUT ILILUGU NUNA—UANUN Documenting Our Way of Life through Maps, Northwest Arctic Borough Subsistence Mapping Project, January 28, 2016.

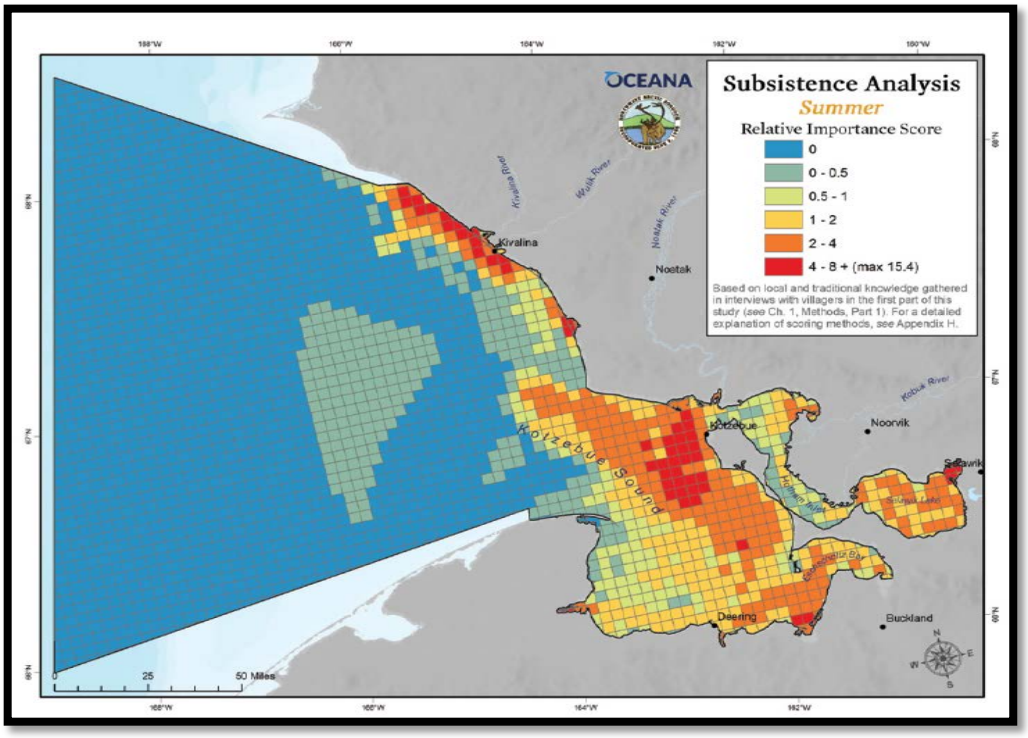


Figure 4-15: Fall Subsistence Analysis

Source: IÑUUNIAŁIQPUT ILILUGU NUNA—UANUN Documenting Our Way of Life through Maps, Northwest Arctic Borough Subsistence Mapping Project, January 28, 2016.

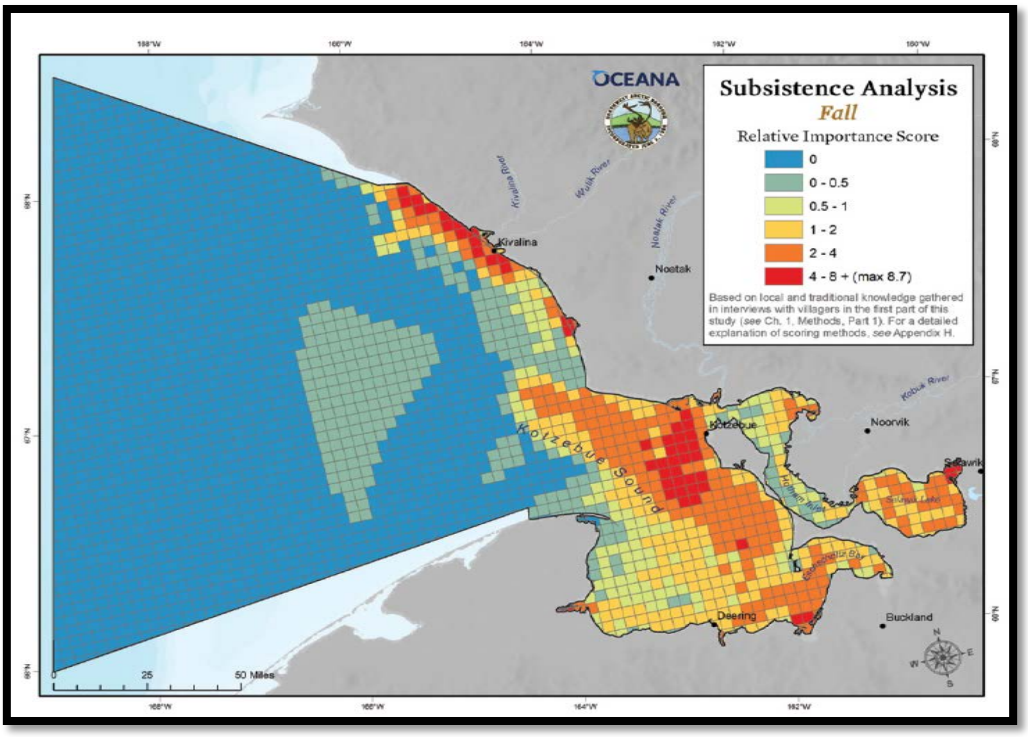


Figure 4-16: Winter Subsistence Analysis

Source: IÑUUNIAŁIQPUT ILILUGU NUNA—UANUN Documenting Our Way of Life through Maps, Northwest Arctic Borough Subsistence Mapping Project, January 28, 2016.

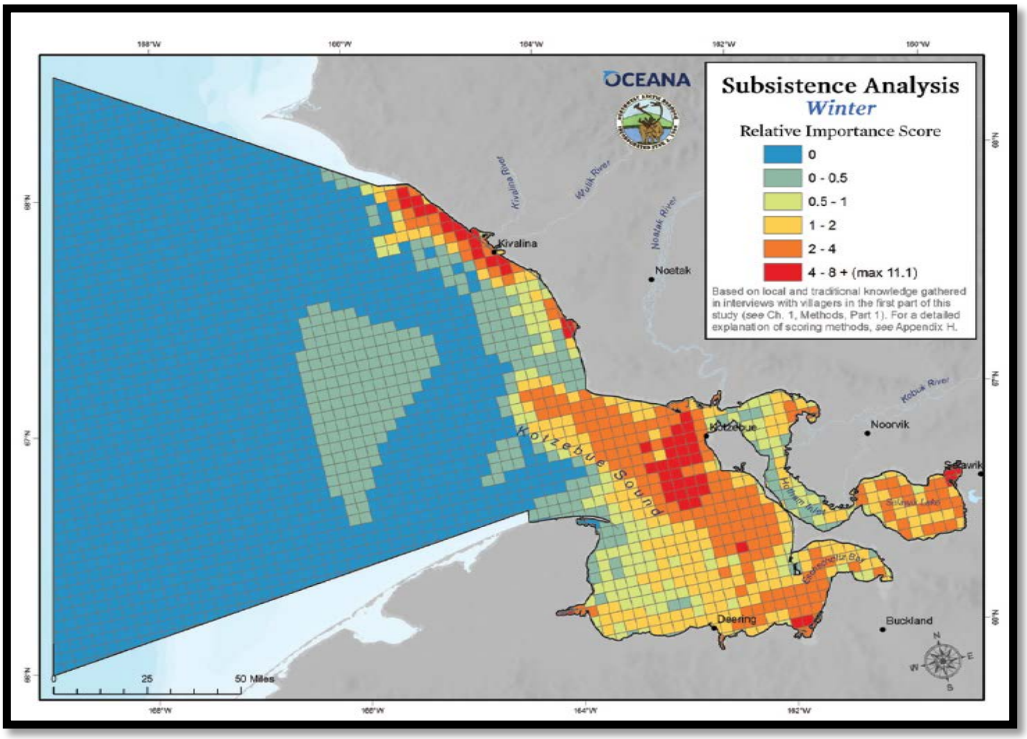


Figure 4-17: Northwest Arctic – Surface Currents during the Summer and Fall (Open Water) Season

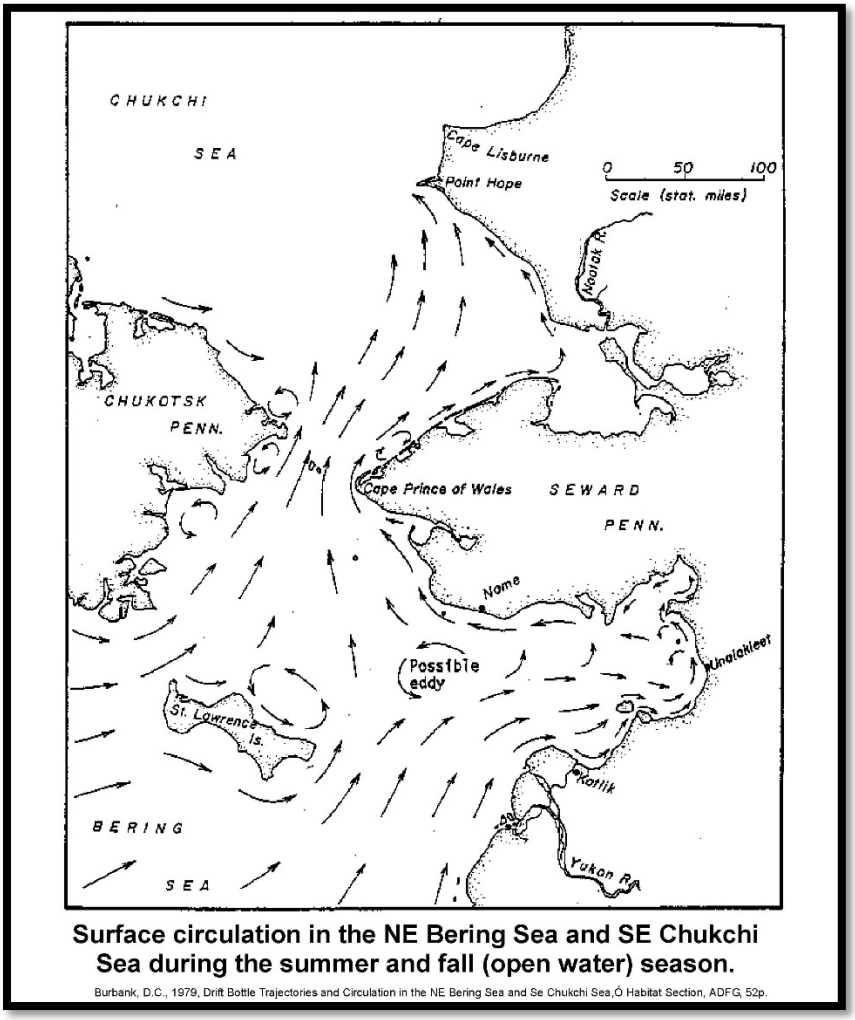
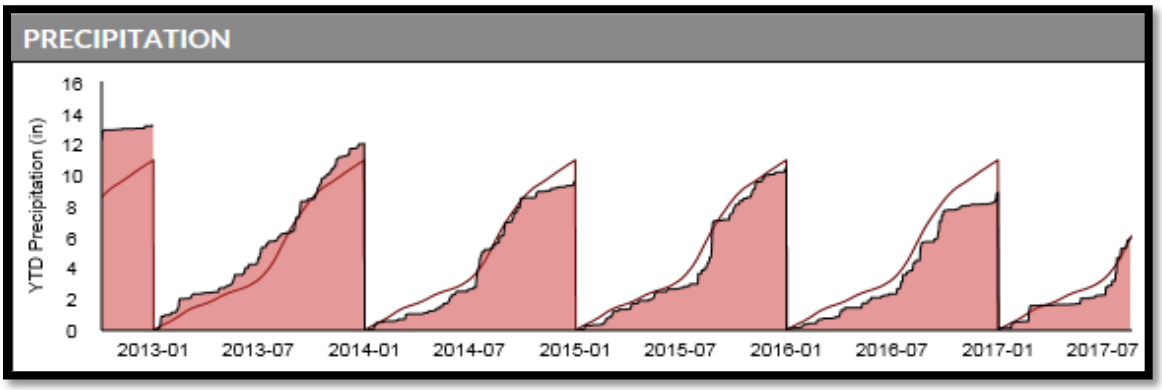
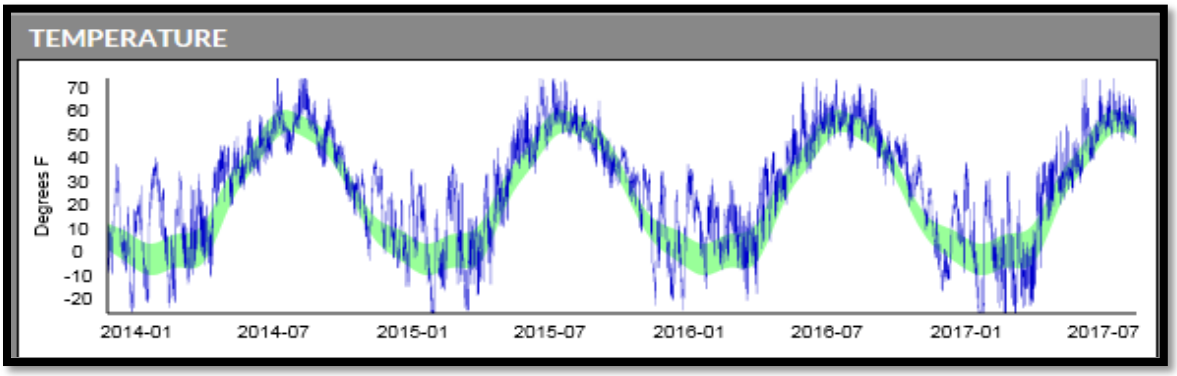


Figure 4-18: Precipitation Record from Kotzebue, AK
(January 2013 through July 2017)



Note: The black line with red fill indicates daily precipitation observations recorded at the Ralph Wein Memorial Airport in Kotzebue. The red line represents a long-term averaged precipitation.

Figure 4-19: Temperature Record from Kotzebue, AK (January 2014 through July 2017)



Note: The blue line indicates daily temperature observations recorded at the Ralph Wein Memorial Airport in Kotzebue. The thick green line represents a long-term averaged temperature.

Figure 4-20: Temperatures at Four Locations around Cook Inlet
(2007-2011 shore station data) (Nuka Research, 2013)

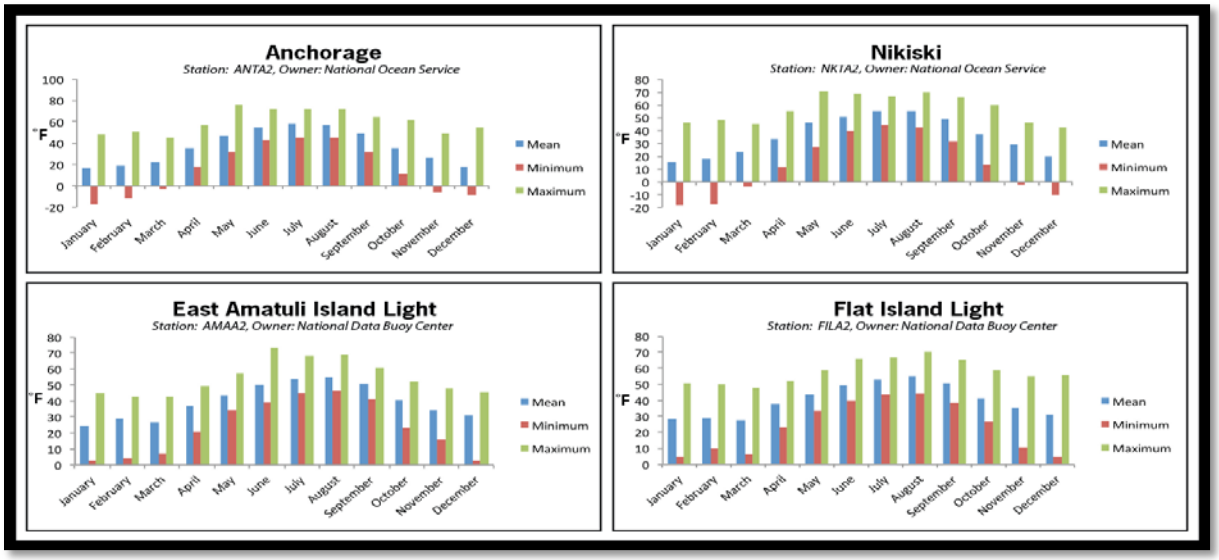


Figure 4-21: Wind Speeds at Four Locations around Cook Inlet (2007-2011 shore station data)
(Nuka Research, 2013)

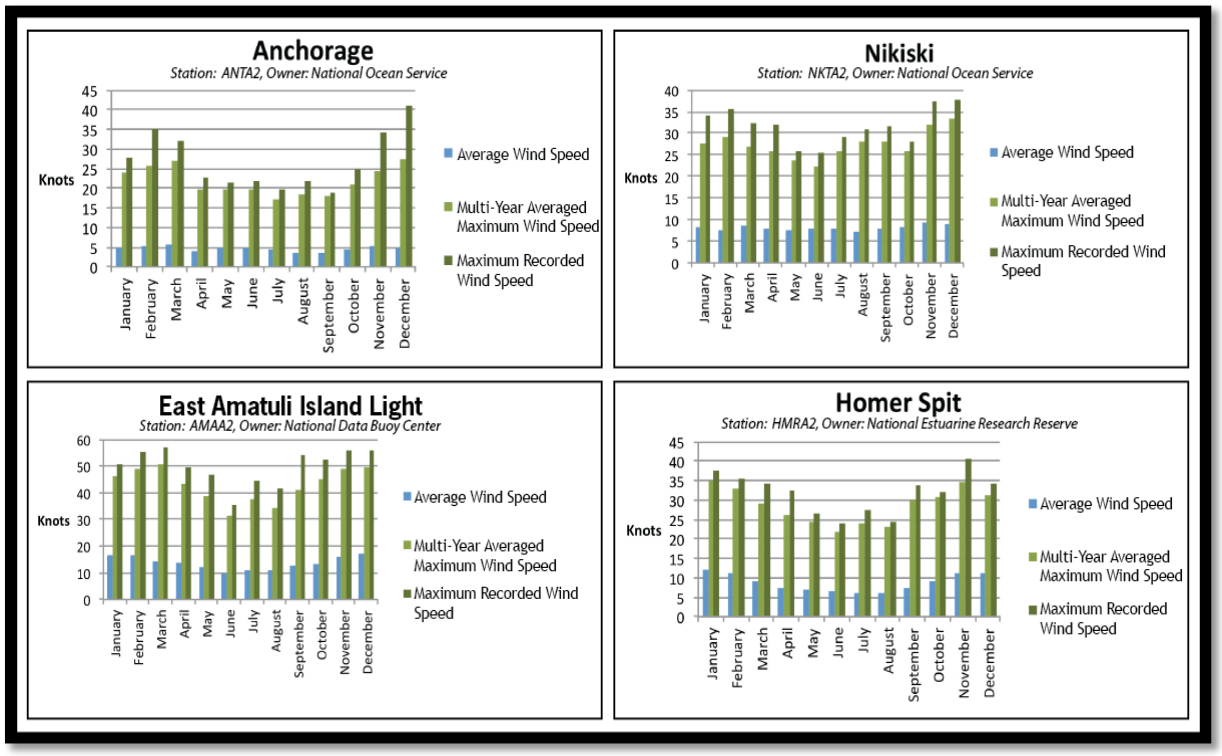


Figure 4-22: Average Extent of Sea Ice Coverage in Cook Inlet during the First Half of March
(Mulherin et al., 2001)

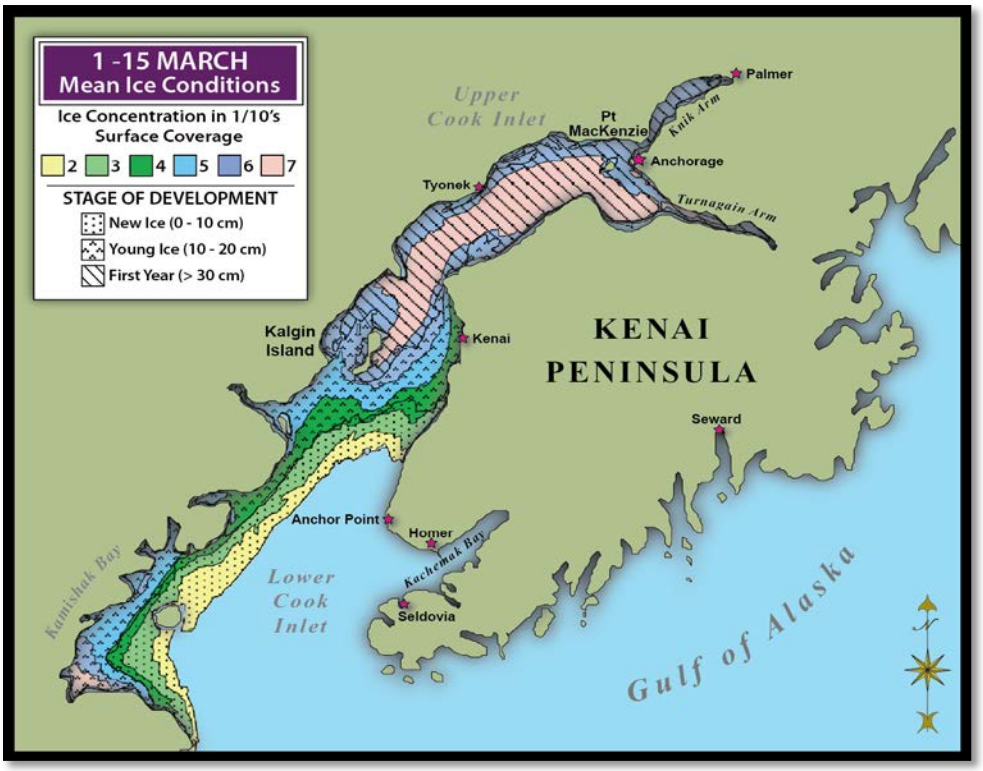


Figure 4-23: Cook Inlet – Surface Currents & General Rip Zones

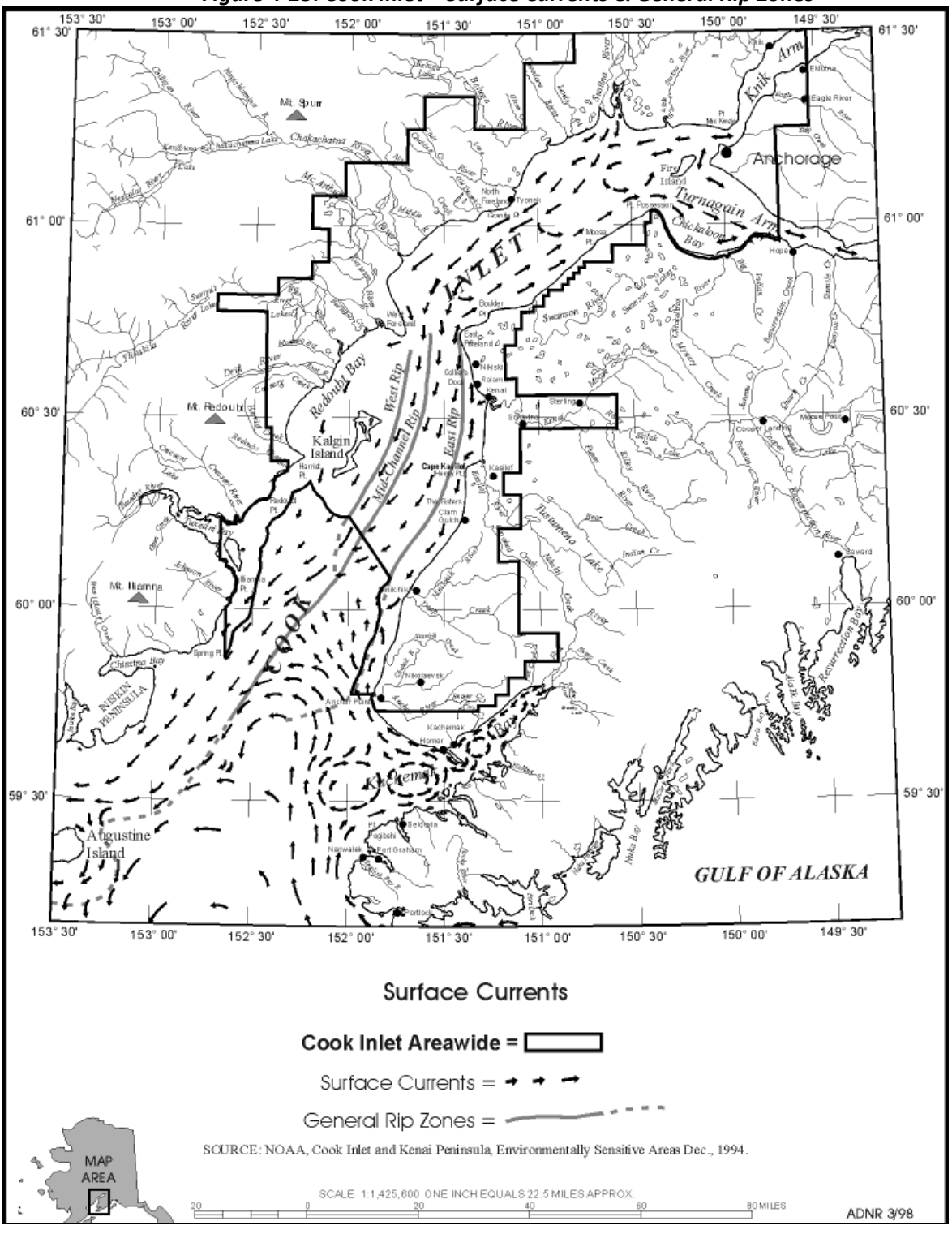


Figure 4-24: Middle Cook Inlet Net Circulation & Convergence Zones

(Source: Whitney, J.W. "Proceedings: Cook Inlet Oceanography Workshop" OCS Study, Final Report, June 2000)

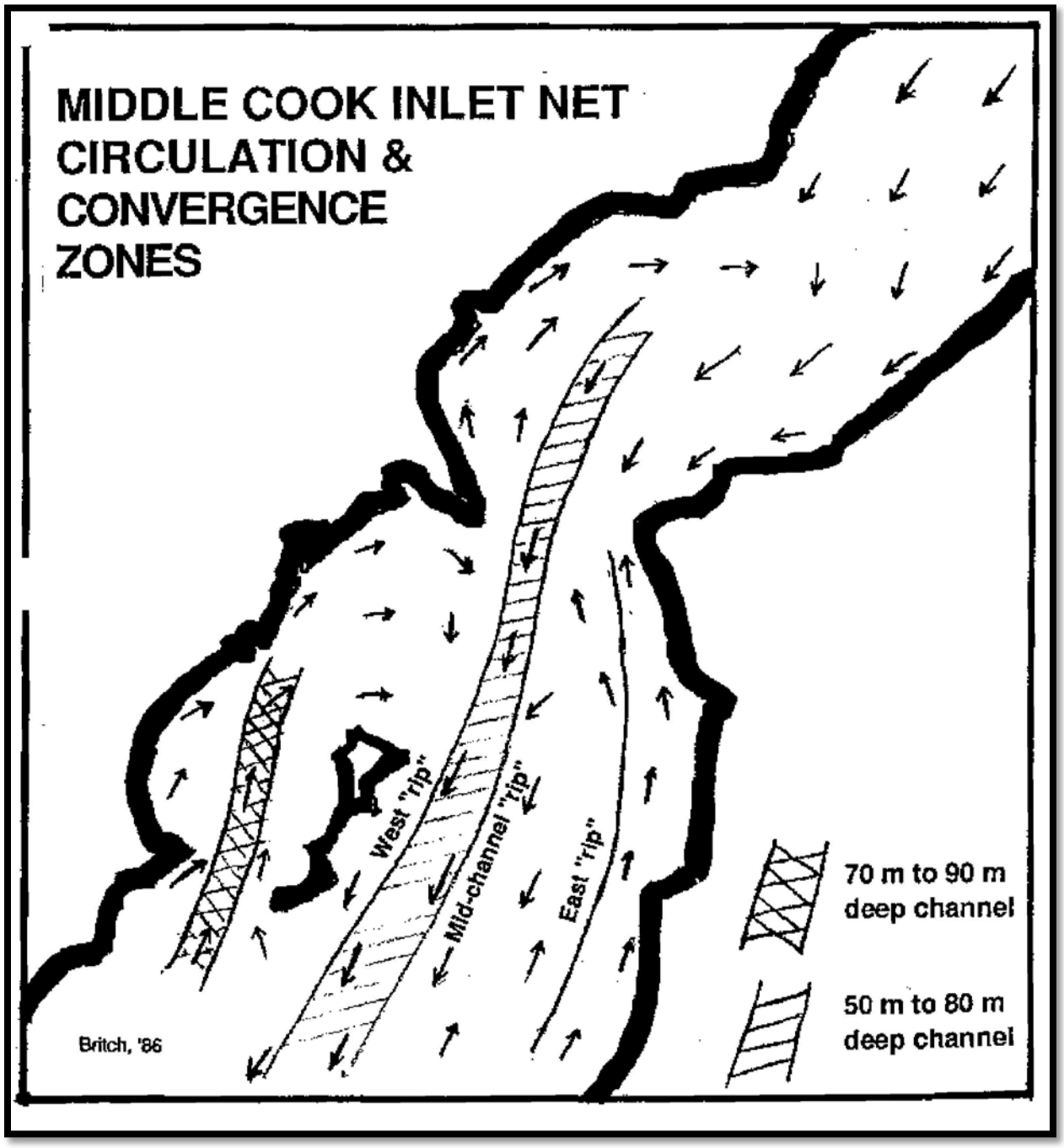
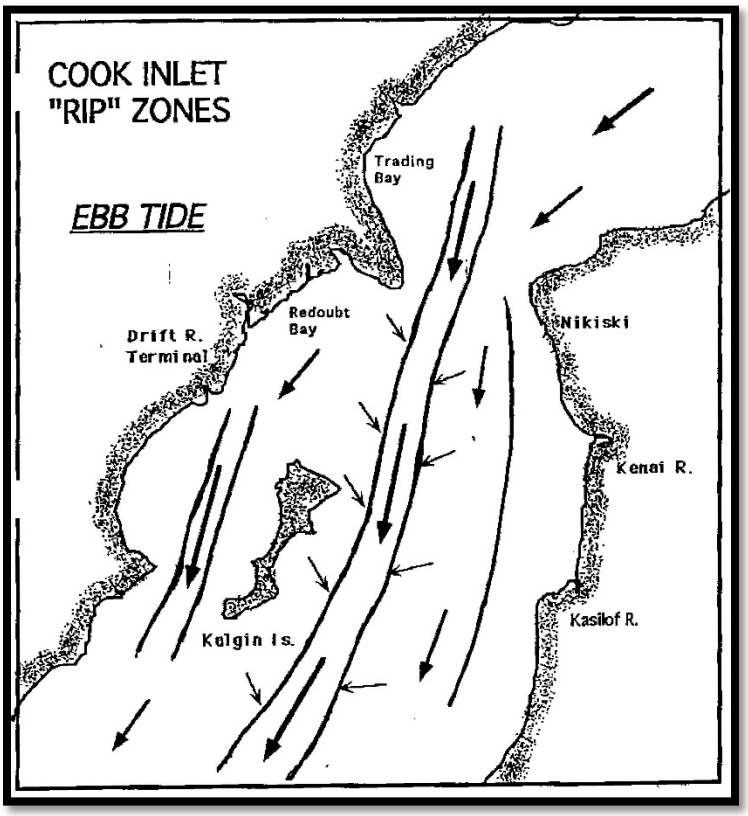


Figure 4-25: Major Tide Rips (Flood and Ebb Tides) in Lower Cook Inlet

Whitney, J.W. "Proceedings: Cook Inlet Oceanography Workshop" OCS Study, Final Report, June 2000



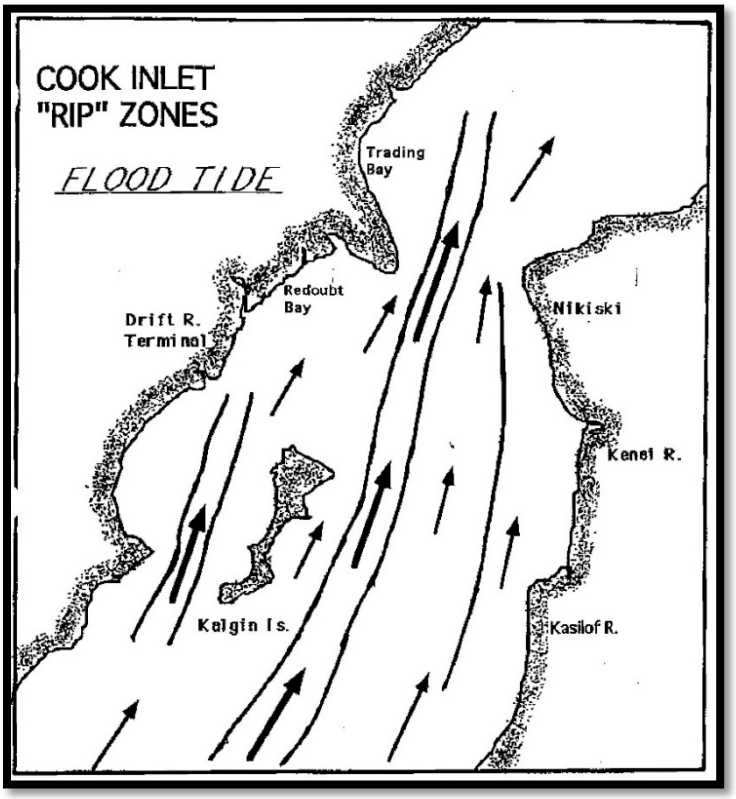


Figure 4-26: Net Surface Circulation in lower Cook Inlet

(Based primarily on data collected during the spring and summer seasons. Burbank 1977)

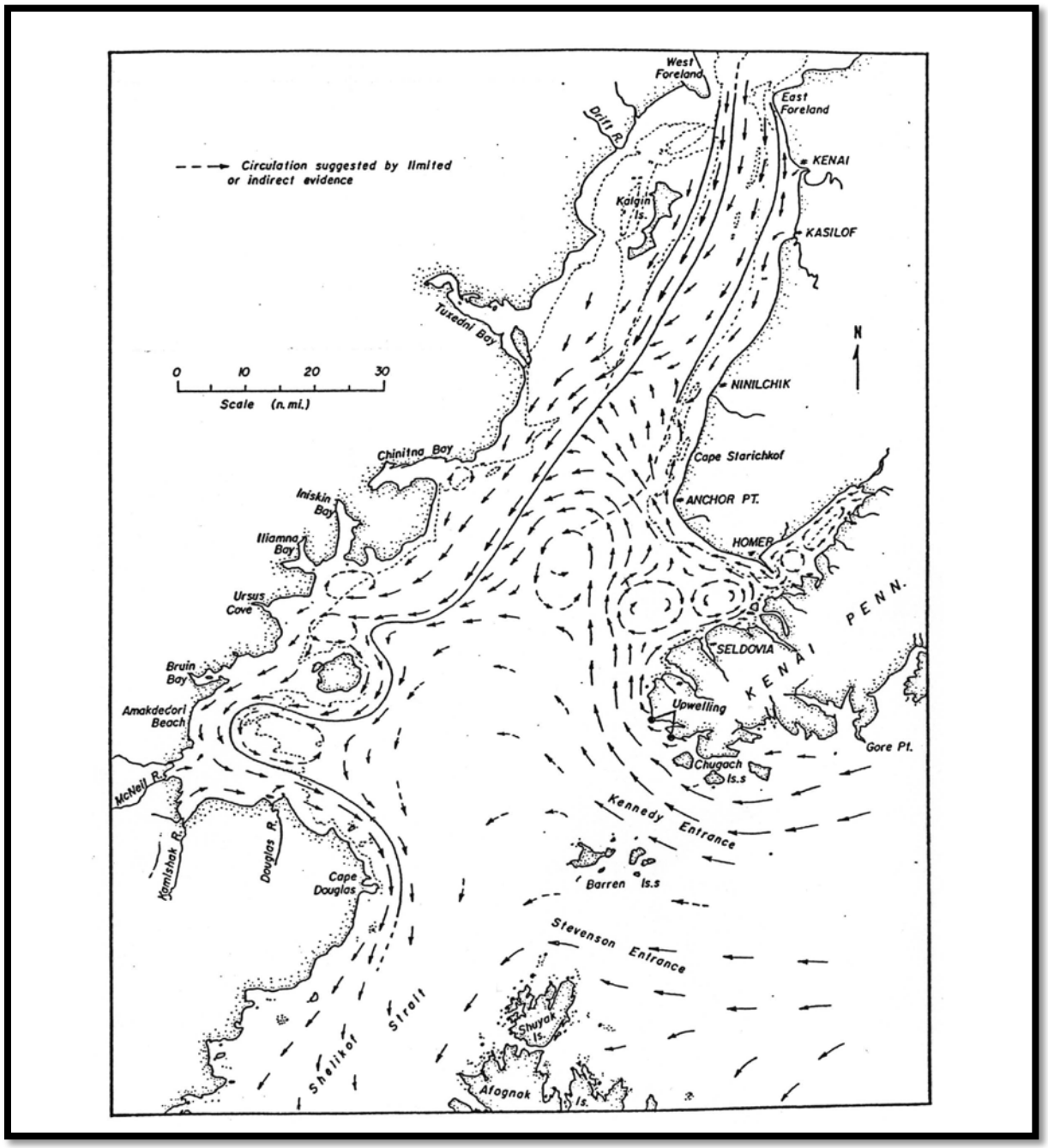


Table 4-1: Average Arctic Marine Breakup and Freezeup Dates

Source: AEIDC. 1983. AEIDC. 1975. ADF&G 1986a, US Coast Pilot #9, 1/83

Location	Avg. Breakup Date	Avg. Freezeup Date	Avg. Years Record
Pt. Barrow	July 22	October 3	31
Wainwright	June 29	October 2	7
Pt. Lay	June 24	November 4	4
Pt. Hope	June 20	November 11	8
St. Michael	June 9	November 10	53
Teller	June 7	November 10	16
Kotzebue	May 31	October 23	14
Kivalina	May 31	October 23	14
Noorvik	May 29	October 11	17
Nome	May 29	November 12	50
Selawik	May 28	October 17	12
Deering	May 27	October 16	3
Savoonga, St. Lawrence Island	May 26	November 19	10
Gambell, St. Lawrence Island	May 26	November 21	10
Golovin	May 23	November 2	6
Kiana	May 18	October 17	6
Candle/Kiwalik River	May 18	October 17	8
Platinum/Goodnews Bay	May 1	November 19	
St Michael	June 9	November 10	
Akulurak	May 27	October 24	
Hamilton	May 22	October 25	
Azacharak	May 20	November 13	
Pilot Station	May 17	November 8	
Russian Mission	May 12	November 4	
Holy Cross	May 17	October 31	
Hooper Bay	May 26	November 12	
Mekoryuk	May 12	November 27	
Bethel	May 15	October 29	
Quinhagak	May 1	November 19	

4220.2 – Sources for up to date information

NATIONAL WEATHER SERVICE OFFICES, ALASKA	
Office	Phone
Alaska Weather Line (Recorded Forecast)	800-472-0391 (Statewide); 458-3745
Alaska Region Headquarters	271-5088
General Forecasting	266-5105
Ice Forecast	266-5138
Transcribed Aviation Weather	276-8199
Kotzebue Weather Service Office	442-3231
Nome Weather Service Office	443-2321
Unalakleet Weather Service Office	624-3561

NOAA/NATIONAL WEATHER SERVICE WEB PAGES	
Agency	Website
National Weather Service, Alaska Region	https://www.weather.gov/arh/
Weather Station List	https://www.weather.gov/arh/stationlist
Alaska Aviation Weather Unit	https://www.weather.gov/aawu/
Alaska-Pacific River Forecast Center	https://www.weather.gov/aprfc/
National Ice Center	http://www.natice.noaa.gov/
National Weather Service, SPOT FORECAST	https://www.weather.gov/spot/
NOAA Tides and Currents	https://tidesandcurrents.noaa.gov/
NOAA Data Buoy Center	http://www.ndbc.noaa.gov/index.shtml

NOAA Weather Radio (NWR): National Weather Stations in Alaska can be found at the following link: http://www.nws.noaa.gov/nwr/coverage/stations.php?State=AK. These VHF FM radio stations are managed by the National Weather Service. Forecasts are issued at scheduled times; broadcast tapes are updated and amended as required. The broadcasts, in general, contain forecasts and warnings for the local area and nearby coastal waters, special severe weather bulletins, tsunami warnings, a description of the weather pattern as it affects Alaska, and weather reports from selected weather stations.

More information on NOAA Weather Radio can be found at the following link:
http://www.nws.noaa.gov/nwr/

NOAA Weather Radio continuous voice broadcasts on **162.40** and **162.55 MHZ** can usually be received 20-40 miles from the transmitting antenna site, depending on terrain and the quality of the receiver used. Where transmitting antennas are on high ground, the range is somewhat greater, reaching 60 miles or more. The VHF-FM frequencies used for these broadcasts require narrow-band FM receivers. The National Weather Service recommends receivers having a sensitivity of one microvolt or less and a quieting factor of 20 decibels. Some receivers are equipped with a warning alert device that can be turned on by means of a tone signal controlled by the National Weather Service office concerned. This signal is transmitted for 13 seconds preceding an announcement of a severe weather warning. One can also consult the *Alaska Marine Radio Directory* for additional information.

NATIONAL WEATHER SERVICE HF VOICE WEATHER BROADCASTS The following VOICE BROADCASTS are on the Upper Sideband (USB) 4125 KHz * Barrow broadcasts April 1 thru September 15 only. ** King Salmon broadcasts from April 1 thru October 15 only.		
Location	Station	Time of Broadcasts
Barrow*	KCB53	6:30 am and 12:00 pm
Kodiak	WHB29	8:00 am and 6:00 pm
Cold Bay	KC195	10:30 am and 8:30 pm
King Salmon **	KC198	11:00 am and 5:15 pm
Nome	KC194	11:30 am and 9:30 pm

RADIO STATIONS BROADCASTING NWS FORECASTS & WARNINGS				
Aleutians Geographic Zone				
Location	**Identifier**	**Frequency**	**Agency**	**Phone**
Adak	PADK	134.5	FAA	592-8207
Atka	PAAK	135.55	FAA	839-2292
Dutch Harbor	PADU	125.80	FAA	581-2803
Eareckson AS	PASY	135.65	AF	392-3720
King Cove	PACV	118.325	FAA	497-4279
Nelson Lagoon	PAOU	119.025	FAA	989-2227
Sand Point	PASD/KDLG	134.85/91.9FM	FAA	383-5387
Saint George	PAPB	135.45	FAA	859-2700
Saint Paul	PASN/KDLG	135.75/840	NWS	546-2324
Unalaska	KDLG	1450		
Bristol Bay Geographic Zone				
Location	**Identifier**	**Frequency**	**Agency**	**Phone**
Chignik	PAJC	135.75	FAA	749-2402
Dillingham	PADL/KDLG	135.55/670	FAA	842-2137
Egegik	PAII	135.65	FAA	233-2288
Igiugig	PAIG	119.925	FAA	533-3350
Iliamna	PAIL	134.95	FAA	571-1483
King Salmon	PAKN	ATIS	NWS	246-7506
Koliganek	PAJZ	118.525	FAA	596-3302
Manokotak	PAMB	120.625	FAA	289-2018
New Stuyahok	PANW	120.27	FAA	693-3086
Pilot Point	PAPN	118.375	FAA	797-2296
Port Heiden	PAPH	135.4	FAA	837-2406
Togiak	PATG	119.3	FAA	493-5326
Cook Inlet Geographic Zone				
Location	**Identifier**	**Frequency (KHZ)**	**Agency**	**Phone**
Anchorage	KFQD	750		
Anchorage	KHAR	590		
Anchorage	KSKA	91.1 FM		
Anchorage	KYAK	650		

Homer	KBBI	890		
Homer	KGTL	103.5 FM		
Homer	KGTL	620		
Kenai	KQOK	100.1 FM		
Seward	KRXA	950		
Soldotna	KSRM	920		
Kodiak Geographic Zone				
Location	**Identifier**	**Frequency**	**Agency**	**Phone**
Kodiak	KVOK/KRXX	560AM/101.1FM		486-5159/6011
Kodiak	KMXT	100.1FM	public radio	486-3181
Kodiak	KPEN	102.1		486-6000
Kodiak	KWVV			
Kodiak	PADQ	ATIS	NWS	487-2442
Akhiok	PAKH	118.325	FAA	836-2207
Chignk	PAJC	135.75	FAA	749-2402
North Slope Geographic Zone				
Location	**Identifier**	**Frequency**	**Agency**	**Phone**
Anaktuvak Pass	PAKP	135.75	FAA	661-3020
Atqusuk	PATQ	119.92	FAA	633-2012
Barrow	PABR	135.75	NWS	852-3112
Barter Island	PABA	308.0	USAF	640-9904 x 226
Cape Lisburne	PALU	–	USAF	552-9730 x 229
Deadhorse	PASC	ATIS	FAA	659-2591
Kuparuk	PAKU	122.8	ConocoPhillips	659-7269
Nuiqsut	PAQT	135.35	NWS	480-5577
Point Hope	PAPO	118.32	FAA	368-2128
Point Lay	PPIZ	136.65	FAA	833-3112
Wainwright	PAWI	13225	NWS	763-8881
Location	**Station**	**Time of Broadcasts**		
Barrow	KBRW	AM 680 91 FM		
Northwest Arctic Geographic Zone				
Location	**Identifier**	**Frequency**	**Phone**	
Kotzebue	KOTZ	720 AM	412-0690	
Nome	KICY	850 AM	443-2213	
Nome	KNOM	780 AM	43-5221	
Ambler	PAFM	132.1	445-2146	
Brevig Mission	PFKT	121.55	642-2166	
Buckland	PABL	135.15	494-2180	
Deering	PADE	135.5	363-2102	
Elim	PFEL	121.425	890-2014	
Gambell	PAGM	125.9	985-5733	
Golovin	PAGL	135.75	779-2228	
Kiana	PAIK			

Kivalina	PAVL	135.8	645-2160
Kotzebue	PAOT	AFIS	442-2279
Koyuk	PAKK	134.95	963-4000
Noatak	PAWN	135.75	485-2203
Nome	PAOM	AFIS	443-4818
Noorvik	PFNO	120	636-2010
Savoonga	PASA	121.3	984-6429
Selawik	PASK	135.65	484-2107
Shaktoolik	PFSH	121.55	955-3896
Shishmaref	PASH	121.1	649-4011
Shungnak	PAGH	---	
St Michael	PAMK	119.275	923-6480
Teller Airport	PATE	118.375	642-2301
Unalakleet	PAUN	135.4	624-3051
Wales airport	PAIW	118.525	664-3907
White Mountain	PAWM	121.45	638-2103

Western Alaska Geographic Zone

Location	Identifier	Frequency	Agency	Phone
Aniak	PANI	124.30	FAA	675-4282
Anvik	PANV	135.75	FAA	663-6353
Bethel	PABE/KYUK	ATIS/580	NWS	543-5475
Chevak	PAVA	120.625	FAA	858-7600
Emmonak	PAEM	135.35	FAA	949-1014
Holy Cross	PAHC	118.325	FAA	476-7231
Hooper Bay	PAHP	135.1	FAA	758-4211
Kalskag	PALG	119.025	FAA	471-2434
Marshall	PADM	119.67	FAA	679-6500
McGrath	PAMC	135.65	NWS	524-3850
Mekoryuk	PAMY	123.90	FAA	827-8135
Minchumina	PAMH	135.55	FAA	674-3315
Mountain Village	PAMO	118.35	FAA	591-2511
Nikolai	PAFS	118.325	FAA	293-2002
Platinum	PAPM	118.375	FAA	979-8800
Russian Mission	PARS	118.375	FAA	584-5521
Scammon Bay	PACM	118.425	FAA	558-5501
Sleetmute	PASL	134.85	FAA	449-4226
St Marys	PASM	128.70	FAA	438-2135
Toksook Bay	PAOO	119.275	FAA	427-7004

Note: The Federal Aviation Administration (FAA) has live-feed Aviation Weather cameras in many of the communities in the region and available online at http://avcams.faa.gov/

USCG broadcasts National Weather Service high seas forecasts and storm warnings from six high seas communication stations. These broadcasts are prepared cooperatively by the Ocean Prediction Center, Tropical Prediction Center and Honolulu Forecast Office. Offshore and coastal forecasts are available in areas such as Alaska. Reference table below for station locations and schedules. Transmission range is dependent upon operating frequency, time of day and atmospheric conditions and can vary from only short distances to several thousand miles. Best reception can be achieved by proper selection of frequency and an adequate antenna system. A Listing of NWS Marine Products Broadcast via USCG HF Voice is available http://www.nws.noaa.gov/om/marine/hfvoice.htm.

Visit the USCG Maritime Telecommunications Information webpage for further information on USCG telecommunications.

4230 – Situation Unit Displays - TBD
4240 – Command and Control - TBD

4250 – Required Operational Reports
Incidents resulting in the activation of an IMT require detailed information transfer. Reference Section 4800 for additional required Correspondence, Permits, Consultation and Reports that might be necessary during or after an incident.

4250.1 – ICS Form 209 - Incident Status Summary
Access the ICS Form 209 at the USCG Homeport Website.

4250.2 – Pollution Reports (POLREPs)
POLREPs are prepared for pollution events of significance/potential significance and whenever the Oil Spill Liability Trust Fund has been opened. Reports are sent from the FOSC to the USCG Seventeenth District, EPA, and ADEC to provide an overview on spill response efforts. A POLREP template can be found on the CG Portal.

4250.3 – Situation Reports (SITREPS)
ADEC disseminates information on ongoing emergency spill response activities through the issuance of periodic Situation Reports (SITREPs). The number and frequency of these reports, which follow a standard format, depends upon the severity of the incident and the size and scope of ADEC response activities associated with the incident. ADEC SITREPs are routinely distributed to ADEC management, the Governor's Office, and other State agencies, as well as to all appropriate stakeholders depending on the specific incident. Additional SITREPs are generated during the cleanup and recovery phase to keep interested parties informed on the progress of this aspect of the response. These SITREPS can be found on ADEC's website.

4250.4 – After Action Report
In order to better evaluate the response methods used by ADEC and ensure that any problems encountered are adequately addressed, an "after action" summary report (i.e., a lessons learned report) is produced for each significant spill incident involving ADEC and other State response staff. After Action Reports are prepared through consolidating ADEC internal inputs as well as inputs from other responding State agencies.

4250.5 – Federal On-Scene Coordinator's Report

The FOSC will submit an FOSC report as determined necessary by the ARRT for a particular incident.

4300 – RESOURCES - TBD

4310 – Resource Management Procedures - TBD

4310.1 – Check-in Procedures - TBD

4320 – Volunteers

The use of volunteers has been an item of increasing interest following several incidents of note in the United States.

The possible use of volunteers is recognized in 40 CFR 300 (the National Oil and Hazardous Substances Pollution Contingency Plan [NCP]), part 185 (c) as follows: Area Contingency Plans (ACPs) shall establish procedures to allow for well-organized, worthwhile, and safe use of volunteers, including compliance with 300.150 regarding worker health and safety. ACPs should provide for the direction of volunteers by the on-scene coordinator, remedial project manager, or by other federal, state, or local officials knowledgeable in contingency operations and capable of providing leadership. ACPs also should identify specific areas in which volunteers can be used, such as beach surveillance, logistical support, or bird and wildlife treatment. The definitions section of the NCP includes "volunteer" as follows: **Volunteer** means any individual accepted to perform services by the lead agency that has authority to accept volunteer services (examples: Reference 16 U.S.C. 742f(c)). A volunteer is subject to the provisions of the authorizing statute and the NCP.

Within the State of Alaska, the Alaska Department of Environmental Conservation (ADEC) does not embrace the concept of the use of volunteers for oil and hazardous substance response for a number of reasons, including insurance and liability issues and general accountability (the need for a dedicated work force to meet specified performance standards, availability to work as scheduled, and not as time permits, etc.).

In the case of a major spill event, the ADEC will direct the responsible party (RP) to train and hire an additional work force (volunteers may be considered, but will be hired only as paid employees) as necessary. If no RP exists (or the RP refuses to hire needed additional workers), then the ADEC will use its term contractors and proceed with emergency hiring of additional workers, as necessary. The agency will bill the RP and cost recover for any and all costs involved in the response, including the agency's costs to bring on additional workers (e.g., paid employees, not volunteers).

Local volunteers can play an important role in oil spill response, and this is especially true in the Arctic and Western Alaska Area, where there is a wealth of local knowledge pertaining to wildlife populations, currents, tides and other environmental phenomena. During a spill emergency, it is likely that large numbers of local community members will arrive on scene, eager to participate in response activities.

A volunteer coordination plan is necessary to effectively manage and direct volunteer activities such as recruitment, training, communications and referral. This plan addresses such issues for all "unaffiliated" volunteers, or volunteers who are not already affiliated with a response organization. Affiliated volunteers should work through their respective agencies.

This plan has been modeled after the Volunteer Action Plan developed for Kenai Peninsula Borough with funding from Arco Marine, Inc. This plan is designed to deal only with volunteer coordination activities during an actual spill response.

Organization and Activation: A Volunteer Coordinator may be appointed by the Incident Commander to manage all aspects of the volunteer program, including communications, recruitment, training and referral. The Volunteer Coordinator will report directly to the Logistics Section Chief.

The Volunteer Coordinator will operate a Volunteer Referral Center (VRC), which will refer volunteers to appropriate ICS units or activities where they can apply their skills and interests. The VRC will provide initial screening, skill and training identification, and orientation. Additional screening, training and supervision will be provided by the ICS unit to which the volunteer is referred.

The facility selected to serve as the VRC may be co-located with the Command Center, or may be located nearby in a school, church, recreation center, community building, or other such facility. The facility should provide easy public access, enough room for reception and training areas, and some communication capabilities. The VRC should have basic office equipment, such as computers, telephones, fax machines, copiers, and office supplies.

Insurance and Liability: There are currently no state or borough provision for insurance/liability/worker's compensation coverage for volunteers in an emergency response. In most cases, volunteers will be working for the Responsible Party (RP) or lead agency in charge of spill response. The VRC will act only as a referral agency and will not directly supervise the volunteers, with the exception of those volunteers working in the VRC. Effective screening, training, and supervision will help to limit liability when assigning volunteers.

Training, Screening and Skill Identification: As potential volunteers contact the referral center, they will be screened and referred to ICS units based on their skills, training and certification, and availability. During response and recovery activities, response agencies or the RP may contact the Volunteer Referral Center and submit requests for volunteers.

Training, screening and skill identification will be accomplished by using the following:

- A training module that covers basic orientation to the AWA Contingency Plan, ICS organizations and functions (both general section divisions and specific unit tasks), and basic safety and communications procedures.
- A database that identifies volunteers' completed training, additional skills and certifications (HAZWOPER, wildlife hazing, etc.), and individual preferences and availability.

General Guidelines on the Use of Volunteers: The National Response Team developed guidelines for the use of volunteers in support on an oil or hazardous substance response:

- Use of Volunteers Guidelines For Oil Spills (2012)
- Use of Volunteers for Oil Spills Memorandum of Understanding

The Pacific States/British Columbia Task Force for Oil Spills has developed a document entitled ***Planning Guidelines for Convergent Volunteer Management***, which may be viewed at the following website: http://www.oilspilltaskforce.org/docs/planning_for_volunteer_management.pdf

4320.1 – Assistance Options

During response and recovery operations, the following process will be used to identify needs, recruit, and place volunteers:

- Designate Volunteer Coordinator and establish VRC as soon as Incident Command is mounted.
- Establish and publicize toll-free phone number.
- Distribute volunteer request forms to ICS Section Chiefs (through Command Center).
- In cooperation with Public Information Officer, distribute volunteer information to local newspaper and radio.
- As volunteers contact the VRC, screen and refer them to agencies/organizations/ICS units based upon their skills, training and availability.

The Volunteer Request Form (below) should be copied and distributed to responders via the Command Center as early as possible. Responding agencies, contractors, organizations, or ICS unit leaders will use these forms to identify volunteer needs.

Convergent volunteers (volunteers arriving at the VRC or on-scene) will be directed to the VRC and asked to fill out a Volunteer Registration Form (below).

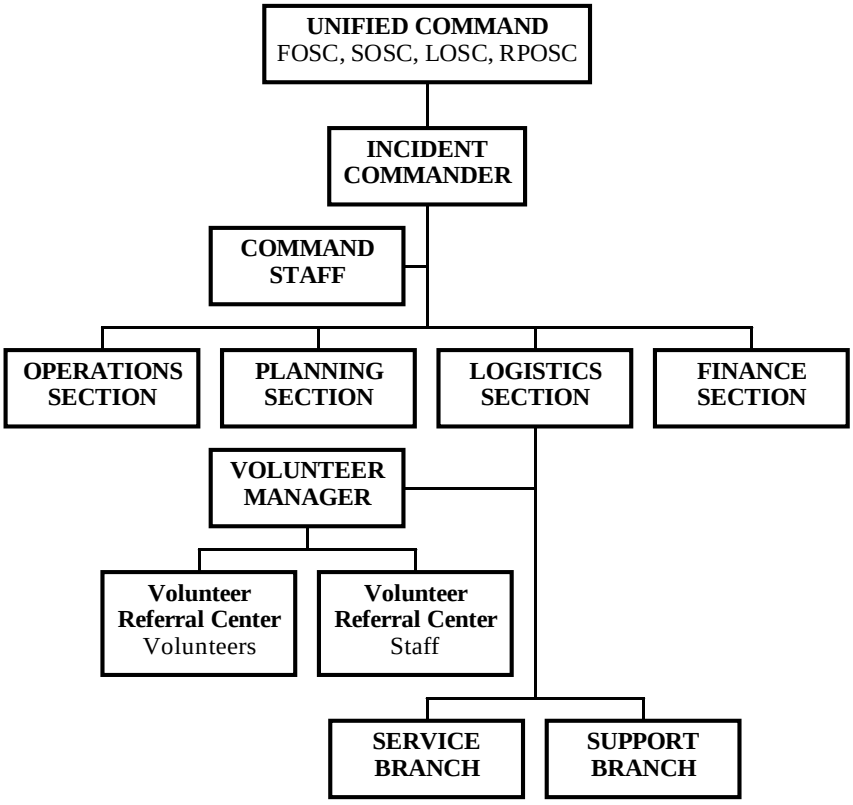
4320.2 – Assignment – TBD

4320.3 – Coordination

The Volunteer Coordinator is responsible for the implementation and management of the Volunteer Coordination Plan. It is the Volunteer Coordinator's responsibility to recognize and anticipate the potential role of volunteers in a spill response, to coordinate needs and available resources, and to manage the VRC in recruitment, identification, training, and placement of volunteers during a response.

All volunteer referral center staff and volunteers will report to the Volunteer Coordinator, who reports to the Logistics Section Chief (Reference diagram below).

Figure 4-27: Volunteers and the Incident Command System



The Volunteer Coordinator's duties may include the following:

- Serve as a liaison with the IC and Unified Command via the Logistics Section Chief to coordinate volunteer needs.
- Serve as the principal contact for all volunteers and all units/agencies needing volunteers.
- Establish and manage the VRC to include registration, orientation, placement, recruitment, training, and referrals.
- Establish a communication system, including a toll-free phone number, fax lines and fax machines, phones, and a link to the Command Center.
- Coordinate with the Public Information Officer (or Joint Information Center) to provide notification to the media regarding types of volunteer jobs available and procedures for volunteering.
- Provide safety training as necessary for all volunteers to ensure they are properly trained and equipped and in compliance with federal, state and local safety regulations.
- Coordinate with response agencies and the Responsible Party to provide additional volunteers as needed and to coordinate referrals.
- Maintain record keeping of volunteers, training and certification, hours worked, and their assigned activities.
- Provide volunteer recognition.

Volunteer Referral Center

1. Facility: the VRC should provide:

- Easy public access
- Room for training and orientation
- Basic communications capabilities and office equipment:
    - Telephones
    - 2-3 phone lines, one of which is toll free incoming only
    - Fax machine and 2 dedicated fax lines (ingoing & outgoing)
    - Communication link to Command Center
    - Access to news & information releases to media and local government in order to advertise volunteer needs and toll free number
    - Computers and printers
    - Copier
    - Maps, flip charts, bulletin boards, pens, tape, markers
    - Paper, pens, pencils, stapler and other general office supplies

2. Establishment

In setting up the VRC, the Volunteer Coordinator should consider the following:

- Arrange space to allow for foot traffic and to maximize wall space.
- Face tables and chairs so that information can be viewed easily.
- Allow enough space, pens, clipboards, etc. so that volunteers can fill out registration materials.
- Clearly identify the reception desk/area.
- Provide seating.
- Post signs directing potential volunteers to the building/room.
- In the event of a large spill response where sufficient staffing is available at the VRC and volunteer needs are extensive, set up stations for each major class of work, such as:
    - Administrative
    - Communications
    - Shoreline Operations
    - On-Water Operations
    - Wildlife Recovery/Rehabilitation
    - Repair/Construction
    - Logistical Support
- Assign early volunteers to staff the Referral Center and to be couriers to bring information about volunteer needs from the Command Center to the VRC.
- Set aside time and space for training and orientation.
- Set up an information bulletin board. This area may serve as an informal information and referral area.

Early volunteers should be used to supplement staffing of the VRC. Staffing needs at the VRC will include:

- Receptionist: answers questions, phones, gives out forms & directions
- Data Entry Clerk: enter personnel information into database
- File Clerk: files, copies, sends & receives faxes

- Intake and Referral Personnel: conducts initial screening, matches volunteers with needs
- Communications: compiles updates of volunteer needs, maintains bulletin board
- Training: coordinates/conducts general training & orientation for all volunteers
- Facility Support: maintains equipment, cleanliness, order
- Transportation: assist with transportation as needed
- Courier: serves as go-between for VRC and command center

It is essential that all volunteers are routed through the VRC. Volunteers arriving on-scene who have not first checked in at the VRC must be referred to the VRC for assignment.

It is important to track volunteers, recognize, and reward their efforts. The following are suggestions for volunteer identification, record keeping and recognition:

- Develop and maintain a database of current interested volunteers and skills using appropriate computer software.
- Develop and distribute an after-action newsletter or report to all volunteers who participated in a spill response.
- Issue identification badges to all volunteers as they are assigned to specific jobs.
- Ensure that all volunteers register at the VRC before placement in a job. Encourage unit leaders or agency personnel to document volunteer hours worked.

If a Responsible Party directs the spill response, volunteer coordination may proceed according to the RP's approved contingency plan. This plan has been designed to facilitate volunteer coordination and promote positive community involvement during all phases of a spill response. If vessel or facility operators in the area have not developed individual volunteer management plans, they are encouraged to incorporate this plan by reference into their state-approved C-plans.

4320.4 – Training

Training will be provided to all volunteers assigned to jobs during a response. If, in the future, a pre-emergency volunteer coordination program is implemented in the AWA Area, volunteers may receive ongoing training and be added to a permanent volunteer roster. This process would facilitate initial activation of trained volunteers.

Training sessions for volunteers should include:

- Basic orientation to this Arctic and Western Alaska Area Plan and the Regional Contingency Plan
- ICS structure, organization, and general and specific job requirements
- Site-specific hazards
- Environmental and cultural concerns related to the response
- Safety and security procedures
- Proper attire and safety equipment
- Safety training (Reference below)
- Liability
- Limitations on non-professionals

Training may also be provided for bird and wildlife rescue and treatment, shoreline cleanup, food distribution, check-in procedures and other response activities.

The initial volunteer training (conducted at the VRC) may be supplemented by additional position-specific training provided once the volunteer is assigned to a job.

Safety training for volunteers should address the following policies and procedures:

- Worker's compensation
- Drug and alcohol policies
- Firearms
- Equipment use
- Limitations for non-professionals
- Hazwoper
- General safety procedures (buddy system, safe lifting, etc.)
- Evacuation procedures
- Potential hazards of work environment
- First Aid
- Accident Reporting Procedures

4320.5 – Forms

VOLUNTEER REQUEST FORM

Date/time: _____

Requesting organization/agency/unit:_____

Name of contact: _____ Phone: _____ Fax: _____

VOLUNTEER NEEDS: Total Number of Volunteers Needed: _____

Job Title/Description: _____

Duties	**Experience/Skills**	**Training Provided?**

Equipment/Special Clothing Needs: _____

Brief Description of Training to be Provided:_____

Job Location: _____ Date/time volunteers needed:

_____

Please check if available: ____ Restrooms ____ Parking

____ Safety Equipment ____ Telephone ____ Transportation to Work Site

Volunteer(s) should report to the following person for additional training/instruction:

Name: _____ Phone: _____ Location: _____

~~~~~~

FOR OFFICE USE ONLY:

Follow up date & time: _____*Follow up action:* _____

Position(s) filled _____

*Volunteer name(s):*_____

_____
~~~~~~

VOLUNTEER REGISTRATION FORM

Name: _____ Date: _____

Phone (day): _____ (eve.) _____ E-mail:_____

Address: _____

Present employer: _____ Occupation: _____

Are you currently affiliated with any response organization/volunteer group? Please name:

_____

Are you certified in any of the following? Certification Type/Agency Expiration Date

Bird Rescue/Wildlife Hazing/Rehab: _____

Hazmat/Hazwoper: _____

First Aid/CPR: _____

USCG licenses: _____

Other: _____

Placement Preference: ____ Bird or Wildlife Rescue/Rehab ____ Shoreline/Beach Cleanup

____ Administrative/Clerical ____ Basic Needs/Logistics ____ On-Water operations

____ Other _____

Emergency Contact - Name: _____

Phone (day/eve): _____ *Address:* _____

Waiver: Signature: _____ Date: _____

~~~~~~

FOR OFFICE USE ONLY:

Training completed. _____ *Date completed* _____ *Initials* _____

Placed: _____ *Date:* _____ *by:* _____
~~~~~~

4330 – Alternative Planning Criteria - TBD

4400 – DOCUMENTATION

Minimum Requirements - Each agency shall immediately implement document control and collection procedures. In all cases telephone logs, correspondence, reports, time records, and field notes shall be considered part of documentation. Numerical document control by all participating agencies and a mechanism for centralized document control and retention shall be instituted at the agency level. All staff shall be subject to a "Check In - Check Out" process through the Resource Unit of the Planning Section to ascertain that vital records are retained onsite.

Additional documentation and data management requirements shall vary by incident. ADEC, in conjunction with the Department of Law, shall establish the documentation and data management requirements for each incident. Attention shall be paid to cost recovery requirements. Each participating agency shall be provided written instructions by ADEC for documentation requirements in excess of minimums.

4410 – Services Provided - TBD
4420 – Administrative File Organization- TBD

4500 – DEMOBILIZATION

4510 – Sample Demobilization Plan
Sample Demobilization Plans can be found at the USCG Homeport Website.

4600 – ENVIRONMENTAL - TBD

4610 – Geographic Response Strategies
Reference Section 9740 of this document for Geographic Response Strategies.

4620 – Fish & Wildlife Protection Strategies
Reference the following documents for various fish and wildlife protection information across the Arctic and Western Alaska area.

- Wildlife Protection Guidelines for Alaska
- Sensitive Area Plans

4630 - Potential Places of Refuge
Reference Section 9750 of this document for Potential Places of Refuge.

4700 – TECHNICAL SUPPORT

4710 – Hazardous Materials - TBD

4710.1 – Sampling

Reference ADEC's Prevention Preparedness and Response webpage for detailed information on water quality sampling methods and procedures to determine the presence/absence of oil contamination that could potentially impact the commercial fisheries of Alaska via the Alaska Commercial Fisheries Water Quality Sampling Methods & Procedures Manual. .....

4720 – Oil

4720.1 – Scientific Support Coordinator

NOAA Scientific Support Coordinators (SSC) are the principal advisors to the USCG FOSC for scientific issues, communication with the scientific community, and coordination of requests for assistance from State and federal agencies regarding scientific studies. The SSC strives for a consensus on scientific issues affecting the response, but ensures that differing opinions are communicated to the FOSC. At the request of the FOSC, the SSC leads the scientific team during a response and is responsible for providing scientific support for operational decisions and for coordinating on-scene scientific activity. The SSC leads the synthesis and integration of environmental information required for spill response decisions in support of the FOSC, while coordinating with State representatives, appropriate trustees and other knowledgeable local representatives. The SSC is supported by a scientific support team that includes expertise in environmental chemistry, oil slick tracking, pollutant transport modeling, natural resources at risk, environmental tradeoffs of countermeasures and cleanup, and information management. At the request of the FOSC, the NOAA SSC may facilitate the FOSC's work with the lead administrative trustee for natural resources to ensure coordination between damage assessment data collection efforts and data collected in support of response operations.

4720.2 – Decontamination

Within the State of Alaska, hospital decontamination stations have been established at a few hospitals. Field decontamination is critical prior to transporting injured workers to a medical facility. Reference the Community Profiles for the closest EMS/Hospital resources available on an incident specific basis.

4720.3 – Dredging

The **U.S. Army Corps of Engineers (USACE)** can provide expertise in all disciplines of engineering. USACE can provide assistance in the areas of dredging, surveying, supply vessels, and manpower. Their expertise can also be used for clearing channels and locating obstructions. The USACE also has authority for emergency removal of obstructions to navigation. Activation of USACE resources in support of an RRT activity would be in the form of a written mission assignment that outlines the parameters of work to be done and estimates dollar authority to accomplish the mission.

4730 – General

4730.1 – Cultural & Historic Properties

Reference Section 9220.4.1 for technical support on historic properties.

4730.2 – Legal - TBD

4730.3 – Chaplain - TBD

4730.4 – Public Health

Reference the Personnel and Services Directory, Section 9200.

4730.5 – Human Resources - TBD

4730.6 – Critical Incident Stress Management - TBD

4740 – Law Enforcement

Reference the Community Profiles.

4750 – Search and Rescue (SAR) - TBD

4760 – Marine Fire
Reference the Salvage and Marine Fire Fighting Plan, Section 8100.

4800 – REQUIRED CORRESPONDENCE, PERMITS & CONSULTATION

4810 – Administrative Orders - TBD

4820 – Notice of Federal Interest
The FOSC is required to inform the responsible party (RP) of the U.S. Government's legal requirements when a pollution incident occurs. This function is achieved by issuing a "Notice of Federal Interest" to any and all suspected responsible parties. The U.S. Government's role in an incident is primarily oversight unless the RP fails to take adequate removal action.

4830 – Notice of Federal Assumption
The FOSC is required to notify the RP if their actions to abate the threat and remove a hazardous substance are unsatisfactory. The FOSC then assumes response management, and the RP is liable for costs incurred by the federal government. The document by which this is communicated is called a "Notice of Federal Assumption."

4840 – Letter of Designation
The FOSC is responsible for notifying the NPFC of the source of an actual of potential discharge. The NPFC must also be notified if the source is not identified. Notification may be made by letter, rapidraft, or message. The NPFC should be contacted for procedural guidance and with any questions.

Further information on "designation of source" can be found at the National Pollution Fund Center (NPFC) website:

4850 – Permits
This section contains a list of the various permits that could be required during oil or hazardous substance response and recovery. The Alaska Oil Spill Permits Project (AOSPP) workgroup developed a Permit Tool, which contains electronic versions of permits that may be required by State and federal agencies, listed below. It allows users to create a file with incident-specific information and exports that information into each permit form using the Adobe Acrobat® forms function. The Permit Tool also provides an example of a completed version of each form for a hypothetical incident.

If an incident occurs within the boundaries of a municipality, additional municipal permits may be required. Appropriate local government officials should be contacted to determine local permitting requirements. Some forms, authorizations, and instructions in the Permit Tool are not required by regulation, but are recommended formats for particular response activities.

The Alaska Spill Response Permits Tool is available on ADEC's Prevention Preparedness and Response web page.

Permits can be accessed within the Permit Tool either by the agency that requires the permit or by response activity type.

NOTE: None of the permit applications that appear on ADEC's website will cover permission granted by ADF&G to haze wildlife. This activity requires that an applicant contact ADF&G directly to obtain a hazing permit.

For the most current version of the following ADF&G permits, please Reference the website provided.

Mammal, Bird & Reptile Permits
http://www.adfg.alaska.gov/index.cfm?adfg=otherlicense.collection
http://www.adfg.alaska.gov/index.cfm?adfg=otherlicense.wildlife_overview

Fish Resource Permit application: http://www.adfg.alaska.gov/index.cfm?adfg=fishingCommercial.main

Fish, Amphibian, & Aquatic Plants Permits:
http://www.adfg.alaska.gov/index.cfm?adfg=otherlicense.aquatic_resource

Special Area Permit application:
http://www.adfg.alaska.gov/index.cfm?adfg=uselicense.mainhttp://www.adfg.alaska.gov/static/license/uselicense/pdfs/specareapermit.pdf

Fish Habitat Permit application:
http://www.adfg.alaska.gov/index.cfm?adfg=uselicense.mainhttp://www.adfg.alaska.gov/static/license/uselicense/pdfs/fhpermitapp.pdf

The following table contains a master list of permits, authorizations, forms, and instructions in the Permit Tool.

Permit, Authorization, Form, or Instruction	Agency	Response Activities								
		Historic Properties Protection	Notification & Reporting	Land Access	Non-mechanical Response	Logistics	Waste Management	Mechanical Response	Wildlife Response	Places of Refuge
Decanting Plan Information	ADEC				X		X	X		
Oil and Hazardous Materials Incident Final Report	ADEC		X							
Food Service Permit for >10 people	ADEC					X				
Food Service Permit for <10 People	ADEC					X				
In-Situ Burn Guidelines	ADEC				X		X			
Open Burn Application	ADEC						X			
Oil and Hazardous Substance Spill Notification Form	ADEC		X							
Scientific and Educational Permit (birds and mammals)	ADF&G								X	
Scientific and Educational Permit (fish)	ADF&G								X	
Title 16 Special Area Permit	ADF&G			X				X	X	
Title 16 Fish Habitat Permit	ADF&G							X	X	
Land Use Permit (Upland & Tidelands)	ADNR			X						
Alaska Coastal Management Program, Coastal Project Questionnaire	ADNR							X		
Burning Permit (Forestry)	ADNR					X	X	X		
Alaska Field Archaeology Permit	ADNR	X								
Special Park Use Permit	ADNR			X						
Temporary Water Use Permit (fresh water only)	ADNR							X		
Driveway/Approach Road Permit	ADOT					X				
Lane Closure Permit	ADOT					X				
Permit for Oversize Vehicle	ADOT					X				

Permit, Authorization, Form, or Instruction	Agency	Response Activities								
		Historic Properties Protection	Notification & Reporting	Land Access	Non-mechanical Response	Logistics	Waste Management	Mechanical Response	Wildlife Response	Places of Refuge
Permit for Oversize/Overweight Vehicles with Bridge Condition Attachment	ADOT					X				
In-situ Burn Application	ARRT				X					
Oil Spill Response Checklist: Wildlife Capture, Transportation, Stabilization & Treatment	ARRT								X	
Oil Spill Response Checklist: Wildlife Hazing	ARRT								X	
Dispersant Use Application - General Information	ARRT				X					
Dispersant Use Application - Zone 1	ARRT				X					
Dispersant Use Application - Zone 2/3	ARRT				X					
Places of Refuge Guidelines	ARRT									X
Permit to Discharge Pollutants into Surface Waters (NPDES)	EPA						X			
Marine Mammal Protection Act Instructions	NMFS								X	
NMFS Endangered Species Act Permits	NMFS								X	
Decanting Plan	UC				X		X	X		
Decontamination Plan	UC				X		X	X		
Health and Safety Plan	UC				X			X		
Recovered Oil Plan	UC				X		X	X		
Waste Management Plan	UC				X		X	X		
Nationwide Permit 20: Oil Spill Recovery Conditions	USACE				X	X		X		
National Response Center Report	USCG		X				X			
Local Notice to Mariners	USCG		X			X				
Report of Marine Accident, Injury, or Death	USCG		X							

Permit, Authorization, Form, or Instruction	Agency	Response Activities								
		Historic Properties Protection	Notification & Reporting	Land Access	Non-mechanical Response	Logistics	Waste Management	Mechanical Response	Wildlife Response	Places of Refuge
Special Use Permit for National Forest System	USDA-FS			X						
Archaeological Investigations Permit	DOI	X								
Access to Federal Lands managed by DOI (other than National Park System Units or National Wildlife Refuges)	DOI			X						
CITES/ESA Take Permit	DOI-FWS								X	
Endangered Species Act Permits	DOI-FWS								X	
Marine Mammal Protection Act Permit	DOI-FWS								X	
Bald and Golden Eagle Protection Act Collection Permit	DOI-FWS								X	
Migratory Bird Treaty Act Collection Permit	DOI-FWS								X	
Migratory Bird Treaty Act Rehabilitation Permit	DOI-FWS								X	
Migratory Bird Treaty Act Special Purpose Salvage Permit	DOI-FWS								X	
DOI-Fish and Wildlife Service Special Use Permit	DOI-FWS			X						
DOI-National Park Service Special Use Permit	DOI-NPS			X						
Notice to Airman Request	USDOT/FAA		X			X				
Land Access – Municipal Lands	Varies			X						
Land Access – Private Lands	Varies			X						
Land Access – Native Corporation Lands	Varies			X						
Land Access – Unknown Ownership	Varies			X						

4860 – ESA Consultations

Endangered Species Act (ESA) Consultation Guidance can be found at the following websites:

- U.S. Fish and Wildlife Service: https://www.fws.gov/alaska/fisheries/fieldoffice/anchorage/endangered/consultation.htm
- National Marine Fisheries Service: https://alaskafisheries.noaa.gov/pr/esa-consultations

4870 – Disposal

Reference Section 3240 of this document for disposal instructions and resources. Additional guidance can be found by following the above table.

4880 – Dredging - TBD

4890 – Decanting

Reference Section 4850 for permitting instructions.

4900 – RESERVED FOR AREA/DISTRICT

5100 – LOGISTICS SECTION ORGANIZATION

The following are helpful resources for establishing a case specific logistics section organization:

- The USCG Incident Management Handbook
- The Alaska Incident Management System (AIMS) Guide for Oil and Hazardous Substance Response.

Note: None of these are specifically prescribed by this plan, and none are mandated for use by response plan holders or potential responsible parties. Federal and State On-Scene Coordinators will work with the response organization established by the responsible party in responding to and managing oil or hazardous substance releases as long as their organization is compatible with ICS principles

5200 – SUPPORT

Alaska is the largest state, with isolated communities and villages, extreme weather, vast uninhabited areas, and limited transportation options. The majority of communities in the State are accessible only by air or water and have limited accommodations to house and support a large influx of response personnel. Accordingly, self-contained support facilities for equipment and personnel will be required for a sustained response in the remote regions. Due mainly to these extreme logistic requirements, it can be far costlier to mount a response in Alaska.

5210 – Supply

5210.1 – Federal

5210.1.1 - EPA

The **U.S. Environmental Protection Agency** incident response equipment is based out of the EPA Emergency Response Warehouse in Anchorage, AK. Additional equipment in Region 10 is also located in Seattle, Washington and Portland, Oregon. Equipment maintained at the Anchorage Emergency Response Warehouse consists of the following:

- Monitoring equipment for multiple hazardous materials and chemicals;
- Sampling equipment;
- Level A & B response gear and PPE;
- Personnel Decontamination equipment;
- Minor containment and clean-up equipment;
- Mobile command post trailer with satellite communication capability, including a T-1 internet connection;
- Response trucks; two equipment trailers, and an all-terrain vehicle with equipment bed; and
- Gasoline and diesel generators for remote power.

5210.1.2 - USCG

The **USCG** maintains twenty pre-positioned oil pollution response equipment depots in Alaska. Locations of these depots are Ketchikan, Sitka, Juneau, Petersburg, Valdez, Cordova, Anchorage, Kenai, Seward, Homer, Kodiak, Attu, King Cove, Whittier, Port Graham, St George, St Paul and Dutch Harbor. Except for Anchorage, the basic equipment package consists of harbor boom (mainly Kepner Sea Curtain), anchor/ towing support, various sorbents, generators, emergency lights, and limited personnel protection equipment (Reference map provided in this annex). In Anchorage, one vessel of opportunity skimming system (VOSS) and 5,000 ft. of offshore boom (seas to 4 ft.) are pre-positioned on four flatbed trailers for

quick transport to the scene. The equipment is located at Fort Richardson. A response trailer with sorbent materials is maintained at Seward. Contact the FOSC or the Supervisor of the District Response Team (DRAT) for access to the pre-positioned equipment. For additional details regarding USCG District 17 DRAT resources, visit the following website: http://www.uscg.mil/d17/d17response/drat/dratpage.asp

At Ft. Richardson, the USCG VOSS and 5,000 feet of ocean boom are located in Building 800. The equipment is staged on flatbed trailers for quick response. This building is also the main warehouse for response equipment maintained by the Navy Supervisor of Salvage (NAVSUPSALV) ESSM Base Anchorage. In the event of an oil spill, this equipment is available for mobilization at the request of the FOSC. Under most circumstances, mobilization support will be coordinated by NAVSUPSALV ESSM Base Anchorage personnel. In the event that NAVSUPSALV cannot assist, an Interagency Support Agreement (ISA) is in place between the US Army and the USCG. The ISA provides authority for the US Army to arrange for immediate transportation requirements, and provides funding reimbursement, normally through the Oil Spill Liability Trust Fund by means of a Federal Pollution Number for a particular event.

Oil Spill Response Equipment Notification/Mobilization:

During normal duty hours, notification of personnel and mobilization of equipment will be as follows: FOSC authorizes mobilization of USCG equipment. FOSC representative or USCG D17 (DRAT) will coordinate with NAVSUPSALV (907 384-2968) to prepare the loads for transport, and arrange for commercial transport to the site or the load-out area. A Pollution Fund Authorization form will be required for NAVSUPSALV support.

In the event NAVSUPSALV is unavailable, USCG will notify DOD (ALCOM) and the Ft Richardson Command Operations Center (COC) of an oil spill, specify the support required, and pass along the name and telephone number of the USCG point of contact. The Ft Richardson COC has procedures in place to alert the Director of Logistics, Plans and Operations Division (907 384-2212), and to arrange for 24-hour vehicular support (907 384-6666).

During Other-Than Normal Duty Hours: The USCG will notify the 24- hour NAVSUPSALV duty officer (907 229-8859) and request support. If NAVSUPSALV is unavailable, USCG will notify ALCOM and request assistance to mobilize the VOSS and other pre-staged response equipment from Bldg. 800, Ft. Richardson. ALCOM will coordinate with the Ft. Richardson Command Operations Center to provide necessary support.

Designated individuals within the framework of this agreement will be given emergency contact procedures to use in contacting the USCG personnel involved in this process. Upon notification that emergency support is requested, NAVSUPSALV or US Army personnel should contact the USCG to determine the equipment destinations and specific time schedules.

Questions concerning these procedures or the USCG's emergency response equipment should be directed to USCG D17 (DRAT) at (907) 463-2807/2806/2804.

The USCG operates vessels and aircraft that may be available for use in pollution response. The type and location of these assets are as follows:

Air Station Kodiak:

1. Five HH-C-130H Hercules fixed wing aircraft. A long-range workhorse with 14 hours endurance and cruise speed of 290 knots. Cargo space is limited to 2,870 cubic feet with no passengers. Cargo space dimensions are 10 ft. (width) x 26 ft. (length) or 41 feet from ramp with Search and Rescue (SAR) bin removed x 9 ft. (height). Size of loading hatch is 7'-6" high x 9'-11" wide. Under normal operation conditions with a standard fuel load, the maximum allowable loading including passengers is 50,000 lbs.
2. Four HH-60J Jayhawk helicopters. A medium range recovery helicopter with 6 hours endurance and cruise speed of 135 knots. The cargo space is approximately 300 cubic feet. Under normal operating conditions with a standard fuel load, the maximum allowable loading, including passengers is about 2000 lbs. This aircraft is equipped with a hoist having a 600 lb. capacity and an external sling whose capacity is rated at 6,000 lbs.; however, the total weight of fuel and other cargo may limit the lifting capacity of the helicopter.
3. Four HH-65A Dolphin helicopters. A short-range recovery helicopter with 3.5 hours endurance and 125-knot cruise speed.
4. USCG Aviation Support Facility Cordova (AVSUPFAC Cordova). This facility may be reached at (907) 424-7346.

Air Station Sitka: Three HH60J Jayhawk helicopters. A medium range recovery helicopter with 6 hours duration and 135-knot cruise speed.

Seagoing Buoy Tenders (WLB/WLM): WLBs are 225 ft. in length, with a maximum speed of 15 knots, and a maximum range of 6000 nautical miles. WLM is 175 ft. in length with a maximum speed of 13 knots. Four WLBs and one WLM are home ported in Alaska.

1. CGC SPAR (WLB 206): Kodiak, Alaska
2. CGC HICKORY (WLB 212): Homer, Alaska
3. CGC SYCAMORE (WLB 209): Cordova, Alaska
4. CGC MAPLE (WLB 207): Sitka, Alaska
5. CGC ATHONY PETIT (WLM 558): Ketchikan, Alaska

In addition, all four of the WLB's carry two SORS (Spilled Oil Recovery System) on board. Each system consists of an outrigger assembly, a fast sweep boom, a Desmi Terminator Weir Skimmer, a control stand, and two Canflex Sea Slug floating storage bladders (12,500 gal capacity and 26,400 gal capacity).

High Endurance Cutters (WHEC): WHECs are 378 feet in length, with a maximum speed of 29.0 knots and a maximum range of 14,000 miles. Although no WHECs are home ported in Alaska, a WHEC is usually on patrol in Alaskan waters.

Medium Endurance Cutters (WMEC): WMECs are 213 to 283 feet in length. The CGC ALEX HALEY is the largest WMEC in the USCG fleet. Their maximum speed ranges from 14 to 19.5 knots and maximum range can approach 22,000 miles. The Register of Cutters of USCG contains vessel specific information on an individual cutter's performance. Two WMECs are home ported in Alaska:

1. CGC MUNRO(WHEC 724): Kodiak, Alaska
2. CGC ALEX HALEY (WMEC 39): Kodiak, Alaska

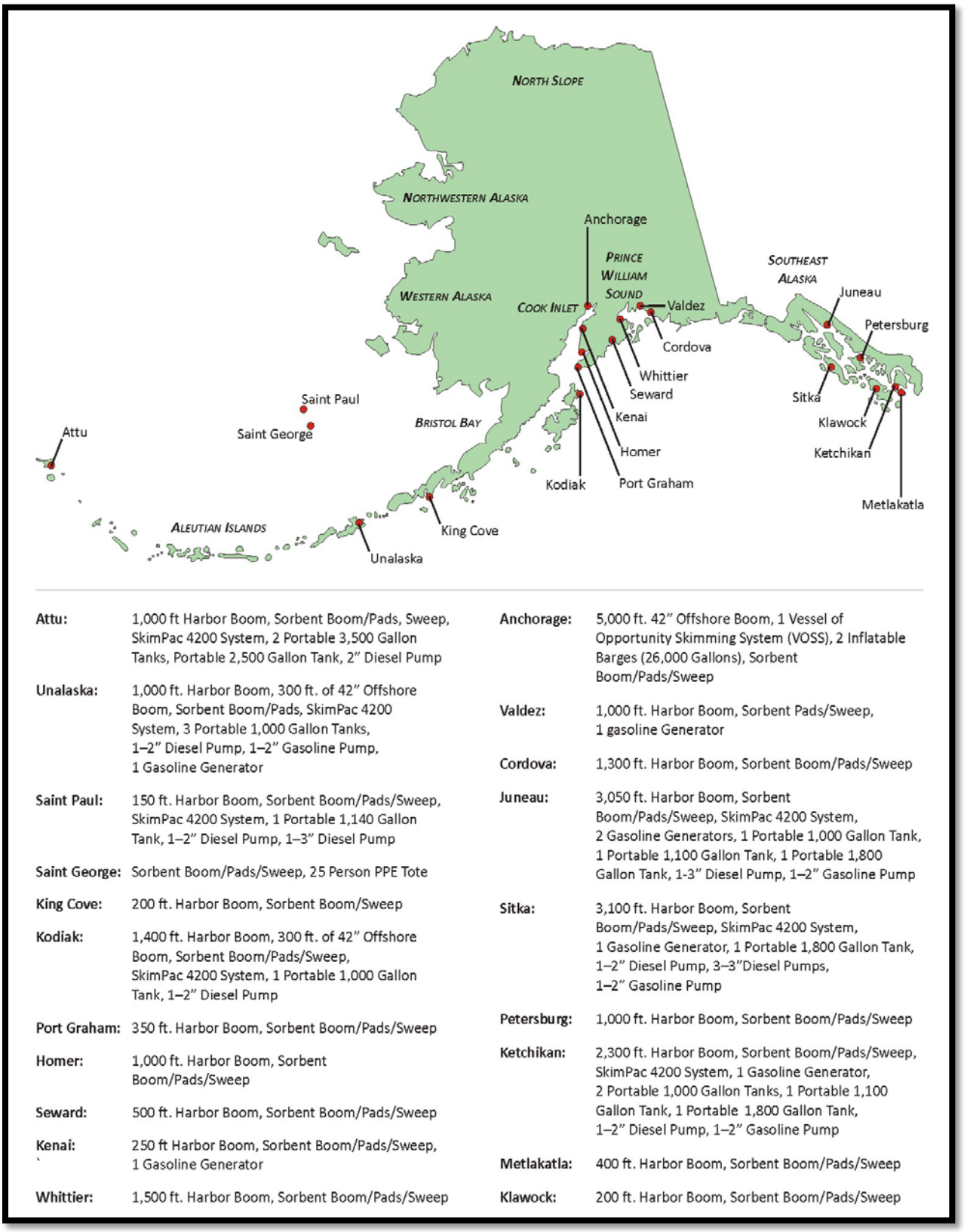
Patrol Boats (WPB)/Patrol Cutter (WPC): WPBs are 110 feet in length with a maximum speed of 30 knots, and a maximum range of 1,800 miles. Five WPBs are home ported in the following locations. One WPC

(154 feet in length, max speed of 28 knots, and a max range of 2,500 nautical miles) is homeported in Ketchikan Alaska:

1. CGC MUSTANG (WPB 1310): Seward, Alaska
2. CGC LIBERTY (WPB 1334): Juneau, Alaska
3. CGC ANACAPA (WPB 1335): Petersburg, Alaska
4. CGC NASHON (WPB 1311): Homer, Alaska
5. CGC CHANDELEUR (WPB 1319): Valdez, Alaska
6. USCGC JOHN MCCORMICK (WPC-1121): Ketchikan Alaska

Inland Buoy Tenders (WLI): The only WLI in Alaska, CGC ELDERBERRY, is home ported in Petersburg. It is 65 ft. in length, has a maximum speed of 10 knots, and a maximum range of 2,000 miles.

Figure 5-1: USCG D17 District Response Advisory Team Per-Positioned Equipment Location



Attu: 1,000 ft Harbor Boom, Sorbent Boom/Pads, Sweep, SkimPac 4200 System, 2 Portable 3,500 Gallon Tanks, Portable 2,500 Gallon Tank, 2" Diesel Pump

Unalaska: 1,000 ft. Harbor Boom, 300 ft. of 42" Offshore Boom, Sorbent Boom/Pads, SkimPac 4200 System, 3 Portable 1,000 Gallon Tanks, 1–2" Diesel Pump, 1–2" Gasoline Pump, 1 Gasoline Generator

Saint Paul: 150 ft. Harbor Boom, Sorbent Boom/Pads/Sweep, SkimPac 4200 System, 1 Portable 1,140 Gallon Tank, 1–2" Diesel Pump, 1–3" Diesel Pump

Saint George: Sorbent Boom/Pads/Sweep, 25 Person PPE Tote

King Cove: 200 ft. Harbor Boom, Sorbent Boom/Sweep

Kodiak: 1,400 ft. Harbor Boom, 300 ft. of 42" Offshore Boom, Sorbent Boom/Pads/Sweep, SkimPac 4200 System, 1 Portable 1,000 Gallon Tank, 1–2" Diesel Pump

Port Graham: 350 ft. Harbor Boom, Sorbent Boom/Pads/Sweep

Homer: 1,000 ft. Harbor Boom, Sorbent Boom/Pads/Sweep

Seward: 500 ft. Harbor Boom, Sorbent Boom/Pads/Sweep

Kenai: 250 ft Harbor Boom, Sorbent Boom/Pads/Sweep, 1 Gasoline Generator

Whittier: 1,500 ft. Harbor Boom, Sorbent Boom/Pads/Sweep

Anchorage: 5,000 ft. 42" Offshore Boom, 1 Vessel of Opportunity Skimming System (VOSS), 2 Inflatable Barges (26,000 Gallons), Sorbent Boom/Pads/Sweep

Valdez: 1,000 ft. Harbor Boom, Sorbent Pads/Sweep, 1 gasoline Generator

Cordova: 1,300 ft. Harbor Boom, Sorbent Boom/Pads/Sweep

Juneau: 3,050 ft. Harbor Boom, Sorbent Boom/Pads/Sweep, SkimPac 4200 System, 2 Gasoline Generators, 1 Portable 1,000 Gallon Tank, 1 Portable 1,100 Gallon Tank, 1 Portable 1,800 Gallon Tank, 1-3" Diesel Pump, 1–2" Gasoline Pump

Sitka: 3,100 ft. Harbor Boom, Sorbent Boom/Pads/Sweep, SkimPac 4200 System, 1 Gasoline Generator, 1 Portable 1,800 Gallon Tank, 1–2" Diesel Pump, 3–3"Diesel Pumps, 1–2" Gasoline Pump

Petersburg: 1,000 ft. Harbor Boom, Sorbent Boom/Pads/Sweep

Ketchikan: 2,300 ft. Harbor Boom, Sorbent Boom/Pads/Sweep, SkimPac 4200 System, 1 Gasoline Generator, 2 Portable 1,000 Gallon Tanks, 1 Portable 1,100 Gallon Tank, 1 Portable 1,800 Gallon Tank, 1–2" Diesel Pump, 1–2" Gasoline Pump

Metlakatla: 400 ft. Harbor Boom, Sorbent Boom/Pads/Sweep

Klawock: 200 ft. Harbor Boom, Sorbent Boom/Pads/Sweep

5210.1.3 - DOD

The **Department of Defense (DOD)** has various military facilities, vehicles, equipment, and in some cases aircraft which can be made available in the event of critical incidents. In addition, construction related equipment might be locally available. Requests for DOD support shall be made through the RRT.

All request for DOD assets shall be made through the FOSC. The FOSC will forward the request to the USCG D17 Command Center, who will liaison with ALCOM. Funding for all DOD assets will be provided through the OSLTF. If DOD assets are employed in a response, representatives from DOD shall be included in the incident command structure. Actual availability of equipment will depend on contractual arrangements and agreements between the party owning the equipment and the party desiring to purchase or use the equipment. No prior permission or arrangement for the use of this equipment is implied or granted by the inclusion of any organization's equipment, whether federal, state, local, or privately owned.

5210.1.4 – NAVY SUPSALV

The **U.S. Navy, Supervisor of Salvage (NAVSUPSALV)** is the Federal agency most knowledgeable and experienced in ship salvage, shipboard damage control and diving. They also have extensive knowledge in oil spill response. They have equipment depots in Williamsburg, Virginia, Port Hueneme, California, Anchorage, Alaska, and Pearl Harbor, Hawaii. These depots have an extensive array of specialized equipment and personnel for use in oil spill response and ship salvage operations. Equipment is available to FOSC's, with operators and maintenance support, on a cost reimbursable basis. Requests for NAVSUPSALV support shall be made through the RRT. Contact (907) 384-2968 (Anchorage) or (703) 602-7527 (24-hour) for current inventories and equipment availability. Early alert "heads-up" calls are encouraged, appreciated, and invaluable even if the extent of the response has not been determined.

5210.2 – State

Although emergency spill response equipment depots have not been established as required by law, the Alaska Department of Environmental Conservation (ADEC) has established nearshore response packages and pre-positioned spill response equipment caches as directed by the State legislature.

5210.2.1 – Term Contractors

ADEC maintains Term Contracts for emergency response to both oil and hazardous material spills. These contracts can be activated by the issuance of a *Notice to Proceed* by the Contract Manager or State On-Scene Coordinator.

ADEC CONTAMINATED SITES TERM CONTRACTORS

Contractor	Contact Name	Phone Numbers		Address
		Office	Fax	
AMEC Earth & Environmental	Keri DePalma	479-7586	479-0193	431 Old Steese Hwy, Suite 200, Fairbanks, AK 99701
BGES	Robert Braunstein Keith Guyer	696-2447	696-2439	P.O. Box 110126 Anchorage, AK 99511-0126
Bristol Environmental & Engineering Services Corp.	Joe Terrell Mike Torpy	563-0013	563-6713	2000 W International Airport Rd, C-1 Anchorage, AK 99502-1116

Carson Dorn	Tom Carson	586-4447	586-5917	712 West 12th Street, Juneau, AK 99801
ChemTrack	Chuck Ronan	349-2511	522-3150	11711 S.Gambell St, Anchorage, AK 99515-3444
CH2Mhill	Don Turner	278-2551	257-2000	301 W. Northern Lights Blvd, Ste 601 Anchorage, AK 99503-2648
Ecology and Environment	Vivian Melde	257-5000	257-5007	3301 C Street, Suite 209, Anchorage, AK 99503
Emerald Alaska	Blake Hillis	258-1558	258-3049	2020 Viking Drive, Anchorage, AK 99501
Hart Crowser	James D. Gill	276-7475	276-2104	2550 Denali St, Suite 705, Anchorage, AK 99503
ICRC	William E. Humphries	694-4272	694-4271	11901 Business Blvd, Suite 202, Eagle River, AK 99577
Michael L. Foster & Associates	Michael L. Foster	696-6200	696-6202	13135 Old Glenn Hwy, Suite 210, Eagle River, AK 99577
Nortech	John Hargesheimer	222-2445	222-0915	206 E Fireweed Lane, Suite 200, Anchorage, AK 99503
		452-5688	452-5694	2400 College Road, Fairbanks, AK 99709
Northwind Environmental	Kim Kearney	277-5488	277-5422	235 E 8th Avenue, Suite 210, Anchorage, AK 99501
Oasis Environmental	Max Schwenne	258-4880	258-4033	807 G Street, Suite 250, Anchorage, AK 99501
Shannon & Wilson	Rohn Abbott	479-0600	479-5691	2055 Hill Road, Fairbanks, AK 99709
		561-2120	561-4483	5430 Fairbanks St, Anchorage, AK 99518
SLR	Andrew Dimitriou	222-1112	222-1113	2525 Blueberry Road, Suite 206, Anchorage, AK 99503
URS	Paul Dworian	562-3366	562-9688	2700 Gambell St, Anchorage, AK 99503
R.F. Weston	Mark Goodwin	276-6610	276-6694	425 G Street, Suite 300, Anchorage, AK 99501

ADEC OIL SPILL RESPONSE TERM CONTRACTORS

Contractor	Address	Phone/ Fax	Contact name & after-hours number
Carson Dorn	712 West 12th Street Juneau AK 99801	586-4447 586-5917	Tom Carson Hm: 789-0034; Cell: 723-9769
Phillip Services	1813 E. 1st Ave, # 101 Anchorage AK 99501	272-9007 272-6805	Tom Poliquin 227-1928 Cell
Pacific Environmental Corp. (PENCO)	6000 A Street Anchorage AK 99518	562-5420 562-5426	Rick Wilson 244-6069

Contractor	Address	Phone/ Fax	Contact name & after-hours number
			Matt Melton 242-2186
Shannon & Wilson	5430 Fairbanks St. # 3 Anchorage AK 99518 2055 Hill Road Fairbanks, AK 99709	561-2120 561-4483 479-0600 479-5691	Stafford Glashon 441-6672 Matt Hemry 229-1064
Alaska Chadux Corporation	2347 Azurite Court Anchorage, AK 99507	346-2365 348-2330	24 Hr. # 348-2365 Bob Heavilin 529-2530
Ecology & Environment	3301 C Street, Suite 209 Anchorage AK 99503	257-5000 257-5007	Vivian Melde
BGES, Inc.	750 West 2nd Ave. Anchorage, AK 99501	644-2900 644-2901 696-2437 696-2439	24 Hr. # 644-2900 Robert Braunstein Cell: 830-9560
Environmental Compliance Consultants	1500 Post Rd. Anchorage, AK 99501	644-0428 677-9328	24 Hr. # 751-4493 Ask for Mike Anderson
Nuka Research and Planning Group	P.O. Box 175 Seldovia, AK 99663	234-7821 399-3598	Tim Robertson 234-7821 Elise DeCola 508-454-4009
Emerald Alaska, Inc.	425 Outer Springer Loop Palmer, AK 99645	258-1558 746-3651	24 Hr. # 258-1558
Oasis Environmental	807 G. Street, Suite 250 Anchorage, AK 99501	258-4880 258-4033	Max Schwenne 694-7070
Aware Consulting	P.O. Box 526 Soldotna, AK 99669	260-2030 260-2035	Denise Newbould 262-8320 John Coston 283-8139 Rick Warren 262-4740
North Wind	235 East 8th Ave. Suite 210 Anchorage, AK 99811	John Costello 277-5488 (W) 277-5422(F)	John Costello 360-5383 (C) 929-1071 (H)
Trident Services, Inc.	7926 Old Seward Highway Suite B-2 Anchorage, AK 99518	Mark Sienkiewicz President 929-9414 (W) 770-2986 (F)	Mark Sienkiewicz 929-9414

Contractor	Address	Phone/ Fax	Contact name & after-hours number
AHTNA Construction	240 East Tudor Rd. Suite 200 Anchorage, AK 99503	John Wiese Operations Manager 771-5311(W)	John Wiese 746-5383 (H) 832-3371 (C) Sharon Sadlon 745-4194 (H) 227-4022 (C)
TC Enterprise Inc.	P.O. Box 2338 Kodiak, AK 99615	Ryan Sharratt Project Manager 486-3755(W) 486-5573 (F)	Ryan Sharratt 486-3755

5210.2.2 – *Community Spill Response Agreements*

ADEC has entered into formal community spill response agreements with several local communities for the purposes of oil and/or hazardous materials response. ADEC will reimburse the community for costs incurred in responding to the spill and any containment and recovery actions involved. These local response agreements are intended to maximize the use of existing local resources, provide proper reimbursement, and, where appropriate, provide training in the use of response equipment. Also, Reference the ADEC Call-out Directory (current edition) for the contact persons and telephone numbers for activating these response agreements.

5210.2.3 – State Ferries

An important response asset is the State "response" ferry, which provides an expanded communications capability as well as an excellent platform to manage a significant spill response. Other State ferries may also be called upon in a major spill response to provide berthing and forward staging platforms for work crews. Other State vessels may be available from the Alaska Department of Fish and Game and the Alaska Department of Public Safety. Reference the Alaska Marine Highway System Vessel Information Table for further details.

5210.2.4 – Emergency Towing System (ETS)

Reference Section 8200 of this document for information on the Alaska Emergency Towing System.

5210.2.5 – Spill Response Containers

ADEC, as the State of Alaska's lead agency for responses to oil and hazardous substance spills, has developed a network of response equipment packages positioned in at-risk areas throughout the state. Many Alaskan communities are isolated from the larger population centers and the spill response equipment that is likely to be available there. To enhance the State's response capability and to assist these remote communities, ADEC has pre-staged across the state packages of spill response materials and equipment stored in steel containers of the "conex" type, which are air transportable. These local equipment response packages provide an immediate on-site response capability that can be accessed by trained personnel in a timely manner. Most of the packages are designed to assist in the initial response and cleanup of non-persistent oil spills in harbor areas. A map of response container locations and inventory information is available at the following link: http://dec.alaska.gov/spar/ppr/response-resources/local-response/

5210.2.6 – Alaska Department of Fish and Game (ADF&G) Vessels

The following information is provided for ADF&G vessels that may be available to support an oil spill response operation. Two other vessels, the R/V Kittiwake and the R/V Solstice are also part of the ADF&G vessel inventory. These are ADF&G research vessels and may be out at sea on research missions most of the time, so their availability for spill response is limited.

ALASKA DEPARTMENT OF FISH AND GAME VESSEL INFORMATION TABLE				
Home Port	R/V Medeia	R/V Kestrel	R/V Pandalus	R/V Resolution
	Juneau	Petersburg	Homer	Kodiak
Vessel Specs				
Length (feet)	110	106	65	81
Beam (feet)	25	26	20	25
Service Speed (SS) (knots)	9.5-10	10	9.5	10
Fuel Consumption (GPH at SS)	50	N/A	19	17
Fuel Storage Capacity	26,500	12,600	7,000	14,000
Tankage aboard for servicing skiffs	None	None	Drums	1 Tank
Clear Deck Space	40	24X30	20X35	20X40
Crew	4	3	2-3	3
Berthing (incl. crew)	16	13	7	10
Galley and Food Service	Yes	Yes	Yes	Yes
Compressed Air	Yes	Yes	Yes	Yes
Satellite Communications	Yes	N/A	No	Yes
SSB Radio	Yes		Yes	Yes
Sonar	Side Scan	Side Scan	Side Scan	180 degree
D-GPS	Yes	Yes	Yes	Yes
Days at Sea (w/ full complement)	30+ days	20	30	30-40 days
Onboard shop	Yes	Yes	Yes	Yes
Daily Cost	$3,800	$3,600	$2,500	$3,100

5210.3 – Industry

Five industry response cooperatives currently exist in the State to provide oil spill response capability for certain facilities located together in a specific region. Alaska Clean Seas serves the North Slope region; Cook Inlet Spill Prevention and Response Inc. (CISPRI) serves the Cook Inlet region; and Alaska Chadux Corp serves the non-crude industry.

Organization	Contact Name	Telephone Number		Address	Fax Number
		Office	24-Hour		
Alaska Clean Seas (ACS)	Operations Manager	659-3202	659-2405	Pouch 340022 Prudhoe Bay, AK 99734-0022	659-2616
Cook Inlet Spill Prevention & Response (CISPRI)	Todd Paxton	776-5129	776-5129	P.O. Box 7314 Mile 26.5 N. Spur Nikiski, AK 99635	776-2190

Alaska Chadux Corp	Bob Heavilin	348-2365	348-2365	2347 Azurite Court Anchorage, AK 99507	348-2330

5210.3.1 – Aleutians

Commercially available equipment in the Aleutians Geographic Zone:

Boom Inventory			
Owner	**Location**	**Type/Size**	**Length (Ft)**
Trident Seafood	Sand Point		2240
Frosty Fuels	Cold Bay		1500
Peter Pan S-foods	Port Moller		320
Peter Pan S-foods	False Pass		300
Trident Seafood	Akutan		1000
Industry/AK/USCG	Unalaska	1000ft Harbor Boom 300ft Offshore Boom	14500
Aleut Corporation	Adak		12000
Delta Western/USCG	St. George		1150
Industry/USCG	St. Paul		4000

Skimmer Inventory				
Owner	**Location**	**Contact**	**Type**	**Qty**
Trident Seafood	Sand Point			1
Frosty Fuels	Cold Bay			1
Industry/AK/USCG	Unalaska			5
Aleut Corporation	Adak			3
Delta Western/USCG	St, George			1
Industry/USCG	St. Paul			2

Specialty Equipment				
Category	**Vendor**	**Description**	**Location**	**Contact**
*Aleutian Islands Emergency Towing System		1 Large (>50,000DWT) & 1 Small (<50,000DWT) Unitized Emergency Towing Systems available for rapid deployment via vessel or helicopter.	Dutch Harbor	Harbor Master 581-1251
Dry Dock/Haul-out Barge	Magone Marine Services www.magonemarine.com	Only dry haul-out available in Aleutians. Capacities:	Dutch Harbor	581-1400
Recovered Oil Storage	Industry/AK/USCG	Capacity: 14400 gals	Unalaska	
Recovered Oil Storage	Aleut Corporation	Capacity: 168000 gals	Adak	
Recovered Oil Storage	Industry/USCG	Capacity: 1140 gals	St. Paul	
**** Emergency Towing System (ETS) – Section 8200***				

5210.3.2 – Bristol Bay

BOOM INVENTORY								
Owner	**Location**	**Type/Size**	**Length (Ft)**	**Lbs./Ft Est.***	**Design Use**	**Contact**	**Work #**	**24-Hr #**
Commercial vessels operating on the Yukon River and tributaries should have adequate boom to contain spills originating from their vessels. **Additional commercially available boom will be supplied by the responsible party or will need to be contracted from vendors in other regions of the state.**								
SKIMMER INVENTORY								

Miscellaneous				
Category	**Vendor**	**Description**	**Location**	**Contact**
Ore Containers	Lynden Inc.	12 ft. & 18 ft.	Anchorage	
Camp/Lodging Equipment	Bering Marine	ATCO Units (for lodging, offices, storage, kitchen/diner, lavatory/shower etc.)	Anchorage	
Sorbents	Arctic Fire & Safety		Fairbanks	452-7806
Liners	Alaska Tent & Tarp		Fairbanks	456-6328 456-5501
Vacuum Trucks	Inland Petroservice		Fairbanks	451-1905 456-1919
Level B Personnel	Inland Petroservice		Fairbanks	451-1905 456-1919

5210.3.3 – Cook Inlet

Boom Inventory						
Location	**Owner**	**Type/Size**	**Length (FT)**	**Design Use**	**Phone**	**24-HR Contact**
Anchorage	Unitech of AK	Various Types	7000-10,000	Containment	349-5142	349-5142
Anchorage	Port Lekanoff	6" X 18"	1500	Curtain		
Seldovia	SOS	12x16” inflatable; also, sorbent boom	300 inflatable; over 50 bags of sorbent & sweep	Containment	234-7400	

Skimmer Inventory				
Owner	**Location**	**Contact**	**Type**	**Qty**
NONE				

Specialty Equipment				
Location	**Owner**	**Type/Size of Item**	**Quantity**	**Phone**
Anchorage	Lynden Inc.	12' Ore Containers	300	245-1544
Anchorage	Lynden Inc.	18' Ore Containers	88	245-1544

Camp Equipment			
Location	**Owner**	**Type/Size of Item/Quantity**	**Phone**
Anchorage	Bering Marine	Atco 10'x56' Units; Use-Offices, Sleepers, Storage, Lavatory/Shower: 90	277-9834 248-7646
Anchorage	Bering Marine	56 Man Atco Self Contained Camp w/7 Sleepers, 1 Kitchen/Diner, 1 Lavatory, Generator Van, Water & Sewage Treatment Plant	*Reference above*
Anchorage	Bering Marine	24 Man Camp w/6 each Skid Mounted Units w/Lavatory, Kitchen/Diner, & Rec Room	*Reference above*

5210.3.4 – Kodiak

Within Kodiak, there are several businesses that maintain spill response equipment, and some of this equipment may be available to purchase or lease during a spill response. Because equipment inventories vary, it is not feasible to list exact quantities of this equipment.

The following lists includes contact information for facilities and vendors that may be able to provide response equipment.

Facility/Vendor	Phone	Equipment
Alaska Chadux Corp.	278-3348/3365	Containment Boom, Sorbents, Skimmers, Pumps & Hoses, Skiffs, Anchors, Storage Bladders, Personal Safety Equipment
USCG ISC Kodiak	487-5320	Containment Boom, Sorbents, Skimmers, Pumps
Petro Marine	486-3421	Containment Boom, Sorbents, Skimmers, Pumps & Hoses, Skiffs, Anchors, Tank Trucks, Storage Drums, Personal Safety Equipment
Kodiak Oil Sales/ North Pacific Fuels	486-3245	Containment Boom, Sorbents, Skimmers, Pumps & Hoses, Skiffs, Anchors, Tank Trucks, Storage Drums, Personal Safety Equipment
Kodiak Harbormaster	486-8080	Containment Boom (1,000 Feet), Pumps, Hose, Skiffs
Island Provider Transport Co.	487-2620	Tank Barge, Storage Tanks, Containment Boom

BOOM INVENTORY

TYPE OF BOOM	LENGTH (ft.)	LOCATION	OWNER	CONTACT
8”x3” Skorboom		Kodiak	Chadux	278-3348/3365
20”, 24” & 26” Containment Boom		Kodiak	Chadux	278-3348/3365
Kepner Sea Curtain (8”x 12”)	600’	Warehouse	Kodiak Oil Sales/NPF	486-3245

Containment boom (4”x 6”)	200’	Warehouse	Kodiak Oil Sales/NPF	486-3245
Kepner Sea Curtain	300’	Dock	Petro Marine	486-3421

SORBENT MATERIAL

TYPE	QUAN	LOCATION	OWNER	CONTACT
Pads (18”X18”)	25+ bales	Warehouses	Kodiak Oil Sales/NPF	907-486-3245
Rolls (150’ X 36”)	3 rolls	Warehouse	Kodiak Oil Sales/NPF	907-486-3245
Sorbent Boom (40’x8”)	2 bales	Warehouse	Kodiak Oil Sales/NPF	907-486-3245
Mop Wringer	2	Warehouse	Kodiak Oil Sales/NPF	907-486-3245
Absorbent Pads (18”X18”)	3 bales	Warehouse	Petro Marine	907-486-3421
Sorbent Wringer	1	Warehouse	Petro Marine	907-486-3421
Sorbent Boom	200 ft.	Warehouse	Petro Marine	907-486-3421
Sorbent Rolls (36”X150’)	3	Warehouse	Petro Marine	907-486-3421

SKIMMER INVENTORY

TYPE OF SKIMMER	QUAN	LOCATION	OWNER	24hr CONTACT
Skimpac 18000 System (Weir)	1	Kodiak	Chadux	907-278-3348/3365
Vikoma 12k Disk Skimmer System	1	Kodiak	Chadux	907-278-3348/3365
Rope Mop Skimmer	1	Kodiak	Chadux	907-278-3348/3365
6”Rope Mop Skimmer	1	Warehouse	Petro Marine	486-3421
Oela III Skimmer Head (90gpm)	1	Warehouse	Kodiak Oil Sales	486-3245

PUMP INVENTORY

TYPE	QUAN	LOCATION	OWNER	CONTACT
3” Yanmar Pump Diaphragm Pump	1 1	Kodiak Kodiak	Chadux	907-278-3348/3365
1” (40 Gpm) Jabsco Electric	1	Warehouse	Petro Marine	486-3421
1/2” Diaphragm (10 Gpm)	2	Shop	Petro Marine	486-3421
50 Gpm Suction Pump	1	Tank-Truck Mounted	Petro Marine	486-3421
2” Gorman Rupp (120 Gpm)	1	Warehouse	Kodiak Oil Sales/NPF	907-486-3245
2” Marlow (120 Gpm)	2	Warehouse	Kodiak Oil Sales/NPF	907-486-3245
3” Gorman Rupp (400 Gpm)	1	Warehouse	Kodiak Oil Sales/NPF	907-486-3245
2” Dbl Diaphrm 100gpm Air-Driven	1	Warehouse	Kodiak Oil Sales/NPF	907-486-3245
Wayne Air Compressor	1	Garage	Kodiak Oil Sales/NPF	907-486-3245

TEMPORARY STORAGE INVENTORY

Storage Type	Quan	Cap (Gal)	Location	Owner	24hr Contact
Mobile Tanks	4	8000	Lash Dock	Lash	907-487-2104
Mobile Tank	1	10,000	Lash Dock	Lash	907-487-2104
Mobile Tanks	2	4500	Lash Dock	Lash	907-487-2104
Mobile Tank	1	3000	Lash Dock	Lash	907-487-2104
Tank Barge	1	100k - 180k	T/B *Anna Lee*	Lash	907-487-2104

Bladder – Land	2	2500	Kodiak	Chadux	907-278-3348/3365
Bladder – Towable	1	6600	Kodiak	Chadux	907-278-3348/3365
55 Gallon Drums	150		Barrel Rack	Petro Marine	907-486-3421
Slop Tank	1	2,000	Yard	Petro Marine	907-486-3421
Tank Truck	2	2,400 Ea.	Yard	Petro Marine	907-486-3421
Tank Truck W/ Suction	1	2,800	Yard	Petro Marine	907-486-3421
55 Gallon Drums	100		Yard	Kodiak Oil Sales	907-486-3245
Api Separator	1	1500	Yard	Kodiak Oil Sales	907-486-3245
Fueltanks, Various Sizes	Approx. 10	Approx. 1,500	Warehouse	Kodiak Oil Sales	907-486-3245
Tank Truck	2	2,400 Ea.	Various	Kodiak Oil Sales	907-486-3245
Tank Truck	1	1,800	Various	Kodiak Oil Sales	907-486-3245
Tank Truck	1	2,800	Various	Kodiak Oil Sales	907-486-3245
Tank Truck	1	3,000	Various	Kodiak Oil Sales	907-486-3245
Tank Truck	1	3,800	Various	Kodiak Oil Sales	907-486-3245
Tank Truck	1	4,000	Various	Kodiak Oil Sales	907-486-3245

5210.3.5 – North Slope

BOOM INVENTORY								
Owner	**Location**	**Type/Size**	**Length (Ft)**	**lbs./Ft Est.***	**Design Use**	**Contact**	**Work #**	**24-Hr #**
Commercial vessels operating on the Yukon River and tributaries should have adequate boom to contain spills originating from their vessels. Additional commercially available boom will be supplied by the responsible party or will need to be contracted from vendors in other regions of the state.								
SKIMMER INVENTORY								

MISCELLANEOUS				
Category	**Vendor**	**Description**	**Location**	**Contact**
Ore Containers	Lynden Inc.	12 Ft & 18 Ft	Anchorage	
Camp/Lodging Equipment	Bering Marine	Atco Units (For Lodging, Offices, Storage, Kitchen/Diner, Lavatory/Shower Etc.)	Anchorage	
Sorbents	Arctic Fire & Safety		Fairbanks	452-7806
Liners	Alaska Tent & Tarp		Fairbanks	456-6328 456-5501
Vacuum Trucks	Inland Petroservice		Fairbanks	451-1905 456-1919
Level B Personnel	Inland Petroservice		Fairbanks	451-1905 456-1919

BPXA, ConocoPhillips Alaska and other companies operating in the North Slope oilfields have a substantial amount of storage facilities and other equipment as identified in their respective contingency plans. In the event of a spill in these areas, the industry spill response cooperative, Alaska Clean Seas, would provide much of the required response equipment, but industry equipment may be available, particularly when the company is the responsible party (RP).

Alaska Clean Seas Inventory: **Alaska Clean Seas (ACS) is a non-profit spill response cooperative, with membership companies involved in oil and gas exploration, development, production or pipeline transport activities on the North Slope.**

The purpose of ACS is to provide member companies with the trained personnel and equipment in the event of an oil spill or chemical release. ACS must prepare for, respond to and clean up an oil spill resulting from North Slope oil production operations conducted by their industry members. The response area includes the oilfields and the Trans Alaska Pipeline (TAPS) from Pump Station 1 in Prudhoe Bay to Pump Station 4 in the Brooks Range north of Atigun Pass. ACS may also respond to non-member spills with authorization by the ASC Board of Directors.

Alaska Clean Seas equipment is listed on the ACS website (www.alaskacleanseas.org). For specific questions regarding their spill response equipment assets, contact the ACS Resource Specialist at 659-3212.

5210.3.6 – Northwest Arctic

Specialty Equipment

Location	Owner	Type/Size of Item	Quantity	Phone
Anchorage	Lynden Inc.	12' Ore Containers	300	245-1544
Anchorage	Lynden Inc.	18' Ore Containers	88	245-1544

Camp Equipment

Location	Owner	Type/Size of Item/Quantity	Phone
Anchorage	Bering Marine	Atco 10'x56' Units; Use-Offices, Sleepers, Storage, Lavatory/Shower: 90	277-9834 248-7646
Anchorage	Bering Marine	56 Man Atco Self Contained Camp W/7 Sleepers, 1 Kitchen/Diner, 1 Lavatory, Generator Van, Water & Sewage Treatment Plant	*Reference Above*
Anchorage	Bering Marine	24 Man Camp W/6 Each Skid Mounted Units W/Lavatory, Kitchen/Diner, & Rec Room	*Reference Above*

Within the Northwest Arctic Geographic Zone, few businesses maintain spill response equipment for purchase or lease during a spill response. The Anchorage-based spill cooperative **Alaska Chadux Corporation** (ACC) maintains equipment to be used in responses in the region. Their inventory includes containment boom, sorbents, skimmers, pumps & hoses, skiffs, anchors, storage bladders, and personal safety equipment. Contact ACC at (907) 348-2365 for details; an updated list of equipment stored in Nome and Kotzebue can be found on their website: http://www.chadux.com/nome.html and https://www.chadux.com/equipment/kotzebue-hub

5210.3.7 – Western Alaska

BOOM INVENTORY								
Owner	Location	Type/Size	Length (Ft)	lbs./Ft Est.*	Design Use	Contact	Work #	24-Hr #
Commercial vessels operating on the Yukon River and tributaries should have adequate boom to contain spills originating from their vessels. Additional commercially available boom will be supplied by the responsible party or will need to be contracted from vendors in other regions of the state.								

SKIMMER INVENTORY								
MISCELLANEOUS								
Category	**Vendor**	**Description**				**Location**		**Contact**
Ore Containers	Lynden Inc.	12 Ft & 18 Ft				Anchorage		
Camp/Lodging Equipment	Bering Marine	Atco Units (For Lodging, Offices, Storage, Kitchen/Diner, Lavatory/Shower Etc.)				Anchorage		
Sorbents	Arctic Fire & Safety					Fairbanks		452-7806
Liners	Alaska Tent & Tarp					Fairbanks		456-6328 456-5501
Vacuum Trucks	Inland Petroservice					Fairbanks		451-1905 456-1919
Level B Personnel	Inland Petroservice					Fairbanks		451-1905 456-1919

There is a limited amount of industry equipment in the Western Alaska Geographic Zone. Vessels and facilities operating in the Geographic Zone are required to have a minimum amount of equipment to comply with the contingency or response plans required for their operation by the State or Federal government. However, in the event of a large spill, additional equipment from outside the Geographic Zone will be necessary.

In the event of a spill in these areas, the industry spill response cooperative, Alaska Chadux Corporation, would provide much of the required response equipment, but industry equipment may be available, particularly when the company is the responsible party (RP). However, not all facilities have arrangements with Alaska Chadux for response support.

Alaska Chadux Corporation (ACC)
Website: http://www.chadux.com/

5220 – Facilities

5220.1 – Incident Command Post (ICP) Options

5220.1.1 – Location

Regardless of the spill volume, the FOSC and SOSC will initially operate from their normal offices. Likewise, the resource agency representatives will likely do the same, although they may join one of the OSCs at their offices if space is adequate. For significant spills, these offices may prove inadequate and a joint command center will be required. Spills extending over a large area may require the establishment of forward command post as well. Potential outlying command posts and staging areas are listed, when provided, by community under the Community Profiles. In general, a command post would likely be established in the closest community that has the services and support facilities to maintain a command center.

For a response by CISPRI to a member company's spill, expect to use the CISPRI command center facility in Nikiski as a central location. Spills extending over a large area may require the establishment of auxiliary locations. Incident Commanders may consider the Denaina or Egan convention centers or one of the large hotels in Anchorage with expandable meeting/banquet rooms that offer the space and utilities required

for a command post. The State Emergency Coordination Center at JBER (Camp Denali) or the Municipality of Anchorage Emergency Operations Center could also be activated for a major response operation.

For the Kodiak Geographic Zone, a command post would likely be established somewhere in the City of Kodiak, since this is the one location in the region that could meet the command post and staging area requirements of a large response operation. The Kodiak Island Borough School District Superintendent serves as the primary contact for coordinating the use of local schools in the Kodiak Island Borough.. The KIB Assembly Chambers is currently the designated EOC for borough-wide emergency responses, with the Alaska Army National Guard Armory the designated backup facility, but a new dedicated-EOC will be housed in the new police station, which is under construction on Mill Bay Road.

For a response to a major oil spill in the Prudhoe Bay area, the responsible party will normally establish a command post at existing facilities, and a Unified Command will be formed consisting of Federal, State, Local On-Scene Coordinators and the Responsible Party. For offshore incidents, land-based incident command posts (supported by on-water field command posts) will likely be activated.

The Mayor of the Borough will serve as the primary contact for coordinating the use of local schools in the North Slope Borough. The NSB School District (852-5311) should also be contacted on the use of a school as a potential command post. In most cases, all items for support (food, berthing, communication, etc.) at the field command centers will have to be provided from outside the community

The Mayor of the Northwest Arctic Borough (442-2500) will serve as the primary contact for coordinating the use of local schools in the borough, and the NWAB School District (442-3472) should be contacted on the use of a school as a potential command post. For locations in the Northwest Arctic Geographic Zone outside of the borough, contact the town/village government offices or school directly.

WESTERN ALASKA - POTENTIAL COMMAND POST LOCATIONS

COMMUNITY	POTENTIAL CP LOCATION	*CONTACT/PHONE
Akiachak	Airport, School, Federal Scout Armory	825-4708 (Armory)
Akiak	Airport, School, Federal Scout Armory	765-7043 (Armory)
Alakanuk	Airport, School, Federal Scout Armory	238-3833 (Armory)
Aniak	Airport, School	
Anvik	Airport, School	
Atmautluak	Airport, School, Federal Scout Armory	None (Armory)
Bethel	Airport, School, Federal Scout Armory	543-2759 (Armory)
Chefornak	Airport, School, Federal Scout Armory	867-8958 (Armory)
Chevak	Airport, School, Federal Scout Armory	858-7748 (Armory)
Crooked Creek	Airport, School	
Chuathbaluk	Airport, School	
Eek	Airport, School, Federal Scout Armory	536-5775 (Armory)
Emmonak	Airport, School, Federal Scout Armory	949-1454 (Armory)
Goodnews Bay	Airport, School, Federal Scout Armory	967-8365 (Armory)
Grayling	Airport, School	
Holy Cross	Airport, School	
Hooper Bay	Airport, School, Federal Scout Armory	758-4913 (Armory)
Kasigluk	Airport, School, Federal Scout Armory	477-6288 (Armory)

Kipnuk	Airport, School, Federal Scout Armory	896-5613 (Armory)
Kongiganak	Airport, School, Federal Scout Armory	557-5086 (Armory)
Kotlik	Airport, School, Federal Scout Armory	None (Armory)
Kwethluk	Airport, School, Federal Scout Armory	757-6414 (Armory)
Kwigillingok	Airport, School, Federal Scout Armory	588-8957 (Armory)
Lake Minchumina	School	
Lime Village	Airport, School	
Lower Kalskag	Airport, School	
McGrath	Airport, School	
Marshall	Airport, School, Federal Scout Armory	679-6216 (Armory)
Mekoryuk	Airport, School, Federal Scout Armory	None (Armory)
Mountain Village	Airport, School, Federal Scout Armory	None (Armory)
Napakiak	Airport, School, Federal Scout Armory	589-2147 (Armory)
Napaskiak	Airport, School, Federal Scout Armory	737-7541 (Armory)
Newtok	Airport, School, Federal Scout Armory	237-2791 (Armory)
Nightmute	Airport, School, Federal Scout Armory	647-6697 (Armory)
Nikolai	Airport, School	
Nunapitchuk	Airport, School, Federal Scout Armory	527-5387 (Armory)
Oscarville	Airport, School	
Pilot Station	Airport, School	
Pitka's Point	School	
Platinum	Airport, School	
Quinhagak	Airport, School, Federal Scout Armory	556-8147 (Armory)
Red Devil	Airport, School	
Russian Mission	Airport, School	
Saint Mary's	Airport, School	
Scammon Bay	Airport, School, Federal Scout Armory	558-5023 (Armory)
Shageluk	Airport, School	
Sheldon Point (now Nunam Iqua)	Airport, School	
Sleetmute	Airport, School	
Stony River	Airport, School	
Takotna	Airport, School	
Telida	Airport, School	
Toksook Bay	Airport, School, Federal Scout Armory	427-7027 (Armory)
Tuluksak	Airport, School, Federal Scout Armory	695-6983 (Armory)
Tuntutuliak	Airport, School, Federal Scout Armory	256-2175 (Armory)
Tununak	Airport, School, Federal Scout Armory	652-6318 (Armory)
Upper Kalskag	Airport, School	

*Consult/coordinate with airport manager prior to establishing a command post at the airport facility. For use of the school, contact the school district.

5220.1.2 – Procedures for Establishment

For a federally funded response, the General Services Administration (GSA) and the Seventeenth USCG District will locate and contract for the command center. For Responsible Party (RP) responses, the spiller/responder will be required to provide an adequate command center.

5220.1.3 – Equipment

The amount of equipment to outfit the command post will be determined by the size of the response. In general, the following will be required equipment for every command post (any items not already available will be rented or purchased locally):

- Telephones and phone books
- Appropriate number of copiers and computer printers, including large format printers or plotters.
- Desktop and portable computers with printers and fax/modem capability
- Internet and email access
- Office furniture
- Portable radios and marine communications base station
- Cameras and Video recording/playback capability
- Office supplies (pens, pencils, paper, flash drives, blank CDs and DVDs, etc.)
- Chart paper with easels and status boards (dry-write)
- Overhead and computer projectors
- Applicable maps and GIS data, including Environmental Sensitivity Index (ESI) maps and Most Environmentally Sensitive Area (MESA) maps
- Copies of any applicable industry contingency plans
- Copies of any appropriate local emergency response plans
- Copies of the Area Contingency Plan
- Copies of the Alaska Incident Management System (AIMS) Guide
- Copies of the USCG Incident Management Handbook (COMDTPUB P3120.17)
- Copies of the Spill Tactics for Alaska Responders (STAR) Field Guide

5220.2 – Berthing

A number of commercial lodging facilities are available across the Arctic and Western Alaska. However, during the summer tourist season, most lodging facilities are booked at capacity and availability will be limited. The smaller communities have very limited lodging facilities or no facilities at all. Some possible alternatives to traditional lodging may be the use of RVs, mobile homes, portable work camps/shelters, National Guard Armories, school gyms, etc. However, in some of these cases, if the incident is no longer deemed an emergency, specific zoning rules may prohibit use. On-water berthing facilities for response personnel may be required. Chartered passenger vessels, constructed "hotel" barges, or US Navy vessels might be utilized to provide berthing. All "berthing" type vessels must meet current USCG licensing requirements. Reference the Community Profiles for additional information.

5220.3– Port/Dock Facilities/Capacities

PORT AUTHORITIES & HARBOR MASTERS Additional information is available at the Alaska Association of Harbormasters and Port Administrators			
Name	Address	Phone	Fax
Aleutians Geographic Zone			
Port of Adak	P.O. Box 2071 Adak AK 99546	592-0185	592-0184
St. Paul	PO Box 901 St. Paul AK 99660	546-3140	546-3186

Atka	PO Box 47070 Atka AK 99547	839-2233	839-2234
Port of Cold Bay	P.O. Box 10 Cold Bay AK 99571	532-2684	532-2671
King Cove	PO Box 37 King Cove, AK 99612	497-2237	497-2649
Saint George	PO Box 929 St. George, AK 99591	859-2711	859-2212
Akutan	P.O. Box 109 Akutan, AK 99553	698-2265	
Bristol Bay Geographic Zone			
Bristol Bay Borough/Naknek	Post Office Box 189, Naknek, Alaska 99633	246-6168	246-3493
Dillingham harbor@dillingham.ak.us	Post Office Box 889, Dillingham, Alaska 99576	842-1069	842-4573

Cook Inlet Geographic Zone			
Name	Contact	Phone	Email/Website
Anchorage	Port Director	343-6200	ribuffos@muni.org www.portofanchorage.org
Homer	Harbormaster	235-3160	bhawkins@ci.homer.ak.us www.ci.homer.ak.us/
Kenai	Harbormaster	283-8240	swedemeyer@ci.kenai.ak.us www.ci.kenai.ak.us/citydock.html
Port MacKenzie	Port Director	746-7414	mvandongen@matsugov.us www.portmackenzie.com
Seldovia	Harbormaster	234-7886	Harbormaster@cityofseldovia.com www.cityofseldovia.com
Seward	Harbormaster	224-3138	mfunk@cityofseward.net www.cityofseward.net/harbor
Whittier	Harbormaster	472-2327 Ext. 113	harbormaster@whittieralaska.gov www.whittieralaska.gov

Kodiak Geographic Zone		
Kodiak Boat Harbor	Harbormaster	486-8080
Pier 1 – Ferry Terminal	Marine Highway Office	486-3800
Pier 2 – Fisherman's Terminal	Harbormaster	486-8080
Pier 3 – Cargo Terminal	Harbormaster	486-8080
Port Lions	Harbormaster	454-2477
Stevedoring	Sea-Land Services	486-5797
USCG Base	Port Services	487-5448/5303
Women's Bay	Lash Corporation/Seaport Terminal	487-2104/486-3215
North Slope Geographic Zone		
None		
Northwest Arctic		

Nome Port and Harbor	Harbor Master	443-6619	port@nomealaska.org

			http://www.nomealaska.org/department/index.php?structureid=15
Western Alaska Geographic Zone			
None			

5220.4 – Staging Areas

Staging areas for spill response are those locations where equipment from all sources is assembled and held pending deployment to the spill site. Ideally, staging areas should be large enough for interim storage of all equipment, and in close proximity to the spill site to minimize transit time for equipment to the scene. During prolonged spill control operations, equipment maintenance may be accomplished in the staging areas, and staging areas may likely have to be away from the water.

Reference the Community Profiles for community specific staging area options, as available.

Portable restrooms (port-a-potties) for remote or extended operations must be provided since most locations within the Arctic and Western Alaska are undeveloped. Portable toilets may be located on-site for use by crews working on the response. Portable restrooms in remote communities may have to be brought in from Fairbanks or Anchorage. While in service, the units would need to be offloaded into a pump truck mounted on a barge, pumped into a sewage barge, or airlifted by helicopter to a receiving site. USCG approved marine sanitation devices aboard vessels or designated sewage barges are other options that may be used in remote sites. Land-based outhouses will need state and resource trustee approval. Approval from the property owner will be required if staged on private property.

5220.5 – Security Providers

Reference the Community Profiles for community specific law enforcement details, as available.

5220.6 – Airports/Heliports

Since airport information is updated on a frequent basis, rather than list the airports and specific information on each airport, the following website is provided for specific information regarding airports that may be used to support an oil or hazardous substance spill response:
http://www.dot.state.ak.us/stwdav/airports_public_central.shtml

5220.6.1 – Aleutians

Airports/Landing Strips within Aleutians Geographic Zone

Location	Runway Length (feet)	Runway Composition; Lighting	Emergency Fuel	Attendance/Phone
Adak	7,790	Asphalt; Lights		Attended (0800-1600); 592-8026
Akutan	10,000	Water	None	Unattended
Atka	4,500	Asphalt; Lights	None	Unattended; 581-1786
Attu Station	5,998	Asphalt; Lights	None	Abandoned; No services
Cold Bay	10,180	Asphalt - Grooved; Lights	100 LL, Jet-A	Attended; 532-5000
False Pass	2,150	Gravel	None	Unattended; 532-5000
King Cove	3,500	Gravel; Lights	None	Unattended; 532-5000

Location	Runway Length (feet)	Runway Composition; Lighting	Emergency Fuel	Attendance/Phone
Mitchell Field (Adak)	4,045	Gravel	None	Abandoned
Nelson Lagoon	4,003	Gravel; Lights	100LL	Unattended; 532-5000
Nikolski (Private)	3,512	Gravel	None	Unattended; (314)-263-8041
Pauloff Harbor	3,000	Water	None	Unattended
Saint George	4,980	Asphalt/Grooved; Lights	Jet A	Unattended; 859-2718
Saint Paul	6,500	Asphalt/Grooved; Lights	Jet A	Unattended; 546-5000
Sand Point	5,213	Asphalt/Grooved; Lights	Jet A	Unattended; 532-5000
Shemya, Eareckson AFB (Need permission to land)	10,000	Asphalt/Grooved; Lights	JP-8	Attended (Mon-Wed-Fri 2000-2359); 392-3606
Unalaska/Dutch Harbor	4,100	Asphalt; Lights	100LL Jet A	Attended (0800-1600); 581-1786

5220.6.2 – Bristol Bay

AIRPORTS/LANDING STRIPS WITHIN THE BRISTOL BAY GEOGRAPHIC ZONE				
Location	Runway Length (feet)	Runway Composition; Lighting	Emerg. Fuel	Attendance Remarks; Airport Manager Phone
Aleknagik	2,040'	Gravel & Dirt; Not Lighted	100LL, MOGAS	Unattended; 269-0747 Fuel available at Dock, not airport
Aleknagik Mission Lodge (private)	1,200	Gravel & Dirt; Not Lighted		Unattended; 842-5988
Chignik	2,600	Gravel; Not Lighted	N/A	Unattended; 246-3325
Chignik Lagoon	1,810	Gravel & Dirt; Not Lighted	N/A	Unattended; 269-0747
Chignik Lake	2,800	Gravel; Not Lighted	N/A	Unattended; 269-0747
Clarke's Point	3,200	Gravel; Lighted	N/A	Unattended; 269-0747
Dillingham	6,400	Asphalt; Lighted	100LLA	Attended, Year-round, all days, 0800-1600, 269-0751
Egegik	5,600	Gravel; Lighted	N/A	Unattended; 223-2400 Approach Lights
Ekuk	1,200	Gravel & Dirt; No Lights	N/A	Unattended; 842-5218 Private runway, not maintained
Ekwok	3,300	Gravel; Lighted	N/A	Unattended; 269-0747

AIRPORTS/LANDING STRIPS WITHIN THE BRISTOL BAY GEOGRAPHIC ZONE				
Location	Runway Length (feet)	Runway Composition; Lighting	Emerg. Fuel	Attendance Remarks; Airport Manager Phone
Igiugig	3,000	Gravel; Lighted	N/A	Unattended; 269-0747
Iliamna	5,086	Asphalt; Lighted	100LLA	Attended, Oct-May 0800-1630, June-Sept. 0800-1800; 269-0767 or 571-1261;
King Salmon	8,901	Asphalt; Lighted	100LLA B	Attended, Year-round, all days, 0800-1600, 269-0751 or 246-3325
Kokhanok	3,300	Gravel; Lighted	N/A	Unattended; 269-0747 or 571-1261
Koliganek	3,000	Gravel; Lighted	N/A	Unattended; 269-0757 or 842-5511
Levelock	3,281	Gravel; Lighted	N/A	Unattended; 269-0767 or 246-3325
Manokotak	3,300	Gravel; Lighted	N/A	Unattended; 269-0767 or 842-5511
Naknek	1,950	Gravel; Lighted	100LL	Unattended; 269-0747 or 246-3325
New Stuyahok	3,281	Gravel; Lighted	N/A	Unattended; 269-0747 or 842-5511
Nondalton	2,800	Gravel; Lighted	N/A	Unattended; 269-0767 or 571-1261
Pedro Bay	3000	Gravel; Lighted	N/A	Unattended; 269-0747 or 571-1261
Perryville	3,300	Gravel; Lighted	N/A	Unattended; 269-0747 or 246-3325
Pilot Point	3,280	Gravel; Lighted	N/A	Unattended; 269-0747 or 246-3325
Port Heiden	5,000	Gravel; Lighted	N/A	Unattended; 269-0748 or 246-3325
South Naknek	2,764	Gravel; Lighted	N/A	Unattended; 269-0747 or 246-3325
Togiak	4,400	Gravel; Lighted	N/A	Unattended; 269-0767 or 842-5511
Twin Hills	3,000	Gravel; Lighted	N/A	Unattended; 269-0767 or 842-5511
Ugashik	3,100	Gravel; Not Lighted	N/A	Unattended; 269-0747 or 246-3325

SEAPLANE BASES WITHIN THE BRISTOL BAY GEOGRAPHIC ZONE			
Name	Length	Elevation	Approach
Aleknagik	10,000	0	E/ W
Ivanof Bay	10,000	0	N/ S

SEAPLANE BASES WITHIN THE BRISTOL BAY GEOGRAPHIC ZONE			
Chignik Bay	6,000	0	E/W

5220.6.3 – Cook Inlet

Major Airport Facilities: Full service with capacity for large jets and planes

Airport	Identifier	Comments
Anchorage Ted Stevens International	ANC	Primary airport facility for region
JBER/Elmendorf	EDF	U.S. Air Force facility
Kenai Municipal Airport	ENA	
Homer	HOM	

Airports/Landing Strips within the Cook Inlet Geographic Zone

Location	Attendance/Phone
Campbell (Anchorage)	Attended; 267-1248
Lake Hood (Anchorage)	Attended; 266-1400
Lake Hood Strip (Anchorage)	Attended; 266-2429
Merrill Field (Anchorage)	Attended; 343-6305
Anchor Point	Private, unattended; 235-0789
Big Lake	Attended; 745-2159
Birchwood (Chugiak)	Attended ; 333-2411
English Bay	Unattended; 235-8872
Fire Island	Unattended; 269-1138
Girdwood	Unattended; 783-2232
Homer-Beluga Lake SPB	Unattended; 235-8872
Hope	Unattended; 269-5672
Jakolof Bay	Unattended
Kasilof	Unattended; 262-5762
Kenai Muni Heli	Private – Unattended
Lawing	Unattended; 262-5762
Nikiski	Private, unattended; 252-4051
Ninilchik	Unattended; 262-5762
Palmer Muni	Attended; 745-3271
Palmer Muni Heli	Unattended
Port Graham	Unattended; 235-8872
Portage	Unattended
Portage Creek	Unattended; 842-5111
Quartz Creek (Cooper Landing)	Unattended; 262-5762
Seldovia	Unattended; 234-7818
Seldovia SPB	Unattended
Seward	Unattended; 262-5762
Sheep Mountain	Unattended; 269-0782
Skwentna	Unattended; 269-0782
Skilak BLM Heli	Unattended; 272-1561
Soldotna	Unattended; 262-9107
Summit	Unattended; 768-2355

Talkeetna	Attended; 733-2278
Tyonek	Private, unattended; 279-8622 Private; attended; 583-2201
Wasilla	Unattended; 373-9055
Wassila Lake	Unattended
Whittier	Unattended; 783-2232
Willow	Unattended; 495-6286

Note: The above listing is primarily public airports within the Cook Inlet Geographic Zone. There are numerous private airports in the towns of Anchorage, Big Lake, Homer, Kenai, Palmer, Soldotna, Sterling, Talkeetna, Wasilla, and Willow that are not included in this list. Reference the above website for a statewide listing of private airports.

5220.6.4 – Kodiak

AIRPORTS/LANDING STRIPS WITHIN KODIAK GEOGRAPHIC ZONE				
Location	Runway Length (feet)	Runway Composition; Lighting	Emerg. Fuel	Attendance Remarks; Airport Manager Phone
Kodiak State Airport	3 – 7500; 5400 & 5000	Asphalt; Lighted	Jet-A1	Attended: 7am-10pm (Apr1-Sep30), 7am-8pm (Oct1-Mar31). 487-4952
Kodiak Municipal	2500	Asphalt; No Lts.	N/A	Attended: daylight hours. 486-8060
Ouzinkie	2000	Gravel; No Lts.	N/A	Unattended; 487-4952.
Port Lions	2200	Gravel; Lighted	N/A	Unattended; 487-4952. Airport is 2 miles from town.
Old Harbor	2750	Gravel; No Lts.	N/A	Unattended; 487-4952.
Larsen Bay	2700	Gravel; Lighted	Jet-A1	Unattended; 487-4952.
Karluk	2000	Gravel; No Lts.	N/A	Unattended; 487-4952. Runway reported in poor condition.
Akhiok	3100	Gravel; No Lts.	N/A	Unattended; 487-4952.

SEAPLANE BASES WITHIN KODIAK GEOGRAPHIC ZONE			
Name	Length	Elevation	Approach
Alitak	10000	00	NW/SE
Amock	8000	00	N/S
Trident Basin	5000	00	NE/SW
Karluk Lake	10000	368	NW/SE
Kitoi Bay	4000	00	NW/SE
Kodiak Lilly Lake (municipal airport)	2300	139	NE/SW
Moser Bay	10000	00	NE/SW
Olga Bay	10000	00	NW/SE
Port Bailey	10000	00	NW/SE
Port Williams	10000	00	NW/SE
West Point Village	10000	00	E/W

5220.6.5 – North Slope

AIRPORTS/LANDING STRIPS WITHIN NORTH SLOPE GEOGRAPHIC ZONE				
Location	Runway Length (feet)	Runway Composition; Lighting	Emergency Fuel	Attendance Remarks; Airport Manager Phone
Alpine Airstrip (ConocoPhillips Alaska)	5,000 ft.	Gravel/Lighting	No	Private; Attended (Irregular); 670-4012
Anaktuvuk Pass	4,800 ft.	Gravel/Lighting	Yes	Attended (all hours); 852-2611
Atqasuk	4,370 ft.	Gravel/Lighting	No	Unattended; 852-0348
Badami (BP Exploration Alaska)	5,100 ft.	Gravel/No Lighting	No	Private; Unattended; No Phone #
Barrow	6500 ft.	Asphalt/Lighting	Yes	Attended (Sept-May: 0600-1800; June-Aug 0700-2230); 852-6199
Barter Island LRRS *(USAF)*	4,820 ft.	Gravel/Lighting	No	Attended (0600-0000); 852-0348
Cape Lisburne LRRS *(USAF)*	4,800 ft.	Gravel/Lighting	No	*PPR required (USAF); Private; Attended (daylight hours) 725-1203
Deadhorse	6500 ft.	Asphalt/Lighting	Yes	Attended (0700-1730); 659-2553
Galbraith Lake	5200’	Gravel/Lighting	No	Unattended; 787-8964
Helmericks	2,500 ft.	Dirt/No Lighting	No	Private; Unattended; 659-3991
Inigok	5,000 ft.	Gravel/No Lighting	No	Private; Unattended; 474-2368
Kaktovik - Bullen Point AFS *(USFS)*	3,520 ft.	Gravel/No Lighting	Yes	*PPR required (USAF); Private; Unattended 659-7448
Kaktovik – Bullen Point AFS Heliport; *(USFS)*	160 x 150 ft.	Gravel/No Lighting	No	*PPR required (USAF); Private; Unattended 659-7448
Kuparuk Name: Ugnu-Kuparuk (ConocoPhillips Alaska)	6,000’	Gravel/Lighting	Yes	Private; Attended (All hours); 659-7448
Kuparuk Name: Pad-66 (Helipad) (ConocoPhillips Alaska)	75 x 75 ft.	Gravel/No Lighting	No	Private; Unattended; 659-7448
Lonely AS *(USAF)*	5,000 ft.	Gravel/Lighting	No	*PPR required (USAF); Private; Unattended; Not maintained; 659-7448
Nuiqsut	4,340 ft.	Gravel/Lighting	No	Unattended; 852-2611

AIRPORTS/LANDING STRIPS WITHIN NORTH SLOPE GEOGRAPHIC ZONE				
Location	Runway Length (feet)	Runway Composition; Lighting	Emergency Fuel	Attendance Remarks; Airport Manager Phone
Point Hope	4,000 ft.	Asphalt/Lighting	No	Unattended; 442-3147
Point Lay LRRS *(USAF)*	3,500’	Gravel/Lighting		*PPR required (USAF); Attended (All hours); 852-0340
Prudhoe Bay (Reference Deadhorse)				
Prudhoe Bay Name: Northstar Heliport (BP Exploration Alaska)	62 x 55 ft.	Gravel/No Lighting	No	Private; Attended (all hours); 564-5265
Seal Island Heliport	50 x 50 ft.	Wood/No Lighting	No	Private; Unattended; 599-4310
Umiat	5,400’	Gravel/No Lighting	Yes	Unattended, 451-5217
Wainwright AS *(USAF)*	3,000’	Gravel/Lighting	No	*PPR required (USAF); Private; Unattended; Not maintained; 552-5105
Wainwright	4,500’	Gravel/Lighting	No	Unattended; 852-2611
*PPR = Prior Permission Required from USAF (Elmendorf Air Force Base). Call 552-4212, 552-1989, or 552-5346.				

5220.6.6 – Northwest Arctic

Major Airport Facilities - Full service with capacity for large jets and planes

Airport	Identifier	Comments
Nome	OME	Primary hub airport facility for region
Kotzebue	OTZ	Major hub airport

Airports/Landing Strips within the Northwest Arctic Geographic Zone

Location	Attendance/Phone
Ambler	Unattended
Brevig Mission	Unattended
Buckland	Unattended
Candle	Unattended
Council	Unattended
Deering	Unattended
Little Diomede	Unattended
Elim	Unattended
Gambell	Unattended
Golovin	Unattended
Kiana	Unattended
Kivalina	Unattended

Kobuk	Unattended
Kotzebue	Attended – 442-3310, 800-478-7460
Koyuk	Unattended
Noatak	Unattended
Nome	Attended – 443-2291, 800-478-8400
Noorvik	Unattended
Saint Michael	Unattended
Savoonga	Unattended
Selawik	Unattended
Shaktoolik	Unattended
Shishmaref	Unattended
Shungnak	Unattended
Stebbins	Unattended
Teller	Unattended
Unalakleet	Unattended
Wales	Unattended
White Mountain	Unattended

5220.6.7 – Western Alaska

LOCATION	AIRSTRIP DIMEN-SIONS (FT)	SURFACE/ LIGHTING	EMERGENCY FUEL	REMARKS/ CONTACT PHONE
Akiachak	3,300	Gravel, Lighted	----	L.J. Davis (Bethel - 543-2495)
Akiak	3,200	Gravel, Lighted	----	L.J. Davis (Bethel - 543-2495)
Alakanuk	4,000	Gravel, Lighted	----	----
Aniak	6,000	Asphalt, Lighted	NC-100LL, A	Terry Hoffman (Airport Mgr. - 675-4345) *S1 Service
Anvik	4,000	Gravel, Lighted	----	----
Atmautluak	3,000	Gravel, Lighted	----	L.J. Davis (Bethel - 543-2495)
Bethel	6,400	Asphalt, Grooved, Lighted	NC-100, 100LL, A1	L.J. Davis (Airport Mgr. - 543-2495) **S4 Service
Chefornak	3,230	Gravel, Lighted	----	L.J. Davis (Bethel - 543-2495)
Chevak	3,200	Gravel, Lighted	----	L.J. Davis (Bethel - 543-2495)
Chuathbaluk	3,401	Gravel, Lighted	----	Terry Hoffman (Aniak – 675-4345)
Crooked Creek	2,000	Gravel, Not Lighted	----	Terry Hoffman (Aniak – 675-4345)
Eek	3,242	Gravel, Lighted	----	L.J. Davis (Bethel - 543-2495)
Emmonak	4,601	Gravel, Lighted	----	Harry Johnson (Unalakleet – 624-3261)
Goodnews Bay	2,800	Gravel, Not Lighted	----	L.J. Davis (Bethel - 543-2495)
Grayling	4,000	Gravel, Lighted	----	Perry Burress (St Marys – 438-2416)
Holy Cross	4,000	Gravel, Lighted	----	Perry Burress (St Marys – 438-2416)
Hooper Bay	3,300	Asphalt, Lighted	----	L.J. Davis (Bethel - 543-2495)

Kalskag	3,200	Gravel, Lighted	----	Terry Hoffman (Aniak – 675-4345)
Kasigluk	3,000	Gravel, Lighted	----	L.J. Davis (Bethel - 543-2495)
Kipnuk	2,100	Gravel, Not Lighted	----	L.J. Davis (Bethel - 543-2495)
Kongiganak	3,200	Gravel, Lighted	----	L.J. Davis (Bethel - 543-2495)
Kotlik	4,400	Gravel, Lighted	----	Harry Johnson (Unalakleet – 624-3261)
Kwethluk	3,200	Gravel, Lighted	----	L.J. Davis (Bethel - 543-2495)
Kwigillingok	2,500	Gravel, Not Lighted	----	L.J. Davis (Bethel - 543-2495)
Lime Village	1,500	Gravel, Not Lighted	----	Mike Fleagle (McGrath – 524-3241)
McGrath	5,936	Asphalt, Lighted	NC-100LL, A1 +	Mike Fleagle (Airport Mgr. – 524-3241) **S4 Service
Marshall	3,200	Gravel, Lighted	----	Perry Burress (St Marys – 438-2416)
Mekoryuk	3,100	Gravel, Lighted	----	L.J. Davis (Bethel - 543-2495)
Minchumina	4,200	Gravel, Lighted	----	Bill O'Halloran (Rural Airport Mgr. – 451-5250)
Mountain Village	3,501	Gravel, Lighted	----	Perry Burress (St Marys – 438-2416)
Nightmute	3,180	Gravel, Lighted	----	L.J. Davis (Bethel - 543-2495)
Nikolai	4,003	Gravel, Lighted	----	Mike Fleagle (Airport Mgr. – 524-3241)
Nunapitchuk	2,420	Gravel, Lighted	----	L.J. Davis (Bethel - 543-2495)
Oscarville		Gravel	----	----
Pilot Station	2,500	Gravel, Lighted	----	Perry Burress (St Marys – 438-2416)
Platinum	3,600	Gravel, Lighted	----	L.J. Davis (Bethel - 543-2495)
Quinhagak	4,000	Gravel, Lighted	----	L.J. Davis (Bethel - 543-2495)
Red Devil	6,820	Gravel, Not Lighted	----	Terry Hoffman (Aniak – 675-4345)
Russian Mission	3,670	Gravel, Lighted	----	Perry Burress (St Marys – 438-2416)
Saint Mary's	6,000	Gravel, Lighted	----	Perry Burress (Airport Mgr. – 438-2416)
Scammon Bay	3,000	Gravel, Lighted	----	L.J. Davis (Bethel - 543-2495)
Shageluk	3,400	Gravel, Lighted	----	Perry Burress (St Marys – 438-2416)
Sheldon Point (now Nunam Iqua)	3,015	Gravel, Lighted	----	Harry Johnson (Unalakleet – 624-3261)
Sleetmute	3,100	Gravel, Lighted	----	Terry Hoffman (Aniak – 675-4345)
Stony River	2,601	Gravel-Dirt, Not Lighted	----	Terry Hoffman (Aniak – 675-4345)

Takotna	4,000	Gravel, Lighted	----	Mike Fleagle (Airport Mgr. – 524-3241)
Telida	1,900	Turf-Dirt, Not Lighted	----	Runway less than half useable----
Toksook Bay	3,218	Gravel, Lighted	----	L.J. Davis (Bethel - 543-2495)
Tuluksak	3,300	Gravel-Earth, Lighted	----	L.J. Davis (Bethel - 543-2495)
Tuntutuliak	3,025	Gravel, Lighted	----	L.J. Davis (Bethel - 543-2495)
Tununak	1,778	Gravel, Lighted	----	L.J. Davis (Bethel - 543-2495)

5220.7 – Temporary Storage and Disposal Facilities (TSDs)

Reference the Community Profiles for community specific storage/disposal details, as available.

An ADEC solid waste permit is required. Consult with ADEC on the landfill status and the current information on the adequacy of landfills. Currently, no approved hazardous waste disposal sites exist in Alaska. Municipal landfills in Alaska either no longer accept oily wastes or accept only lightly oiled soils.

5220.8 – Maintenance and Fueling Facilities (land/water)

Fueling Facilities: Fueling facilities for land, marine and air equipment will be limited in remote regions. For an extended response, remote fueling sites will need to be established to assure maximum operating and flight time on scene. Land based fueling sites will require approval from State and resource trustees and will need to provide provisions for spill prevention.

Maintenance Facilities: Maintenance facilities will need to be provided by the equipment owner/operators. In general, self-contained maintenance facilities are required in all areas outside the major population centers.

Reference the Community Profiles for community specific maintenance and fueling facility details, as available.

5220.9 – Fish and Wildlife Response Facilities and Resources

Guidance for determining how to deal with oiled or potentially oiled wildlife is found in the Wildlife Protection Guidelines for Alaska: http://dec.alaska.gov/spar/PPR/plans/uc.htm

For example, the Guidelines include contact information for wildlife resource agencies by wildlife species (Appendix 26); information on factors that need to be considered when determining when to begin and end a wildlife capture and treatment program (Appendix 1); permits and/or authorization required for wildlife response activities (Appendix 16); entities in Alaska with equipment and materials stockpiled for wildlife response activities (Appendix 21); and checklists for requesting authorization to conduct wildlife deterrence and/or wildlife capture, stabilization, transportation, and treatment (Appendices 24 and 25).

5230 – Vessel Support

5230.1 – Boat Ramps/Launching Areas

Boat ramps are typically found in developed communities within each geographic zone. If available, harbormasters can provide port information. Reference **the Community Profiles** regarding the vessel

support capabilities at a specific community or contact the village coordinator for specific information and capabilities.

5230.2 – Vessel/Boat Sources

A partial listing of towing companies within the state is provided below. The homeports of vessels are provided, but at any time vessels maybe on contract at distant locations. Due to the relatively low number of in-region tug operators, it may be necessary to mobilize vessels from outside the Geographic zone. The USCG at Sector Anchorage (428-4200) can provide additional information regarding companies capable of providing marine-towing resources.

5230.2.1 – Aleutians

Tug Inventory					
Location	Name	Operator	Phone	Horsepower	L/B/D (FT)
Unalaska	James Dunlap (Emergency Tow-gear stored on-board)	Dunlap Towing www.dunlaptowing.com	581-2733	4300	101/36/19.5
Unalaska	Saratoga	Dunlap Towing www.dunlaptowing.com	581-2733	950	59.5/18/8
Unalaska	Undaunted	Dunlap Towing www.dunlaptowing.com	581-2733	730	51/14/6
Unalaska	UTB Redeemer (Stern Ramp & Crane)	Magone Marine Services www.magonemarine.com	581-1400	1550	132/30/12.7
Unalaska	Resolve Pioneer	Resolve Marine	581-1400	5750	207/40/17
Unalaska	Gyrfalcon	Pacific Coast Marine www.harleymarine.com	581-1664	4000	100.5/34/17
Aleutians Route	Noatak	Delta Western www.deltawestern.com	276-2688	900	76.4/21.2/8.8
Aleutians Route	Tug Chukchi Sea	Kirby Offshore Marine www.kirbycorp.com	206-443-9418	2250	96/26/8.6
Aleutians Route	Tug Paragon	Kirby Offshore Marine www.kirbycorp.com	206-443-9418	3000	105/32/15.3
Aleutians Route	Tug Pacific Raven	Kirby Offshore Marine www.kirbycorp.com	206-443-9418	3000	120/31/13.6
Aleutians Route	Tug Na Hoku	Kirby Offshore Marine www.kirbycorp.com	206-443-9418	4000	105/30/13.9
Aleutians Route	Tug Pacific Challenger	Kirby Offshore Marine www.kirbycorp.com	206-443-9418	3000	117.6/34.2/16.2

Barge Inventory						
Location	Barge Name	Operator	Phone	Barge Type	L/B/D (FT)	Remarks

Unalaska	Kashega	Magone Marine Services www.magonemarine.com	581-1400	Ramp Barge	200/51.9/15	Non self-propelled – Excellent for shallow & close-quarter situations.
Unalaska	Small Barge	Magone Marine Services www.magonemarine.com	581-1400	Deck Barge	60/24/7	
Aleutians Route	OB-6	Delta Western www.deltawestern.com	276-2688	T/B	175.3/44/7.33	Capacity: 7600Bbls
Aleutians Route	SCT 180	Kirby Offshore Marine www.kirbycorp.com	206-443-9418	T/B	180/54/12.6	Capacity: 14,548Bbls (98%)
Aleutians Route	344	Kirby Offshore Marine www.kirbycorp.com	206-443-9418	T/B	330/86/20.9	Capacity: 73,700Bbls (98%)
Aleutians Route	340	Kirby Offshore Marine www.kirbycorp.com	206-443-9418	T/B	330/86/20.9	Capacity: 68,279Bbls (95%)
Aleutians Route	Noho Hele	Kirby Offshore Marine www.kirbycorp.com	206-443-9418	T/B	325/78/19	Capacity: 67,880Bbls (98%)
Aleutians Route	SCT 282	Kirby Offshore Marine www.kirbycorp.com	206-443-9418	T/B	282/78/18.3	Capacity: 49,209Bbls (98%)
Adak	8503	Aleut Enterprise Corp.		T/B		Dedicated spill response/recovery

Workboat Inventory

Location	Vessel Name	Operator	Phone	Vessel Type	L/B/D (FT)	Remarks
Unalaska	Makushin	Magone Marine Services www.magonemarine.com	581-1400	Ex-F/V	130/33/9.5	1200hp – Open deck w/crane
Unalaska	Western Viking	Magone Marine Services www.magonemarine.com	581-1400	Ex-F/V – Similar to Makushin		Open deck w/crane.
Unalaska	Joshua	Magone Marine Services www.magonemarine.com	581-1400	Landing Craft (LCM)	68/20/5.5	780hp – No crane

5230.2.2 – Bristol Bay

VESSEL OPERATORS						
Company	Types of Vessels Available	Home Port(s)	Coverage Area (In Alaska)	Phone	Comments	Transport HazMat?
Anderson Tug and Barge	Two Tugs, 1 barge	Seward	Southcentral and throughout AK	224-5506	Provides ship assists, marine towing, and charter barge service. Tugs draw 10 ft. draft.	No
Bering Marine Corp.	Shallow water accessible and sea-faring vessels	Prudhoe Bay, Bethel & Juneau (Seasonal); Anchorage (HQ)	North Slope, capable to respond through Alaska	659-2644 Prudhoe Bay 248-7646 Anchorage	www.lynden.com/bmc/ Provide equipment & materials transport and construction assistance. Oil spill response assistance available. *(A Lynden Transport subsidiary)*	Ukn
Bowhead Transportation	Containers & Platforms; two landing crafts; one Lighterage Barge	Barrow (HQ); Kaktovik; Point Hope; Point Lay; Wainwright; Cape Lisburne; Cape Simpson; Prudhoe Bay	Northwestern Alaska and North Slope.	800-347-0049	www.bowhead.com/ Bowhead is a wholly owned subsidiary of Ukpeagvik Iñupiat Corporation	Yes
Crowley Alaska, Inc.	Tugs, Barges, CATCOs	Anchorage	Coastal Alaska – to North Slope. Interior Alaska - along the Kuskokwim and Yukon rivers.	278-4978	www.crowley.com/ DBA: Yukon Fuel Co. & Yutana Barge Line	Yes
Dunlap Towing	4300 HP ship-assist tug	Dutch Harbor	Dutch Harbor	581-2733	www.dunlaptowing.com	No
Magone Marine Services	Towing vessel, dive vessel, work barges	Dutch Harbor	Aleutians	581-1400	www.magonemarine.com Provides emergency repair, salvage, diving, and incident response services.	
Pacific Coast Marine	Tractor Tug	Dutch Harbor	Aleutians	581-1664	Tug Gyrfalcon provides towing service	

5230.2.3 – Cook Inlet

Tug Inventory					
Location	Name	Operator	Phone	Horsepower	L/B/D (FT)
Kodiak	Kodiak King	Amak Towing	486-5503	3000	75’
False Pass (seasonal)	Muzon	Amak Towing	225-8847	2200	86’
Transient	Various	Crowley Marine	278-4978		
Anchorage	Glacier Wind	Cook Inlet Tug	277-7611 Cell:229-7249	2200	65’
Anchorage	Stellar Wind	Cook Inlet Tug	277-7611 Cell:229-7249	3500	84’
Anchorage (seasonal)	Cosmic Wind	Cook Inlet Tug	907-277-7611 Cell:(907)229-7249	1100	50’
Dutch Harbor	Chuckchi Sea	K-Sea Transportation	360-8451 278-2725 206-443-9418	2250	96’
Cook Inlet Kodiak PWS	Pacific Challenger	K-Sea Transportation	360-8451 278-2725 206-443-9418	3000	117’
Cook Inlet Western AK	Pacific Raven	K-Sea Transportation	360-8451 278-2725 206-443-9418	3000	120’
Cook Inlet Western AK	Pacific Freedom	K-Sea Transportation	360-8451 278-2725 206-443-9418	4300	120’
Cook Inlet Western AK	Nokea	K-Sea Transportation	360-8451 278-2725 206-443-9418	3000	110;
Homer	Redoubt	Cook Inlet Marine	235-8086	1400	75’
Homer	Augustine	Cook Inlet Marine	235-8086	800	62’
Seward	Junior	Anderson Tug & Barge	224-5506	1342	60’
Dutch Harbor	Gyrfalcon	Pacific Coast Marine	581-1664	4500	100’
Dutch Harbor	Saratoga	Dunlap Towing	581-2733	1000	64’

Dutch Harbor	James Dunlap	Dunlap Towing	581-2733	1000	64’

Barge Inventory						
Location	Barge Name	Operator	Phone	Barge Type	L/B/D	Remarks
Seward	ATB 230	Anderson Tug & Barge	224-5506 (24hr)	Cargo Barge	230/60/15	To 3000 Tons
various	FOS 255	Foss Launch & Barge	274-1577 (24hr)	Petro-R	250/76/17	DC
various	FOS 256	Foss Launch & Barge	274-1577 (24hr)	Petro-R	250/76/17	DC
various	FOSS 343	Foss Launch & Barge	274-1577 (24hr)	Deck	343/76/18	FLF-A-WD
various	FOSS 286-1	Foss Launch & Barge	274-1577 (24hr)	Deck	286/76/18	FLA
Nikiski	Beaufort-21	Beaufort Marine	245-1544	Deck & Fuel	202/60/12	
various	282	SeaCoast Towing Inc.	276-2725/360-8451	Fuel	280/78/17.5	48,000bbl cap.
various	344	SeaCoast Towing Inc.	276-2725/360-8451	Fuel	330/86/21	75,000bbl cap.
various	340	SeaCoast Towing Inc.	276-2725/360-8451	Fuel	330/86/21	75,000bbl cap.
Anchorage	Rendrag	Knik Construction	245-1544	8-Portable Barge Units	10'x40'	Good Cond
Homer	Lash 200	Cook Inlet Marine	235-8086/299-1628	Deck	200/54/9	To 2000 tons
Homer	ZB 193	Cook Inlet Marine	235-8086/299-1628	Deck	180/50/9	To 1750 tons
Homer	Cottonwood	Cook Inlet Marine	235-8086/299-1628	Light utility	36/16/2.5	

Workboat Inventory						
Location	Vessel Name	Type	Company	Phone	L/B/D	HP
Homer	Fox River	Landing Craft	Dolphin Leasing	235-7264	100	954
Homer	Nanuk	Landing Craft	Edwin Kilcher	235-7377	58	380
Homer	Lyra	Landing Craft	Cook Inlet Marine	235-8086 299-1628	36/11/3	200
Homer	Casa De Paga	Landing Craft	Casa De Paga, LLC	229-4292	52	450
Seward	Flying D	Landing Craft	Marine Spec.	224-8064	84	590

5230.2.4 – Kodiak

TUG INVENTORY				
OPERATOR	VESSEL	LOCATION	LENGTH/HP	CONTACT & PHONE
Amak Towing	Kodiak King Muzon	Kodiak False Pass (seasonal)	75’/3000 HP 86’/2200 HP	907.486.5503 907.225.8847
Crowley Marine	Various	transient		907-278-4978

Cook Inlet Tug	Glacier Wind Stellar Wind Cosmic Wind	Anchorage Anchorage Anchorage (seasonal)	65'/2200 HP 84'/3500 HP 50'/1100 HP	Carl Anderson 907-277-7611 Cell:(907)229-7249
K-Sea Transportation	Chukchi Sea Pacific Challenger Pacific Raven Pacific Freedom Nokea	Dutch Harbor Cook I, Kodiak, PWS Cook I, W-Alaska Cook I, W-Alaska Cook I, W-Alaska	96'/2250 HP 117'/3000 HP 120'/3000 HP 120'/4300 HP 110'/3000HP	Mbl: 907-360-8451 WA: 206-443-9418 FX: 206-343-0424 AK: 907-278-2725
Cook Inlet Marine	Redoubt Augustine	Homer Homer	75'/1400 HP 62'/800 HP	907-235-8086
Anderson Tug & Barge	Junior	Seward	60'/1342HP	907-224-5506
Pacific Coast Marine	Gyrfalcon	Dutch Harbor	100'/4500 HP	907-581-1664
Dunlap Towing	Saratoga James Dunlap	Dutch Harbor Dutch Harbor	64'1000 HP	907-581-2733

VESSEL OF OPPORTUNITY DATABASE				
TYPE OF BOAT	QUANTITY	LOCATION	24 HR CONTACT	BOA?
Fishing Vessels		Kodiak (Chadux)	907-278-3348/3365	NO
skiffs (16' & 20')	2	Kodiak Oil Sales	907-486-3245	NO
skiffs/fishing vessels	various	Kodiak	H-master 907-486-8080	NO
skiff (15')	1	Petro Marine	907-496-3421	NO

5230.2.5 – North Slope

VESSEL OPERATORS						
Company	Types of Vessels Available	Home Port(s)	Coverage Area (In Alaska)	Phone	Comments	Transport HazMat?
Anderson Tug and Barge	Two Tugs, 1 barge	Seward	Southcentral and throughout AK	224-5506	Provides ship assists, marine towing, and charter barge service. Tugs draw 10 ft. draft.	No

VESSEL OPERATORS						
Company	Types of Vessels Available	Home Port(s)	Coverage Area (In Alaska)	Phone	Comments	Transport HazMat?
Bering Marine Corp.	Shallow water accessible and sea-faring vessels	Prudhoe Bay, Bethel & Juneau (Seasonal); Anchorage (HQ)	North Slope, capable to respond through Alaska	659-2644 – Prudhoe Bay 248-7646 – Anchorage	www.lynden.com/bmc/ Provide equipment & materials transport and construction assistance. Oil spill response assistance available. *(A Lynden Transport subsidiary)*	Unknown
Bowhead Transportation	Containers & Platforms; two landing crafts; one Lighterage Barge	Barrow (HQ); Kaktovik; Point Hope; Point Lay; Wainwright; Cape Lisburne; Cape Simpson; Prudhoe Bay	Northwestern Alaska and North Slope.	800-347-0049	www.bowhead.com/ Bowhead is a wholly owned subsidiary of Ukpeagvik Iñupiat Corporation	Yes
Crowley Alaska, Inc.	Tugs, Barges, CATCOs	Anchorage	Coastal Alaska – to North Slope. Interior Alaska - along the Kuskokwim and Yukon rivers.	278-4978	www.crowley.com/ DBA: Yukon Fuel Co. & Yutana Barge Line	Yes
Dunlap Towing	4300 HP ship-assist tug	Dutch Harbor	Dutch Harbor	581-2733	www.dunlaptowing.com	No
Magone Marine Services	Towing vessel, dive vessel, work barges	Dutch Harbor	Aleutians	581-1400	www.magonemarine.com Provides emergency repair, salvage, diving, and incident response services.	
Pacific Coast Marine	Tractor Tug	Dutch Harbor	Aleutians	581-1664	Tug Gyrfalcon provides towing service	

5230.2.6 – Northwest Arctic

TUG INVENTORY				
OPERATOR	VESSEL	LOCATION	LENGTH/HP	CONTACT & PHONE
Amak Towing	Kodiak King Muzon	Kodiak False Pass (seasonal)	75'/3000 HP 86'/2200 HP	907.486.5503 907.225.8847
Crowley Marine	Various	transient		907-278-4978

Cook Inlet Tug	Glacier Wind Stellar Wind Cosmic Wind	Anchorage Anchorage Anchorage (seasonal)	65'/2200 HP 84'/3500 HP 50'/1100 HP	Carl Anderson 907-277-7611 Cell:(907)229-7249
K-Sea Transportation	Chukchi Sea Pacific Challenger Pacific Raven Pacific Freedom Nokea	Dutch Harbor Cook I, Kodiak, PWS Cook I, W-Alaska Cook I, W-Alaska Cook I, W-Alaska	96'/2250 HP 117'/3000 HP 120'/3000 HP 120'/4300 HP 110'/3000HP	Mbl: 907-360-8451 WA: 206-443-9418 FX: 206-343-0424 AK: 907-278-2725
Cook Inlet Marine	Redoubt Augustine	Homer Homer	75'/1400 HP 62'/800 HP	907-235-8086
Anderson Tug & Barge	Junior	Seward	60'/1342HP	907-224-5506
Pacific Coast Marine	Gyrfalcon	Dutch Harbor	100'/4500 HP	907-581-1664
Dunlap Towing	Saratoga James Dunlap	Dutch Harbor Dutch Harbor	64'1000 HP	907-581-2733

Barge and Cargo Vessel Vendors			
Name	**Information**	**Phone**	**Email/Website**
Alaska Logistics	Seasonal barge service to Western Alaska: Nome and Kotzebue	(866) 585-3281	http://www.alaska-logistics.com/
Alaska Marine Lines /Lynden	Seasonal barge service to Western Alaska: Nome and Kotzebue	443-5738 800-326-8346	http://www.lynden.com/aml/index.html
Bering Marine Corp./ Lynden	Shallow-draft vessels and hovercraft for shallow-water locations	248-7646	http://www.lynden.com/bmc/index.html
Crowley/ Alaska Fuel Sales	Seasonal coastal and river barge service throughout Western Alaska, including up Noatak, Kobuk and Yukon Rivers. (Fuel and cargo)	777-5505	http://www.crowley.com/What-We-Do/Alaska-Fuel-Sales-and-Distribution/Cargo-Delivery-by-Barge

5230.2.7 – Western Alaska

VESSEL OPERATORS						
Company	Types of Vessels Available	Home Port(s)	Coverage Area (In Alaska)	Phone	Comments	Transport HazMat?
Anderson Tug and Barge	Two Tugs, 1 barge	Seward	Southcentral and throughout AK	224-5506	Provides ship assists, marine towing, and charter barge service. Tugs draw 10 ft. draft.	No

VESSEL OPERATORS						
Company	Types of Vessels Available	Home Port(s)	Coverage Area (In Alaska)	Phone	Comments	Transport HazMat?
Bering Marine Corp.	Shallow water accessible and sea-faring vessels	Prudhoe Bay, Bethel & Juneau (Seasonal); Anchorage (HQ)	North Slope, capable to respond through Alaska	659-2644 – Prudhoe Bay 248-7646 – Anchorage	www.lynden.com/bmc/ Provide equipment & materials transport and construction assistance. Oil spill response assistance available. *(A Lynden Transport subsidiary)*	Unknown
Bowhead Transportation	Containers & Platforms; two landing crafts; one Lighterage Barge	Barrow (HQ); Kaktovik; Point Hope; Point Lay; Wainwright; Cape Lisburne; Cape Simpson; Prudhoe Bay	Northwestern Alaska and North Slope.	800-347-0049	www.bowhead.com/ Bowhead is a wholly owned subsidiary of Ukpeagvik Iñupiat Corporation	Yes
Crowley Alaska, Inc.	Tugs, Barges, CATCOs	Anchorage	Coastal Alaska – to North Slope. Interior Alaska - along the Kuskokwim and Yukon rivers.	278-4978	www.crowley.com/ DBA: Yukon Fuel Co. & Yutana Barge Line	Yes
Dunlap Towing	4300 HP ship-assist tug	Dutch Harbor	Dutch Harbor	581-2733	www.dunlaptowing.com	No
Magone Marine Services	Towing vessel, dive vessel, work barges	Dutch Harbor	Aleutians	581-1400	www.magonemarine.com Provides emergency repair, salvage, diving, and incident response services.	
Pacific Coast Marine	Tractor Tug	Dutch Harbor	Aleutians	581-1664	Tug Gyrfalcon provides towing service	

5230.3 – Maintenance

Scattered maintenance and repair facilities exist across the Arctic and Western Alaska planning area. Extended operations not in the immediate vicinity of maintenance facilities will require that self-contained facilities be brought on scene. Limited maintenance facilities may be available locally. The responsible party will need to provide self-contained facilities aboard barges or other means.

For community specific information, reference the Community Profiles.

5240 – Ground Support

The Alaska Railroad provides rail service to Anchorage, Fairbanks, Seward, and Whittier. Additionally, private truck companies and rental car/truck agencies are available for transporting response personnel and equipment.

5240.1 – Vehicle Sources

Reference the local Phone Book/Yellow Pages for up-to-date listings of companies that commercially rent or lease trucks and automobiles. Also, reference *Community Profiles* for additional information that may be available for a specific town or village, including the possibility of local heavy equipment availability. The Alaska National Guard and the Alaska Department of Transportation and Public Facilities also may be able to provide resources.

5240.1.1 - Aleutians

Trucking Companies Operating in Aleutians Geographic Zone

Company	Phone	Location	Equipment Capabilities
Island Services	581-1538	Unalaska/Dutch Harbor	School buses/passenger services
Williwaw Services	581-1538	Unalaska/Dutch Harbor	Waste Disposal services
Horizon Lines	581-7900	Unalaska/Dutch Harbor	Container movement
Sea Land	581-1283	Unalaska/Dutch Harbor	Container movement
Peterkin Distributors Inc.	581-3525	Unalaska/Dutch Harbor	Wholesale Food Distributor

5240.1.2 – Bristol Bay

Name/Location	Phone	Comments
Alaskan Expresso Gift & Car Rental, Dillingham, AK	842-1261	Car rental

5240.1.3 – Cook Inlet

PUMP TRUCKS (trucks capable of taking oil in tanks)		
A-2 Septic	Palmer	745-7867
Northland Septic Service	Anchorage	344-7146
Town & Country Pumping	Kenai	283-7366

5240.1.4 – Kodiak

Name/Location	Phone	Comments
Anderson Construction	486-5551	Construction, trucking & excavating equipment
Arc and Spark 308 Shelikof, Kodiak	486-3652 486-4223	24-hour: 486-1478 Boom trucks & cranes; also, welding

Avis Rent-A-Car Kodiak State Airport	487-2264	Automobiles
Brechan Enterprises Kodiak	486-3215	Trucking & construction equipment, heavy machinery, concrete
Budget Rent-A-Car Kodiak State Airport	487-2220	Automobiles & small trucks/vans
Horizon	486-4200	Cranes, forklifts; container port, dock space
Kodiak Auto Rental Kodiak State Airport	487-2272	Automobiles
Kodiak Rental Center 101 Center Ave, Kodiak	486-3662	Construction equipment
Kodiak Honeywagon Kodiak	486-3330	Pump trucks
Lash Corporation 2705 Mill Bay Rd., Kodiak	487-2104 486-3215	Cranes, warehouses, trucking equipment, terminal services, dock space
Rent-A-Heap Kodiak State Airport	486-5200	Automobiles & small trucks/vans
TC Enterprises Kodiak	539-2500	Construction equipment rental
GOVERNMENT:		
City of Kodiak Harbormaster	486-8080	Truck, offloading equipment, dock space
City of Kodiak Public Works	486-8060	Trucking equipment
State Dept. of Transportation	487-4952	Trucking equipment

5240.1.5 – North Slope

TRUCKING COMPANIES OPERATING IN NORTH SLOPE GEOGRAPHIC ZONE			
Company	Phone	Location	Equipment Capabilities
Lynden Transport Inc. (dba Alaska West Express – trucking)	659-2438 279-9515 452-4355	Prudhoe Bay Anchorage HQ Fairbanks HQ	Heavy Hauling/ Motor Freight; Haul Chemicals and Hazmat (Transport also via air, rail and water)
Carlile/K & W	659-2398 276-7797 451-7155	Prudhoe Bay Anchorage HQ Fairbanks HQ	Heavy Hauling/ Motor Freight; Haul Chemicals and Hazmat (Transport also via air, rail and water)
CATCO (Subsidiary of Crowley Marine)	659-2526	Deadhorse	Long Haul Trucking; Off Road Vehicles; Remote Camps
Kuukpik Carlile Transportation	480-6375	Nuiqsut	Motor Freight

5240.1.6 – Northwest Arctic

Company	Phone Number	Location	Equipment Capabilities
KIC/ Kotzebue Rental Car outlet	442-3165	Kotzebue	Car and truck rental

Dredge No. 7 Inn/ Car Rentals	304-1270	Nome	Car and truck rental (must have room reservation)
Q Trucking Co.	443-2388	Nome	Trucks for hire, General freight and construction related hauling
Stampede Car Rentals (Aurora Hotel/ Bering Straits Native Corp.)	443-3838 800-354-4606	Nome	Car and truck rental

Note: No road connects the Northwest Arctic geographic zone with the rest of the state, and only a few towns or villages are connected to each other by any roads. Overland travel is more common in the winter when frozen trails allow the use of snow machines, dog sleds and four-wheelers. *No commercially available pump trucks known in region.*

5240.1.7 – Western Alaska

Very few communities in this geographic zone are connected to other villages via year-round roads, although many seasonal roads or trails connect communities. None of the communities are accessible by road system and ground transportation and vehicle rental opportunities are limited. Several communities offer auto rentals and off-road vehicle rentals. In no vehicle rental business are listed in the community profiles, arrangements to rent a vehicle, snow machine or ATV may be available or facilitated by the city office, tribal office or village corporation.

AUTOMOBILE RENTING/LEASING		
Company	Location	Telephone
Bethel Car Rental	Bethel	543-3058

5240.2 – Maintenance

Scattered maintenance and repair facilities exist across the Arctic and Western Alaska planning area. Extended operations not in the immediate vicinity of maintenance facilities will require that self-contained facilities be brought on scene. Limited maintenance facilities may be available locally. The responsible party will need to provide self-contained facilities aboard barges or other means.

For community specific information, reference the Community Profiles.

5300 – SERVICES

5310 – Food

A major response will require significant quantities of food and the associated equipment necessary for properly handling, storing, preparing and disposal. These tasks would require contract support from the local area as long as the requirements did not exceed local capability. Anchorage has numerous construction support organizations that could provide portable field kitchens and catering support complete with portable shelters; this support can be provided in air-transportable "packages." It is recommended that food and other basic supplies be purchased from stores immediate to the incident, when possible. Larger responses will require purchases from vendors outside the area. High-speed vessel transport or small aircraft may be needed deliver food to on-scene personnel.

5320 – Medical

All medical resource information can be found in Section 3350 of this document, or in the Community Profiles.

5330 – Clothing

Alaska's environmental conditions dictate that response personnel be equipped to operate in the harsh arctic environment. Personnel must arrive on-scene with adequate clothing to begin working immediately. This includes a complete set of heavy-duty rain gear, steel-toed rubber boots, gloves, hard-hat liner, and warm (preferably no cotton) under garments. Depending on the season, winter outerwear will also be required. Employers will be responsible for resupplying their employees with necessary clothing.

5340 – Training and Safety Equipment

All responders must report with the minimum required OSHA and State hazardous response training and all required personal protective equipment (PPE). This equipment includes hardhat, safety goggles, hearing protection, gloves, personal flotation device, respirator with cartridges, steel-toed boots. It will be the responsibility of the employer to provide and document the required training and to fully outfit and resupply their personnel with the necessary safety equipment. Availability of PPE will be confirmed by the Site Safety Officer.

All of Alaska is "bear country." Crews working in remote locations should be trained in how to be safe in brown bear habitat. Workers may need to be provided bear spray or have designated well-trained guards with the appropriate guns as a precaution against negative man/bear encounters. These remote crews may also require one or more of the following: briefings on how to handle food residue and trash; bear resistant containers for food and perishable items; and portable electric fencing for camp security to deter bear investigations.

5400 – COMMUNICATIONS

5410 – Communications Plan

5410.1 – Incident Communications

The following recommendations apply to response scenarios that are likely to occur and communications strategies for use during those type incidents.

Situation 1: *Ability to receive initial report of grounding, collision, spill, etc.*
This is essentially the same basic information requirements for Search and Rescue (SAR) missions. Primary communications strategy would initially be by VHF marine radio and on telephone as the primary means of passing the initial report. Secondary communications would employ cell phone/SAT phone or HF radio depending upon the capabilities available in the surrounding area. Under normal circumstances, a call would be made to the USCG Communications Center, which would, in turn, pass the information to responsible Command Center personnel for further prosecution.

Situation 2: *Voice communications with on-scene USCG investigation personnel.*
The investigator typically will not have a cutter on scene and may arrive via charter aircraft or vessel. The investigator must be able to pass and receive information in a timely manner (2-6 hours after the initial report) to the cognizant Sector Command Center. The investigator may not be able to use the assets of the damaged vessel due to safety or location issues.

Primary communications strategy would be by VHF marine radio either directly to the USCG Communications Center or cell phone to the Sector Command Center. If telephone service is available in the general area, subsequent reports will use that means. Secondary communications strategy would be via HF, VHF-FM, and/or telephone.

Situation 3: Command and control for a small number of on-scene units.
In a small response, there typically will be one USCG cutter, one helicopter, and two vessels from other organizations. They will need to talk to each other as well as to Sector personnel. The designated Federal On-Scene Coordinator (FOSC) will assign frequencies to all assisting units. The FOSC will be assigned by the Sector Command Center.

Primary communications strategy will be VHF-FM for close-in operations. HF communications guard with aircraft will be maintained by Communications Station (CommSta) Kodiak. Air-to-surface communications will be a combination of VHF-FM/HF or VHF, depending upon the surface vessel capabilities.

Situation 4: Command and control for large number of on-scene units (estimated occurrence is once every 5-10 years).

During an incident near the scale of the Exxon Valdez, communications requirements (voice and data) with numerous units (air and surface) from multiple organizations should be anticipated.
Primary Communications Strategy – VHF-FM and/or HF.

Secondary Communications Strategy – HF and/or VHF-FM, and UHF depending on unit capabilities and civilian capabilities. Normally the on-scene coordinator will have capabilities meeting both USCG/DHS and civilian sector capabilities. If not, a transportable telecommunications center can be airlifted in to provide the capability. This asset is situated in Sacramento, CA. and requires FORCECOM coordination to mobilize for air shipment. It also requires radio operators from the requesting district.

5410.2 – Emergency Communications

Three separate systems for broadcast of emergency messages are available to the Alaska Regional Response Team (RRT) and the Federal or State On-Scene Coordinator. These include the NOAA Weather Radio System, the State of Alaska Emergency Alert System, and the National Warning System.

NOAA Weather Radio System: The Alaskan NOAA Weather Radio System is handled through the National Weather Service (NWS) and is constantly updated. The NOAA Weather Radio System operates in two modes, i.e. normal and alarm. In the normal mode, the system provides regionally specific updated weather information. In an emergency, NWS can activate the alarm mode. In the alarm mode, NWS can remotely activate any one of 15 remote radio weather transmitters. The OSC or the RRT can activate the alarm mode of the Alaskan NOAA Weather Radio System by contacting the NWS and stating that they wish to activate the NOAA Weather Radio System to service certain geographical areas. All messages should be short and concise. As a minimum, provide the following information:

- The nature of the emergency
- Actions underway by local, State and federal agencies and the Responsible Party
- Special instructions to the public

Standard NOAA weather radio transmitters (with a nominal 45-mile broadcast radius) are situated at strategic locations throughout the state. In addition, when NOAA makes a broadcast on its weather radio affecting a specific geographical region, it can also notify the local primary Common Program Control

Station (CPCS-1), a component of the Emergency Alert System, covering the affected area and ask the CPCS-1 station to rebroadcast the emergency message.

State of Alaska Emergency Broadcasting System: The Alaska Division of Homeland Security and Emergency Management (ADHSEM) is responsible for activation of the State Emergency Alert System (EAS). The State EAS can be activated statewide or regionally. To use the EAS, contact ADHSEM and request system activation.

National Warning System: The ADHSEM also operates the Alaska component of the National Warning System (NAWAS). The NAWAS alerting system is designed to provide immediate notification to 28 communities and agencies located in Alaska. This system uses dedicated commercially leased landlines. To use this alerting system, contact ADHSEM and request activation of the NAWAS.

To activate either the EAS or the NAWAS contact ADHSEM at **1-800-478-2337 or 907-428-7000** and provide information as noted above in paragraph a: NOAA Weather Radio System.

5420 – Communications Capabilities

5420.1 – General

Adequate communications equipment along with a well thought out communications plan are imperative to a coordinated response. For responses involving numerous vessels or operations distant from the command center, the communications center will have to be placed as close to the response location as feasible. The communication center will require telephones, facsimile machines, single side band, and VHF-FM base station with additional portable radios. The distances involved may necessitate the installation of VHF repeater stations to allow communications at greater distances. Contingency planners must seriously address their communications requirements prior to a spill. Failure to properly command and control response resources will prove devastating to the response.

Good, dependable communications between the command center and field operations is essential for an efficient spill response. For minor, short duration responses, a minimum of direct point to point communications will be needed and can normally be provided with two or more VHF marine portable radios or, possibly, with telephones. For large, extended responses covering a wide area, a communications set up as close to the incident as possible will be necessary. The communications center will require telephones, facsimile machines, and a single sideband/VHF-FM base station along with additional portable radios. Satellite communications may be added as required.

During prolonged spills, VHF repeaters, multi-frequency scanners, and continuous tape recorders may need to be installed. Portable repeaters can increase the communication range several fold depending upon where the repeaters are placed, by supplementing the coverage provided by permanently installed repeaters.

All responses will require either a simple communication schedule identifying when reports are to be transmitted and when field crews are to report, or a full-scale communications management plan that includes the assignment of frequencies, channels, and call signs for various operations.

Radios: Marine communications at the command center and aboard vessels will generally require 25-watt VHF marine radios with high gain antennas. Vessels usually monitor channel 16 and switch to other working frequencies. When aircraft are used in conjunction with on-water activities such as directing vessel movements, VHF marine frequency radios will be required for use by the aircraft. Due to aircraft

noise, these radios should be equipped with headsets and boom mikes. Communications with aircraft from the command center will require standard VHF frequency capability. ALASCOM's Marine Radio Service provides vessel-to-vessel, vessel to shore, and shore to vessel communications through the marine VHF single side band service. In large spills where the responsible party is unknown or is not responsive, the contracted response organization will be required to provide the necessary communications "package".

VHF radio communications is the primary radio band used by the State of Alaska, EPA and USCG. However, many local emergency responders utilize the UHF band. During a Unified Command response, and in areas without ALMR coverage and ALMR compatible radios, multiple agency/ government radios may need to be utilized and monitored due to the range of frequencies used by the various parties.

ADEC Communications equipment is maintained by the logistics staff, which can be reached at 465-5234 in Juneau or 344-7380 in Anchorage. Communications support is provided by the Department of Administration ETS branch at 296-5781 in Anchorage.

Response on water will generally utilize the VHF marine radio frequencies. The USCG primarily operates on these frequencies. Due to aircraft noise, these radios should be equipped with headsets and boom mikes. Communications with aircraft from the command post will require standard VHF frequency capability

In large spills where the responsible party is unknown or is not responsive, the contracted response organization will be required to provide the necessary communications “package.” The State of Alaska has a mobile emergency communications system (available through the Department of Military and Veterans Affairs) that can be deployed during an emergency declared by the governor. In the initial stages of a response, this system might be available to the Unified Command but only until a separate communications system can be established. The state’s system is intended for use by state agencies in emergencies and not as a joint-use system for other response agencies/organizations. DMVA (through the Alaska National Guard) also maintains an Emergency Communications Response Team that can be mobilized to provide forward communications support in the event of a major spill incident.

Telephones: Telephone support will have to be coordinated through the local telephone utility. The requirements for telephone support may overload the capability of some of the remote locations resulting in delays in acquiring a suitable number of lines. Long distance service may also be severely limited during initial operations.

Telephones and facsimile machines should be used to reduce radio traffic congestion. Direct “hot lines” to key officials may be required if normal landlines are continuously tied up. A major response may surpass the local telephone system’s capability to handle a large volume of long distance calls. This is especially true for a command post located in a small village. Smaller communities would require the addition of new trunk lines for anything greater than a 50% increase in volume (several days delay).

GCI is now providing cellular phone service to nearly all Alaska communities. Some communities may also be have cellular service by Alaska Communications Systems (ACS) and AT&T. ACS is the primary local telephone (landline) company, but GCI is also providing local and business telephone services Cellular and local telephone services in the outlying communities is carried via a terrestrial microwave ring system.. This new system should solve any bandwidth or repeater-use problems and will greatly increase access to telephone and Internet resources for many more locations.

Telefax: Dedicate at least two facsimile machines to the command center. Fax machines may be purchased or rented on the local economy in the larger cities within the region. For remote responses, plan to deploy to the spill location with adequate fax capability since availability will be limited. Use one machine for incoming and one for outgoing traffic. Establish procedures very early in the response for sending, receiving, and distributing faxes. Publish the fax numbers within the Command Center so that these numbers can be referenced to agencies and organizations outside the command structure.

Another option to consider is a scan to fax or email capable machine. Local office supply companies do sell or rent multi-function printer/copier/scanner/fax machines. These units can often scan or fax directly if they are tied into phone or internet systems. Alternatively, they can scan to removable drives (USB drives) to be transmitted by other devices with internet access.

Portable Telephones: Cellular telephone coverage is rather limited in Alaska and cannot be relied upon as a primary means of communication throughout the state. Yet, cellular phones often can provide an additional means of maintaining communications with individuals outside the command center. The USCG's Pacific Strike Team has an International Maritime Satellite Organization (INMARSAT) Telesystem capable of transmitting and receiving calls from anywhere in the world. The system can also send and receive faxes. ADEC also has several of these systems on hand. ADMVA/DHSEM has five Personal Satellite Terminals (PST) on the American Mobile Satellite Corporation (AMSC) system and three on the INMARSAT system. ADMVA/DHSEM has 15 Iridium portable satellite phones and three Globalstar portable satellite phones available for deployment. The DOD/Alaska National Guard may also have available portable satellite communications packages available.

Portable Radios: Response teams, whether small boat crews or beach and land-based teams, will generally need portable VHF radios with 1 to 5 watts power; usually these radios have approximately 55 channels. Backup batteries, chargers, and extra radios will be required for extended responses. The responsible party/response contractor must provide adequate radios for their personnel. On the government side, ADEC has a number of portable VHF radios available for use throughout the state, and USCG Sector Anchorage has twelve handheld marine VHF radios, MSD Kenai has five, and MSD Kodiak has two. The USCG government vehicles (2) at Sector Anchorage also have VHF radios installed.

Interpreters: With the growing influx of other cultures into Alaska, plus the possibility of foreign-flag vessels, language barriers may arise. Response staff may need the skills of an interpreter. Local hospitals and the State Troopers are the two most likely sources for the names of available interpreters. EPA and USC Tribal Coordinators can assist in identifying interpreters of Alaska native languages.

Portable Communications Trailers: Portable communications trailers are rare in Alaska. The major industry response co-ops have the capability to establish portable communications centers, in either flyaway kits or road transportable units. The DOD has extensive communications that could conceivably be brought to bear in the event of a significant spill. ADEC, DMVA, and EPA maintain a command van trailer in Anchorage for deployment during spill responses. The Alaska State Troopers have a communications trailer available. The 103rd Civil Support Team (CST, Alaska National Guard) has a communications van available for use in special situations. The Navy Supervisor of Salvage (NAVSUPSALV) also has a command trailer, as does ADEC. DOD has extensive communications capabilities that could conceivably be made available in the event of a significant spill.

Copiers: Dependable, high volume copiers will be required in the command center. The size of the response will dictate the number of copiers required. Having more than one copier is advisable in the event that one machine breaks down from overuse.

5420.2 – Federal

General: The following is a description of USCG VHF and HF radio coverage in Alaska. The USCG provides VHF-FM throughout the Southeast and South Central coastal areas and two sites in the Bering Sea. This coverage is not continuous along the coast. High Frequency (HF) coverage provides additional coverage for offshore Alaskan waters. VHF-FM Communications are monitored continuously at Juneau, Valdez and Kodiak operated by USCG Sectors in Juneau and Anchorage. Each Communication Center has listening watches on VHF Channel 16 and 2182 KHz. Communication Station Kodiak (CommSta) provides 24 hour HF coverage on 2182 KHz and 4125 KHz. USCG cutters and aircraft have HF, VHF, and UHF capabilities during underway or air borne operations. All USCG ships (while in port) and shore stations in Alaska are interconnected with a wide area network. All data and recorded message traffic is carried on this network. Telephone service is available at all USCG units. Cellular phone capabilities are available throughout large areas of the state's coastal areas and along the road system. The Juneau USCG District Office maintains a sole satellite capability with other DOD entities.

Each Communication Center can be contacted via VHF-FM channel 16. For communications in Southeast Alaska, Upper Cook Inlet (Site Summit High Site) and the Bering Sea (Cold Bay and St. Paul Island) contact the Sector Juneau Command Center. For Prince William Sound, communications contact Sector Anchorage Command Center. Valdez and Kenai Peninsula, Cook Inlet and Kodiak Island communications are Sector Anchorage Command Center.

Sector Juneau Command Center:
Commercial Phone: (907) 463-2980
Fax: (907) 463-2023
Email: d17-pf-SectorJuneauCommandCenter@uscg.mil

Sector Anchorage Command Center
Commercial Phone: (907) 428-4100
Toll Free Phone: 1 (866) 396-1361
Fax: (907) 428-4114
Email: sector.anchorage@uscg.mil

Communication Station Kodiak:
Commercial Phone: (907) 487-5778

Seventeenth District Command Center:
Commercial Phone: (907) 463-2000
Toll Free: (800) 478-5555
Cell Phone: *CG (*24)
Telex: 49615066 Easylink: 62907427
Fax: (907) 463-2023
Email: jrccjuneau@uscg.mil

USCG Communications Capabilities: The following are USCG Aircraft, Ship, and Shore Station communications capabilities.

1. C-130 (Fixed wing), H60, and HH65 (Helicopter) Communications Capabilities:
   - HF 2-30 MHZ
   - VHF 30-87.975 MHZ, Guard 40.5
   - VHF 108-117.975 MHZ, AM, RX only
   - VHF 118-155.975 MHZ, AM TX/RX, Guard 121.5
   - VHF 156-173.95 MHZ, FM, Guard 156.8 (Channel 16)
   - UHF 225-399.975 MHZ, AM, Guard 243.0
   - ADF FULL DF CAPABILITIES EXCEPT FOR HF
2. Patrol Boats (WPB), and Buoy Tenders (WLB):
   - HF 2-30 MHZ
   - VHF-FM 146-174 MHZ, Preprogrammed channels only, State Trooper 155.2500, and State Disaster 155.2950 are preprogrammed.
   - VHF-FM 156-162 MHZ marine band
   - UHF 225-399.975 MHZ
3. USCG Shore VHF-FM Fixed Sites:

Prince William Sound/Sector Anchorage Area:	
CAPE HINCHINBROOK HF	601416N1463852W
CAPE YAKATAGA HF	600456N1422917W
VHF Maritime (NDS & Local)	
CAPE HINCHINBROOK	601416N1463852W
CORDOVA (AVSUPFAC)	602941N1452821W
CORDOVA (TRIPOD HILL)	603312N1454402W
NAKED ISLAND	603846N1472043W
POINT PIGOT	604904N1482249W
POTATO POINT	610324N1464151W
VALDEZ	610735N1462113W
VALDEZ SPIT	610726N1462108W
UHF Air/Ground	
CORDOVA (AVSUPFAC)	602941N1452821W
KODIAK	574413N1523013W
VHF Maritime (NDS & Local)	
BALLYHOO	535508N1663031W
BEDE MOUNTAIN	591836N1515644W
CAPE GULL	581156N1541222W
COLD BAY	551504N1624540W
KODIAK	574413N1523013W
MARMOT ISLAND	581414N1514920W
PILLAR MOUNTAIN	574718N1522620W
RASPBERRY ISLAND	580406N1532257W
RUGGED ISLAND	595138N1492323W
SAINT PAUL ISLAND	570714N1701653W
SITE SUMMIT	611531N1493141W
SITKINAK DOME	563334N1541106W
TUKLUNG MOUNTAIN	585128N1592758W
UHF Air/Ground	
PILLAR MOUNTAIN	574718N1522620W

The above National Distress System (NDS) high sites are monitored 24 hours a day, 365 days a year from Sector Juneau, Airsta Kodiak and MSU Valdez. Those locations listed beneath are remoted to the respective control station by landline, microwave, UHF, or VHF or a combination thereof.

- All sites (except those under Valdez) have the following channels: 6, 12, 16, 21A, 22A, 81A
- Valdez (except for Cordova) have channels: 6, 13, 16, 21A, 22A, 81A
- Cordova has channels: 13, 16, 21A, 22A

Those locations marked (HF) Guard 2182 KHz International Distress and calling frequency are capable of operation in the 2-30 MHZ range, but on preprogrammed frequencies only. They DO NOT contain any State or Local emergency frequencies. Changes require a technician to physically go to the remote site and reprogram the frequency; they are not remotely changeable/programmable.
Communications Station (CommSta) Kodiak maintains a full long-range HF capability 2-30 MHZ.

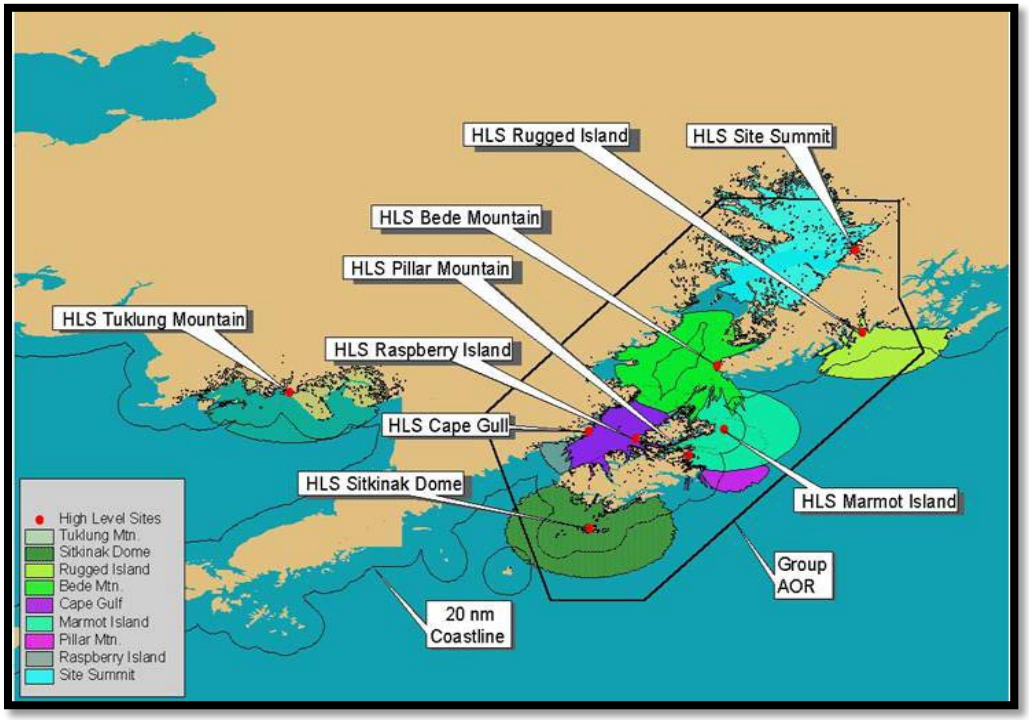
4. Portable Communications Capabilities:

Kodiak Air Station (AirSta) Capabilities: Hand held VHF-FM radios, 156-162 MHZ

Kodiak Communications Station (CommSta) Capabilities:

1) URC 94 (1 each), HF/VHF AM/FM/CW/SSB Upper/Lower Sideband, Transceiver, HF 1.5-29.999 MHZ, 100 Watts, 12,000-mile range. VHF 30.0-79.999 MHZ, 50 Watts, 5-mile range.
2) ARC 94, 2-30 MHZ, 1k increments, 125 Watts
3) ARC 190, 2-30 MHZ, 100 Hz increments, 400 Watts
4) ARC 618, 118-135.9 MHZ, 1k increments
5) RC 513, 150-173.995 MHZ, 25k increments
6) ARC 159, 225-399.975 MHZ, 25k increments
7) ARC 182 V/U, 1 VHF 30-87.975 MHZ, Guard 40.5
8) 2 VHF 108-117.975 MHZ, AM, RX only
9) VHF 118-155.975 MHZ, AM TX/RX, Guard 121.5
10) 3 VHF 156-173.95 MHZ, FM, Guard 156.8 (Channel 16)
11) 4 UHF 225-399.975 MHZ, AM, Guard 243.0

Figure 5-2: USCG VHF Tower



5420.3 – State

The ADEC currently operates an assortment of communications equipment, including a variety of VHF hand-held and base station radios, portable repeaters, repeater extenders, and portable satellite phones. Additionally, sixteen wide-area mountaintop VHF repeater sites in Juneau, Prince William Sound, the Kenai Peninsula, the Anchorage area, Fairbanks, Kodiak and the North Slope are available to enhance area communications.

ADEC is also part of the **Alaska Land Mobile Radio (ALMR)** system.

ADEC communications equipment is maintained by the logistics staff, which can be reached at 465-5234 in Juneau or 344-7380 in Anchorage. The Alaska Department of Administration Enterprise Technology Services (ETS) branch provides communications support and can be reached at 269-5781 in Anchorage.

The ADEC maintains three communications flyaway kits statewide (one each in Fairbanks, Anchorage, and Juneau) to support on-scene operations. Each kit consists of a VHF/FM base station radio with two 12-volt batteries and supporting hardware (the radio can also operate on commercial power). In addition to the flyaway kits, ADEC has portable suitcase repeater systems, which will provide extended range for on-scene communications. Two UHF suitcase repeater systems are also available, along with 48 compatible handheld transceivers. Four 100-watt portable generators can be deployed to provide power for the communications equipment.

The State DMVA Division of Homeland Security and Emergency Management also acquired a Mobile Emergency Operations Center (MEOC). General facts and information on the MEOC are provided below. The MEOC can be deployed anywhere along Alaska's road system to support a major response operation.

Vehicle Specifications:

- Make/Model Freightliner Columbia
- Length: 45 feet
- Licensed Gross Weight 56,000 pounds
- Dispatch Weight (full fuel) 41,000 pounds approximately
- Fuel Capacity 140 gallons (3 days' supply at full electrical load)
- Emergency Vehicle Equip. Lights, siren, public address
- Internal & External lighting White/Red internal with external floods
- Electrical Separate Chassis and Coach battery systems for DC
- Two 12.5 KW generators to support AC load

Command Center Capabilities:

- Configured to support a Unified Command level incident.
- Command center will support 10 workstations with laptops.
- Spare dispatch position in Command Center
- High Speed satellite system; supports video conferencing, VOIP phones, Wi-Fi and internet.
- Self-erecting and self-orienting satellite system.
- Supports up to 16 Voice Over Internet Protocol (VOIP) telephones via satellite.
- Receive and record both analog and digital broadcast television.
- External tower mounted (pneumatic extension/retraction) high-resolution color video camera with full optical and digital zoom via remote control.
- Multiple video screens with video management panel and external video capability.

Dispatch Center Capabilities:

- Four computer aided dispatch positions utilizing Telex C-Soft software with full patch capability.
- Headsets, boom microphones and foot switches available to dispatchers
- Hard mounted ergonomic dispatcher seating.
- Four ALMR mobile radios, panel mounted
- Two Conventional VHF radios, panel mounted
- High and Low UHF radios, panel mounted
- 700/800 MHz (AWARN) radio, panel mounted
- Marine Radio, panel mounted
- VHF AM aircraft radio, panel mounted for Air-Ground comm.
- ARES capable amateur radio
- Citizens Band radio
- On board ALMR capable portable radio cache with gang charger

Support Equipment:

- 24 inch plotter for maps, drawings, etc…
- Fax/copier
- Document printer
- Fridge, microwave and coffee pot for extended deployment (comfort items)
- Support trailer with storage space to house up to 5 personnel for extended deployment

State of Alaska Communication Assets						
	Equipment	Quantity	Agency	Location	Contact	Phone
RADIO EQUIPMENT						
ADEC Fixed Base Station						
Portable VHF Base Stations (Fly-Away Transceivers)	Fly-Away Kit	1	ADEC	Fairbanks	NART Office	451-2126
	Fly-Away Kit	2	ADEC	Anchorage	CART Office	269-7542
	Fly-Away Kit	2	ADEC	Juneau	SART Office	465-5233
Base and Hand Held Ground-Air Radios	Handheld Radios	10	ADEC	Statewide	CART Office	344-7380
	Base Radio	1	ADEC	Valdez	CART Office	835-4698
	Handheld Radios	3	DMVA ECRT	Ft Richardson	SEOC	428-7000 800-478-2337
	Base Radio	7	DMVA ECRT	Ft Richardson	SEOC	428-7000 800-478-2337
VHF Marine Radios	Handheld Radios	3	ADEC	Soldotna Anchorage	CART Office DEC Warehouse	269-3063 344-7380
	Base Radios	2	ADEC	N/A	N/A	----
	Handheld Radios	8	DMVA ECRT	Ft Richardson	SEOC	428-7100 800-478-2337
	Base Radios	9	DMVA ECRT	Ft Richardson	SEOC	428-7100 800-478-2337
Handheld Portable VHF Radios	Motorola Saber III	2	ADEC	Anchorage Valdez	CART Office	269-7542 835-4698
	Motorola Saber II	67	ADEC	Statewide	DEC Warehouse	344-7380
	Motorola Saber I, Programmable, 12 channels	22	ADEC	DEC Warehouse (10) Statewide (12)	DEC Warehouse	344-7380 344-7380
	Motorola P-100 Radios, 2 channels	19	ADEC	Anchorage	DEC Warehouse	344-7380
	Motorola MX-360 Radios, 6 channels	13	ADEC	Anchorage (11) Kenai (2)	DEC Warehouse CART Office	344-7380 269-3063

State of Alaska Communication Assets						
	Equipment	Quantity	Agency	Location	Contact	Phone
	Bendix/King Radios	4	ADEC	Anchorage (2) Fairbanks (2)	DEC Warehouse NART Office	344-7380 451-2145
	Bendix/King Radios	25	DMVA	Ft Richardson	SEOC	428-7100 800-478-2337
	MAXON SP2550SMX	7	DMVA	Ft Richardson	SEOC	428-7100 800-478-2337
	Motorola Saber III	2	DMVA	Ft Richardson	SEOC	428-7100 800-478-2337
	Motorola MX 360 Radios	1	DMVA	Ft Richardson	SEOC	428-7000 800-478-2337
	Ericson GE	6	DMVA	Ft Richardson	SEOC	428-7000 800-478-2337
			DNR			
MISCELLANEOUS EQUIPMENT						
Auxiliary power supply (primarily for comms equipment)	Honda 1KW generators	4	ADEC	(2) Warehouse Fairbanks (1) Juneau	DEC Warehouse NART Office SART Office	344-7380 451-2145 465-5346
	Honda 1KW generators	4	DHS&EM	Ft Richardson	SEOC	428-7100 800-478-2337
	Northern Lights 5KW Generator	4	DHS&EM	Ft Richardson	SEOC	428-7100 800-478-2337
	Generac, 4KW	2	DHS&EM	Ft Richardson	SEOC	428-7100 800-478-2337
Satellite phone systems (INMARSAT)	INMARSAT-M	3	ADEC	(1) Fairbanks (1) Anchorage (1) Juneau	NART Office DEC Warehouse PPR Staff	451-2126 344-7380 465-5233
	SKY CELL	1	ADEC	Juneau	SART Office	465-5233
	IRRIDIUM PHONE	4	ADEC	(2) Anchorage (2) Fairbanks	DEC Warehouse NART Office	344-7380 451-2145
	Mitsubishi, MSAT	6	DMVA	Ft Richardson	SEOC	428-7100 800-478-2337

State of Alaska Communication Assets						
	Equipment	Quantity	Agency	Location	Contact	Phone
Interoperable radios and auxiliary power units			Volunteer fire depts.	Bayside and Women's Bay		486-8040
Portable fax machines		3	ADEC	Anchorage	DEC Warehouse	344-7380
		2	DHS&EM	Ft Richardson	SEOC	428-7100 800-478-2337
Global Positioning System (GPS) Units	Marine System	6	DHS&EM	Statewide	DEC Warehouse	344-7380

ADEC owns three portable repeaters, available from the Juneau office (465-5239), the Fairbanks office (451-2145), and the Anchorage ADEC warehouse (344-7380). Repeater channel coverage is shown in the following table:

ADEC Portable Repeater Channels	Operating Frequencies		
	Transmit	PL	Receive
ADEC Channel 1	154.755	141.3	159.255
ADEC Channel 2	154.815	141.3	159.285
ADEC Channel 3	154.830	141.3	159.315

5420.3.1 – Mobile Emergency Operations Center (MEOC)

The DMVA maintains the Unified Command Mobile Emergency Operations Center, which is available for a spill response if requested by ADEC. The State originally commissioned the mobile facility for establishing an emergency operations center at the Yukon River Bridge in the event of a threat to the Trans-Alaska Pipeline, a critical State resource under the federal Buffer Zone Protection Plan of 2006. The fact sheet below provides details on this transportable operations center.

MOBILE EMERGENCY OPERATIONS CENTER (MEOC) FACT SHEET

Truck Specifications:
Make/Model: Freightliner Columbia
Length: 45 feet
Licensed Gross Weight: 56,000 pounds
Dispatch Weight (full fuel): 41,000 pounds approximately
Fuel Capacity: 140 gallons (3 days' supply at full electrical load)
Emergency Road Equip.: Lights, siren, public address
Internal/External lighting: White/Red internal with external floods
Electrical: Separate chassis and coach battery systems for DC; Two 12.5 KW generators to support AC load

Command Center Capabilities:

- Configured to support a Unified Command level incident.
- Command center will support 10 workstations with laptops.
- Spare dispatch position in command center
- High-speed satellite system; supports video conferencing, VOIP phones, Wi-Fi, and internet.
- Self-erecting and self-orienting satellite system.
- Supports up to 16 Voice Over Internet Protocol (VOIP) telephones via satellite.
- Receive and record both analog and digital broadcast television.
- External tower mounted (pneumatic extension/retraction) high-resolution color video camera with full optical and digital zoom via remote control.
- Multiple video screens with video management panel and external video capability.

Dispatch Center Capabilities:

- Four computer-aided dispatch positions utilizing Telex C-Soft software with full patch capability.
- Headsets, boom microphones, and foot switches available to dispatchers
- Hard mounted ergonomic dispatcher seating.
- Four ALMR mobile radios, panel-mounted
- Two Conventional VHF radios, panel-mounted
- High and Low UHF radios, panel-mounted
- 700/800 MHz (AWARN) radio, panel-mounted
- Marine Radio, panel-mounted
- VHF AM aircraft radio, panel-mounted for air-ground comm.
- ARES-capable amateur radio
- Citizens Band radio
- On-board ALMR-capable portable radio cache, with gang charger

Support Equipment:

- Document printer
- Fax/copier

- 24-inch plotter for maps, drawings, etc.
- Refrigerator, microwave, and coffee pot for extended deployment (comfort items)
- Support trailer with storage space to house up to five personnel for extended deployments.

5420.4 – ALMR

Alaska Land Mobile Radio (ALMR) – The State of Alaska, the Department of Defense, other federal agencies in Alaska, and local municipalities have joined together in a consortium effort to design, build, and operate and maintain a fully interoperable wireless communications system in Alaska, the Alaska Land Mobile Radio Project (ALMR). The primary objective of ALMR is to provide a reliable and secure emergency communications system for all emergency responders in Alaska, especially for multi-agency responses to emergencies and critical situations.

ALMR is a two-way radio system used by first responders and public safety officials for instant, effective, and private communications during everyday operation. It also provides the efficiency, security and flexibility required during emergencies for communications on demand and in real time.

The ALMR transportable capability provides coverage in areas outside the range of the fixed infrastructure to increase capacity during an emergency or event, or to provide temporary communications for a site where communications are down. The transportable capability includes four skids. The communications skid houses a five-channel, P25 trunk site and provides connectivity to support voice, data, internet, telephone and video. The dispatch skid provides for two dispatch locations along with control of the gateway and foreign radio equipment, acquisition and control of the satellite skid, systems monitoring and mesh network control. The tower/generator skid provides power and a crank-up microwave tower. The C and K-U band satellite skid provides reach back capability, as well as robust bandwidth to support National Incident Management System implementation at remote sites. Each skid is military air transportable and complies with requirements for both military and commercial sling lift operations, and is ground-transportable on flatbeds, meeting standards and regulations for transport along state and interstate highways.

The ALMR coverage in the State of Alaska is primarily in the Interior, Southcentral and Southeast areas of the state. For those areas of Alaska not currently within the ALMR coverage, the State of Alaska Department of Military and Veterans Affairs (ADMVA) has coordinated with state and local agencies to develop a Statewide Communications Interoperability Plan (SCIP) to address the interoperability needs of those areas. The plan envisions local entities applying for federal grants to purchase communications equipment appropriate to those communities to allow them to communicate with regional response communities through portable, tactical, interoperable IP gateway devices. For specific details of the SCIP, contact ADMVA. For additional information on the ALMR, Reference the Alaska Land Mobile Radio website.

ALMR provides first responders and public safety officials' instant, effective, and private communications during everyday operation and the efficiency, security and flexibility required during emergencies for communications on demand and in real time. It is a system providing interoperable communications using disparate radios, voice communications, whether they are open or encrypted, to other users authorized to be in the same talkgroup. Essentially, these radios are computers capable of transmitting voice and data, but can provide a number of other functions to assist the first responder carrying the radio.

Connectivity between the ALMR sites is provided by the State of Alaska Telecommunications System and the Municipality of Anchorage microwave systems, which enables ALMR users to communicate radio to radio anywhere in the ALMR coverage area, which is primarily along the road system.

The ALMR Help Desk is the single point of contact for ALMR Operations Management and Maintenance services. The Help Desk provides customers with problem, issue and complaint resolution. Services include account set up and update, radio checks, lost or stolen radio services, and general troubleshooting. Regular Business Hours are 8:00 am to 5:00 p.m., Monday through Friday After-hours (includes federal holidays): Call the Help Desk and follow the prompts to notify Motorola. An on-call technician will be notified.

The State of Alaska Telecommunications System (SATS) microwave network provides the wide-area connectivity for the Alaska Land Mobile Radio (ALMR) Communications System. Therefore, ALMR primarily provides coverage along the major road system and in some portions of Southeast Alaska. Recognizing the potential need for communications outside the ALMR coverage area and SATS infrastructure, two transportable/deployable, self-contained ALMR sites were designed and built for the Department of Defense. The transportable systems are assets of Joint Task Force, Alaska. In an emergency, and when approved by the Commander Alaskan Command, the units can be deployed anywhere in the state by truck, heavy-lift helicopter, or large cargo aircraft. The Transportable Communications Systems are designed to integrate into the existing ALMR fixed infrastructure.
The following is a basic description of the shelters/skids and their functions.

The Communication Shelter module is approximately 9 feet wide, by 16 feet long, by 9 feet high. It contains a five-channel RF site, satellite control interface, an unlicensed 5.8 GHz microwave radio, a central electronics bank (CEB) and a 48 VDC battery plant for eight hours run time.

The Dispatch Shelter is approximately 9 feet wide by 16 feet long by 9 feet high. It contains one Motorola© Gold Elite console position and a conventional UHF and VHF radios, marine band and air-to-ground radios, a MotoBridge® RGU, OMC, ACP, SIP Server, WSGU, and dispatch position.

Tower/Power Skid is approximately 9 feet wide by 20 feet long and contains a 35KW self-contained diesel generator and integral fuel tank designed for three continuous days of operation at half load. It also contains a 50-foot, powered crank-up tower. It has permanently mounted antennas for the trunked RF site and two conventional frequencies.

Logistics Skid is utilized to store ancillary equipment supporting the transportable during deployment. It also serves as a facility for maintenance operations while in the deployed state.
Contained within the Logistics Skid is the Unclassified Deployable Mesh (UDM) Network. Mesh network technology was originally developed for the military battlefield to provide instant, ad-hoc communication networks where fixed infrastructure was not available or deployable. The Mesh also provides Wi-Fi access, security and real-time video, dedicated licensed network connectivity, and a license-free mobile broadband that is self-forming and self-healing and can deliver seamless data connections and real-time video transfers to vehicles moving at highway speeds. The Logistics Skid measures 9 feet wide, by 20 feet long, by 9 feet high.

Rapid Deployable System
The Rapid Deployable System Shelter provides a fast, easy, durable, and versatile structure for first responders, command posts, operations centers, or other remote operation uses.

Help Desk in Anchorage: 334-2567 Toll Free within Alaska: 888-334-2567
E-mail: almr-helpdesk@inuitservices.com

5420.5 – Aleutians

Radios: Below is a table that provides the marine VHF frequencies available for use by local, government, and industry responders.

ADEC – Portable VHF Repeaters

Channel Designation	Location	Operating Frequencies		
		Transmit	PL	Receive
Zone 1, Channel 3	ADEC Portable Repeater 1 (out of region)	154.755	141.3	159.255
Zone 1, Channel 4	ADEC Portable Repeater 2 (out of region)	154.815	141.3	159.285
Zone 1, Channel 5	ADEC Portable Repeater 3 (out of region)	154.830	141.3	159.315

Marine VHF Radio Frequencies

Channel Number			Frequencies	
	Channel Designation/Usage	Signal Type	XMIT	RCV
MM06	INTERSHIP ON SCENE	Analog (Non-ASTRO)	156.3000	156.3000
MM09	BOATER CALLING	Analog (Non-ASTRO)	156.4500	156.4500
MM12	PORT OPERATIONS	Analog (Non-ASTRO)	156.6000	156.6000
MM13	BRIDGE 2 BRIDGE NAVIGATION	Analog (Non-ASTRO)	156.6500	156.6500
MM14	PORT OPERATIONS	Analog (Non-ASTRO)	156.7000	156.7000
MM16	DISTRESS SAFETY & CALLING	Analog (Non-ASTRO)	156.8000	156.8000
MM17	STATE CONTROLLED	Analog (Non-ASTRO)	156.8500	156.8500
MM21A	USCG WORKING (S)	Analog (Non-ASTRO)	157.0500	157.0500
MM22A	USCG/NON-GOV LIAISON BCSTS	Analog (Non-ASTRO)	157.1000	157.1000
MM23A	USCG WORKING (S)	Analog (Non-ASTRO)	157.1500	157.1500
MM81A	USCG WORKING (S)	Analog (Non-ASTRO)	157.0750	157.0750
MM82A	US GOV WORKING	Analog (Non-ASTRO)	157.1250	157.1250
MM83A	USCG WORKING (S)	Analog (Non-ASTRO)	157.1750	157.1750

Cellular and Satellite Communications

Presently, cellular telephone coverage is limited in the Aleutians region to small individual carriers that do not have roaming agreements with the larger carriers. Companies currently offering cell phone service include Alaska Wireless and Bristol Bay Cellular. Other cellular phones with “roam” capability may also work at certain locations. This capability is unpredictable and dependent on multiple factors that affect the capacity of cellular towers to handle additional carriers.

Cellular Companies

Company	Phone	Areas of Coverage
Alaska Wireless	581-5071	Unalaska/Dutch Harbor w/minimal roaming
Bristol Bay Cellular	581-4555	Roaming in Unalaska/Dutch Harbor

5420.6 – Bristol Bay

Cellular and Satellite Communications: Presently, in the Bristol Bay Geographic zone, cellular telephone coverage is limited, but available within most communities. However, as stated above, coverage problems should be solved with the addition of the terrestrial microwave ring system.

5420.7 – Cook Inlet

A system of seven fixed repeaters in the Cook Inlet Geographic zone allows for a wide range of VHF radio coverage. The seven repeaters and their operating frequencies are as follows:

ADEC Fixed Repeaters – Cook Inlet Geographic zone

Location	Transmit	PL Code	Receive
Mount Susitna (DECMTSUE)*	158.775	127.3	151.070
Hope (RPTHOPE)*	158.925	127.3	51.040
Gore Peak (DECJKGOR)**	154.755	114.8	159.255
Pipeline Hills (RPTPIPHL)**	159.420	103.5	151.340
Ski Hill (DECSKIHL) [Primary Use in Kenai/Soldotna Area]	158.925	114.8	151.040
Mount Bede (RPTELLBD)**	159.390	114.8	151.370
Rugged Island (RPTRUGED)**	154.830	127.3	159.315

* Anchorage Repeater System (repeaters are simulcast)

** Kenai Repeater System (repeaters are simulcast and includes the Shuyak Island repeater as well)

Alaska Dept. of Natural Resources, Division of Forestry – Radio Communications Assets:
The following provides an inventory of ADNR-DOF radio communications assets in the Cook Inlet Geographic zone. ADNR-DOF VHF and UHF repeater locations are listed below.

RTI – There is a Remote Telephone Interface (RTI) located on Mt. Susitna. This allows radios in the Anchorage area to connect with the phone system and then make phone calls. This is used by State Parks, USFS, and DOF. Each agency has eight radios that access the system.

Intercom - All SCRO offices are connected via the State Microwave system.

Repeaters - The AMSA office has one UHF Repeater (Mt Susitna), and four VHF Repeaters (Mt Susitna, Government Peak, Byers Lake, and Site Summit). Reference Table 2 for information on these repeaters.

ADNR-DOF Southcentral Regional Office (SCRO) - Anchorage: 269-8463 Fax: 269-8931
DOF's Southcentral Regional Office (SCRO) can transmit (Tx) and receive (Rx) on all the repeater frequencies for the region. They also have an intercom connection to the three area SCRO locations at Big Lake, Kenai, and Copper River through the State microwave system.

DOF Anchorage/Mat-Su Area Forestry (AMSA) - Mat-Su: 761-6300 Fax: 761-6319
The Dispatch office is located 8.2 miles down the Big Lake Cut-off at Mile 54 of the Parks Highway.

DOF Kenai/Kodiak Area Forestry (KKAF) - 262-4124/762-2373 Fire: 262-5528 Fax: 262-6390
The KKAF Dispatch office is located 1.5 miles east of Soldotna city center. This office has a primary console and a Desktrak 14-channel programmable base station.

ADNR-DOF Southcentral Regional Office (SCRO) VHF

Channel	Location	TX	RX
KKAF Initial Attack Channel 1	Sterling	159.270	151.265
AMSA Initial Attack Channel 3	Mt Susitna	159.270	151.265
VCRA Initial AttackChannel 5	Tolsona	159.330	151.325
Air GuardUSFS Air Guard	Cooper Mt	168.625	168.625

ADNR-DOF Southcentral Regional Office (SCRO) UHF

Channel	Location	TX	RX
AMSA/ER Warehouse & SCRO Logistics Channel 1	Mt Susitna	458.100	453.100
VCRA Logistics Channel 2	Tolsona	458.350	453.350
KKAF Logistics Channel 3	Sterling	458.500	453.500

ADNR-DOF Southcentral Regional Office (SCRO) Miscellaneous

Channel	Location	TX	RX
Air-Ground Ester Dome		132.45	132.45
Regional Intercom	For contact to all NRO area offices.		
AIR to Ground	Mt Susitna	132.45	132.45
INTERCOM	Intercom through the State microwave to each of the SCRO area offices (Big Lake, Kenai, and Copper River		

DOF Anchorage/Mat-Su Area Forestry (AMSA) VHF

Channel	Location	TX	RX
Channel 3	Mt Susitna	159.300	151.295
	Simulcast w/ Byers Lake	159.345	151.280
9 G Base	VFD Dispatch	154.295	154.295
Channel 7	Government Peak I.A.	159.345	151.280
Air Guard	Site Summit	168.625	168.625

DOF Anchorage/Mat-Su Area Forestry (AMSA) UHF

Channel	Location	TX	RX
Channel 1	AMSA Logistics	458.100	453.100
Channel 2	VCRA Logistics	458.350	453.350
Air to Ground	Mt Susitna	132.45	132.45

DOF Kenai/Kodiak Area Forestry (KKAF) VHF

Channel	Location	TX	RX
Channel 1	Sterling	159.270	151.265
	Sterling Initial Attack Simulcast with Ninilchik, Cooper MT, and Seldovia		
Channel 3 Mt Susitna Initial Attack	Mt Susitna	159.300	151.295

Desktrak	Activates the Desktrak base station (Reference below)		
USFS Air Guard	Cooper MT	168.625	168.625

DOF Kenai/Kodiak Area Forestry (KKAF) UHF

Channel	Location	TX	RX
Channel 3	Sterling	458.500	453.500
	Sterling Logistics (Simulcast with Seldovia)		
Channel 2	Cooper MT Cooper MT Logistics	458.100	453.100
Air to Ground		132.45	132.45

DOF Kenai/Kodiak Area Forestry (KKAF) Desktrak UHF

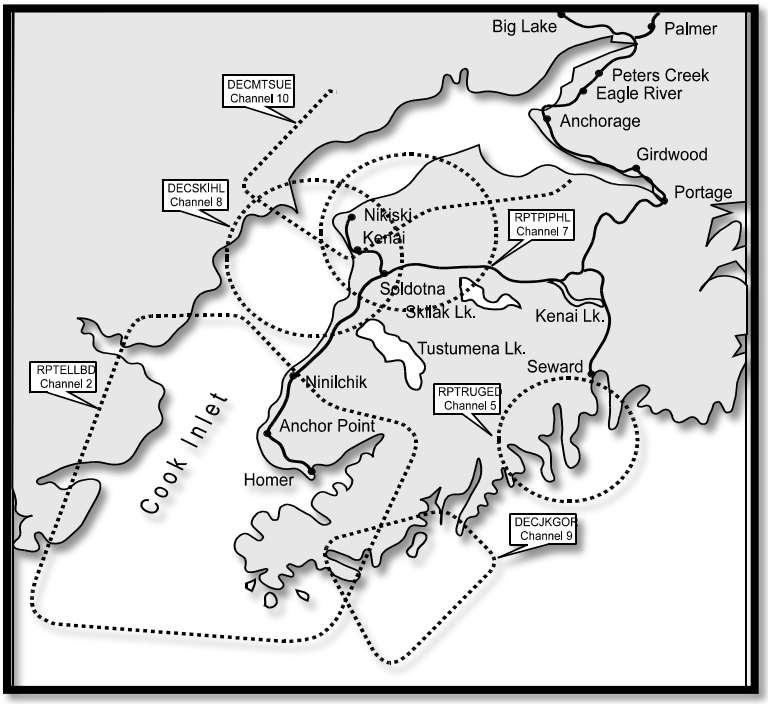
Description	Channel	TX	RX	PL
USFS Cooper MT	1	169.975	169.175	136.5
Rugged Island Link	2	159.420	151.340	103.5
	3			
CES	4	159.195	154.385	127.3
Kenai Fire Dept	5	154.355	154.355	
Nikiski Fire Dept	6	153.770	154.145	127.3
Kenai National Wildlife Refuge	7	169.550	170.100	
State Parks	8	159.435	151.430	127.3
	9			
AST Simplex	10	155.250	155.250	
AST Repeater	11	161.010	155.730	114.8
SXQ Police Dept	12	155.130	155.130	
Kenai Peninsula Borough OEM	13	155.085	154.085	127.3
Statewide EMS	14	154.295	154.295	

ADNR, DIVISION OF FORESTRY REPEATERS

Channel Designation	Location	Operating Frequencies		
		Transmit	PL	Receive
Anchorage Mat-Su Area Forestry (AMSAF)				
Channel 3 (VHF)	Mt Susitna (61□28.02'N 150□44.20'W, elevation 4200') Located 33 miles NW of Anchorage (simulcast with Byers Lake Repeater, Channel 7)	159.300		151.295
Channel 7 (VHF)	Government Peak (61□44.04'N 149□17.55'W, elevation 4750') Located 12 miles NW of Palmer	159.345		151.280
Channel 7 (VHF)	Byers Lake (62□41.15'N 150□13.26'W, elevation 1216') (simulcast with Mt Susitna Repeater, Channel 3) Located mile 142 Parks Highway	159.345		151.280
Channel 7 (VHF)	Site Summit (61□15.31'N 149□31.37'W, elevation 3850') (USFS Air Guard) Located 12 miles NE of Anchorage	168.625		168.625
Channel 1 (UHF)	Mt Susitna (61□28.02'N 150□44.20'W, elevation 4200') Located 33 miles NW of Anchorage	458.100		453.100

Valdez/Copper River Area Forestry (VCRAF)				
Channel 5 (VHF) USFS Air Guard	Tolsona. (62□06.20'N 146□10.18'W, elevation 2974') Located 20 miles west of Glennallen	159.330 168.625		151.325 168.625
Channel 3 (UHF)	Willow Mt. (61□46.22'N 145□12.00'W, elevation 3200') This repeater is simulcast with Tolsona. Located 30 miles south of Glennallen	458.500		453.500
Channel 2 (UHF)	Tolsona. (62□06.20'N 146□10.18'W, elevation 2974') Located 20 miles west of Glennallen This repeater is simulcast with Ernestine.	458.850		453.350
Kenai/Kodiak Area Forestry (KKAF)				
Channel 1 (VHF)	Sterling (60□32.15'N 150□54.14'W, elevation 300') Located .5 mile W. of Robinson Loop Road. This repeater is simulcast with Ninilchik, Cooper MT, and Seldovia.	159.270		151.265
Channel 5 (VHF)	Ninilchik (60□00.35'N 151□42.45'W, elevation 260') Located 3.2 miles SW of Ninilchik. This repeater is simulcast with Sterling, Cooper MT, and Seldovia.	159.270		151.265
Channel 7 (VHF)	Seldovia (59□27.17'N 151□40.18'W, elevation 1100') Located 1.5 miles E. of Seldovia. This repeater is simulcast with Sterling, Cooper MT, and Ninilchik.	159.270		151.265
Channel 7 (VHF) & USFS Air Guard	Cooper MT (60□27.44'N 149□48.34'W, elevation 4500') Located 2 miles S. of Cooper Landing. This repeater is simulcast with Sterling, Seldovia, and Ninilchik.	159.270		151.265
Channel 1 (UHF)	Cooper Mtn. (60□27.44'N 149□48.34'W, elevation 4500') Located 2 miles S. of Cooper Landing.	458.100		453.100
Channel 2 (UHF)	Seldovia (59□27.17'N 151□40.18'W, elevation 1100') Located 1.5 miles E. of Seldovia. This repeater is simulcast with the Sterling repeater.	458.500		453.500
Channel 3 (UHF)	Sterling (60□32.15'N 150□54.14'W, elevation 300') Located .5 mile W. of Robinson Loop Road. This repeater is simulcast with the Seldovia repeater.	458.500		453.500

Figure 5-3: ADEC Repeater Footprints - Cook Inlet Geographic zone



Marine Frequencies

CHANNEL DESIGNATION	ACCESSIBILITY/CHANNEL DESIGNATION		FREQUENCIES	
	ADEC OIL ZONE	ADEC MAR ZONE	TRANSMIT	RECEIVE
M9		X	156.4500	156.4500
M10		X	156.5000	156.5000
M11		X	156.5500	156.5500
M13		X	156.6500	156.6500
M16		X	156.8000	156.8000
M17		X	156.8500	156.8500
M18A		X	156.9000	156.9000
M21A		X	157.0500	157.0500
M22A		X	157.1000	157.1000
M66		X	156.3250	156.3250
M67		X	156.3750	156.3750
M69		X	156.4750	156.4750
M71		X	156.5750	156.5750
M72		X	156.6250	156.6250
M73		X	156.6750	156.6750
M74	X		156.7250	156.7250
M80A	X		156.0250	156.0250
M81A	X		157.0750	157.0750
M85	X		157.2750	157.2750

**USCG working channels only; monitor only, unless permission received from local USCG Command authorizing use while working a spill or a drill.

Cellular phone coverage in the Cook Inlet region has improved significantly in recent years. Currently, AT&T, GCI, Matanuska Telephone Association (MTA), and Verizon provide cell services. Wireless data service is also available from these providers. Currently 4G data is available throughout the major road corridors where voice coverage is also available. It should be noted that mountainous terrain restricts cell coverage in many areas, even on the highways. In locations with marginal cell phone service, text messaging may be more effective and reliable than voice service.

Network Service Limitations: Responders to an area should confirm if there are any network service limitations. Some service providers have limitations based on the version or generation of phone technology, in-network verses 'roaming' service, and type of service contract (monthly contract vs. 'pay-as-you-go.' 'Roaming' cellular service may be limited based on the network load or capacity and the generation of technology used. In the event of high network utilization, the host service provider may limit the roaming service available. Many service providers prioritize roaming service (including service access or quality) to the latest generation of cell phone devices. "Pay-as-you-go" contracts or devices may also have a more restricted coverage area.

The footprints of cellular phone coverage in the Cook Inlet Geographic zone are changing frequently, with service improving and coverage zones expanding. For current information, consult the providers' websites. For information on coverage in a specific location, a call to that community is recommended to determine the best options for cellular communications.

Cellular Coverage Website:

- AT&T: http://www.att.com/maps/wireless-coverage.html
- GCI: http://www.gci.com/wireless/coverage
- MTA Wireless: https://www.mtasolutions.com/images/Mobile/MTACoverageMap.pdf
- Verizon:https://ss7.vzw.com/is/content/VerizonWireless/eCatalogs/Alaska-Maps-Voice-Data-Final.pdf

5420.8 – Kodiak

Telephones: Kodiak is now connected to the mainland by two fibrotic cables, which should remove any bandwidth issues for the connected areas. However, outlying communities may still experience problems and a major response may surpass the local telephone system's capability to handle a large volume of long distance calls.

Cellular and Satellite Communications: Presently, in the Kodiak Geographic zone, cellular telephone coverage is limited. However, as stated above, coverage problems should be solved with the addition of a terrestrial microwave ring system in 2009/2010.

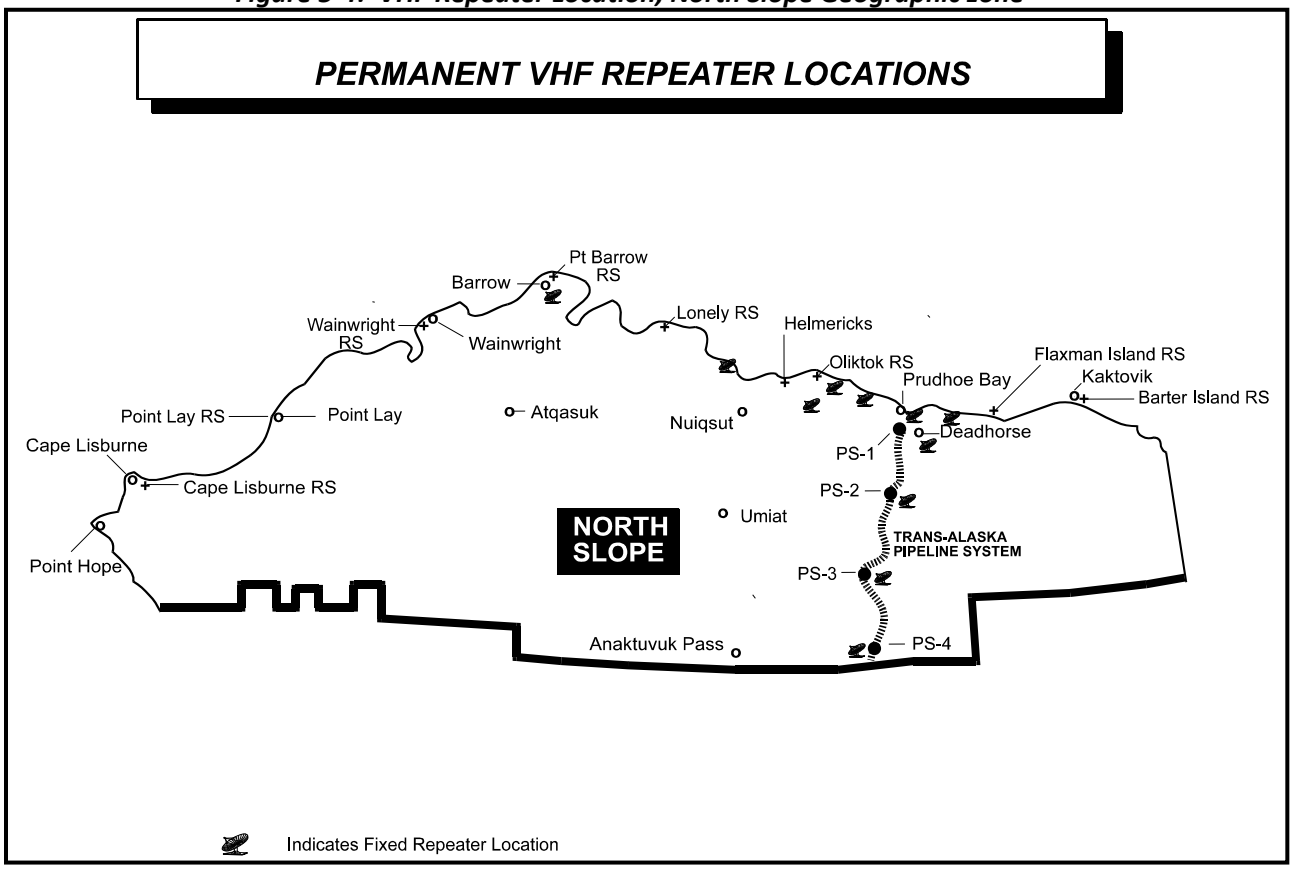
5420.9 – North Slope

Radio Communications: For a current listing of Alaska Clean Seas communications assets, please Reference the ACS Tech Manual, Volume 1, Tactic L-5.
http://alaskacleanseas.org/wp-content/uploads/2010/12/ACS_Tech_Manual_Rev9_Vol1-TACTICS.pdf

VHF Repeaters		
Channel	Location	Operating Frequencies

Designation		Transmit	PL	Receive
North Slope Borough – Permanently Installed VHF Repeaters				
Alaska State Troopers	Public Safety Building (Barrow)			
NSB Search and Rescue	Public Safety Building (Barrow)			
NSB Fire Department	Public Safety Building (Barrow)			
Wainwright Public Safety	Public Safety Building (Barrow)			
Atqasuk Public Safety	Public Safety Building (Barrow)			
Each Department within the Borough is assigned a fleet, and have available thirteen sub-fleets within the fleet. Altogether, there are nearly 325 trunked radios on the 800 MHZ system. Each has a common channel (Channel 2A at frequency 154.445 MHZ) and is attached to the Emergency Response Fleet (Fire, EMS, Hospital, Search and Rescue).				
Alaska Department of Environmental Conservation - Permanently Installed VHF Repeaters				
New	Lisburne (LPC)	151.070	114.8	158.925
New	Kuparuk (CPF-3)	151.040	114.8	158.835
New	DEC Office (Deadhorse) (Base Station)	N/A		
Alaska Department of Environmental Conservation - Portable VHF Repeaters				
Zone 1, Channel 3	DEC Portable Repeater 1 (out of region)	154.755	141.3	159.255
Zone 1, Channel 4	DEC Portable Repeater 2 (out of region)	154.815	141.3	159.285
Zone 1, Channel 5	DEC Portable Repeater 3 (out of region)	154.830	141.3	159.315

Figure 5-4: VHF Repeater Location, North Slope Geographic zone

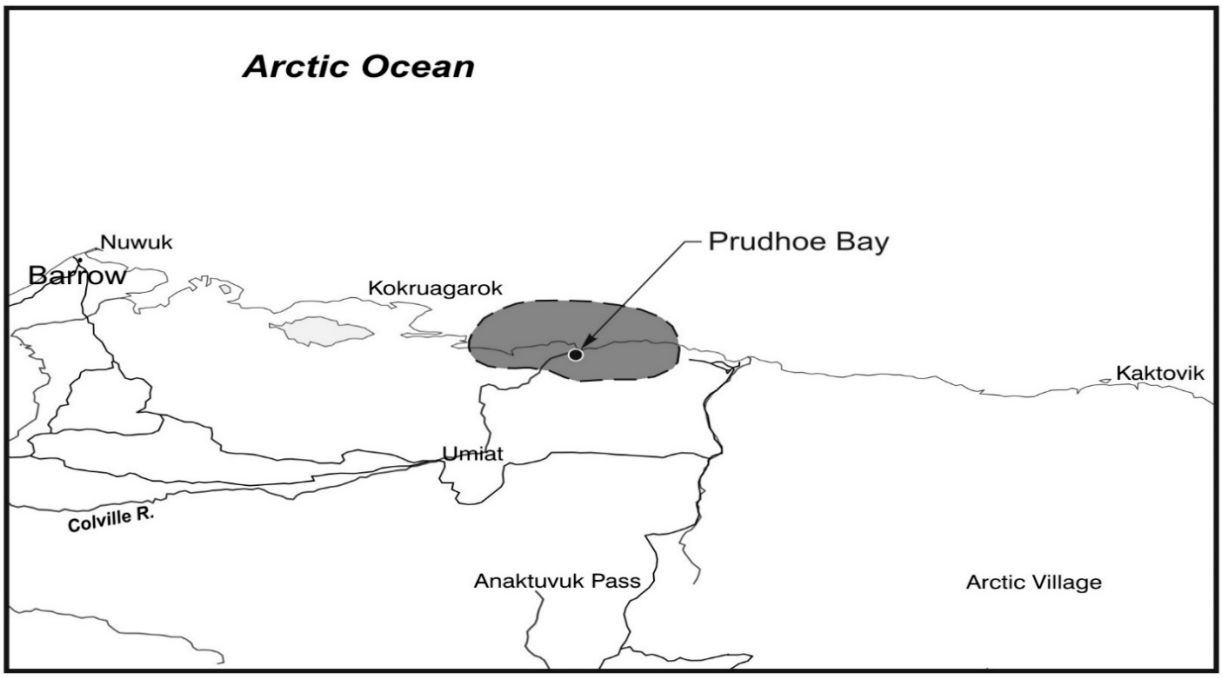


Marine VHF Radio Frequencies					
Channel Designation	Accessibility/Channel Designation			Frequencies	
	ACS	NSB	DEC Zone 2 Marine	Transmit	Receive
6				156.300	156.300
7			MAR CH 7	156.350	156.350
9	OS-70 GC2 (Gwydyr Bay)	Yes		156.450	156.450
10	OS-71 EPI (Prudhoe Bay)		MAR CH 10	156.500	156.500
11	OS-72 DH Spill Response Ctr			156.550	156.550
12				156.600	156.600
13				156.650	156.650
16	OS-73	Yes	MAR CH 16	156.800	156.800
17		Yes	MAR CH 17	156.850	156.850
18	OS-74 CPF3 (Harrison Bay)		MAR CH 18	156.900	156.900
21A**			MAR CH 21A	157.050	157.050
22A			MAR CH 22A	157.100	157.100
67			MAR CH 67	156.375	156.375
68		Yes	MAR CH 68	156.375	156.375
72			MAR CH 72	156.625	156.625
80A	OS-75 Spare Coast Station			157.025	157.025
81A**			MAR CH 81A	157.075	157.075
85	OS-76 Portable			157.275	161.875
** USCG working channels only, monitor only unless permission is received from local USCG Command authorizing use while working a spill or a drill.					

Cellular and Satellite Communications: Presently, cellular telephone coverage is limited in the North Slope Alaska region to the Prudhoe Bay area. Limited service may be available in Barrow as well. Companies currently offering cell phone service include ACS and Alaska DigiTel. Figure B-2 shows ACS cell phone coverage. Other cellular phones with "roam" capability may also work at certain locations. This capability is unpredictable and dependent on multiple factors that affect the capacity of ACS cellular towers to handle additional carriers.

Company	Telephone Number	Areas of Coverage
ACS	563-8000 800-808-8083	Cellular towers in Deadhorse, Kuparuk and Alpine. **
Alaska DigiTel	274-3114 888-530-3114	Provides analog roaming service using ACS towers. However, ACS can block non-ACS customers from "roaming" on their infrastructure to prevent system overloads or other problems.
**Note: ACS has a cell tower in Barrow. However, at present only phones with a Barrow phone number can make or receive cell phone calls in Barrow. Due to the older technology format of the Barrow tower, it is unknown whether FCC rules will allow ACS to sell additional phones that function on the "old network" for use in the Barrow area.		

Figure 5-5: Cellular Phone Coverage in North Slope Geographic Zone, provided by ACS



Some other carriers may roam on the ACS wireless network if capacity allows for additional users. Alaska DigiTel is the only confirmed cellular communications provider in Alaska that has such an agreement with ACS; other Lower 48-based providers may also have agreements.

5420.10 – Northwest Arctic

The ADEC does not maintain any fixed communication equipment in the Northwest Arctic.

Marine Frequencies

CHANNEL DESIGNATION	ACCESSIBILITY/CHANNEL DESIGNATION		FREQUENCIES	
	ADEC OIL ZONE	ADEC MAR ZONE	TRANSMIT	RECEIVE
M9		X	156.4500	156.4500
M10		X	156.5000	156.5000
M11		X	156.5500	156.5500
M13		X	156.6500	156.6500
M16		X	156.8000	156.8000
M17		X	156.8500	156.8500
M18A		X	156.9000	156.9000
M21A		X	157.0500	157.0500
M22A		X	157.1000	157.1000
M66		X	156.3250	156.3250
M67		X	156.3750	156.3750
M69		X	156.4750	156.4750
M71		X	156.5750	156.5750
M72		X	156.6250	156.6250
M73		X	156.6750	156.6750

M74	X		156.7250	156.7250
M80A	X		156.0250	156.0250
M81A	X		157.0750	157.0750
M85	X		157.2750	157.2750
**USCG working channels only; monitor only, unless permission received from local USCG Command authorizing use while working a spill or a drill.				

Cellular phone: Network Service Limitations: Responders to an area should confirm if there are any network service limitations. Some service providers have limitations based on the version or generation of phone technology, in-network verses 'roaming' service, and type of service contract (monthly contract vs. 'pay-as-you-go.' 'Roaming' cellular service may be limited based on the network load or capacity and the generation of technology used. In the event of high network utilization, the host service provider may limit the roaming service available. Many service providers prioritize roaming service (including service access or quality) to the latest generation of cell phone devices. "Pay-as-you-go" contracts or devices may also have a more restricted coverage area.

The footprints of cellular phone coverage are changing, with service improving and coverage zones expanding. For current information, consult the providers' websites. For information on coverage in a specific location, a call to that community is recommended to determine the best options for cellular communications.

Cellular Coverage Website:

- AT&T http://www.att.com/maps/wireless-coverage.html
- GCI http://www.gci.com/wireless/coverage
- MTA Wireless https://www.mtasolutions.com/images/Mobile/MTACoverageMap.pdf
- Verizon: https://ss7.vzw.com/is/content/VerizonWireless/eCatalogs/Alaska-Maps-Voice-Data-Final.pdf

As noted above, cellular telephone coverage is limited. The most extensive coverage in Western Alaska, including the Northwest Arctic Geographic zone is provided by GCI.

5420.11 – Western Alaska

Portable repeaters can increase the communication range several fold depending upon where the repeaters are placed. Portable repeaters are also listed along with in-State location, owning agency, and operating frequencies.

Alaska Department of Natural Resources, Division of Forestry – Radio Communications Assets:
Information on the Alaska Department of Natural Resources' Division of Forestry is also provided in this section. The Dispatch office is located in McGrath adjacent to the runway. The following provides an inventory of ADNR-DOF radio communications assets in the Western Alaska geographic zone.

DOF Southwest Area Forestry (SWAF)
McGrath Dispatch Office Business: 524-3010 Fax: 524-3932 Fire: 524-3366
VHF

Channel	Location	TX	RX
Channel 1	Horn Mt. Aniak I.A.	159.270	151.265
Channel 3	Mt X I.A.	159.300	151.295

Channel 5	Cloudy Mt. I.A.	159.330	151.325
Channel 7	RTI	159.345	151.280
Air Guard	Beaver Mt.	168.625	168.625

Air to Ground

McGrath Station	132.45
Cloudy Mt.	132.45
Horn Mt.	132.45

5500 – RESERVED

5600 – RESERVED

5700 – RESERVED

5800 – RESERVED

5900 – RESERVED FOR AREA/DISTRICT

6100 – FINANCE/ADMINISTRATIVE SECTION ORGANIZATION

The following are helpful resources for establishing a case specific finance/administrative section organization:

- The USCG Incident Management Handbook
- The Alaska Incident Management System (AIMS) Guide for Oil and Hazardous Substance Response.

Note: None of these guides is specifically prescribed by this plan, and none is mandated for use by response plan holders or potential responsible parties. Federal and State On-Scene Coordinators will work with the response organization established by the responsible party in responding to and managing oil or hazardous substance releases as long as their organization is compatible with ICS principles

6200 – FUND ACCESS

6210 – Federal On-Scene Coordinator (FOSC) Funding

The Seventeenth USCG District approves FOSC requests to respond to actual or substantial threat of oil pollution incidents. Procedurally, FOSC staff contacts the NPFC to request a federal pollution number and initial project ceiling. The pollution number is referenced in all subsequent correspondence. Obligation of funds is tracked to ensure the ceiling is not exceeded. For details regarding documentation and cost recovery Reference NPFC Instruction 16451.2.

6220 – State Funding

State governments may request up to $250,000.00 from the OSLTF via the appropriate FOSC. Procedures for state governments to access the OSLTF are outlined in NPFC Instruction 16451.1.

For details on the state Oil and Hazardous Substance Release Prevention and Response Fund (OHSRPRF), reference Section 6310.2.

6230 – Trustee Funding

The OSLTF is available to pay for response or removal actions carried out under FOSC direction. The NPFC designates the total amount of money available and assigns a Federal Pollution Number (FPN) for the FOSC. Federal agencies working for the FOSC may request funds from the FOSC to pay for their activities.

1. When an agency is notified of an incident, joint discussions between the FOSC and that agency's representative shall occur to determine if it is appropriate for the agency to participate and support the FOSC.

2. If participation in the response is appropriate, a request for funding shall be made to the FOSC. Initially, the request can be made orally but must be quickly followed by a written request.

3. The funding request shall include anticipated tasks, estimated costs, and the total amount of funding needed for the duration of the response.

4. Authorization comes from the FOSC in the form of a signed and dated Pollution Removal Funding Authorization (PRFA). The PRFA includes the activities to be funded, the amount of money

available, and an FPN. The FPN must appear on all incident documentation. The signed PRFA is used as agency authorization to invoice the NPFC for reimbursement of response costs.

5. It is necessary to fully document all costs associated with authorized response expenditures. Records must include salaries and benefits, daily transportation costs, individual per diem, authorized overtime costs, material costs, equipment costs (owned or rented), and authorized contractor costs.

6. If at any time during the response, it appears that the agency will exceed the PRFA ceiling, there must be an IMMEDIATE written request to the FOSC to increase the ceiling. The request must include detailed activities and costs. If an increase is approved, the FOSC will issue an amendment to the PRFA.

The NPFC User Reference Guide (eURG).is available online at USCG, NPFC website.

6300 – COST

6310 – Cost Recovery

6310.1 – Federal - TBD

6310.2 – State

ADEC is responsible for cost recovery of Oil & Hazardous Substance Release Prevention and Response Funds (OHSRPRF). ADEC will participate with the Department of Law in cost recovery agreement negotiation. Each participating agency will receive written notification of its responsibility under the cost recovery process. AS 46.08.020 requires that:

a) Money recovered or otherwise received from parties responsible for the containment and cleanup of oil or a hazardous substance at a specific site, excluding funds for performance bonds and other forms of financial responsibility held in escrow pending satisfactory performance of privately-financed response action; and

b) Fines, penalties, or damages recovered for costs incurred by the state because of the release or threatened release of oil or a hazardous substance shall be deposited in the general fund and credited to the special account called the "oil and hazardous substance response fund."

As such all monies shall be collected and deposited by the Department of Law/ADEC.

Cost Recovery Direct from Responsible Party: In cases of cost recovery direct from the responsible party, each participating agency may be required to provide documentation to the liable party and to ADEC for cost recovery. Written notification of procedures shall be provided by ADEC to each participating agency. Each agency shall be required to maintain records related to the cost recovery process. Specific record keeping requirements shall be outlined in writing by ADEC to each participating agency but shall include at a minimum:

- Expenditures Incurred
- Expenditures Submitted for Cost Recovery
- Expenditures Recovered

Cost Recovery through Litigation: In cases of cost recovery through litigation, each participating agency may be required to provide documentation to the Department of Law and to ADEC for cost recovery. Written notification of procedures shall be provided by ADEC to each participating agency.

6320 – Cost Documentation, Procedures, Forms & Completion Report

6320.1 - Federal

All federal cost documentation, procedures and forms can be accessed at the NPFC website:
Regulation/Guidance - https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/URG/
Forms - https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Forms/

6320.2 – State

Fund Expenditures: Activation of a multi-agency State response organization will occur when there is a major or extended incident. Many responses contain emergency elements which must be addressed immediately, and ongoing operations for which use of the Oil and Hazardous Substance Release Prevention and Response Fund (OHSRPRF) may be planned. Therefore, each participating agency should be aware of, and comply with, its policies and procedures for financial and accounting issues, and must be aware of emergency exceptions to its policies, procedures, and constraints for reimbursement from the OHSRPRF. Failure to comply with requirements for expenditures from the OHSRPRF shall preclude reimbursement of expenditures.

Expenditures made directly from or reimbursed from the OHSRPRF will have unique tracking requirements for both legislative reporting and cost recovery documentation. Due to the multi-agency involvement in ICS, it is important that all agencies understand the documentation and reporting requirements prior to obligating funds.

1) ADEC - ADEC shall expend and obligate money directly from the OHSRPRF. ADEC shall be responsible for a consolidated report on expenditures reimbursed from the OHSRPRF for initial response, cleanup, and recovery operations at the conclusion of the incident. The report shall address items required in agency reporting requirements, below.

   Under AS 46.08.045, the Commissioner can access the response fund for an oil or hazardous substance discharge when it is a declared disaster, or if there is no declared disaster, by providing proper notice to the governor and legislature.

2) Other Agencies - Other State agencies should only incur obligations and expenditures after receiving a request for involvement and work plan approved by the State On-Scene Coordinator (SOSC). Obligations and expenditures not requested by the SOSC will not be reimbursed from the OHSRPRF.

   Other agencies may seek reimbursement from the OHSRPRF by one of two methods: Inter-Departmental Accounting Journal Entries (AJE's) or Reimbursable Services Agreements (RSA's). In both cases, supporting documentation requirements may be in excess of standard State requirements. Thus, agencies should carefully review supporting documentation requirements. Requests for reimbursement shall be reviewed against OHSRPRF requirements and shall not be approved unless the documentation requirements have been met.

This reimbursement process may be amended if a cost recovery agreement is negotiated with a responsible party that adds or changes reporting requirements. ADEC shall provide written notification to all participating State agencies in such a case.

3) University of Alaska - Documentation requirements and access to the OHSRPRF for the University of Alaska has the same standard documentation and reporting requirements as other agency involvement, but reimbursements shall be through a general warrant.

Fund Expenditure Methods

Inter-Departmental Accounting Journal Entries - The document shall include:

- ❑ Transaction Screen Printout
- ❑ Audit Trail Printout, Showing Expenditures
- ❑ Copies of Invoices, Procurement Documentation, Travel Documentation, Time Sheet, Warrant Register
- ❑ Narrative justification for the expenditure that addresses the specific reason for each expenditure as it relates to the approved work plan for that agency
- ❑ Other information to aid ADEC in the approval process
- ❑ Other information to aid ADEC in the cost recovery process
- ❑ Name and telephone of agency contact for additional information

All inter-agency accounting journal entries shall be approved by the SOSC or his/her designee prior to authorization and certification by ADEC.

Reimbursable Services Agreements (RSA's) - The execute document shall include:

- ❑ Transaction Screen Printouts
- ❑ Audit Trail Showing Expenditure
- ❑ Copies of Invoices, Procurement Documentation, Travel Documentation, Time Sheet, Warrant Register
- ❑ Narrative justification for the expenditure, addressing specific reasons for each expenditure as they relate to the agency's approved work plan
- ❑ Other information to aid ADEC in the approval process
- ❑ Other information to aid ADEC in the cost recovery process
- ❑ Name and telephone of agency contact for additional information

All RSA additions, executions, and amendments shall be approved by the SOSC or his/her designee prior to authorization and certification by ADEC.

Required Reports - All agencies shall be required to file reports on expenditures reimbursed from the OHSRPRF at the conclusion of their involvement in the response. The report shall address the following topics:

- ❑ Work Plan and Accomplishments
- ❑ Personal Services Expenditures by Name, PCN, Total Compensation and Services Performed
- ❑ One Time Purchases >$10,000
- ❑ Contractual Agreements >$20,000
- ❑ Equipment Purchases

Accounting

Accounting functions (AKSAS) will rarely be located onsite. All agencies must use a unique accounting structure (such as ledger code, program code) or other tool to identify all expenditures by specific ICS project.

ADEC must receive written notification from each participating agency of the accounting structure being used to capture its authorization, obligations and expenditures. AKSAS Transactions for Inter Departmental AJE's for reimbursement by ADEC should be sent to ADEC RD 18128. AKSAS transactions for Reimbursable Services Agreement (RSA) executions, additions, and amendments for reimbursement by ADEC should be sent to ADEC RD 18128.

The State of Alaska maintains reimbursable petty cash accounts for small purchases (usually less than $100.00). The balance of these accounts is normally under $100.00. Field Warrants are used in situations that require immediate payment. They are limited to a maximum of $1,000.00. Any amount over $1,000.00 should be paid with an AKSAS generated general warrant.

Personnel/Payroll - Responsible Agency: DOA
Personnel and payroll actions are governed by the various collective bargaining agreements, Personnel Rules, and the State Administrative Manual, as well as individual departmental policies and procedures. In an initial activation of a multi-agency ICS, the Department of Administration shall take the lead role in establishing a core group, which will consist of one or more representatives from each of the following agencies:

- Department of Administration
- Division of Personnel
- Division of Labor Relations
- Division of Finance
- Department of Environmental Conservation
- All other State agencies with employees assisting in the cleanup efforts

The core group will address the following issues and any other issues as they arise to ensure consistency between departments:

- Overtime eligibility for Fair Labor Standards Act (FLSA) exempt employees
- Modifications to collective bargaining agreements through Letters of Agreement
- Time reporting form modifications to address unique reporting requirements of the incident
- Establishment of record keeping policies and procedures for volunteer corps
- Assist in position classification and hiring for large numbers of emergency hires and non-permanent staff, agency guidance and assistance. This assistance will be available to all agencies, but agencies may choose to follow the existing procedures without this assistance.
- Assist the Finance/Administration Section Chief in the hire and training of personnel/payroll staff to remain on site.

ADEC shall review each agency's equipment purchases and make a determination of equipment, which shall be required for the emergency response. The agency shall relinquish that equipment to ADEC for transportation to a local response conex. The balance of equipment shall remain in the sole possession of the purchasing agency. The agency shall not be required to reimburse the OHSRPRF for equipment, which ADEC does not require for emergency response.

Documentation - Responsible Agency: ALL/ADEC/LAW
Minimum Requirements - Each agency shall immediately implement document control and collection procedures. In all cases telephone logs, correspondence, reports, time records, and field notes shall be considered part of documentation. Numerical document control by all participating agencies and a mechanism for centralized document control and retention shall be instituted at the agency level. All staff

shall be subject to a "Check in - Check Out" process through the Resource Unit of the Planning Section to ascertain that vital records are retained onsite.

Additional Requirements - Additional documentation and data management requirements shall vary by incident. ADEC, in conjunction with the Department of Law, shall establish the documentation and data management requirements for each incident. Attention shall be paid to cost recovery requirements. Each participating agency shall be provided written instructions by ADEC for documentation requirements in excess of minimums.

6320.3 – National Pollution Fund Center Technical Operating Procedures

Utilize the following link for access to the NPFC Technical Operating Procedures (TOPS):
https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Publications/tops/

6320.4 – Finance and Resource Management Field Guide - TBD

6330 – Reimbursable Expenses

6330.1 – Procedures for Reimbursement

For reimbursement under the Oil Spill Liability Trust Fund, Reference the Compensation/Claims section of this document.

For local government reimbursement under the Comprehensive Environmental Response, Compensation and Liability Act, follow this link for information: https://www.epa.gov/emergency-response/local-governments-reimbursement-program

6340 – Liability Limits

Limits of Liability as defined by OPA 90 are outlined in 33 CFR 138, Subpart B.

6400 – TIME - TBD

6500 – COMPENSATION/CLAIMS

6510 –Claims against the OSLTF

Guidance for submitting a claim under the Oil Spill Liability Trust Fund can be found at the following link: https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Claims/

6520 – Compensation for Injury Specialist (INJR) - TBD

6530 – Claims Specialist (CLMS) - TBD

6600 – PROCUREMENT

6610 – Contracting Officer Authority

6610.1 – Federal

Federal contract authority for spill response falls under the Federal On scene Coordinator duties. Further guidance on this topic is found at the following link: https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Response/

6610.2 – State

Responsible Agency: DOA

Agencies are cautioned that procurement actions are governed by AS 36.30, the State of Alaska Administrative Manual, 2 AAC 12, Departmental Delegated Purchasing Authority Memoranda, as well as individual departmental policy and procedures.

In an initial activation of the multi-agency ICS, the Department of Administration shall establish an on-scene Procurement Office, using the designated contract support team (DCST); reporting to the Finance/ Administration Section Chief. The Logistics Section Chief will work with the Procurement Office to ensure accounting practices and procedures are followed for all transactions.

Primary activities shall be to:

- Establish written term contracts for services.
- Eliminate State liability from verbal contracts through public notices.
- Assess and establish leases for office and other space.
- Provide assistance, as needed, to all participating agencies in contracting, emergency procurement, and reporting.
- Establish systems to provide adequate internal controls and communication between the finance procurement unit and the logistics supply unit.
- Coordinate with ADMVA/DHSEM and DOT/PF and Logistics to ensure ground transportation requirements are met.
- Assist in hiring and training staff for procurement functions.

6700 – RESERVED

6800 – RESERVED

6900 – RESERVED FOR AREA/DISTRICT

7100 – INTRODUCTION

This chapter profiles the hazards associated with extremely hazardous substances (EHS) in Alaska. It identifies the substances, where they are found, how they are transported, the risks they pose to the public, and the current capability of industry and government to respond to large-scale accidents.

EHS, for the most part, are those substances that pose an acute inhalation threat to humans. The distribution of EHS in Alaska falls into relatively distinct and predictable patterns. Hydrogen sulfide gas occurs only in association with crude oil production. Chlorine is found primarily at the municipal water and wastewater treatment facilities and seafood processing facilities of coastal southcentral and southeastern Alaska, as well as larger municipal facilities on the highway system. Anhydrous ammonia is found typically in coastal communities with seafood processing facilities. Sulfuric acid occurs at major industrial facilities and at remote communications facilities (as a battery electrolyte), and sodium cyanide is typically located at mining operations and transport facilities. Many of the more exotic substances occur at a small number of industrial or trans-shipment facilities.

Major routes and modes of transportation of EHS into and around the state are relatively simple. Interstate transport of EHS consists nearly exclusively of transport of substances into the state from the southern contiguous states by water. With a scattered and largely rural population, the potential for an accidental EHS release with catastrophic consequences – for example, affecting over 1,000 persons – in Alaska is confined to a handful of population centers. On the other hand, release consequences could still be great in many Alaskan communities when evaluated in terms of the percentage of a community's population affected and the degree of impact.

Response to an EHS release can be either defensive or offensive in nature. Defensive response measures include detecting a release, notifying the public and appropriate agencies, predicting plume movement, and protecting the public through evacuation or shelter-in-place tactics. Key to effective defensive response is a local emergency plan to guide the effort. A degree of defensive response capability exists in Alaska communities as evidenced by the existence of local emergency response plans in most communities.

Offensive response includes monitoring chemical concentrations and entering hazard zones to accomplish rescue, control, decontamination or other objectives. Key to effective offensive response is a well-trained, equipped and practiced Hazmat team. Such teams, though, are expensive to equip and train, and maintaining a level of proficiency commensurate with the risk to responders is costly. The Hazmat response teams of the Municipality of Anchorage, the 103rd Civil Support Team WMD (Alaska National Guard), and the City of Kodiak provide a degree of offensive response capability for their respective locales.

Areas with substantial risk and no or limited offensive response capability include the Kenai Peninsula Borough Planning District, the Aleutians East and Aleutian and Pribilof Planning Districts, the Bristol Bay Planning District, and the Northwest Arctic Borough Planning District.

7110 – Overview of Chemical Hazards

This section discusses chemical hazards in general and those in Alaska particularly. It is intended to provide some background for readers that may not be familiar with the hazards posed by EHS.

1) **Release and Dispersion Mechanics:** EHS in Alaska include compressed and refrigerated gases, liquids and solids. The ways in which each is released and disperses in the environment differ.

Gases: Compressed and refrigerated gases can be released directly into the environment and spread under the influence of meteorological conditions. The rate at which a compressed gas is released depends on such factors as the amount of the substance in the container, the temperature of the substance, and the size of the hole through which the gas escapes. Once released, compressed gases spread in a downwind direction under the influence of meteorological conditions and gravity. The spread of compressed gases is particularly sensitive to wind speed. The slower the wind speed, the further high concentrations of gases will reach.

Liquids: Liquids are normally assumed to be dispersed into the atmosphere through evaporation. The evaporative rate is largely a function of chemical properties, the temperature of the liquid, and the surface area of the pool. The rate of release of liquids to the atmosphere through evaporation at normal temperatures is usually much slower than that for compressed gasses. As a result, even highly toxic liquids are far less likely to cause off-site impacts than the compressed gasses, provided the liquids are released and remain at ambient temperatures.

It is important to note that heating toxic liquids as a result of fire or other chemical reactions can dramatically increase release rates and downwind impact distances. Highly reactive liquids, such as strong acids, react with many substances while generating heat, which increases evaporative rates. Chemical reaction of liquids with substances in the environment upon release can also produce toxic gases as products of reaction. Under certain conditions, liquids can also be introduced into the environment as fine aerosols, which behave much like gases.

Solids: Finely divided solids can be released by explosion or other physical means and may disperse much like gases. Like liquids, solids can also react with other substances to release toxic gases.

2) **Causes of Releases:** Causes of chemical accidents in Alaska are expected to mirror causes reflected in nationwide records. In a general sense, causes of most chemical accidents fall into three primary (but not entirely distinct) categories: human error, fire, and natural disasters.

Human Error: The single greatest cause of chemical releases reflected in nationwide records is, directly or indirectly, human error. Inadequate training, lapses in judgment, and inadequate number of personnel appear repeatedly in the records as the cause of chemical accidents. The statistic suggests that the frequency of accidental releases is directly proportional to the level of human judgment and opportunity for mistakes. There is every reason to expect that the prevalence of human error as a cause of chemical accidents will apply in Alaska.

Fire: Fire is also a common, and in some ways a problematic, cause of releases. In closed systems, such as pressure vessels or refrigeration systems, increases in temperatures cause increases in internal pressure. To reduce the risk of explosion, most closed systems are equipped with some form of pressure relief device that will vent all or some of the system contents in the event of over-pressurization. Extreme temperatures associated with fires can be expected to result in the release of gases via these pressure relief devices.

For liquids, heat produced by fires increases vapor pressures and the rate at which liquids are released into the air. Fires can also produce or accelerate chemical reactions whereby toxic substances are created

and dispersed. It is important to note that most plume models do not simulate the effects of fire and other chemical reactions.

One characteristic of fire, on the other hand, tends to reduce the effects of fire-associated releases. Produced heat forms strong vertical air currents that disperse emissions vertically, as opposed to horizontally along the ground surface.

Natural Disaster: Other causes of accidental chemical releases include natural phenomena such as earthquakes, and floods. With its active seismic zones, earthquakes may be a more likely cause of chemical releases in Alaska. Natural disasters can result in situations that exceed those contemplated in normal emergency planning.

3) **Accident Frequencies:** The expected frequency of accidental chemical releases on a unit basis will be higher in Alaska than on a national basis. Factors that will tend to increase the likelihood of a release include extreme environmental conditions, improper training, and lack of regulatory oversight.

Fixed Facilities: The Handbook of Chemical Hazard Analysis Procedures (Federal Emergency Management Agency - FEMA et al, 1990) presents an approach for estimating the likelihood of releases from facilities. In formulating the approach, FEMA suggests that the frequency of significant accidents is largely a function of the number of containers, and whether the containers are in use or in storage: Primarily due to the potential for fire damage, FEMA concludes that the frequency of accidents is ten times greater for containers in warehouses and other storage facilities than for containers at medium size industrial facilities such as water treatment plants. FEMA also concludes that accident frequency varies directly with the number of containers – the more containers, the higher the likelihood of an accident.
The handbook suggests a failure rate for water treatment plants and other medium size industrial users of 1×10^{-4} failures per storage tank or pressure vessel per year. For warehouses and other storage facilities, the handbook suggests a failure rate of 1×10^{-3} failures per storage tank or pressure vessel per year. While valve and piping leaks are far more common than container failures, such operational leaks are often detected and are often of a magnitude that does not pose a threat beyond the facility and immediate working environment. As a result of the limited number of containers present at individual facilities in Alaska, the expected frequency of container failure at any single facility should never exceed 1×10^{-2} per year.

Bulk Marine Transport: The Handbook of Chemical Hazard Analysis Procedures (FEMA et al, 1990) states that marine transportation has the lowest accident rate per ton-mile and the lowest number of accidents of the various modes of transportation. The large energies involved when accidents do occur, however, can result in large cargo losses. The handbook estimates spill frequency for bulk marine transport based on the likelihood of vessel accidents per mile traveled or per port call. Suggested accident frequencies vary from 1×10^{-3} per mile for collisions and groundings in harbors and bays to 5×10^{-6} per mile for groundings on lakes, rivers and intercoastal waterways. Of the accidents involving single-hulled vessels, 25 percent can be expected to result in releases, and of these, 30 percent can be expected to result in the loss of 100 percent of one tank or compartment. This suggests large-scale releases may occur at a frequency of 7.5×10^{-5} to 3.75×10^{-7} per mile traveled.

Bulk Rail Transport: The Handbook of Chemical Hazard Analysis Procedures (FEMA et al, 1990) estimates spill frequency for bulk rail transport based on the likelihood of accidents per rail car-mile. The handbook suggests a frequency for mainline accidents of 6×10^{-7} per car-mile and a frequency for yard accidents of 3×10^{-6} per car-mile. Of the accidents, the handbook suggests that 30 percent can be expected to result

in complete loss of cargo. This yields a frequency for large-scale releases from mainline accidents of 1.8 x 10^{-7} per car-mile and 9 x 10^{-7} per car-mile for releases from accidents in rail yards.

Bulk Truck Transport: The Handbook of Chemical Hazard Analysis Procedures (FEMA et al, 1990) estimates spill frequency for bulk truck transport based on the likelihood of truck accidents per mile traveled, and the percentage of those accidents that result in a release of some or all of the contents. The handbook suggests use of an average accident rate of 2 x 10^{-6} accidents per mile for trucks carrying bulk quantities of hazardous materials. The method suggests that accidents result in spills 20 percent of the time, and of those, 20 percent will result in release of the entire cargo. Considering all factors, the handbook suggests that accidents will result in release of the entire contents at a rate of 8 x 10^{-8} per mile traveled per year.

4) **Release Consequences:** While releases of chemical substances can certainly affect the environment, release consequences are most often evaluated in terms of human injury and loss of life. If this standard is used, it is understood that the most severe consequences are associated with releases in highly populated areas. With a scattered and largely rural population, the potential for catastrophic consequences - for example, affecting over 1,000 persons - in Alaska is confined to a handful of population centers. On the other hand, release consequences evaluated in terms of the percentage of a community's population impacted and the degree of impact could still be great in many Alaskan communities.

5) **Risk:** Risk is normally considered a function of both the likelihood of a release, and the severity of the consequences. Risk is greatest where a release is most likely to occur and the consequences would be most severe - the least where releases are highly improbable, or even if one were to occur, impacts would be minor. In a general sense, chemical risk in Alaska is not nearly as high as many parts of the nation. Nevertheless, many Alaskan communities are faced with some degree of chemical risk.

7200 –OPERATIONS

7210 – Hazmat Response

All hazardous material (hazmat) releases in excess of the reportable quantity must be reported by the responsible party to the National Response Center (NRC). Any release, regardless of amount, is required to be reported to the Alaska Department of Environmental Conservation (ADEC). Upon notification of a release, the NRC shall promptly notify the appropriate Federal On-Scene Coordinator (FOSC). The FOSC shall contact the ADEC State On-Scene Coordinator (SOSC). If ADEC receives notification first, the SOSC shall notify the FOSC promptly. The FOSC and SOSC will relay the notification to local communities, resource agencies, medical facilities, and others as necessary and begin coordination with a Local On-Scene Coordinator (LOSC), if available, if the incident poses an immediate threat to public health and safety.

The community's local on-scene coordinator (LOSC) is in command and control until he or she determines that there is no longer an imminent threat to public safety. The LOSC can at any time request higher authority to assume command and control of an incident. Local emergency plans should be consulted for any specific directions or guidelines. The local fire department and/or Local Emergency Planning Committee (LEPC) should have the most current records on local storage of hazmat in quantities large enough to meet federal reporting requirements.

Recognition

To deal with a hazmat release safely, it is essential to recognize the chemical or physical hazards that may affect response personnel. Chemical and physical hazards may be confronted by emergency response personnel when responding to a hazardous material incident. Chemical hazards include biological, radioactive, toxic, flammable, and reactive hazards. Physical hazards include slips; trips and falls; compressed gases; materials handling; thermal, electrical, and noise hazards; and confined spaces.

To help determine these hazards, it is important to identify the properties of the released material, including characteristics such as flammability, radioactivity, corrosiveness, toxicity, and/or other properties that classify them as hazardous. For any particular hazardous category, the degree of hazard varies depending on the substance.

The degree of hazard is a relative measure of how hazardous a substance may be. For example, the Immediately Dangerous to Life and Health (IDLH) concentration of butyl acetate in air is 10,000 parts per million (ppm); the IDLH for tetrachloroethane is 150 ppm. Tetrachloroethane is therefore far more toxic (has a higher degree of hazard) when inhaled in low concentration than butyl acetate. Vapors from butyl acetate, however, have a higher degree of explosive hazard than tetrachloroethane vapors, which are not explosive

The hazardous properties and degree of hazard for a substance can be determined using reference materials. Chemical properties and the health hazards associated with the various materials transported in the Arctic and Western Alaska Area can be found in the United States USCG (USCG) Chemical Hazards Response Information System (CHRIS) Manual, the United States Department of Transportation (DOT) Emergency Response Guidebook (current edition), and Computer-Aided Management of Emergency Operations (CAMEO) computer programs. Industry experts can be consulted as well. An excellent resource is the CHEMTREC 24-hour information number, 1-800-424-9300, supported by the Chemical Manufacturers Association. Additional references are provided below.

Although print and online sources can provide information about a substance's environmental behavior, additional field data will likely be required to fully characterize it. Most frequently, air monitoring and sampling are needed to verify and identify the presence of hazmat, calculate concentrations, and confirm dispersion patterns.

The following are some useful references for hazmat and response organization information:

State Plans and Guidance

- Alaska Federal/State Preparedness Plan for Response to Oil & Hazardous Substance Discharges/Releases
- The Alaska Incident Management System (AIMS) Guide for Oil and Hazardous Substance Response.
- Spill Tactics for Alaska Responders (STAR) Manual
- Coastal Sensitivity Atlas

National Plans and Guidance

- National Contingency Plan (NCP) (40 Code of Federal Regulations [CFR] part 300)
- Commandant Instruction #16465.30, Policy Guidance for Response to Hazardous Chemical Releases

Chemical and Hazard Material Guides and Manuals

- CHEMTREC, Chemical/Hazardous Substance information, 1 800-424-9300
- DOT Emergency Response Guidebook (current edition) www.phmsa.dot.gov/hazmat/library/erg
- International Maritime Dangerous Goods Codes
- National Fire Protection Guide On Hazardous Materials
- National Institute for Occupational Safety and Health (NIOSH)/Occupational Safety and Health Administration (OSHA)/USCG/United States Environmental Protection Agency (EPA), NIOSH Pocket Guide to Chemical Hazards www.cdc.gov/niosh/npg/
- Occupational Safety and Health Guidance Manual for Hazardous Waste Site Activities. https://www.osha.gov/Publications/complinks/OSHG-HazWaste/all-in-one.pdf
- Safety Data Sheets (SDS) www.hazard.com/msds/index.php
- Sax's Dangerous Properties of Industrial Materials
- USCG CHRIS Manual
- Oil and Chemical Response Reference Library at the Marine Safety Office in Anchorage. This library consists of a Macintosh Computer System with CAMEO, and all of the publications listed above. A complete library listing is maintained and updated as new/revised publications/programs are received.

Reports

- Alaska Statewide Oil and Hazardous Substance Inventory for Tier Two
- Statewide Hazardous Materials Commodity Flow Study, Nuka Research and Planning Group, 2010. The basic report is available at: http://dec.alaska.gov/spar/ppr/hazmat/study.html
- HartCrowser, Inc., 1999. 1998 Statewide Hazardous Material Inventory. Prepared for Alaska Department of Environmental Conservation, Division of Spill Prevention and Response.
- HartCrowser, Inc., 1999. Alaska Level A and B Hazardous Material Response Resources. Prepared for Alaska Department of Environmental Conservation, Division of Spill Prevention and Response.
- HartCrowser, 2000. Evaluation of Chemical Threats to the Alaska Public. Prepared for Alaska Department of Environmental Conservation, Division of Spill Prevention and Response.

Evaluation

To properly evaluate a hazmat release, the incident must be characterized. Incident characterization is the process of positively identifying the substance(s) involved and evaluating the actual or potential public health and environmental impacts. This is generally a two-phase process, comprising an initial characterization followed by a more comprehensive characterization.

1. Initial Characterization: The initial characterization is based on information that is readily available or can be obtained rapidly to determine what hazards exist and if immediate protective measures are necessary. During this initial phase, a number of key decisions must be made regarding:

- Imminent or potential threat to public health
- Imminent or potential threat to the environment
- Immediate need for protective actions to prevent or reduce the impact
- Protection of the health and safety of response personnel

If the incident is not immediately dangerous to human life or sensitive environments, more time is available to evaluate the hazards, design plans for cleanup, and establish safety requirements for response personnel. Information for characterizing the hazards can be obtained from on-scene intelligence

(records, placards, eyewitnesses, etc.), direct reading of instruments, and sampling. Depending on the nature of the incident and the amount of time available, various combinations of these information-gathering methods may be used. The following outline describes one approach to collecting the data needed to evaluate a hazmat incident's impact.

- Attempt to gather as much information as possible, such as:
    - Nature and exact location of the incident
    - Date and time of occurrence
    - Hazardous substances involved and their physical/chemical properties
    - Present status of the incident
    - Potential pathways of dispersion
    - Habitation - population at risk
    - Environmentally sensitive areas - endangered species, delicate ecosystems
    - Economically sensitive areas - industrial, agricultural
    - Accessibility by air, roads, and waterways
    - Current weather and forecast (next 24 to 48 hours)
    - Aerial photographs/video when possible
    - A general layout and mapping of the site
    - Available communications
- Off-site reconnaissance (that can be conducted in Level D Personal Protective Equipment (PPE), per OSHA and EPA guidance) should be the primary inspection method for initial site characterization when the hazards are largely unknown or there is no urgent need to enter the site. Off-site reconnaissance consists of visual observations and monitoring for atmospheric hazards near the site. Collecting of off-site samples may help identify substance migration or indicate on-site conditions. Off-site reconnaissance would include:
    - Monitoring ambient air with direct-reading instruments for:
        - Organic and inorganic vapors, gases, and particulates
        - Oxygen deficiency
        - Specific materials, if known
        - Combustible gases and radiation
    - Identifying placards, labels, or markings on containers or vehicles
    - Noting the configuration of containers and trailers
    - Noting the types and numbers of containers, trailers, buildings, and impoundments
    - Identifying any leachate or runoff
    - Looking for biological indicators - dead vegetation, animals, insects or fish
    - Noting any unusual odors or conditions
    - Observing any vapors, clouds, or suspicious substances
    - Taking off-site samples of air, surface water, ground water (wells), drinking water, site runoff, and soil
    - Reviewing the Dangerous Cargo Manifest
    - Conducting interviews with workers, witnesses, observers, or inhabitants
- An on-site survey (conducted in a minimum of Level B PPE, per OSHA and EPA guidance until hazards can be determined) may be necessary if a more thorough evaluation of hazards is required. On-site surveys require personnel to enter the restricted or hot zone of the site. Prior to any personnel conducting an on-site survey, an entry plan addressing what will be initially accomplished and prescribing the procedures to protect the health and safety of response personnel will be developed. On-site inspection and information gathering would include:
    - Monitoring ambient air with direct-reading instruments for:

        - Organic and inorganic vapors, gases, and particulates
        - Oxygen deficiency
        - Specific materials, if known
        - Combustible gases and radiation
    - Observing containers, impoundments, or other storage systems and noting:
        - Numbers, types, and quantities of materials
        - Condition of storage systems (state of repair, deterioration, etc.)
        - Container configuration or shape of tank cars, trailers, etc.
        - Labels, marking, identification tags, or other indicators of material
        - Leaks or discharges from containers, tanks, ponds, vehicles, etc.
    - Noting physical condition of material:
        - Solids, liquids, gases
        - Color
        - Behavior (foaming, vaporizing, corroding, etc.)
    - Determining potential pathways of dispersion - air, surface water, ground water, land surface, biological routes
    - Taking on-site samples of storage containers, air, surface water, ground water (wells), drinking water, site runoff, and soil.

2. Comprehensive Characterization: Comprehensive characterization is the second phase, and may not be needed in all responses. It is a more methodical investigation to enhance, refine, and enlarge the information base developed during the initial characterization. This phase provides more complete information for characterizing the hazards associated with an incident. As a continuously operating program, the second phase also reflects any environmental changes resulting from response activities.

Information obtained off site and during the initial site, entries can be sufficient to thoroughly identify and assess the human and environmental effects of an incident. If not, an environmental surveillance program needs to be implemented. This program collects the same type of information gathered during the preliminary inspection, but more detailed and extensive. For example, if the first phase involved the collection of one or two groundwater samples, the second phase would conduct a broad and intensive groundwater survey over a long period.

Results from preliminary inspections provide a screening mechanism for a more complete environmental surveillance program to determine the full extent of contamination. Since mitigation and remedial measures may cause changes in the original conditions, a continual surveillance program can be used to identify and track these fluctuations or ramifications.

Evacuation

Neither the USCG nor the EPA has the authority to order an evacuation of facilities or communities in the event of a hazmat release; this authority lies with local or state entities. However, evacuation should be strongly recommended to local civil authorities (police, fire departments, etc.) whenever a hazardous release poses a threat to surrounding personnel. In the event of such a release, the area should be isolated for at least 100 meters in all directions until the material is identified. Only trained and properly equipped personnel should be allowed access.

To guide evacuations, the DOT Emergency Response Guidebook includes “Table 1: Initial Isolation and Protective Action Distances.” Evacuation should always begin with people in downwind and in low-lying areas. Continual reassessment is necessary to account for changes in weather and wind, rate of release,

etc. CAMEO should be used to provide an air plume trajectory model for downwind toxic plume distances. Again, constant reassessment is required.

Issues concerning disaster assistance for people and organizations in evacuated areas should be referred to the Alaska Department of Military and Veterans Affairs (DMVA) Division of Homeland Security and Emergency Management.

Direction and Site/Entry Control

The purpose of site control is to minimize potential contamination of emergency response personnel, protect the public from any hazards, contain and reduce the extent of contamination to the environment, and prevent unlawful entry onto the site that may result in an additional release of material, destruction of evidence, or prolonging of the cleanup effort. The degree of site control necessary depends on site characteristics, site size, and the surrounding community.

Several site control procedures should be implemented to reduce potential exposure and ensure an effective, rapid cleanup, including:

- Secure site, and establish entry control points
- Compile a site map
- Prepare the site for subsequent activities
- Establish work zones
- Use the buddy system when entering
- Establish and strictly enforce decontamination procedures
- Establish site security measures
- Set up communications networks
- Enforce safe work practices

For complete guidance on Direction and Site Entry/Control, Reference the NIOSH/OSHA/USCG/EPA Occupational Safety and Health Guidance Manual for Hazardous Waste Site Activities (Publication No. 85-115).

Command and Control

The LOSC can at any time request higher authority to assume command and control of an incident. All applicable local emergency plans should be consulted. After the LOSC, together with the FOSC and SOSC, has determined that public safety is not at risk, then the Unified Command response organization will assume command and control of the incident.

Government response organization in the State of Alaska is based on the Unified Command structure of the Incident Command System (ICS), which is outlined in Section 1400 of this document and the Alaska Regional Contingency Plan.

Communications

A communications plan for all sections of the ICS will be established by the Incident Commander.

At this time, a pre-established generic communications plan accounting for the various police, fire, federal, state, and local frequencies has not been established.

Warning Systems & Emergency Public Notification

Three separate systems for broadcast of emergency messages are available to the Alaska Regional Response Team, FOSC, and SOSC: the National Oceanic and Atmospheric Administration (NOAA) Weather Radio System, the State of Alaska Emergency Alert System, and the National Warning Systems. The LOSC or the local emergency services should activate any system available in their community (e.g., community alert system).

Health and Medical Services - For local hospital and clinic information, Reference the Emergency Medical Services section or the Community Profiles.

7210.1 – Radiological Response

General: The potential for a significant nuclear-related accident in the State of Alaska is remote. There are no active nuclear reactors in the State of Alaska and the quantities of nuclear materials transported within the state are insignificant in comparison to nuclear waste/cargo shipments in the Lower 48 states. However, Alaska's proximity to nuclear facilities (e.g., power plants, waste storage sites, and processing plants) in eastern Russia and seasonal weather patterns that could bring fallout over the state warrant concern, as well as preparedness on the U.S. side. Most of the Russian facilities are substandard in construction and have had a history of reported and unreported releases.

Two basic situations may occur following a radiological accident. In the case of a major catastrophic event with serious impact to the State of Alaska, the Governor may declare a disaster emergency, the State Emergency Response Plan would be activated, and the Alaska Department of Military and Veterans Affairs would be the lead agency. For non-declared emergencies, the Alaska Department of Environmental Conservation (ADEC) more than likely would serve as the lead agency under their hazardous materials response charter.

The National Response Framework (NRF), Nuclear/Radiological Incident Annex details the responsibilities of coordinating Federal agencies for nuclear/radiological incidents. These coordinating agencies include:

- Department of Defense (DOD) or Department of Energy (DOE), as appropriate, for incidents involving nuclear/radiological materials or facilities owned or operated by DOD or DOE; or for incidents involving a nuclear weapon, special nuclear material, and/or classified components under DOD or DOE custody.
- DHS, generally through Customs and Border Protection (CBP), for incidents involving the inadvertent import of radioactive materials as well as any other incidents where radioactive material is detected at borders.
- EPA or DHS/USCG, as appropriate, for environmental response and cleanup for incidents not otherwise covered above.
- DHS for all deliberate attacks involving nuclear/radiological facilities or materials, including radiation dispersal devices and improvised nuclear devices.

Basic Responsibilities of State and Federal Agencies:

1. Federal agency tasking is contained in the National Response Framework.

2. The Alaska Department of Military and Veterans Affairs (through the Division of Homeland Security and Emergency Management) will:
   - Implement the State Emergency Response Plan, if applicable.
   - *Provide the designated State Coordinating Officer.
   - Receive communications from federal, state and local agencies.

- *Provide updates to the Governor and federal, state and local agencies through Situation Reports (SitReps).
- *Provide a State Area Commander and lead staff for the State Emergency Coordination Center.
- Facilitate release of health advisory information and recommended population protection measures.
- *Coordinate area evacuation if the situation warrants.

*Basic tasks under a declared disaster situation.

3. The Alaska Department of Environmental Conservation will:
   - Set up/participate in the Unified Command (non-disasters) and provide the State On-Scene Coordinator (SOSC).
   - Coordinate health advisories with the Alaska Department of Health and Social Services (ADHSS).
   - Coordinate and verify accuracy of actual and forecasted radiological contamination plume locations thru NOAA's National Weather Service satellite imagery and the University of Alaska's Geophysical Institute at Fairbanks.
   - Provide ADEC Air Quality staff and response team assistance, as requested by the State Coordinating Officer or the ADEC SOSC.
   - Alert the EPA Alaska Operations Office (if not previously alerted) and local communities that may be at risk. Coordinate response actions.
   - Determine areas within the State that are likely to receive airborne radiological contamination and establish a radiation-monitoring network. As a minimum:

     - Coordinate with EPA and determine local sample screening and analysis capability to expedite turnaround of sampling results.
     - Coordinate with the US Air Force, US Army, and US Navy for Department of Defense resources in Alaska and with the USCG and other federal agencies for their resources for establishing a monitoring network and data exchange.

4. The Alaska Department of Health and Social Services will:
   - Develop appropriate protective action guidelines for response to radiological releases. EPA-developed federal protective action guidelines may be used if deemed appropriate for the State of Alaska.
   - Coordinate health advisories with ADEC prior to release over statewide media networks.
   - Alert the US Food and Drug Administration and the US Nuclear Regulatory Commission of the potential for radiological contamination impacting the State of Alaska.
   - Advise the Unified Command on the potential health hazards resulting from the deposition of radiological contamination.
   - Maintain contact with rural health facilities and provide them with updated status reports.
   - Provide a representative to the Unified Command structure.

5. The Alaska Department of Labor and Workforce Development will:
   - Alert federal Occupational Safety and Health Administration (OSHA) officials.
   - Coordinate with ADHSS in determining OSHA standards for radiation exposure to emergency response personnel.

6. The Alaska Department of Fish and Game will:
    - In conjunction with the U.S. Department of Agriculture and other federal agencies, determine the impact of radiological hazards on fish and wildlife in the affected area.
    - Advise the general public on any restrictions to commercial, sport, or subsistence fishing and hunting as a result of potential health hazards (from consumption of contaminated fish and wildlife).

NOTIFICATION PROCEDURES: Immediate notification of a radiological incident is critical to develop and implement the proper response strategy to protect the general populace. While existing international protocols outline a formal notification system through the International Atomic Energy Agency (IAEA), direct communication with the affected country will provide immediate information on the release. The existing lines of communication are described below. Additionally, the figure below provides a schematic flow diagram for notification.

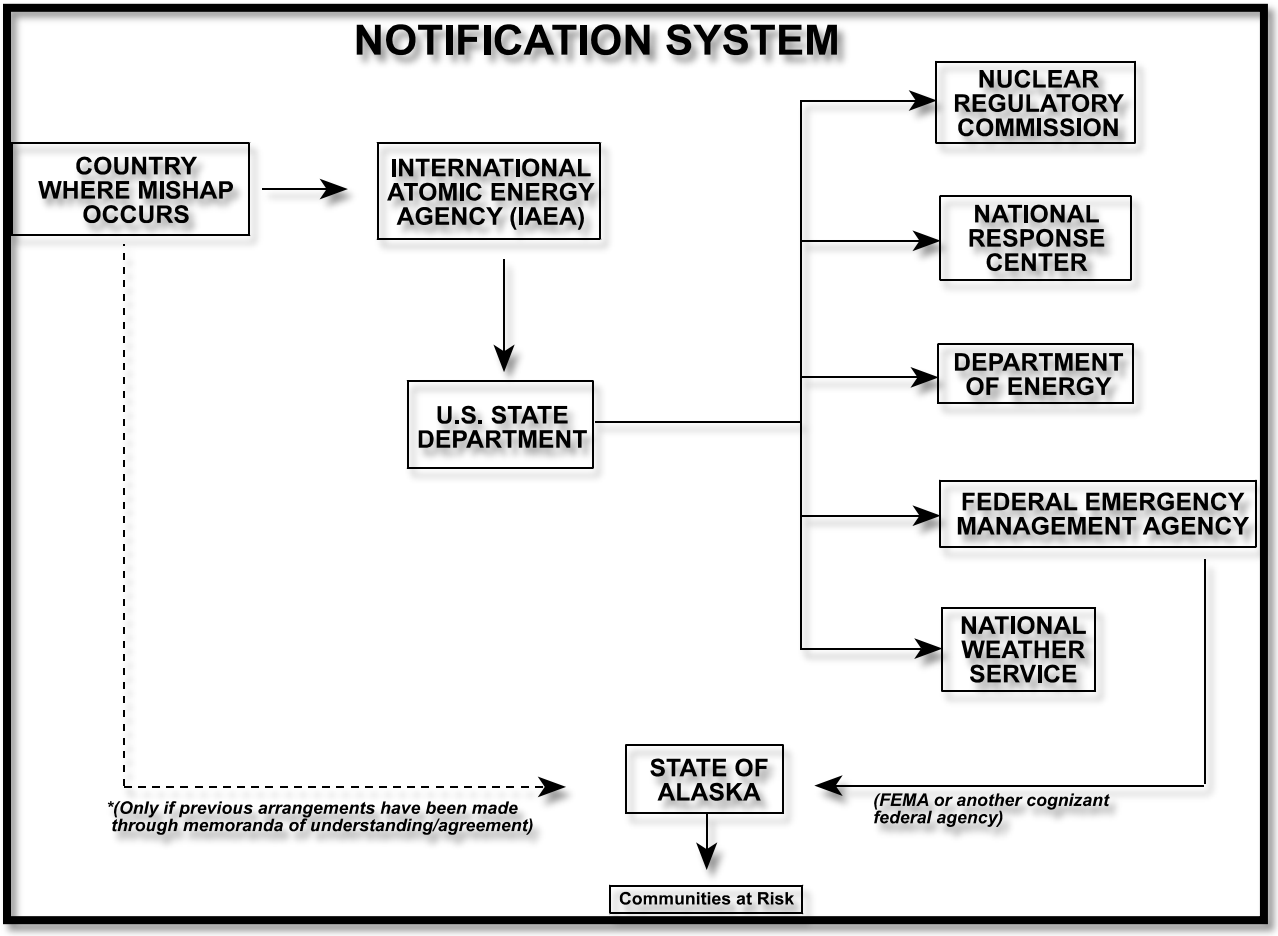
1. **International Notification:** Currently, in the event of nuclear releases, which may threaten the United States, the U.S. State Department could be notified by the International Atomic Energy Agency (IAEA) **and/or** the country where the release has occurred.

2. **Federal Notification:** The U.S. State Department notifies the Nuclear Regulatory Commission (NRC), which, in turn, notifies its regional offices, the National Response Center, the Department of Energy, Federal Emergency Management Agency, National Weather Service, and the State of Alaska.

3. **State Notification:** Within the State of Alaska, the Division of Homeland Security and Emergency Management (DHSEM) would receive the initial call from federal agencies. Upon receiving notification, DHSEM will notify the Governor and the Alaska Departments of Environmental Conservation and Health and Social Services. Additional notification responsibilities are also indicated under basic tasks for each State agency.

4. **Local Notification:** The State agency in charge of the radiological response will provide immediate notification to local elected officials for those communities, which may be at risk from the radiological hazard. In addition, Reference additional notification responsibilities indicated under basic tasks for each State agency.

Figure 7-1: Radiological Release Notification



7220 – Responsible Party Action

Discovery and Notification: Any person in charge of a vessel or a facility shall report releases of hazmat in excess of the reportable quantity as defined in Table 1 of 49 CFR 172.101 to the NRC's 24-hour telephone number, 1-800-424-8802, in accordance with the NCP. Any release, regardless of the amount, is required to be reported to the State of Alaska. This notification can be accomplished by contacting the ADEC either through the Central Area Response Team at 269-3063 or through the 24-hour telephone number at 1-800-478-9300.

If direct reporting to the NRC is not immediately practicable, reports will be made to the Captain of the Port (COTP) Western Alaska at 24-hour telephone number 428-4100. All such reports shall be promptly relayed to the NRC.

In any event, **the person in charge of the vessel, vehicle, or facility involved in a hazardous material release shall notify the NRC and the State of Alaska as soon as possible.**

As much information as possible shall be reported, including, but not limited to, the following:

- Location of the release
- Type(s) of material(s) released, including any pertinent SDS data
- Estimated quantity of material released

- Possible source of the release
- Date and time of the release
- Population and/or environment at risk

Removal Action: The responsible party shall, to the fullest extent possible, perform promptly the necessary removal action to the satisfaction of the pre-designated FOSC, SOSC, and LOSC or local emergency services.

Regardless of whether or not a cleanup will be conducted, the responsible party shall cooperate fully with all federal, state, and local agencies to ensure that the incident is handled in a safe, proper manner.

7230 – State Action

Authority: The ADEC is mandated by statute to respond promptly to a discharge of oil or a hazardous substance (Alaska Statute [AS] 46.80.130). Additionally, the ADEC may contract with a professional emergency contractor or municipality to meet response requirements and/or establish and maintain a containment and cleanup capability (i.e., personnel, equipment, and supplies) (AS 46.09.040).

Response Policy: The ADEC is currently operating in accordance with an August 1992 policy decision that precludes ADEC personnel from responding to situations that require Level A/B protection. ADEC personnel are prohibited from responding with or using personal protective equipment beyond the Level C protection category (as defined in EPA standards).

State Response Capabilities: The ADEC has entered into community response agreements with the Municipality of Anchorage, Kenai Peninsula Borough, Matanuska-Susitna Borough, and the Cities of Homer, Kenai, and Seldovia.

The ADEC also coordinates with the Statewide Hazardous Materials Response Team, which consists of the local and regional Level A Entry capable hazmat response teams. These teams include the hazmat teams from the Municipality of Anchorage, Fairbanks North Star Borough, the City of Kodiak, the City and Borough of Juneau, and the City of Ketchikan, along with the Alaska National Guard 103rd Civil Support Team (CST) and the EPA response team (Superfund Technical Assessment and Response Team).

In the event of a hazmat release requiring immediate response, the ADEC's pre-designated SOSC may request support from any of the hazmat response teams. These teams maintain a Level A entry capability and can respond beyond their jurisdictional boundaries at the request of the SOSC. ADEC, in turn, will reimburse the community for expenses incurred by the team during the response. The teams are to be used strictly for emergency response operations. Once the immediate hazard is dealt with, the teams will be released to return to their home stations. Post-response recovery operations will be handled by the responsible party (if known) or through ADEC response team contractors or federal contractors.

The Level A response capability refers to the level of protection provided to emergency responders. Level A is the highest level of protection and provides skin and respiratory protection for Hazmat responders through the wearing of a vapor-tight protection garment and breathing apparatus. This level of protection is followed by Levels B, C, and D (with D providing the least amount of protection, usually requiring only specific work clothing and eye [splash] protection).

Another state asset is the 103rd CST, based at Joint Base Elmendorf Richardson, Alaska. The 103rd CST can be requested through the ADEC or DMVA's Division of Homeland Security and Emergency Management, State Emergency Operations Center (428-7100 or 1-888-462-7100). This team's primary focus is weapons of mass destruction, including chemical and biological warfare agents and toxic industrial chemicals. The 103rd CST maintains Level A entry capability and a wide variety of detection instruments and support equipment. The team can be used in an advisory role for hazard modeling or medical assessment and in a primary or an assist mode to perform entries alone or in conjunction with other first responders.

7240 – Federal Action

Authority: Section 311 of the Federal Water Pollution Control Act and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 are the principal authorities for federal response to discharges of oil and releases of hazardous substances. The procedures and standards for conducting responses are contained in the NCP (40 CFR 300). Under the NCP and the Regional Contingency Plan, each USCG COTP for coastal zones, or EPA representative for inland zones, coordinates federal activities on scene either as the pre-designated FOSC or as the first federal official in the absence of the pre-designated FOSC. The FOSC objective is to ensure rapid, efficient mitigation of actual or threatened pollution releases or discharges.

Jurisdiction: In accordance with the NCP, the USCG COTP for Western Alaska (Commanding Officer, Sector Anchorage) is identified as the pre-designated FOSC for the coastal zone. The FOSC will respond to hazardous substance releases, or threats of release, occurring in the coastal or inland zones and not involving Department of Defense vessels or facilities, which originate from:

- Vessels and vehicles (as well as other modes of transportation, e.g., railroad).
- Facilities, other than hazardous waste management facilities, when the release requires immediate action to prevent risk of harm to human life, health, or the environment.
- Hazardous waste management facilities, or illegal disposal areas, when the FOSC determines emergency containment or other immediate removal actions are necessary prior to the arrival of the EPA FOSC.

For all shore side incidents in the coastal zone, once the immediate threat to human life, health, or the environment has been abated and the character of the response changes to a long-term cleanup or site remediation, the FOSC's responsibilities will be transferred from the USCG COTP to a designated EPA official.

Response Policy: The USCG will follow the policy guidance contained in COMDTINST M16465.30, "Policy Guidance for Response to Hazardous Chemical Releases," and the Marine Safety Manual, Volume VI, Chapter 7 when responding to a hazardous chemical release. The USCG Incident Management Handbook also provides guidelines for responding to a hazardous substance release.

The USCG and other federal agencies in Alaska will maintain a "conservative" Level D response capability level. "Conservative" response consists of recommending evacuation of the affected area and maintaining a safe perimeter while attempting to positively identify the pollutant and outlining a clear course of action. Federal personnel, with the exception of specialized teams (e.g., the National Strike Force, the Pacific Strike Team, and the EPA Environmental Response Team and Superfund Technical Assessment and Response Team), will not enter a hazardous environment. This response posture is appropriate due to

insufficient numbers of trained or equipped personnel to allow a safe and proper entry into a hazardous environment and the low risk of a chemical release in the area.

Level D protection is primarily work uniform/coveralls, safety boots, safety goggles and a hard hat. This provides minimal protection. Level D must not be worn for "entry" into any hazmat situation. It does NOT provide protection from chemicals. Level D protection strictly applies to non-hazardous environments (e.g., Command Post, Cold Zone, etc.).

In situations requiring an entry into a hazardous environment, federal agencies will rely on the capabilities of the USCG Pacific Strike Team, EPA response teams, state and local hazmat response teams, if available, and industry or commercial resources.

In implementing this conservative response posture, the COTP for Western Alaska will carry out all the FOSC functions not requiring entry of unit personnel into a hazardous environment. These functions include:

- Conducting preliminary assessment of the incident.
- Carrying out COTP measures such as restricting access to affected areas, controlling marine traffic (safety zones), notifying affected agencies, coordinating with state and local agencies, and assisting as resources permit.
- Conducting local contingency planning.
- Identifying responsible parties and informing them of their liability for removal costs.
- Carrying out "first aid" mitigation if the situation warrants and capability exists.
- Monitoring cleanup activities.

The CAMEO software suite will be an important part of any chemical release incident. This set of software includes CAMEOfm, CAMEO Chemicals, Areal Locations of Hazardous Atmospheres (ALOHA), and Mapping Application for Response, Planning, and Local Operational Tactics (MARPLOT). Together, the CAMEOfm chemical database and CAMEO Chemicals chemical response information datasheets and reactivity prediction tool provide a rapid means of identifying chemicals and their associated hazards. ALOHA, air-modeling program, part of CAMEO, provides a rapid means of developing a downwind hazard evaluation. MARPLOT is an easy-to-use geographic information system (GIS) interface. The NOAA Scientific Support Coordinator will be the primary individual responsible for operating the CAMEO programs during a hazardous chemical release for the FOSC. Local fire departments and the EPA also maintain CAMEO to assist in their response efforts. Programs for the ALOHA model need to be frequently updated to account for changing wind and weather conditions, source strength, and other variable conditions. These software applications are available for free download at https://www.epa.gov/cameo.

7250 – Transportation

Reference the Statewide Hazmat Commodity Flow Study for information on transportation of extremely hazardous substances, hazardous substances and oil/petroleum products in Alaska, to include an explanation of the United Nations Hazardous Materials Classification system.

7300 – HAZARDOUS SUBSTANCES AND PRODUCTS IN ARCTIC AND WESTERN ALASKA

This section profiles specific EHSs in Alaska - the substances and their characteristics, the facilities that use or store them, their transportation, the risks they pose, and the capability to respond to large-scale releases.

Alaska is fortunate in that a limited number of EHS are known to be present in the state, and of the limited number identified only a few are prevalent. The top five EHS substances (with the addition of hydrogen sulfide) are listed below, generally in order of the total amounts thought to be present in Alaska, from greatest to least:

- Hydrogen sulfide gas associated with crude oil
- Anhydrous ammonia as a compressed gas and as a refrigerated liquid
- Sulfuric acid as a liquid and in solution
- Formaldehyde, formaldehyde solution, and urea-formaldehyde solution
- Sodium cyanide as a solid and in solution
- Chlorine as a compressed gas

Chemical Properties: Under certain conditions, all of the EHS present in substantial quantities in Alaska pose an acute inhalable toxic threat. Properties of some of the more common chemicals are discussed in the following paragraphs.

- ***Hydrogen sulfide*** gas is a colorless gas with an odor of rotten eggs. It is heavier than air and highly flammable. It forms explosive mixtures with air and a number of other substances. The gas is a central nervous system depressant. Inhalation of high concentrations for short periods can cause death. Even exposure to small concentrations for short periods can result in permanent injury or death.

- ***Anhydrous ammonia*** is a colorless gas with a characteristic odor. The term "anhydrous" is used to distinguish the pure form of the compound from solutions of ammonia in water. Like chlorine, anhydrous ammonia is not explosive, but will support combustion. It readily dissolves in water to form an aqua ammonia solution. Anhydrous ammonia is considerably lighter than air and will rise in dry air. As a practical matter, however, anhydrous ammonia immediately reacts with any humidity in the air and will often behave as a heavier gas. The chemical reacts with and corrodes copper, zinc and many alloys.

  Anhydrous ammonia affects the body in much the same way as chlorine gas. Like chlorine, anhydrous ammonia gas is primarily a respiratory toxicant. In sufficient concentrations, the gas affects the mucous membranes, the respiratory system and the skin. In high concentrations, it can cause convulsive coughing, difficult and painful breathing, and death. Anhydrous ammonia will cause burns if it comes in contact with skin or eyes. Response to anhydrous ammonia releases may require Level A personal protective equipment.

  Significant amounts of anhydrous ammonia are used in Alaska as a refrigerant, most often associated with cold storage of seafood. Historically, the chemical has been present in very large quantities at a single urea production facility on the Kenai Peninsula. It is nearly always found in transport and in temporary storage as a liquefied compressed gas in 100-, 150- and 2,000-lb pressure vessels. All pressure vessels are equipped with fusible metal pressure relief devices to relieve pressure and prevent rupture in the case of fire or other exposure to high temperatures.

  While packaging for transport and temporary storage is nearly uniform, and similar to that for chlorine, anhydrous ammonia is often found in much larger volumes in the piping and receivers

of refrigeration systems. There are numerous refrigeration systems in Alaska where the amount of anhydrous ammonia present exceeds ten thousand pounds.

- ***Sulfuric acid*** is a colorless, oily liquid. It is highly reactive and readily soluble in water with release of heat. Both the liquid and solutions will cause burns if allowed to come in contact with skin or eyes. Fumes are highly toxic, and heat as a result of fire or other chemical reaction can significantly increase emissions. Reaction of the acid with a variety of substances can also produce other toxic gases.

  While sulfuric acid is a versatile and common industrial chemical, in Alaska sulfuric acid solution is most often found in use as a battery electrolyte, as part of the water treatment process for industrial boilers, as part of the cleaning process for fish meal plants, and in ore milling processes. Sulfuric acid solution is found across the state, but nearly always in association with larger industrial facilities or at remote locations for power generation.

- ***Formaldehyde*** at normal temperatures is a gas, but in Alaska, it is found in bulk only as an industrial solution. Toxic formaldehyde gas readily vaporizes from solution. The gas is denser than air and will disperse as a heavy gas. Addition of heat will increase the rate at which formaldehyde gas is released from solution. While formaldehyde solution has a number of uses, it is used in bulk in Alaska primarily as a biocide, and occurs at fish hatcheries. It is most frequently found as a 37 percent solution in water. The gas is highly toxic and can cause adverse health effects at small concentrations.

- ***Sodium Cyanide*** is principally used by the mining industry to extract gold from gold bearing ore using the carbon-in-leach and carbon-in-pulp processes. These processes enable commercial recovery of gold at very low concentrations. It is normally shipped and stored as a white solid, and is readily soluble in water and other solvents including alcohol. The chemical is not combustible but forms flammable gas on contact with water or damp air, and emits irritating or toxic fumes (or gases) in a fire. The chemical can cause eye irritation, and can be absorbed through the skin. It also presents an inhalation and ingestion hazard.

- ***Chlorine*** is a greenish-yellow gas with a characteristic odor. It is neither explosive nor flammable, but is a strong oxidizing agent and will support combustion. It is only slightly soluble in water. At about two and one-half times the density of air, it will spread as a dense gas, flowing downhill under the influence of gravity. The chemical has a strong affinity for many substances and usually will produce heat on reacting. While dry chlorine is non-corrosive at ordinary temperatures, it becomes extremely corrosive in the presence of moisture.

  Significant amounts of chlorine are used in Alaska for water and wastewater treatment. It is nearly always found in use, in transport and in storage as a liquefied compressed gas in 100-, 150- and 2,000-lb pressure vessels. All vessels are equipped with fusible metal pressure-relief devices to relieve pressure and prevent rupture in the case of fire or other exposure to high temperatures.

  Chlorine gas is primarily a respiratory toxicant. In sufficient concentrations, the gas affects mucous membranes, the respiratory system and the skin. In high concentrations, it can permanently damage the lungs and can cause death by suffocation. Liquid chlorine will cause burns if it comes in contact with skin or eyes. Response to chlorine releases may require Level A

personal protective equipment. Chlorine can be disposed of by passing it through an alkali (caustic soda or soda ash) solution.

The State of Alaska Tier II Database can be accessed electronically at the following link: https://ready.alaska.gov/tierII/

This next section provides general information on the location of extremely hazardous substances and other hazardous substances within the Arctic and Western Alaska Area. Please note that under the requirements of Title III of the Superfund Reauthorization Act (SARA), the local fire department, as well as any Local Emergency Planning Committee, maintains records of reportable quantities of hazardous chemicals stored in the community, including their material safety data sheets, along with any reports of chemical releases to the environment, as reportable under the Tier II requirements of the SARA.

7310 – Aleutians

As of June 2014, the most significant release in the Aleutians geographic zone occurred on July 6, 2012, when 20,000 pounds of anhydrous ammonia were released from the F/V Excellence while the vessel was at the dock in Dutch Harbor. The ADEC Spills Database also noted 19 other hazmat releases of 100-plus gallons/pounds, of which 15 involved anhydrous ammonia and three releases involved chlorine gas.

Chemical Inventory: Based on the 2011 Tier Two reports, the most prevalent extremely hazardous substances in the region are:

- Anhydrous Ammonia
- Sulfuric Acid

7320 – Bristol Bay

The most significant release occurred on July 21, 2008, when a fire at a fish processing facility resulted in a release of 8,000 pounds of anhydrous ammonia. The DEC Spills Database also noted three other minor releases of anhydrous ammonia and a release of hydrochloric acid over the past 17 years of recorded data.

Chemical Inventory: Based on the 2011 Tier Two summary report, the most prevalent extremely hazardous substances stored in the region are listed below along with the federally mandated threshold reporting quantities:

- Anhydrous Ammonia
- Sulfuric Acid
- Chlorine

The overwhelming concentration of hazardous chemicals in the Bristol Bay Geographic zone occurs in the City of Naknek, with smaller amounts in Dillingham, Chignik, King Salmon, and Big Creek. Anhydrous ammonia is present in the greatest quantities, followed by chlorine and sulfuric acid.

In addition to these extremely hazardous substances, there is also an indeterminate amount of hazardous materials scattered throughout the Bristol Bay Geographic zone, mostly in formerly utilized defense sites (FUDS) located at Naknek, King Salmon, and Port Heiden. However, because the quantities and locations of these substances either are below reporting requirements or unknown, they have not been included in the hazardous materials inventory in this plan. Large quantities of flammable petroleum products, such

as propane and gasoline, also are stored at several facilities within the geographic zone and a few facilities store and utilize compressed gasses.

7330 – Cook Inlet

The Cook Inlet Geographic zone includes the Municipality of Anchorage, Matanuska Susitna Borough, and Kenai Peninsula Borough. The region is characterized by several medium and large municipalities, and numerous smaller communities, including isolated coastal communities on the Kenai Peninsula, the western side of Cook Inlet, and along interior rivers of the Matanuska Susitna Borough.

This geographic zone has the highest concentration of industrial activity in the state. Numerous facilities within the geographic zone store and utilize chemicals categorized as extremely hazardous. Large quantities of flammable petroleum products, such as propane and gasoline, also are stored at many facilities within the geographic zone. Some facilities store and utilize compressed gasses.

Several hazmat spills or releases have occurred in the Cook Inlet Geographic zone. As of March 2016, the most significant release in this geographic zone was the Alaska Railroad Corporation train derailment release of 120,516 gallons of diesel fuel at Gold Creek on December 22, 1999. The ADEC Spills Database lists 888 hazmat releases of 100-plus gallons/pounds since 1980. Of these, 14 were releases of chemicals classified as extremely hazardous substances (EHS) (anhydrous ammonia, sulfuric acid or hydrochloric acid), and only six exceeded the reporting threshold specified in the Emergency Planning and Community Right-to-Know Act Section 302.

Chemical Inventory: The most prevalent extremely hazardous substances in the region are

- Anhydrous Ammonia
- Chlorine
- Hydrochloric Acid (Muriatic Acid) – occurs as a colorless, nonflammable aqueous solution or gas. It has a highly pungent, irritating odor, and it sinks and mixes with water. It is a highly corrosive, strong mineral acid with many industrial uses. Hydrochloric acid is found naturally in gastric acid. When it reacts with an organic base, it forms a hydrochloride salt. Hydrochloric acid is corrosive to the eyes, skin, and mucous membranes. Acute (short-term) inhalation exposure may cause eye, nose, and respiratory tract irritation and inflammation and pulmonary edema in humans. Acute oral exposure may cause corrosion of the mucous membranes, esophagus, and stomach, and dermal contact may produce severe burns, ulceration, and scarring in humans.
- Sulfuric Acid

EHSs are generally transported into the Cook Inlet Geographic zone from southern ports via water and either delivered directly to facilities or transported to facilities by rail or by truck over local road systems within the geographic zone. They may also be transported by vessel, truck, or railcar from Cook Inlet ports and facilities to other Alaska destinations outside of the geographic zone.

7340 – Kodiak

There have been relatively few major hazardous materials spills or releases in the Kodiak Geographic zone. The most significant occurred in April 1997, when a fire at the Star of Kodiak fish cannery released thirty pounds (30 lbs.) of anhydrous ammonia.

Chemical Inventory - Based on tier two reports contained in the CAMEO database, the most prevalent extremely hazardous substances stored in the region are listed below along with the federally mandated threshold reporting quantities:

- Anhydrous Ammonia
- Sulfuric Acid
- Chlorine - (Chlorine is not currently present in quantities that require federally mandated reporting, but is known to be stored in smaller amounts in several communities.)

The overwhelming concentration of hazardous chemicals in the Kodiak Geographic zone occurs in the City of Kodiak, with smaller amounts identified in Port Lions, Larsen Bay, Alitak Bay cannery, Port Bailey cannery, and Port O'Brien cannery (Uganik Bay). Anhydrous ammonia is present in the greatest quantities, followed by the extremely hazardous substances of sulfuric acid, found at three communications facilities, and chlorine. Though now stored in quantities below reporting requirements, noteworthy amounts of chlorine can still be found in the Kodiak Geographic zone. Anhydrous ammonia has been identified by ADEC in five facilities in the Kodiak Geographic zone, and the seafood processing facilities in the City of Kodiak and the remote communities (Port Bailey, Port O'Brien, Larsen Bay, and Alitak) are the prime users. The Kodiak Launch Complex, located approximately 50 miles south of the city of Kodiak, uses the chemical hydrazine in a solid state, which is employed as a rocket propellant for attitude control systems. Hydrazine arrives in bulk shipments at the city docks and is transported by road to the launch facilities where it is stored for short periods pending its use. Because the explosive chemical is only shipped through the city and then stored for periods shorter than required reporting times, it does not fall under federal reporting requirements of the SARA.

In addition to these extremely hazardous substances, there is also an indeterminate amount of hazardous materials scattered throughout the Kodiak Geographic zone, mostly in formerly utilized defense sites (FUDS). However, because the quantities and locations of these substances either are below reporting requirements or unknown, they have not been included in the hazardous materials inventory in this plan. Large quantities of flammable petroleum products, such as propane and gasoline, also are stored at several facilities within the geographic zone and a few facilities store and utilize compressed gasses.

HYDRAZINE is highly toxic and dangerously unstable, especially in the anhydrous form. Symptoms of acute (short-term) exposure to high levels of hydrazine may include irritation of the eyes, nose, and throat, dizziness, headache, nausea, pulmonary edema, seizures, coma in humans. Acute exposure can also damage the liver, kidneys, and central nervous system. The liquid is corrosive and may produce dermatitis from skin contact in humans and animals. Liquid or spray mist may produce tissue damage particularly on mucous membranes of eyes, mouth and respiratory tract. Skin contact may produce burns. Inhalation of the spray mist may produce severe irritation of respiratory tract, characterized by coughing, choking, or shortness of breath. Severe over-exposure can result in death.

7350 – North Slope

The North Slope Geographic zone boundaries are equal to the North Slope Borough boundaries, which also define the Local Emergency Planning District (LEPD). The North Slope Borough Local Emergency Planning Committee (LEPC) represents the entire geographic zone. The City of Barrow is the largest community in the region. Small communities are scattered throughout the borough. Industrial activity is comprised largely of the oil production fields at Prudhoe Bay and other locations on the North Slope.

Chemical Inventory - Based on Tier Two reports contained in the CAMEO database, the most prevalent extremely hazardous substances in the region are:

- Sulfuric Acid (pure and battery electrolyte)
- Hydrochloric Acid – a colorless to light yellow liquid. It has a strong pungent odor and reacts violently with water. The acid causes respiratory tract burns, skin burns, eye burns, digestive tract burns, and is harmful if inhaled or swallowed. It may also be harmful if absorbed through skin. Water runoff from firefighting may be corrosive. Contact with metals liberates flammable gas. Corrosive gases/fumes are given off during burning or thermal decomposition.
- Hydrogen Peroxide - a clear, colorless, odorless liquid and is an oxidizer. The chemical is very hazardous in case of skin contact (irritant), or eye contact (irritant). It is slightly hazardous in case of inhalation (lung sensitizer). Liquid or spray mist may produce tissue damage particularly on mucous membranes of eyes, mouth and respiratory tract. Skin contact may produce burns. Inhalation of the spray mist may produce severe irritation of respiratory tract, characterized by coughing, choking, or shortness of breath. Prolonged exposure may result in skin burns and ulcerations. Over-exposure by inhalation may cause respiratory irritation. Inflammation of the eye is characterized by redness, watering, and itching. Skin inflammation is characterized by itching, scaling, reddening, or, occasionally, blistering. Contact with combustibles may cause fire. The chemical decomposes yielding oxygen that supports combustion of organic matters and can cause overpressure if confined.
- Chlorine

Extremely hazardous substances are generally transported into the geographic zone from southern points via truck.

7360 – Northwest Arctic

The Northwest Arctic Geographic zone includes the Northwest Arctic Borough and the area of the Seward Peninsula.

The region encompasses two Local Emergency Planning Districts (LEPD) as defined under State statute and the federal Emergency Planning and Community Right-to-Know Act of 1986 (EPCRA). These two LEPDs are the Northwest Arctic Borough LEPD and the Nome LEPD.

The region is characterized by predominantly isolated coastal communities with some communities located along interior rivers. Industrial activity is limited, with the exception of the Cominco Red Dog mine, located 60 miles northwest of Kotzebue, and other mining activities outside of Nome. Although the mines may use extremely hazardous substances in the mining operation, exposure is limited primarily to the worker population, except during periodic transport through or near populated communities.

The ADEC Spills Database lists 427 hazmat spills or releases of various sizes that have occurred in the geographic zone in the 10-year period between January 1, 2007 and December 31, 2016. The most significant release in this geographic zone was a 250,000-pound zinc concentrate spill to tundra on August 12, 2012. The ADEC Spills Database lists 61 hazmat releases of 100-plus gallons/pounds during that period. Of the 427 hazmat spills, 6 were releases of chemicals classified as extremely hazardous substances (EHS) (ammonia [anhydrous], and sulfuric acid), and only 1 exceeded the reporting threshold specified in the Emergency Planning and Community Right-to-Know Act Section 302.

Chemical Inventory: Two mining facilities in the geographic zone use large quantities of sodium cyanide, which is used in extracting gold from ore. Several communications facilities and military long-range radar site (LRRS) facilities use large amounts of sulfuric acid for battery power generation.

Bulk fuel facilities are listed for each community in the Community Profiles.

Of the non-EHS, chemicals, the most abundant other hazardous chemicals in the geographic zone include the following:

- Barium Hydroxide
- Calcium Chloride Pellet
- Calcium Oxide (Quicklime)
- Copper Sulfate
- Diesel Fuel
- Lead Concentrate
- Methanol
- Sodium Sulfide Flake, Hydrated
- Zinc Concentrate
- Zinc Sulphate

7370 – Western Alaska

The Western Alaska Geographic zone includes Yukon-Kuskokwim delta region and the adjacent inland areas of western southcentral Alaska. The region is characterized by a mixture of isolated coastal communities and communities located along interior rivers. Industrial activity is limited primarily to seafood processing.

There have been relatively few major hazardous materials spills or releases in the Western Alaska Geographic zone. A minor chlorine release occurred in July 1995 at a school in Nightmute, and a minor ammonia release occurred in Bethel from the Yut Biat Barge in April 1998.

Chemical Inventory: Sulfuric acid is the only extremely hazardous substance reported or otherwise identified in significant quantities and is used at seven facilities in the geographic zone. This information is based on Tier Two reports submitted for Reporting Year 2011.

Extremely hazardous substances are transported into the geographic zone from southern ports by water and delivered either direct to facilities or transported to facilities by truck over local road systems. Reference the information provided under the Hazmat Commodity Flow data provided in the next section.

7400 – RESOURCES

7410 – Manpower/Equipment

The 2010 Hazmat Commodity Flow Study noted serious deficiencies in the State's ability to respond to a hazardous materials incident. The limited offensive response capability is inadequate, and areas exist with significant risks and no response capability. Many of the Local Emergency Planning Committees are making progress towards defensive response capability by developing or maintaining viable local response plans.

Sources of Hazmat response personnel fell into relatively distinct categories depending on the type of organization. Municipal organizations draw their Hazmat personnel primarily from local fire departments. In most cases, Hazmat response is simply one function of the local fire department(s) -- along with firefighting, other forms of disaster management and emergency medical services. Fire department Hazmat personnel include both paid and volunteer members.

Federal organizations with Hazmat response capability draw members from defense installation fire departments. The military fire departments often include both military and civilian personnel.

Industry organizations with Hazmat response capability draw personnel from two areas: facility workers and industry fire departments. The single exception is Philip Environmental, which draws emergency response personnel from their pool of Hazmat site and tank workers.

7410.1 – Federal

Reference the Hazardous Materials Response Special Teams Capabilities and Contact Handbook publication for information on federal hazmat responders.

Additionally, the USCG may call upon the Department of Defense's Alaskan Command (as a member of the Alaska Regional Response Team) to provide Hazmat response resources (teams and equipment) from Elmendorf Air Force Base and Eielson Air Force Base.

7410.2 – State

The Alaska Department of Environmental Conservation (ADEC) is mandated by statute to respond promptly to a discharge of oil or a hazardous substance (AS 46.08.130). The ADEC may contract with a person, business or municipality in order to meet response requirements, or may establish and maintain a containment and cleanup capability (i.e., personnel, equipment and supplies).

Presently, the ADEC has no Level A or B Hazmat response capability, although there is some possibility that ADEC response term contractors could be mobilized out of Anchorage in time to assist in certain Hazmat responses. The ADEC has some monitoring equipment in Anchorage and Fairbanks and there is some capacity for the agency to assist local or nearby response efforts by monitoring airborne contaminant levels.

As an alternative measure, the ADEC has negotiated response agreements with local communities to enhance oil and hazardous substance response capabilities using existing local resources. The ADEC will, in turn, reimburse the responding local community for expenses incurred during the response. Under the provisions of the local response agreement, the local community reserves the right to refuse an SOSC's request to respond based on local conditions and overall readiness capability.

The ADEC has formally entered into local response agreements with the Municipality of Anchorage (MOA) and the City of Kodiak whereby the local Hazmat team may elect to respond on the State's behalf to an incident when requested by the State On-Scene Coordinator. These agreements address Hazmat responses beyond the normal jurisdictional boundaries of the MOA and the City of Kodiak.

Information on the Statewide Hazardous Materials Response Team and current hazmat detection equipment and other assets can be found at this link: http://dec.alaska.gov/spar/ppr/hazmat.htm

Additionally, information on local/community fire departments can be found in the Community Profiles.

Collapsible Rigid-Frame Tent Systems (Main System and Deployable System): These collapsible, rigid frame tent systems are erected at the field decontamination (decon) site, supported with heater systems and soap and water. This three-tent system is the decon system for major population areas.
The main system is pre-positioned in communities with high population densities or risks, and where an operational Level A team exists to provide support with use of the system. The system would consist of

the three-tent configuration with a trailer for storage and transport. The communities equipped with main decon systems include Anchorage (2), Kenai (1), and Mat-Su Valley (1). Anchorage maintains a second system in deployable configuration for responses elsewhere in the state.

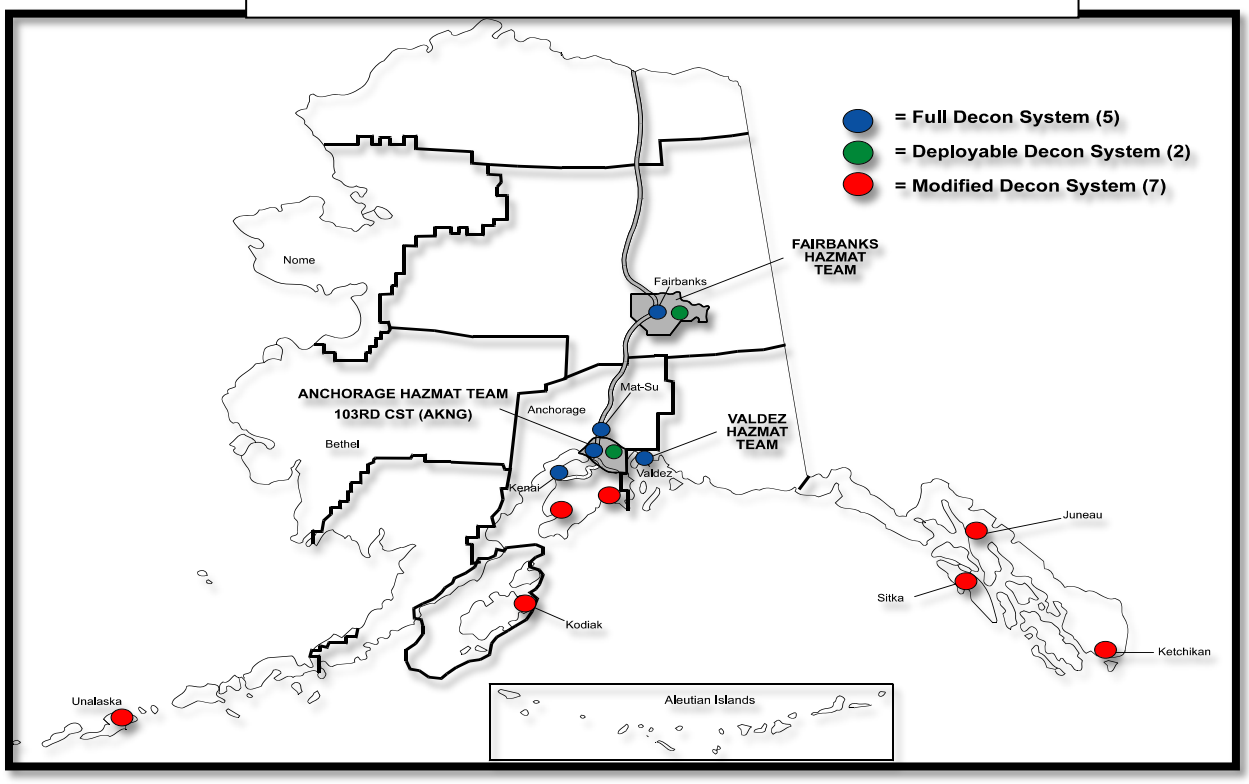
The systems may be collocated with local hospitals to assist with contaminated individuals either self-transported or transported to the hospital via ambulances for decontamination (for both expedient as well as complete decontamination.) Further coordination is ongoing with local hospitals and State medical staff to further develop and enhance the overall mass decontamination capabilities in the state.

Modified Decontamination System: A modified tent system was also purchased for smaller at-risk communities with an expressed interest in maintaining a decon system. The modified system consists of a single tent system with support equipment and a trailer for storage and transport. Communities equipped with the modified decon systems include Homer, Juneau, Ketchikan, Kodiak, Seward, Sitka, and Unalaska. Several other communities have requested decon systems as part of their federal Office of Domestic Preparedness grant request. The modified decon system specs and trailer specs were provided to these communities to maintain consistency throughout the state.

The Statewide Hazmat Response Workgroup continues to coordinate with the medical community on issues related to expedient field and hospital decontamination issues. The Hazmat Teams will generally perform expedient decontamination of persons at the scene of an incident. Once decontaminated in the field, individuals are then transported to the hospital or another location for further decontamination.
In the event of a major incident involving numerous casualties and contaminated personnel, there is a definite potential for ambulatory and otherwise self-transported patients to arrive at the hospital for decontamination and treatment.

The below figure provides a quick summary of the locations of main and modified decontamination assets in the state.

Figure 7-2: Statewide Decontamination Assets



7410.3 – Local Emergency Planning Committees

Information on the Local Emergency Planning committees can be found at this link: https://www.ready.alaska.gov/SERC/LEPC_Home

7410.4 – Radiological Detection/Monitoring

Within the State of Alaska, basic radiation monitoring capabilities are described below. In the event of a radiological incident threatening the State of Alaska, other resources in the lower 48 could be deployed to enhance the area and point detection capabilities.

Statewide Hazmat Team Radiological Detection Assets: For a listing of detection equipment maintained by ADEC, EPA, USCG and the Statewide Hazmat Teams, Reference below.

Department of Defense: The Department of Defense (DOD) also maintains a variety of radiation detection equipment at four primary locations in the state: Elmendorf AFB and Ft Richardson in Anchorage; Eielson AFB and Ft Wainwright in Fairbanks. These instruments are primarily handheld point detectors for high and low range radiation intensities. Personal dosimeters and film badges are also available in limited quantities. DOD does not maintain airborne monitoring capabilities in Alaska. For a listing of DOD radiological equipment assets located within Alaska, Reference below.

United States USCG: Radiological equipment for USCG D17 units includes two different types of gear: the Personal Radiation Detector (PRD) or PM1703GN, and the Radioactive Isotope Identifier (RIID) or identiFINDER-U.

Other Federal Agency Assets (EPA, FEMA, DOE, NRC):

a. **Department of Energy** - The Department of Energy (DOE) maintains national and regional coordination offices as points of access to Federal radiological emergency assistance. The Regional Coordination Office for DOE Region 8 is the Richland Operations Office.

b. **Radiological Assistance Program, Region 8, Richland Operations Office, Richland, Washington -** The Region 8 Radiological Assistance Program (RAP) is responsible for providing assistance in monitoring and assessment activities associated with radiological incidents or emergencies and coordinating U.S. Department of Energy resources as needed in the States of Washington, Oregon and Alaska. The RAP team is made up of teams composed of qualified DOE, Richland Operations Office (RL), and RL contractor personnel who are experts in monitoring radioactive materials involved in the incident. The RAP Team Leader (an RL official or designee) is responsible and has the authority to activate the resources and support necessary when assistance is requested. The radiological assistance teams are deployed in support of the State authorities and/or lead federal agency and are not intended to direct actions at the scene or assume command and control, except when DOE is the lead federal agency.

   The RL can request the assistance of the other emergency response assets should the existing capabilities of the RAP team be inadequate to accomplish the task. Requests can be made through the Region 8 RAP or through DOE-Headquarters Emergency Operations Center through a 24-hour telephone number. Determination to activate or deploy the emergency response assets will be made by the National Nuclear Security Administration Office of Emergency Response, located in Washington, D.C.

   Specialized expertise and equipment capabilities are located throughout the DOE and DOE contractor system. The DOE radiological assistance teams are knowledgeable of the DOE resources and may request their use, including other federal assets listed below.

c. **Federal Radiological Monitoring and Assessment Center, DOE, Nevada Operations Office –** The Federal Radiological Monitoring and Assessment Center (FRMAC) is an operational center located at or near the scene of a radiological incident and provides a focal point to compile and coordinate all off-site federal radiological monitoring and assessment activities. The FRMAC is established when a major radiological emergency exists. A major radiological emergency is determined when a request for assistance requires capabilities exceeding those of the DOE regional RAP team. A request for additional assistance is recommended to the senior official or lead federal agency official.

   The FRMAC is self-supporting, including specialized resources in radiation protection, legal and medical support, communications, logistics, videos, and administration. A FRMAC could be deployed as a unit or separately, as conditions dictate. Specific capabilities could be requested, e.g., Aerial Measuring System and the National Atmospheric Release Advisory Capability.

d. **Aerial Measuring System, DOE, Nevada Operations Office –** The Nevada Operations Office contractor, Bechtel Nevada, can provide aerial measurements of ground surfaces through gamma spectroscopy. They also have a capability to make in-plume air concentration measurements in the event of a reactor accident release, large area continuous release, or contamination incident. Aerial photography can be performed simultaneously with isodose and isoconcentration curves. The aerial measurement survey is primarily used for making rapid radiological assessment of substantial land areas and the analysis and identification of the radioactive emissions from a source.

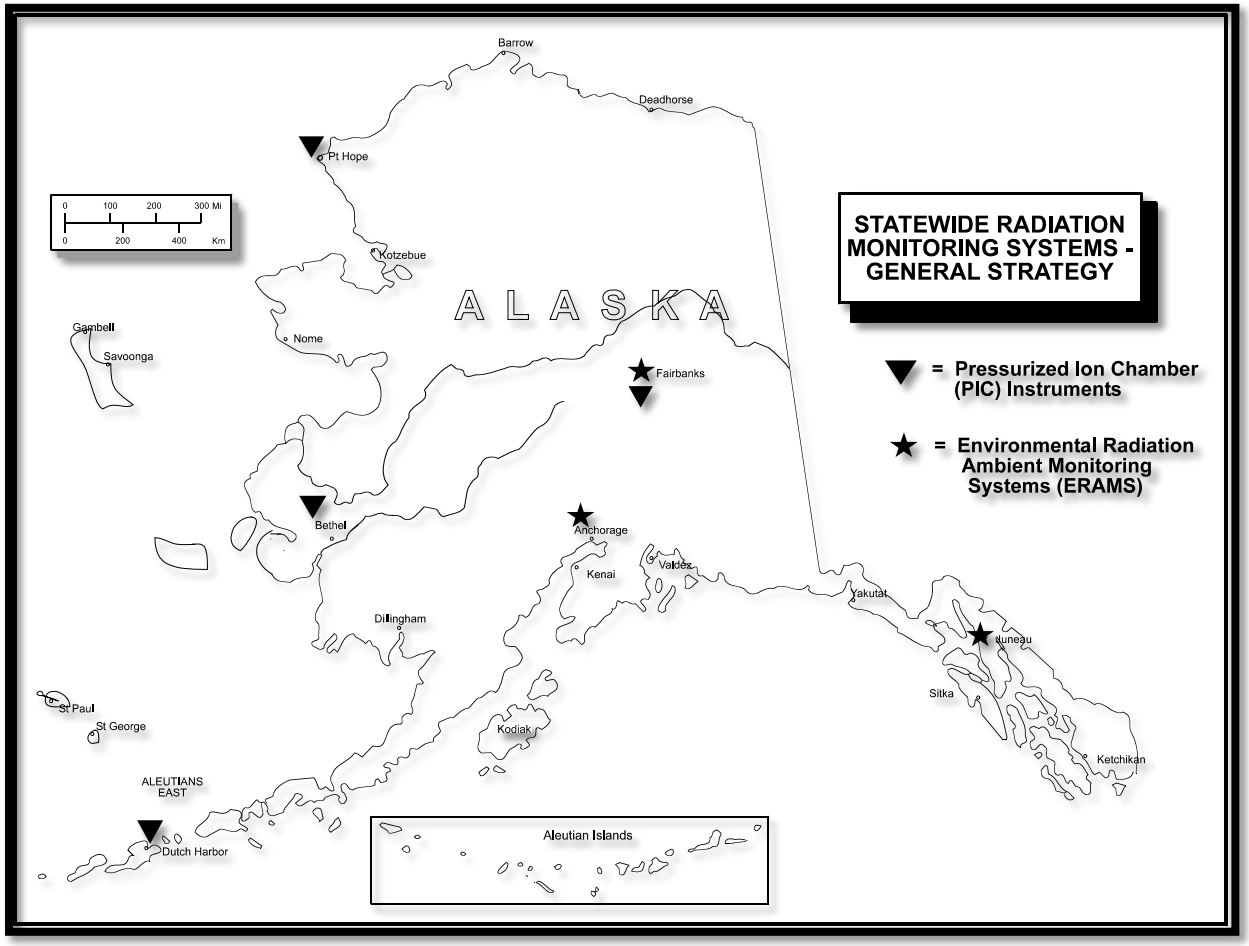
e. **National Atmospheric Release Advisory Capability, DOE, Oakland Operations Office –** Another major DOE resource maintained at Lawrence Livermore National Laboratory is the National Atmospheric Release Advisory Capability (NARAC). The NARAC is a centralized computer-base system that estimates the transport, diffusion, and deposition of radioactive materials released to the atmosphere and dose projections to people and the environment.

f. **Radiation Emergency Assistance Center/Training Site, DOE, Oakridge Operations Office –** Radiation Emergency Assistance Center/Training Site (REAC/TS), operated by the Medical Sciences Division of the Oak Ridge Institute for Science and Education for the U.S. Department of Energy, provides 24-hour assistance with medical and health physics problems associated with radiation accidents in local, national, and international arenas. REAC/TS is prepared to deploy to a radiological emergency with the FRMAC to provide:
    - Medical and radiological triage
    - Decontamination procedures and therapies for external contamination and internally deposited radionuclides, including chelating therapy
    - Diagnostic and prognostic assessments of radiation induced injuries, and
    - Radiation dose estimates by methods that include cytogenetic analysis, bioassay, and in-vivo counting.

7420 – Policy, Guidance, and Studies

For the most recent summary of EHS releases by Calendar Year, visit the ADEC website at: http://dec.alaska.gov/spar/ppr/hazmat.htm

Figure 7-3: Statewide Radiation Monitoring Systems - General Deployment Strategy



STATEWIDE HAZMAT RESPONSE TEAM RADIOLOGICAL DETECTION ASSETS

Manufacturer/ Model No.	Detection Capabilities	Quantity	Location	Owning Agency
Eberline E-120		2	Anchorage, Kenai	ADEC
Victoreen 190		14	Anchorage, Fairbanks, Juneau, Kenai, Ketchikan	ADEC
Victoreen CDV 700-6A		1	Anchorage	ADEC
Bicron Surveyor 50		2	Anchorage	ADEC
Ludlum 2241-2,Dual Survey Meter	Depends on probe	1	Anchorage	EPA
Ludlum 44-9 (Pancake probe)	Alpha, Beta, Gamma	1	Anchorage	EPA
Ludlum 3 Survey Meter	Alpha, Beta, Gamma	1	Anchorage	EPA
Ludlum 192 Survey Meter	Low level gamma	1	Anchorage	EPA
Ludlum 44-2, Scintillator Probe	Gamma	1	Anchorage	EPA
Ludlum 43-90, Alpha Scintillator Probe	Alpha	1	Anchorage	EPA
Eberline Monitor 4, Radiation Alert Monitor	Alpha, Beta, Gamma	1	Anchorage	EPA
Canberra Mini-Radiac, Personal RadMon Device	Gamma	1	Anchorage	EPA
Ranger	Radiation Detector	1	Anchorage	Anchorage FD
Ludlum Model 9	Beta, Gamma	2	Anchorage	Anchorage FD
Ludlum 2241 / Pancake	Alpha, Beta, Gamma	2	Anchorage	Anchorage FD
MiniRadiacs	Alpha, Beta, Gamma	28	Anchorage	Anchorage FD
Ludlum 2241-3,Dual Survey Meter	Alpha, Beta, Gamma	1	Fairbanks	Fairbanks Hazmat
GammaRAE II	Gamma	5	Fairbanks	Fairbanks Hazmat
Bicron Surveyor 2000 radiation monitor w/ probe	Alpha, Beta, Gamma	1	Fairbanks	Fairbanks Hazmat
ADM-300		1	Anchorage	103CST (AKNG)
AN-VDR 2		2	Anchorage	103CST (AKNG)
PDR-77		2	Anchorage	103CST (AKNG)
Staplex Air Sampler		5	Anchorage	103CST (AKNG)
Thermoelectron FH-40		2	Anchorage	103CST (AKNG)
UDR-13		22	Anchorage	103CST (AKNG)

Manufacturer/ Model No.	Detection Capabilities	Quantity	Location	Owning Agency
GSM-110 Rad-Detector		2	Valdez	Valdez Hazmat
Inovision Rad-Detector		1	Valdez	Valdez Hazmat
Radiation Pager		3	Valdez	Valdez Hazmat
Pen Dosimeter		10	Valdez	Valdez Hazmat
Canberra Radiagem 4000		1	Juneau	Juneau Hazmat
Alpha, Beta, Gamma Probe (SABG-15)		1	Juneau	Juneau Hazmat
Gamma Probe (SG-2R)		1	Juneau	Juneau Hazmat
Dosicard Stand-Alone		1	Juneau	Juneau Hazmat
Personal Radiation Detectors (PRD)		19	Anchorage	USCG
Identifinder-U		1	Anchorage	USCG
RADPACK		1	Anchorage	USCG
Personal Radiation Detectors (PRD)		4	Cordova	USCG
Identifinder-U		1	Cordova	USCG
Personal Radiation Detectors (PRD)		8	Homer	USCG
Identifinder-U		1	Homer	USCG
Personal Radiation Detectors (PRD)		34	Juneau	USCG
Identifinder-U		1	Juneau	USCG
RADPACK		1	Juneau	USCG
Personal Radiation Detectors (PRD)		10	Ketchikan	USCG
Identifinder-U		1	Ketchikan	USCG
Personal Radiation Detectors (PRD)		4	Kodiak	USCG
Identifinder-U		1	Kodiak	USCG
Personal Radiation Detectors (PRD)		4	Petersburg	USCG
Identifinder-U		1	Petersburg	USCG
Personal Radiation Detectors (PRD)		4	Seward	USCG
Identifinder-U		1	Seward	USCG
Personal Radiation Detectors (PRD)		4	Sitka	USCG
Identifinder-U		1	Sitka	USCG

USARAK ALCOM RADIOLOGICAL ASSETS

USARAK (US Army)	M17 (MASK)	M24/25 (MASK)	M291 (PERS DECON KIT)	M13 (DECON EQUIP)	M8A1 (CHEMDET)	M256 (CHEMDET)	IM 93 (DOSIMETER)	IM 174 (RADIACMETER)	VDR 2 (RADIACMETER)	PDR 75 (RADIACMETER)	PDR 27 (RADIACMETER)
FRA (Ft Richardson)											
501st IN BN	660	0	810	64	23	69	77	12	27	6	1
21st SIG CO	202	NA	205	90	18	20	20		17	1	
23rd ENG CO	145	NA	200	NA	4	6	NA		4	4	
20th PAD	5	NA	0	NA	0	0	NA	4	NA	NA	
98th MAINT		239	NA	0	0	4	26	14		0	1
FWA (Ft Wainwright)											
HHC 1st BDE	396	NA	206	105	25	35	46		18	5	
1-17 IN BN	613	10	569	95	25	57	85		25	5	
4-9 IN BN	641	9	525	82	25	56	84		25	5	
4-11 FA BN	506	NA	504	126	17	65	23		5	5	
706 SPT BN	760	0	651	242	21	87	85		39	8	
A TP/4-9CAV	117	NA	220	21	14	25	33		17	1	
567 ENG CO	171	NA	375	12	5	12	20		5	1	
6 MI CO	163	NA	224	86	12	31	39	9	0	3	
47 ENG CO	142	NA	0	5	4	26	8		4	1	
BAND	42	NA	44	2	2	4	4		1	1	

USAFAK ALCOM RADIOLOGICAL ASSETS

USAFAK (US Air Force)	PDR 27T (RADIAC METER)	PDR 27G (RADIAC METER)	PDR 27A (RADIAC METER)	PDR 43E (RADIAC METER)	PDR 43D (RADIAC METER)	PDR 56F (RADIACMETER)	ADM 300	IM 93 (DOSIMETER)	IM 143 (DOSIMETER)	TLV	CDV 750 (DOSIMETER CHARGER)
EAFB (Elmendorf AFB)											
3 CES/CEXD	6		1	11	1	6	3	12	83		5
3 AMS/SGPB	3	1				1	4			15	
EIL (Eielson AFB)											
343 CEX/SPTG	6			8		1		20			3
HOSPITAL	1			3		1	2				

8000 – SALVAGE & MARINE FIRE FIGHTING

This section is an On Scene Coordinator's (OSC) guide to marine firefighting, salvage, and lightering operations. This document is designed to work in concert with the Incident Command System Operational Period Planning Cycle and should be used as a reference before or *during* an incident in order to assist with initial actions when preparing an Incident Action Plan for marine firefighting, salvage and/or lightering operations. This document is *not* intended to be an all-inclusive technical guide to vessel marine firefighting, salvage or lightering. For technical guidance, OSCs should Reference resources and references covered in below.

8100 – MARINE FIRE FIGHTING

Normally fighting a shipboard fire is the responsibility of the ship's crew and owner. Tank vessels and non-tank vessels greater than 400 GT operating in U.S. navigable waters are required to have vessel response plans that detail marine firefighting and salvage operations. Local government resources may be used to fight the fire. State or federal government resources are not normally used to fight shipboard fires unless there is a threat to human life or safety or the fire threat creates a release of oil or hazardous substance. Funds available through the Oil Pollution Act may be used to fight a shipboard fire to alleviate the threat of pollution.

Navy SUPSALV has a contract with Ardent Global Marine Services to obtain firefighting expertise. The contact number is 202-781-3889 (24 hour).

This section is based on the assumption that a major marine fire, particularly a vessel fire, may require resources beyond those locally available and that effective response will require coordination of resource deployment from a number of organizations. Contingency planning identifies the means and methods necessary to make resources available from federal, state, and local agencies.

Contingency planning is essential for marine fires in general because:

- Marine fires pose unique logistical obstacles;
- Marine fires are rare occurrences and few firefighters have experience responding to them;
- With training mandates for shore-based firefighters up, and training budgets down, few fire departments can afford to train personnel for rare events, such as a marine fire;
- Roles and capabilities among landside firefighters are usually not clearly defined;
- Different communication frequencies are used by different response organizations.

Marine firefighting contingency planning specifically for the Arctic and Western Alaska is essential because of:

- Distances between areas of risk,
- Tides, currents, ice that frustrate response,
- Jurisdictional responsibilities overlap and can be confusing,
- Landside access to vessels, with the possible exception of Port of Kodiak, is difficult,
- Concern over liability,
- Networks and mutual aid protocols are not fully established or practiced in some areas,
- Lack of accessible resources including qualified marine firefighters.

This section provides for a coordinated response by the USCG and other federal, state, local, and civilian forces to fires on board vessels or at waterfront facilities. It provides policies, responsibilities, and procedures for coordination of on-scene forces. Response forces for the purposes of this plan include:

- Public Safety Agencies, including land-based fire departments
- Waterfront Facility Owners and Operators
- Vessel Owners and Operators
- United States USCG
- Other Military Departments or Agencies
- Private Companies and Individuals

8110 – Policy and Responsibility

8110.1 - Federal Policy and Responsibility

The USCG exercises primary federal responsibility for the safety and security of the ports and waterways of the United States. The role of the USCG Captain of the Port (COTP) in a marine fire event is to ensure firefighting efforts are carried out in a manner that does not threaten the safety of life, the environment, or property.

The USCG will render assistance as available, commensurate with each unit's level of training and the adequacy of equipment. The Commandant of the USCG intends to maintain this traditional "assistance as available" posture without conveying the impression that the USCG is prepared to relieve local fire departments or vessel owners of their responsibilities. Paramount in preparing for vessel or waterfront fires is the need to integrate USCG planning and training efforts with those of other responsible agencies, particularly vessel operators or owners, local fire departments and port authorities.

Request for Federal Resources: All requests for federal resources or equipment should be made to the USCG COTP Western Alaska through the Unified Command. Significant non-USCG federal resources include U.S. Navy fire tugs, US Navy Supervisor of Salvage (SupSalv), and Military Sealift Command firefighting experts.

Captain of the Port (COTP) Responsibility: The USCG COTP exercises primary federal responsibility for the safety and security of the port. This responsibility is discharged by enforcing dangerous cargo regulations, marine terminal safety regulations, port security, and pollution prevention regulations. In emergencies, the COTP may control the movement of ships and boats, establish safety zones, and provide on scene personnel for situation assessment. Responsibilities of the COTP in a major fire aboard a vessel or waterfront facility may include:

- ❑ Conduct notifications.
- ❑ Assume IC for burning vessel underway or at anchor when:
  - o The responsible party does not take appropriate action,
  - o The fire department with jurisdiction is unable to respond, and/or
  - o No fire department has jurisdiction
- ❑ Participate in the Unified Command.
- ❑ Assume operational control of all USCG resources on-scene.
- ❑ Coordinate information flow or processing of technical data from the vessel for the benefit of the local responders.
- ❑ Establish safety or security zones, as necessary.
- ❑ Provide information on involved waterfront facilities.

- ❑ Provide information on the location of hazardous materials on the vessel, or at the facility, if available.
- ❑ Provide technical data on ship's construction, stability, and marine firefighting techniques.
- ❑ Respond to oil or hazardous materials discharges.
- ❑ Obtain tugs to assist in relocating moored or anchored vessels.
- ❑ Alert owners/operators of terminal or vessel at risk.
- ❑ Notify and consult with appropriate natural resource trustees when the incident results in a pollution threat or may otherwise affect resources under the trustee management authority.

8110.2 - State Policy and Responsibility

8110.2.1 - Division of Homeland Security and Emergency Management (DHS&EM)

The Alaska Department of Military and Veterans Affairs, Division of Homeland Security and Emergency Management (DHS&EM) operates the State Emergency Coordination Center (SECC) and helps coordinate and provide logistic support for the response of state agencies to emergencies and disasters. In addition, DHS&EM, through the SECC, will coordinate with federal government agencies to request assets that are not available from local and State resources, such as the Disaster Mortuary Operational Response Team (DMORT), the Disaster Medical Assistance Team (DMAT), and DOD MEDEVAC resources.

With regard to potential situations associated with marine fires, four general criteria will dictate a response by the State. These are listed below in priority order from a response standpoint:

- Search and rescue, evacuation
- Local Emergency Declaration
- Investigation or response to possible criminal activity
- Firefighting operations
- Oil or hazardous substance release

8110.2.2 - Department of Public Safety

In situations where there may be concurrent emergency issues [e.g., a cruise ship requiring firefighting assistance, search and rescue (SAR) support, and spill response coordination], lifesaving efforts will take precedence over all other emergency operations. In this situation, the Department of Public Safety through the Alaska State Troopers Office for SAR operations will serve as the SOSC.

Request for State Resources: State resources can be requested from the Alaska Department of Public Safety through the Alaska State Trooper's 24-hour dispatcher at 907-486-4121 or 800-478-9300 or 911.

The Alaska State Troopers will be involved when there is the possibility that the cause of the casualty was due to criminal activity. They will assist the FBI. They may also provide persons for the USCG Away Team. The Alaska State Trooper Fish and Wildlife Enforcement Division maintains a patrol vessel in Kodiak (M/V Woldstad) that has a fire monitor. This vessel, if in port, may be able to provide waterside cooling water or rescue.

8110.2.3 - Alaska Department of Environmental Conservation

The Alaska Department of Environmental Conservation (ADEC) is the lead State agency with jurisdiction for responding to releases of hazardous material and oil spills. During a ship fire, the State On-Scene Coordinator (SOSC) will direct and coordinate the State's response to an actual or potential spill. The USCG will coordinate with ADEC whenever a vessel is in distress and a threat of oil or hazardous materials release exists. ADEC SOSCs can be notified through the Alaska Department of Public Safety through the Alaska State Trooper's 24-hour dispatcher at 800-478-9300.

ADEC has a local response agreement with the City and Borough of Kodiak for oil and hazardous material response.

ADEC Responsibilities:

- Participate in the Unified Command.
- Provide portable communications equipment to response personnel, as needed.
- Assume operational control of all State resources on-scene.
- Respond to oil or hazardous materials discharges. Mitigation, removal and cleanup efforts may be delayed until the firefighting operations are terminated.

8110.3 - Local Response Agency Policy and Responsibility

8110.3.1 - Land-based fire departments

Land-based fire departments are responsible for fire protection within their jurisdictions. Local fire departments will respond to shipboard fires within the limits of their capabilities. If the crew cannot control the fire, the local fire chief or designee should take tactical control of the firefighting operations. The master should assist the fire chief in the performance of firefighting operations. However, it should not be assumed that local fire departments are capable of providing on-board suppression and internal entry even if they assume tactical control.

Typical responsibilities of the municipal fire departments may include:

- Participate in the Unified Command.
- Establish and staff a Command Post.
- Provide water, air supply and foam for on board firefighting
- Determine the need for, and request mutual aid.
- Make all requests for USCG/Federal personnel, equipment, and waterside security through the COTP.
- Establish liaison with police department and emergency medical services for landside traffic and crowd control, scene security, treatment and transport of the injured, and evacuation.

8110.3.2 - Mutual Aid Agreements

All Fire Departments, including the USCG Integrated Support Command, have signed mutual aid agreements with the other area fire departments. Assistance for firefighting or emergency aid are made and rendered between the fire chiefs or their designees.

8110.4 - Responsible Party

8110.4.1 - Vessel

The vessel master is responsible for planning and directing firefighting efforts aboard the vessel as well as for the safety of the vessel and crew. The presence of local firefighters and/or the USCG does not relieve the master of command of or transfer the master's responsibility for overall safety on the vessel. However, the master should not normally countermand any orders given by the local incident commander in the performance of firefighting activities on board the vessel, unless the action taken on clearly endangers the safety of the vessel or crew. Actions by the USCG or other response agencies do not relieve the vessel owner, operator, or master of liability. The master should work closely with the incident commander on scene to coordinate firefighting efforts. This will include providing information regarding actions taken by the crew, the vessel's layout, firefighting capabilities, and the location and types of cargo aboard.

If the crew cannot control the fire, the local fire chief or designee should take tactical control of the firefighting operations. The master should assist the fire chief in the performance of firefighting operations. However, it should not be assumed that local fire departments are capable of providing on board suppression and internal entry even if they assume tactical control. The vessel master should immediately bring to the attention of the fire chief and the Unified Command any action taken or planned that threatens the safety of the vessel, crew or nearby people or property.

8110.4.2 - Owners/Operators of Waterfront Facilities

Most waterfront facilities have limited firefighting resources and rely on local fire departments for fire protection. Therefore, in the event of a marine fire, facility operators are responsible for ensuring the safety of facility personnel, as well as for providing the incident commander with information regarding the facility's layout and the location of dangerous materials. In the event of a fire onboard a vessel moored to the facility, the facility operator shall assist the vessel's master, the incident commander, and the COTP to the maximum extent possible.

Fire-wires or towing-off wires are mooring wires hung over the off-berth side of the ship at both the bow and stern. They enable tugs to pull the ship free from the pier without the assistance of the crew in case of serious fire or explosion. Due to the extreme tidal currents and close proximity of the three primary facilities in Nikiski, these facilities (Agrium, ConocoPhillips and Tesoro) have instituted requirements for the deployment of fire-wires while vessels are moored at their respective terminals. Specifications and procedures for deployment of the fire-wires are in accordance with Section 3.11 of the Oil Companies International Marine Forum (OCIMF) Mooring Equipment Guidelines.

8110.4.3 - Fires on unmanned/moored vessels -owner/operator/crew is not available.

In this case, the facility owner and the local fire chief should work together in mitigation efforts. The local fire chief or designee should take tactical control of the firefighting operations. However, it should not be assumed that local fire departments are capable of providing on board suppression and internal entry even if they assume tactical control.

8110.5 - Other Potential Participants

The following organizations have firefighting resources that may be available to respond with equipment and personnel.

- USCG ISC Kodiak
- Navy Supervisor of Salvage
- US Air Force (Elmendorf)
- US Army (Fort Richardson)
- Alaska Department of Natural Resources, Forestry Division
- Private contractors/consultants from outside the area

8120 – Planning

8120.1 – Firefighting Areas

NOTE: Prior to taking action for any of the scenarios below, responders should consult the Potential Places of Refuge Section in this plan.

Potential Harbors of Refuge: A ship on fire may present immediate risks to adjacent life or property, and the environment. More than likely, there will be substantial logistical firefighting problems. The Unified Command will review the facts of each event and determine if a ship should be moved, and if so, where the ship would best be situated, either to fight the fire or to minimize associated impacts. Ships may be moved to or from piers, to anchor or, possibly in extreme cases, to grounding or sinking sites. In moving a stricken vessel, primary consideration shall always be given to the actions necessary to save lives.

Areas of particular sensitivity to oil spills from damaged vessels are discussed and identified in the Sensitive Areas Section of plan. These areas should be avoided, if the situation allows Unified Command to choose among several potential places of refuge.

Within each harbor of refuge, there are potential firefighting piers, anchorages and grounding sites. The Unified Command must consider a number of factors before directing or towing a ship to a specific location. Some of the considerations are listed below.

1. **Potential Firefighting Piers:** Although piers are not the only sites that can, or should be considered for locating a burning ship, they may offer the greatest potential to maximize the use of shore-based firefighting resources. The following factors should be considered when selecting a pier:
   - The severity of the fire
   - The proximity of the pier to populated areas
   - Environmentally sensitive areas
   - Availability of the pier for an extended period
   - Availability of water and electricity
   - Construction of the pier
   - Prevailing winds
   - Availability of firefighting staging areas
   - Presence of hazardous materials at the pier and on the vessel
   - Availability of special equipment.

The selection of a pier or facility does not mean that the USCG or any other agency will unilaterally direct a burning vessel to that facility. At a minimum, a decision of this nature must be discussed with representatives of:

- The vessel
- The facility
- The appropriate port authority
- The appropriate fire department
- The USCG
- The Southwest Alaska Pilots Association (SWAPA)
- Appropriate natural resource trustees (if the incident poses a threat to resources under their respective management authority)
- Other agencies, depending on the particular situation.

2. **Potential Firefighting Anchorages:** If a fire is deemed to pose a significant threat to a facility, pier, or port, or the smoke poses a threat to nearby communities, a decision may be made to move the vessel to a temporary anchorage.

For planning purposes, the following criteria must be considered when selecting potential firefighting anchorages:

- Shelter from wind
- Type of bottom
- Depth of water at mean low tide
- Adequate swing room for the largest vessels
- Facilities for passengers and crew
- Proximity to staging areas
- Whether the site can be boomed off to limit environmental impact in the event of a spill.

The Unified Command will have to consider seasonal sensitivities per site prior to making their decision.

3. **Potential Grounding Sites:** Under certain circumstances, it may become necessary to ground a vessel. Grounding should only be considered if it is determined the vessel might sink or in other ways become derelict.

In choosing grounding sites, several factors must be considered:

- Bottom material: soft enough that the ship's hull will not rupture.
- Water depth: shallow enough that the vessel will not sink below the main deck, yet deep enough that fireboats, salvage barges and tugs can approach; consider depth of water at mean low tide.
- Weather: areas not known to have strong winds or currents that could hamper firefighting or salvage efforts.

Thus, in choosing firefighting grounding sites the following criteria must be considered for planning purposes when selecting these potential locations:

- Shelter from wind
- Type of bottom
- Depth of water
- Proximity to staging areas
- Whether the site can be boomed off to limit environmental impact in the event of a spill.

The Unified Command will have to consider seasonal sensitivities per site prior to making their decision.

4. **Offshore Locations for Intentionally Sinking Vessels:** When a vessel and cargo are deemed a total constructive loss and intentional sinking of the vessel is being considered, the COTP will consult with the potentially-affected natural resource trustees, the Environmental Protection Agency, and other appropriate stakeholders (e.g., Tribal and State government and U.S. Army Corps of Engineers representatives) and will obtain any necessary permits. This consultation could be accomplished through an incident-specific activation of the Alaska Regional Response Team.

8120.2 – Control over Waterfront Areas

The COTP may find it helpful to control or restrict traffic in an affected area to provide safety for the waterfront facilities or vessels. The COTP has sole authority to establish a safety zone. Implementation and enforcement of the safety zone is a joint effort of Sector Anchorage and any Coast Guard cutter involved in the enforcement of the zone.

1. Control of Vessel Movement: Reference 33 CFR 6.04-8 for guidance on the USCG Captain of the Port (COTP) authority over vessel movement.

2. Safety Zones: Reference 33 CFR 165 for guidance on the COTP authority to establish safety zones.

8130 – Operational Response Actions

8130.1 – Command and Control

A major waterfront or shipboard fire will involve response teams from Federal, State, and Local agencies. The nature and location of the fire will be the deciding element in determining which agency assumes overall command or lead agency[1] in a unified command. Overall command or lead agency must be determined early in the incident to ensure the effective use of personnel and equipment.

Overall Command and Control: Initially, response organizations, including the crew of the vessel on fire, will act independently, reacting to events as they occur. For serious casualties, responders must soon combine or coordinate their actions. The goal is to quickly establish a Unified Command with the COTP, local fire department incident commander, vessel owner/operator, affected facility operator and the State On-Scene Coordinator. The USCG COTP will ensure that an adequate response is undertaken.

Unified Command: In instances when several jurisdictions are involved or several agencies have a significant management interest or responsibility, a Unified Command (UC) with a lead agency designation may be more appropriate for an incident than a single command response organization. Generally, a unified command structure is called for when:

- The incident occurs within one jurisdiction but involves several agencies due to the nature of the incident or the resources needed to respond.
- The incident is multi-jurisdictional in nature because it affects or has the potential to affect several jurisdictions.

The USCG COTP will ensure the Unified Command functions efficiently. When response agencies and the responsible party are unable to agree and implement response actions, the COTP will direct the response.

The USCG COTP will consult with appropriate natural resource trustees when the incident is a pollution threat or may otherwise affect resources under their respective management authority. The USCG COTP will also consult with other stakeholders (e.g., Tribal representatives) as appropriate.

8130.2 – Communication

An effective, well-coordinated communications plan must cover the areas of designated frequency, usage, responder compatibilities, outside communications support and logistics. When dealing with multiple agencies at a marine incident, such factors must be addressed.

Response Communications: It is vital that all responders be able to communicate directly. A shipboard fire incident or emergency creates several unusual communications problems. Because most commercial vessels are constructed of steel, fire service radios are unlikely to work well within a vessel. In Alaska, commercial vessels, the USCG, and municipal fire departments use very high frequency (VHF) radio systems. Thus, primary communications frequencies will be VHF. Incident command will establish tactical channels or frequencies based on the capabilities of all the involved parties. Most foreign ships will also have limited VHF radio frequencies. As such, a common channel should be used during the initial hours of the response. (Preferred VHF frequencies for use during the initial stages of a response appear below.)

[1] Usually, the organization that has committed the most resources will assume the role of lead agency.

Connecting interagency radio frequencies may require an exchange of radio equipment. If the on-scene fire department does not have VHF radio capability, handheld VHF radios shall be provided to the fire department. Additional handheld VHF radios may be obtained from the USCG, the vessel, the facility, the vessel agent, the harbormaster, or a commercial contractor. The initial communications frequencies will quickly become saturated and thus the Incident Command should move towards establishing a comprehensive communications plan and designating additional working (tactical) frequencies.

A considerable communications capability is also available through various State agencies. The ADNR Division of Forestry and The ADMVA Division of Homeland Security and Emergency Management are both equipped with impressive communications assets. The ADEC also maintains an extensive arsenal of communications equipment.

Primary USCG Emergency Radio Frequencies:

- Marine Band Channel 81A operates at 157.075 MHz and is the primary Marine Safety operating frequency. Channel 81A is also the national marine pollution response coordination channel. 81A is the primary means of radio communication between marine safety field teams and contractor teams during emergency responses. Channel 81A is the preferred channel to establish initial radio communications between vessel crew, shore responders and USCG personnel.
- Marine Band Channel 83A operates at 157.175 MHz and is the USCG Auxiliary primary operating channel. The COTP may preempt the use of this channel in emergencies. 83A is used as an overflow channel for 81A during emergency case prosecution.
- Marine Band Channel 22A operates at 157.100 MHz and is the primary USCG-public liaison channel. Urgent marine broadcasts are announced on 16 and are broadcast on 22A. During emergency responses, 22A may be used by USCG to inform mariners of hazardous conditions or restrictions on the use of waterways.
- Marine Band Channel 16 operates at 156.800 MHz and is the international hailing and distress frequency. In an emergency, channel 16 may be used by to alert mariners of urgent COTP information broadcast on 22A. FCC regulations prohibit the use of Channel 16 by land-mobile stations and non-SAR land-fixed stations.

Fire Mutual Aid Radio System: The FCC has designated three frequencies, 154.126, 154.260, and 154.290 MHz, as the Fire Mutual Aid Radio System (FMARS) to provide for common communications between firefighting units from different agencies operating at a common incident. These frequencies should be utilized when establishing a long-term communications plan for an incident response.

Landline and Cellular Communications: Cellular communications may be a means of communication between USCG and fire department personnel on scene.

SSB/Satellite: Single Sideband radios and the global satellite network are available for short and long-range communications.

Circuit Discipline: The following guidelines must be adhered to during a major crisis to keep communications problems to a minimum:

- Do not deviate from assigned working frequencies unless it is for the purpose of re-establishing communications.
- Limit radio traffic to essential communications only.

- Limit length of transmissions in keeping the frequency clear for emergency traffic only. Information containing lengthy operational details should be passed by alternate means whenever possible.

Communications Security: Secure communications systems available to Sector Anchorage and other USCG units include Secure Telephone Equipment (STE), and data encrypted security (DES) VHF-FM radios. Use of these systems to communicate information will be at the discretion of the COTP.

Lessons Learned: Effective communications are always difficult to achieve during multi-agency response efforts. As such, communications procedures should be rehearsed during all marine firefighting drills. Lessons learned from exercises and actual events must be incorporated into this plan.

8130.3 – Exercises and Training

Exercises: Joint exercises and training, which include local fire departments, vessels, facilities, and government agencies, will enhance working relationships and contribute to a more effective response, as well as demonstrate the capabilities of the various organizations involved. These exercises also point out possible conflicts or weaknesses in the plan.

Periodic exercises with selected fire departments, port facilities and government agencies will be conducted. Each fire department or response organization should coordinate with port facilities and marine users in their respective jurisdictions to establish a training and exercise schedule. The workgroup that developed this plan understood that the USCG COTP should take the lead in promoting and organizing area-wide exercises. The USCG should fix the time and frequency of large multi-agency exercises in order to allow fire departments time to designate exercise funds in their annual budgets. Exercise planners should consider conducting at least a portion of the exercise on a weekend to allow volunteer firefighters the opportunity to participate.

All interested parties and stakeholders should be encouraged to participate or observe the exercises.

The USCG should limit the number of exercises (security, pollution, and firefighting) but make them comprehensive. For example, area maritime security exercises should incorporate marine firefighting scenarios. The USCG and ADEC should grant appropriate oil spill PREP credit when marine fire response exercises promote and practice inter-agency response tactics, strategies, communications, and organization.

Training: Training is the cornerstone of effective response. Local fire departments, port facilities, and government agencies will establish their own training programs and should incorporate into their training programs the contents of this plan, the resources available, and the firefighting systems installed on the various vessels, and basic vessel construction. Training programs may be divided into the (1) awareness level, (2) operations level, and (3) technician level. The training guidelines in the National Fire Protection Association (NFPA) #1405 should be consulted in developing training programs.

The training outlined in the International Fire Service Training Association, Marine Firefighting for Land-Based Firefighters, (Chapter 11 and Appendix I) provides one appropriate model-training plan.

8140 - Checklists

8140.1 – Initial Response: Incident Commander Checklist

INITIAL RESPONSE: Incident Commander Checklist

Size-up and Incident Information

Time of Incident: _____ Location: _____
Vessel name: _____ Registry: _____
Contact: _____ Rank: _____

Vessel type:
☐ Passenger ship ☐ Ferry ☐ Fishing Vessel ☐ Military ☐ Recreational
☐ Processor (ammonia tanks?) ☐ Y ☐ N ☐ Container ☐ Tug
☐ Tanker (cargo): _____ ☐ Barge (cargo): _____ ☐ other: _____

Number of crew and passengers _____ Are they all accounted for? ☐ Y ☐ N

Are there any injuries? ☐ Y ☐ N
If injured, how many and to what extent? _____

Vessel is: ☐ Anchored ☐ Moored ☐ Underway Maneuverability impaired? ☐ Y ☐ N
Stability Compromised? ☐ Y ☐ N

Fuel onboard: _____
(Type and amount, tank capacities and locations.)

HAZMAT onboard: _____
(Type, amount, and locations.)

Incident Type

☐ Fire (location): _____ ☐ Explosion (location): _____
☐ Collision ☐ Grounding ☐ Spill / Hazmat ☐ Other: _____

Weather conditions: Temp: _____ Winds: _____ Wave height: _____Tides: _____

What is currently being done by the ship's crew to mitigate the incident? What is their plan?

_____

_____

What immediate assistance does the vessel need?
☐ Firefighting resources: ☐ Water ☐ Foam ☐ SCBA Air ☐ Firefighters
☐ Tug assist. ☐ Search and rescue vessels. ☐ Other: _____
☐ Nothing

Fire Plans? ☐ Y ☐ N Cargo Manifest? ☐ Y ☐ N Dangerous Cargo/Goods Manifest? ☐ Y ☐ N

Incident Command *Incident Commander:* _____

☐ Establish unified command and command post Time: _____
☐ Establish communications with vessel's Master or designee Time: _____
☐ Ensure personnel accountability

Incident Commander's Checklist, cont.

Initial Notifications

☐ USCG: 487-5555 or Channel 16 VHF Time: _____
☐ Local Public Safety Dispatch: 486-8000 or 911 Time: _____

Risk Assessment

Consider the following:

- Location of fire / fire behavior
- Condition of the vessel, vessel trim and stability
- Are mooring lines exposed to fire?
- Dangerous cargo / HAZMAT nearby?
- Available resources

Firefighting Tactical Priorities PROVIDE FOR LIFE & SAFETY FIRST!

☐ **R**escue – Rescue victims in immediate danger.
☐ Primary search.
☐ Secondary search.
☐ Number and location of victims:
☐ Establish secondary means of egress.

☐ **E**xposures – Protect other vessel areas, other vessels, and any other structures.
☐ Pollution prevention / control.
☐ On vessel
☐ Other Vessels
☐ On dock

☐ **C**onfinement – Contain the fire and prevent it from spreading.
☐ Secure power
☐ Secure fuel
☐ Secure ventilation unless personnel are trapped in the space
☐ Consider fixed suppression systems
☐ Primary boundary Location:
☐ Secondary boundary Location:
☐ Monitor all four sides of compartment, above and below

☐ **E**xtinguishment – Control and extinguish the fire.
☐ Establish water supply
☐ Primary attack team
☐ Secondary attack team
☐ Ventilation

☐ **O**verhaul/Salvage/Loss Control – Prevent re-ignition and minimize damage.
☐ Dewatering
☐ Check for Fire Extension
☐ Ventilation/De-smoking
☐ Maintain fire watch

Incident Commander's Checklist, cont.

Incident Sketch, Map or Chart
Attach PDF \chart \map\sketch for location of incident if necessary. Incident description: Latitude/Longitude: Nearest port or city: Distance/direction from port:
Current Response Organization
<u>Unified Command</u> Incident Commanders: FOSC Rep: SOSC Rep: IMT IC: Operations: Planning: Logistics: Admin/Finance:

Incident Commander's Checklist, cont.

Resources Summary					
Resource Needed	*Time* Ordered	Resource Identifier	ETA	*On Scene* X	*Location / Assignment / Status*

Current Objectives

Time:	Current Actions
	Notifications: ☐ USCG: 487-5555 or Channel 16 VHF Time: ☐ USCG Rescue Coordination Center ☐ USCG Marine Safety Detachment Kodiak ☐ USCG Integrated Support Command (Fire Department) ☐ Local Public Safety Dispatch: 486-8000 or 911 Time: ☐ Alaska State Troopers ☐ Local Fire Department ☐ Harbormaster ☐ Borough or City Manager ☐ Alaska Department of Environmental Conservation 800-478-9300 Equipment personnel mobilized: ☐ Tug, M/V Kodiak King or equivalent 907-225-2200 *Cell* 907-654-0728 ☐ ☐ ☐

Time:	Current Actions

8140.2 – Ferry/Cruise Ship Emergency Response Flowchart

Vessel suffers disabling casualty: fire, grounding, security threat, etc.

Figure 8-1: Ferry or Cruise Ship Emergency Response Flowchart

IMMEDIATE

USCG RCC

- Complete MRO Checklist. Use VSL SAR Sheet to assist & avoid excess radio comms.
- Issue Urgent Marine Info Broadcast (UMIB).
- Launch/divert appropriate assets.
- Designate OSC and broadcast.
- Request M rep for augmented watch.
- Contact industry EOC and maintain open line as required. Recognize EOC abilities to assist.
- As needed, establish satellite comms w/ vsl.
- Coordinate w/ owner & agents for commercial response resources.
- Notify 911.
- Notify COTP and request safety, security zone
- Contact FAA for temporary airspace restriction
- Coordinate with UC for staging and landing area designations.
- Brief per RCC Briefing Matrix
- Consider implementation of RIC
- Reduce communications to ship to extent possible.
- Locate interpreters as needed for improved communications with ship foreign crew

SHIP

- Contact USCG and company EOC at earliest time.
- Assess damage to vessel/stability.
- Extinguish/contain fire.
- Initiate damage control.
- Treat injured personnel.
- Request MEDVACs as required.
- Determine need for evacuation.
- Evaluate cause of casualty for security threat.
- Mitigate possible release of fuel.
- Keep passengers informed of situation.
- Provide dedicated communicator to report to EOC and USCG.
- Provide regular updates of status.
- To extent possible, ensure pax and crew have identification prior to evacuation.

WITHIN ONE TO TWO HOURS

VESSEL OWNER

- Activate Crisis Action Team.
- Establish comms with ship and RCC Juneau. Maintain open line as needed.
- Share status information regularly.
- Assist Master with stability analysis and supplement decision support system.
- Commence logistics for possible passenger evacuation.
- Coordinate actions / information with Unified Command.
- Contact Flag State, Class, underwriters.
- Initiate spill and security plans.
- Ensure required state and local notification made.
- Activate JIC process w/ USCG – release initial media statement.
- Establish 800 number for next of kin call in.

AGENTS

- Establish comms with EOC (owner) and RCC Juneau.
- Arrange for any immediate requests from vessel's Master.
- Send liaison to RCC Juneau and UC.
- Identify and contact all other available commercial assets in region for potential use. Pass info to RCC & UC.
- Souls on Board List to EOC and RCC and reception center.
- Arrange logistics for pax evacuation
- Locate reception center.
- Initiate process to activate reception center.
- Alert Red Cross / Salvation Army
- Locate interpreters.

USCG CAPTAIN OF THE PORT

- Form & Dispatch Away Team as needed.
- Stand-up Unified Command (USCG, SOSC, Local Gov't, RP). Distribute contact info
- Execute applicable provisions of Area Maritime Security Plan.
- Establish and direct enforcement of safety and/or security zones.
- Direct shore and waterside MHLS patrols.
- Initiate marine casualty investigation/coordinate terrorism investigation with FBI (if appropriate).
- Evaluate terrorism threat/direct increase in MARSEC level (if appropriate).
- Coordinate NOAA Scientific Support (weather, spill trajectory)
- Inform Local IC if Away Team dispatched

STATE

- DMVA activate State Emer. Coord. Ctr for coord. of resource requests
- ADEC provides SOSC to initiate State response to pollution.

LOCAL IC

- Activate Shore-side Emergency Plans.
- Hospital(s) recall available personnel.
- Harbormaster prepares City-owned port facilities. Assist with landing site ops.
- Secure sites
- Assist w/ establishment of reception center(s)
- Provide triage, medical treatment, patient transport for injured persons landed ashore.
- Provide reps for UC.
- Ramp up Reception Centers

UNIFIED COMMAND

- Set organization and objectives. Distribute.
- Manage On-scene info flow. Ensure effective information sharing.
- Stand up JIC w/industry. Issue joint release at earliest time.
- Maintain comms link to industry EOC for current info and plans.
- Assign tasks and responsibilities.
- Establish comms to all regions of response. Complete comms plan and distribute.
- Alert Customs Border Protection Service.
- Establish and maintain effective liaison with key stakeholders.
- Initiate passenger accountability process.
- Establish secure landing sites: decon, triage, medical transport, pax. transport, crowd control.
- Monitor/assist evacuee transport.
- Set Security for reception center.
- Coordinate/supervise special teams support (EOD, Strike Team, CSST, NOAA, FEMA, etc.)
- Coordinate marine firefighting support.
- Supervise spill response (source control, containment, recovery, protection of sensitive areas, disposal and decontamination).
- Evaluate damage survey/ approve salvage plan/supervise salvage operation.
- Implement law enforcement requirements for pax. control.
- Coordinate requirements for damaged ship transit, port entry.

8140.3 – Tank Barge Fires

Tactical Guidelines: Extinguishing Class B (Flammable/Combustible Liquids) Fires on Deck[2]

Size-up

- Determine fuel type (e.g., gasoline, JP-4, JP-5, diesel)
- Determine source or seat of fire

❑ Internal tank	❑ Overfill
❑ Ullage/vent fire	❑ Drip pans
❑ Transfer pipe system (if product being pumped or gravity fed?)	

- Evaluate condition of the vessel, vessel trim and stability.
- Are mooring lines exposed to fire?
- Dangerous cargo / HAZMAT nearby?
- What exposures are at risk?
- Is there a compelling reason to attack the fire?
- Rescue/persons on board

Safety Considerations

- Establish communication with the tanker man, tug operator or other person familiar with the barge
- Evaluate risk of boarding, including risk of falling over board
- Are there adequate water supply lines?
- Is there an adequate number of firefighters, both for attack AND rescue?

Control

- Reduce or control fuel source using vessel crew if available
  - ❖ Stop cargo pump
  - ❖ Secure valves
- Protect integrity of tanks and cargo pipe system
- Control spilled fuel on product on deck at scuppers.
- Set and cool boundaries until sufficient foam is on site for an uninterrupted attack.

Attack

- If liquids are burning on deck, deploy foam in sufficient quantities to maintain an unbroken blanket over the entire liquid surface. (Example: 0.1 gpm/ft^2 of AFFF for ignited hydrocarbon fires). For a typical fuel barge offloading at Kodiak, this will require a minimum 300-gpm application rate[3]. Use at least two monitors if possible.
- Use a foam and dry chemical combination attack for fires burning from spraying liquid AND spills.
- Apply foam on run-off collection points.
- Cool and maintain a foam blanket over spill to prevent re-ignition. Do not dilute with water.
- Consider deploying boom, if safe, to prevent spread of pollutants.

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[2] One reference used in developing these guidelines was *Marine Fire Fighting for Land-Based Firefighters*, International Fire Service Training Association (2001) Published by Oklahoma State University

[3] Assume a surface area of 3000 ft^2 within the confines of the scuppers (100 ft. X 30 ft.).

8150 – Response Resources

A major marine fire, particularly a vessel fire, may require resources beyond those locally available and that effective response will require coordination of resource deployment from a number of organizations.

The following categories of response resources were likely to be limited during a major marine fire:

- Portable fire monitors,
- Vessels with fire monitors,
- Tugs,
- Onboard fire suppression teams,
- Firefighting foam,
- De-watering pumping equipment,
- Landing craft and
- Marine firefighting consultants/advisors.

8150.1 – Aleutians - TBD
8150.2 – Bristol Bay - TBD
8150.3 – Cook Inlet

Marine Firefighting Resource List

Note: This list is a supplement to inventories maintained by Cook Inlet land-based fire departments.

PORTABLE FIRE MONITORS						
Resource	Capabilities	Quantity	POC	Location	Phone #	Comments
Monitor and Pump Set	3000gpm	1	Navy Supervisor of Salvage	Anchorage	Thru USCG (907)	3000 gpm pump set in self-contained firefighting system. Available through USCG Captain of the Port
LANDING CRAFT: The USCG at Sector Anchorage maintains a list of companies capable of providing landing crafts.						
Vessels with fire monitors: This is in addition to tugs that may be available.						
M/V Sea Bulk Montana	280 gpm at 65 psi	1	CISPRI	Nikiski	(907) 776-7401	207’ OSV
M/V Pioneer Service	700 gpm at 70 psi	1	CISPRI	Nikiski	(907) 776-7401	200’ OSV
M/V Monarch		1	CISPRI	Nikiski	(907) 776-7401	160” OSV
TUGS: The following area companies may provide tugs and towing services. The USCG Sector Anchorage maintains a list of companies capable of providing marine towing resources.						

Company	Location	Contact Phone Number
Anderson Tug and Barge	Seward	(907) 224-5506
Bering Marine Corporation	Anchorage	(907) 248-7646
Cook Inlet Marine	Homer	(907) 235-8086

Cook Inlet Tug & Barge		Anchorage		(907) 277-7611	
Crowley Marine Services		Anchorage		(907) 278-4978	
ONBOARD FIRE SUPPRESSION TEAMS					
Resource	Capabilities	POC	Location	Phone #	Comments
Marine Hazard Response	Marine firefighting	Scott Vickers	Spring, Texas	281.288.5200 Fax: 281.528.6400	The Integrated Response Services of Wild Well Control, Inc. and Williams Fire & Hazard Control, Inc. can provide foam, naval engineers and architects, and marine firefighters. http://www.marinehazard.com/home.htm
Marine Response Alliance	Marine Firefighting equipment, salvage.	Through Marine Hazard Response		Through Marine Hazard Response	Limited liability company formed by Crowley Marine Services, (CMS), Marine Pollution Control (MPC), Titan Maritime (Titan), and Marine Hazard Response (MHR), a joint venture of Wild Well Control and Williams Fire and Hazard Control. Through MRA, clients have access to high horsepower tugs, lightering barges, portable pumping equipment, marine fenders, salvage gear and expertise, specialized firefighting equipment and trained marine firefighters. http://www.marinerespon sealliance.com/
Boots & Coots	Firefighting & Blowout Specialists		Houston Texas	(713) 931-8884	www.Bncg.com
FIREFIGHTING FOAM: The list below is of manufacturers, yet most manufacturers have a limited amount of foam available for immediate shipment. Various refineries and terminals along the West Coast hold large foam caches.					
Supplier	Location	Contact Number	Comments		
ANSUL	One Stanton St. Marinette, WI 54143	715-735-7411 800-862-6785 (Ext 3338 for emergencies)	May be able to move 20 drums of commercial foam from Milwaukee, Wisconsin to Anchorage within 24 hours by charter aircraft.		
National Foam	150 Gordon Dr., Exton, PA 19341	610-363-1400 *Fax* 610-524-9073	http://www.nationalfoam.com/		

Chemguard INC	204 S. Sixth Ave Mansfield, TX 76063	800-222-3710 817-473-0606	http://www.chemguard.com/index.htm
Angus Fire	Thame Park Rd Thame, Oxfordshire UK OX9 3RT	011-44-1844-26500 *Fax* 011-44-1844-26156	World's largest producer of foam. Email:general.enquiries@kiddeuk.co.uk Web: www.angusfire.co.uk

DE-WATERING PUMPING EQUIPMENT					
Resource	Capabilities	Quantity	POC	Location	Phone #
DOP 250 lightering pumps	590 gpm	10	CISPRI	Nikiski	(907) 776-7401
Godwin centrifugal pumps	900 gpm	4	CISPRI	Nikiski	(907) 776-7401
POL 6" Submersible	1540 gpm	2	Navy Supervisor Salvage	Anchorage	Through USCG SECTOR
POL 3" Submersible	350 gpm	2	Navy Supervisor Salvage	Anchorage	Through USCG SECTOR
Various			USCG National Strike Force	California	Through USCG SECTOR

MARINE FIREFIGHTING CONSULTANTS/ADVISORS			
Name	Location	Contact Information	Comments
Maritime Fire & Safety Association	200 SW Market Street, Suite 190, Portland, Oregon 97201	503-220-2098 fax 503-295-3660 moreinfo@mfsa.com http://www.mfsa.com	One of the most comprehensive training plans for land-based marine firefighters in North America.
Kenai Fire Training Center		prism@alaska.net	Provides marine firefighting training.
Hagevig Regional Fire Training Center	2760 Sherwood Lane Juneau, Alaska 99801	Phone: 465-3117 Fax: 465-4055	Provides marine firefighting training for USCG cutters and large cruise ships.
Marine Firefighting Institute		(845) 735-7046 http://www.marinefirefighting.com/	Provides lectures, seminars, and consulting for Land Based Firefighters (professional or volunteer), with mariners and marina operators.
USCG Marine Safety Center Salvage Engineering Response Team (SERT)	400 Seventh St. SW Washington, DC 20590	Phone: (202) 366-6480 Fax: (202) 366-3877 Watchstander Cell: (202)327-3985	8-10 staff engineers who are on call 24 hours a day, 7 days a week to provide immediate salvage engineering support to the USCG Captains of the Port (COTP)

		http://www.uscg.mil/hq/msc/salvage.htm	

8150.4 – Kodiak

This Marine Firefighting Resource List provides possible sources and suppliers for each of the above categories. Note: This resource information was gathered from a variety of sources. The workgroup that gathered the data cannot validate or verify the accuracy of the information, the capability of the equipment, or the skill/experience of personnel listed. The resources listed below would serve to supplement inventories maintained by Kodiak land-based fire departments.

PORTABLE FIRE MONITORS						
Resource	Capabilities	Quantity	POC	Location	Phone #	Comments
Monitor and Pump Set	3000gpm	1	Navy Supervisor of Salvage	Anchorage	Thru USCG 428-4200	3000 gpm pump set in self-contained firefighting system van. Available through USCG Captain of the Port
LANDING CRAFT: The USCG at Sector Anchorage maintains a list of companies capable of providing landing crafts.						
M/V Lazy Bay	97-foot	1	Tony Lara	Kodiak	486-4041 654-4303	Marine Transport and salvage
M/V Cape Douglas		1	Doug Pederson		486-6870	
Vessels with fire monitors: This is in addition to tugs that may be available.						
M/V Woldstad	Monitor: 280 gpm at 65 psi	1	Alaska State Troopers	Kodiak	486-3975 or 911	121' OSV, 300 Gross Tons

TUGS: The following area companies may provide tugs and towing services. The USCG Sector Anchorage maintains a list of companies capable of providing marine towing resources.		
Company	Location	Contact Phone Number
AMAK Towing	Kodiak (M/V Kodiak King or equivalent, 3000 hp)	907-225-2200 Cell 907-654-0728
Bering Marine Corporation	Anchorage	907-248-7646
Crowley Marine Services	Anchorage	907-278-4978

ONBOARD FIRE SUPPRESSION TEAMS					
Resource	Capabilities	POC	Location	Phone #	Comments
Marine Hazard Response	Marine firefighting	Scott Vickers	Spring, Texas	281-487-4760 Fax: 281-528-6400	The Integrated Response Services of Wild Well Control, Inc. and Williams Fire & Hazard Control, Inc.

					Can provide foam, naval engineers and architects, and marine firefighters. http://www.marinehazard.com/
Marine Response Alliance	Marine firefighting, equipment, salvage.	Through Marine Hazard Response	Pompano Beach, Florida	Through Marine Hazard Response (954) 545-7872	Limited liability company formed by Crowley Marine Services, (CMS), Marine Pollution Control (MPC), Titan Maritime (Titan), and Marine Hazard Response (MHR), a joint venture of Wild Well Control and Williams Fire and Hazard Control. Through MRA, clients have access to high horsepower tugs, lightering barges, portable pumping equipment, marine fenders, salvage gear and expertise, specialized firefighting equipment and trained marine firefighters. http://www.marineresponsealliance.com/
Boots & Coots	Firefighting & Blowout Specialists		Houston, Texas	(713) 931-8884	http://www.Bncg.com/

FIREFIGHTING FOAM: Kodiak Fire Departments have significant amounts of foam because of their relative isolation and requirements for aircraft firefighting. However, large 'deep-seated' ship fires will likely exhaust available supplies. The list below is of manufacturers, yet most manufacturers have a limited amount of foam available for immediate shipment. Various refineries and terminals along the West Coast hold large foam caches.

Supplier	Location	Contact Number	Comments
ANSUL	One Stanton St. Marinette, Wisconsin 54143	715-735-7411 or 800-862-6785 **(Ext 3338 for emergencies)**	May be able to move 20 drums of commercial foam from Milwaukee, Wisconsin to Anchorage within 24 hours by charter aircraft.
National Foam	150 Gordon Dr., Exton, PA 19341	610-363-1400 *Fax* 610-524-9073	http://www.nationalfoam.com/
Chemguard INC	204 S. Sixth Ave Mansfield, TX 76063	800-222-3710 817-473-0606	http://www.chemguard.com/index.htm
Angus Fire	Thame Park Rd Thame,	011-44-1844-26500 *Fax* 011-44-1844-26156	World's largest producer of foam.

	Oxfordshire UK OX9 3RT		E-mail: general.enquiries@kiddeuk.co.uk Web: www.angusfire.co.uk

DE-WATERING PUMPING EQUIPMENT					
Resource	Capabilities	Quantity	POC	Location	Phone #
Portable pumps	300 gpm	4	Kodiak Harbormaster	City of Kodiak	911
Portable pumps	200 gpm	12	Kodiak Harbormaster	City of Kodiak	911
P-250 Portable	250 gpm	several	USCG Air Station Kodiak	AIRSTA	911
POL 6" Submersible	1540 gpm	2	Navy Supervisor Salvage	Anchorage	Through USCG Sector Anchorage
POL 3" Submersible	350 gpm	2	Navy Supervisor Salvage	Anchorage	Through USCG Sector Anchorage
Various			USCG National Strike Force	California	Through USCG Sector Anchorage

MARINE FIREFIGHTING CONSULTANTS/ADVISORS			
Name	Location	Contact Information	Comments
Maritime Fire & Safety Association	200 SW Market Street, Suite 190, Portland, Oregon 97201	503-220-2098 *Fax* 503-295-3660 http://www.mfsa.com/	One of the most comprehensive training plans for land-based marine firefighters in North America.
Kenai Fire Training Center	Kenai, Alaska	prism@alaska.net	Provides marine firefighting training.
Hagevig Regional Fire Training Center	2760 Sherwood Lane Juneau, Alaska 99801	907-465-3117 *Fax* 907-465-4055	Provides marine firefighting training for USCG cutters and large cruise ships.
Marine Firefighting Institute		845-735-7046 http://www.marinefirefighting.com/	Provides lectures, seminars, and consulting for land-based firefighters (professional or volunteer), with mariners and marina operators.

USCG Marine Safety Center Salvage Engineering Response Team (SERT)	400 Seventh St. SW Washington, DC 20590 Phone: (202) 366-6480 Fax: (202) 366-3877	202-327-3985 Watchstander cell phone http://www.uscg.mil/hq/msc	8-10 staff engineers who are on call 24 hours a day, 7 days a week to provide immediate salvage engineering support to the USCG Captains of the Port

8150.5 – North Slope - TBD
8150.6 – Northwest Arctic - TBD
8150.7 – Western Alaska – TBD

8200 – EMERGENCY TOWING

Alaska's local communities, pristine environment, and socio-economic status could suffer significant negative effects if marine spills are not prevented or responded to and contained immediately.

Within the last decade, several distressed or stricken vessel incidents occurred in Alaska, a few resulting in spills that negatively affected coastline communities with severe environmental and economic consequences. Examples include the groundings of the Motor Vessel (M/V) KUROSHIMA in 1997 and the M/V SELENDANG AYU in 2004. Other near-miss incidents have occurred in which a large vessel lost propulsion or steerage capacity and went adrift for some time before regaining control. Many foreign vessels transiting US waters do not carry appropriate or reliable towing systems.

To assist disabled or otherwise stricken vessels, emergency towing systems have been designed to provide the capability for an emergency rescue. By pre-positioning these specially designed Emergency Towing System (ETS) packages in areas of high vessel traffic or risk, potential oil spills can be averted. By reducing the risk of spills, coastal areas can be protected, avoiding potential damage to fish, wildlife and other natural resources.

The ETS may be airlifted to the distressed ship via helicopter or deployed to a disabled ship by tugboat or a vessel-of-opportunity. The system consists of a high strength floating towline (currently considered as best available technology) capable of towing a large vessel, a messenger line to assist in deploying the towline, a line-launcher, a towing shackle, a strobe light buoy, and chafing gear.

The ETS might also be used in the event of vessel grounding. Upon USCG approval, the ETS could be passed to a grounded vessel in support of salvage and towing operations.

There are two sizes for ETS available within Alaska. The larger size is capable of towing vessels greater than 50,000 DWT while the smaller system is designed vessels less than 50,000 DWT. As of 2017, there are seven large and three medium size ETS strategically distributed across the state.

Please review ADEC's website http://dec.alaska.gov/spar/ppr/prevention-preparedness/ets/ for updated locations and additional information.

8300 – MARINE SALVAGE AND LIGHTERING

8310 – Notification of Marine Casualties

Marine Casualty notification regulations are found in 46 Part 4, 33 Part 160.215, and 33 Part 155.4010 of the Code of Federal Regulations.

8320 – Responsibilities of the Responsible Party and FOSC

In the case of an incident, the Responsible Party (RP) must take adequate measures to mitigate and/or remove damage, or risk of damage, caused by the vessel or the release of any materials from the vessel. The RP will pay for all legitimate response measures, up to their limit of liability. If an RP cannot be identified, or the acting RP fails to adequately respond, it is the responsibility of the Captain of the Port or FOSC to take over control of a particular aspect of, or the entire response. In this case, funding will be provided by the federal government until an RP is identified and charged for the response.

8330 – Initial Response and Casualty Assessment

Common to all casualties is a need for the quick and substantial allotment of response resources. The Unified Command will set the objectives of a vessel casualty response. Early dissemination of an accurate assessment of the vessel's condition and deployment of appropriate response resources is essential.

8330.1 – Initial Actions to Be Taken By the Crew

A prudent vessel captain will take certain actions to mitigate the threat to the crew and vessel. Upon receiving notification of a marine casualty, the Incident Commander should verify that the vessel master, if possible and appropriate, has taken the following actions:

- ❑ Have ship's personnel report to emergency stations
- ❑ Secure watertight fittings
- ❑ Take appropriate firefighting actions
- ❑ Notify the ship's operations controller
- ❑ Obtain an accurate cargo storage plan
- ❑ Request shore personnel request salvage assistance
- ❑ Display day shapes & sound appropriate signals

8330.2 – Critical Information

There is certain information that is critical to planning a successful salvage operation. This information, essential to the response planning process, should be gathered from the vessel master or on-scene response personnel, as appropriate to the situation. The information gathered should be used to determine the "window of opportunity" - i.e., when the most factors align for a successful operation.

Following the report of an incident, certain initial information must be gained to mount a successful response and salvage operation. This list is not all-inclusive, but may be used to ensure certain critical information is gathered from on-scene personnel as well as from response resources. Many of the ship design particulars may be retrieved from the vessel's Shipboard Oil Pollution Emergency Plan (SOPEP) and Vessel Response Plan (VRP).

Incident		Critical Information
All Incidents		
	Safety status of crew	
	Proximity to navigation hazard	
	On-scene weather conditions	
	Forecasted weather conditions	
	Contracted resources	
	Potential damage / breaches in hull	
	Potential for spill or plume	
	Status of ground tackle	
	Communications nature and schedule	
	Quantity/nature of cargo/fuel/ballast	
	Status of propulsion & steering	
Grounding		
	Pre-casualty drafts	
	Post-casualty drafts	
	Tide height at grounding	
	Location/depth of soundings	
	Time/Height of next high tide	
	Liquid level of all tankage	
	Availability of salvage resources	
	Bottom type	
Fire		
	Status of shipboard fire pumps	
	Status of fixed firefighting systems	
	Risk of further damage to vessel	
	Status of emergency electrical systems	
	Availability of firefighting resources	
Collision/Allision/Flooding		
	Relative stability of each vessel	
	Status of ships dewatering systems	
	DOT, ACOE, State notified (allisions)	

8330.3 – Identify Response and Salvage Assets

The RP should immediately contract and set into motion adequate response and salvage resources. Historically, there has been reluctance on behalf of the vessel's representatives to engage a professional salvor. A decision to attempt operations without a professional salvor should be examined critically by the FOSC. To assist the RP in contracting a professional salvor, the FOSC may share information of proven response and salvage resources as listed below. In addition to ensuring that the RP has contracted adequate response resources, the FOSC should identify and deploy appropriate USCG resources to respond to the incident. These response teams should include unit Pollution Investigators, Casualty Investigators, and Vessel Inspectors. Furthermore, the SERT team at the Marine Safety Center should be engaged and, potentially, the Navy SUPSALV. Contact numbers for these assets may be found in Section 8370 below.

Areas should keep a current listing and contact information for professional salvor resources located within their zone. This list may be referred to or provided to an RP when ensuring a time allocation of tug and salvage assistance. These are all commercial resources that require funding. When populating this list with salvors, consider company's 24-hour capabilities, employee training, response history, and ability to create an acceptable salvage plan.

If zone involves international border, consider including international assets in this list.

Resource	24-hour phone number	Internet address
Towing / Salvage		
Oil Spill Response		
HazMat Response		
Fire Response		

8330.4 – Stranded Vessel Quick Response Card (QRC)

Establishing a quick and effective towing arrangement on a stranded vessel or one that has simply lost its ability to maneuver may mean the difference between a simple maneuvering evolution and disaster. The following QRC is provided to ensure that RP is taking appropriate and adequate actions to mitigate risk to the vessel and further impact of the casualty.

Vessels Adrift – Risk identification

	Vessel position	°Latitude, °Longitude	
	Current vessel set and drift	degrees True	knots
	Predicted set and drift due to weather/tide/current*	degrees True	knots
	Nearest shoal, hazard, or shipping lane	identification	
	Distance to nearest shoal, hazard or shipping lane	nautical mile (nm)	
	Time to reach nearest shoal, hazard or shipping lane (*nm/knots of drift)* / Estimated time	** hours	hh:mm

*Vessels adrift may slow their set and drift with the use of a drogue or by lowering their ground tackle, even if it does not reach the sea floor. Slowing set and drift increases critical available response time.

Towing Vessels – Time to rig tow

	Time to recall vessel crew / Estimated time	hours	hh:mm
	Time to get towing vessel underway enroute to stranded vessel position / Estimated time	hours	hh:mm
	Distance from towing vessel to stranded vessel	nm	
	Cruising speed of towing vessel	knots	
	Time till towing vessel on scene (*nm/knots)* / Estimated time	hours	hh:mm
	Time to rig tow / Estimated time	hours	hh:mm
	Time to re-setup for tow if first attempt fails	hours	
	Total time to take control of vessel *(hours till on scene + hours to rig tow)*/ Estimated time	** *hours*	hh:mm

** Time to take control of vessel must not exceed the time to reach the nearest shoal or hazard.

Towing assets should be called upon in the following priority while ensuring adequate response time: (1) Commercial towing vessels (2) USCG assets (3) DOD assets (4) U.S. vessels in the vicinity (5) Foreign vessels in the vicinity

8340 – Setting the First Operational Objectives

Once enough information has been gathered to proceed with a decisive action plan, the USCG Operational Commander, IC or UC will set forth the operational period objectives. These objectives may include but are not limited to:

1. Evacuate crew
2. Control vessel movement
3. Get response personnel and equipment on-scene
4. Extinguish shipboard fire
5. Stop/slow flooding
6. Stop/slow vessel movement toward potential hazards
7. Contain pollution
8. Identify suitable port of refuge
9. Create a salvage plan
10. Mitigate potential impacts of the casualty on other vessel traffic and port activities
11. Evaluate risk to public- i.e., hazardous material release, air quality, etc.
12. Prepare and approve press release
13. Establish a safety zone
14. Contact all appropriate Federal, State and local agencies, as well as foreign governments
15. Evaluate/mitigate the environmental impacts of incident
16. Identify an appropriate lightering vessel

8350 – Oil/Hazardous Material Release Mitigation and Lightering

Oil spills or hazardous material releases are of the greatest potential during groundings and almost a certainty during a major collision or other event when there is a breach in the hull. There are several ways to establish if there is an oil spill or hazardous material release. The primary method may be observation of a sheen emanating from the damaged vessel. However, this method may be of limited usefulness at night and is not indicative of damages inboard of the hull structure. Bunker and cargo tanks should be immediately sounded and monitored closely for changes that would indicate a breach. Given the high correlation between major marine casualties and pollution incidents, it is prudent to provide, at a minimum, a containment boom to surround the vessel(s).

One of the most effective ways to mitigate or prevent an oil spill or hazardous material release is to remove all remaining cargo and unnecessary bunker fuel from the vessel. This is particularly useful when the risk of a hull breach is increasing due to changing environmental or physical conditions on the vessel. Vessels may be lightered to another vessel, or lightered to mobile facilities ashore. Choosing which is most appropriate will depend on the location of the vessel and availability of each. Whichever is chosen, it is important to ensure the receiving vessel or facility is qualified to handle the lightered material and that any cargo/residue in hoses and holding tanks are compatible with lightered material. Furthermore, the effects on the stability of the vessel should be taken into account when lightering a vessel. While lightering may present benefits when attempting to re-float a vessel, it may also present additional structural stresses upon the vessel. It is important to work with naval architects as well as the person in charge of loading/offloading the vessel, who is frequently the Chief Officer or First Mate of the vessel.

8360 – Vessel/Cargo Salvage Plan Review

A plan is essential to any successful salvage operation. Depending on the urgency and complexity of the operation, the quality of the plan may vary from a bound document approved by engineers to a sketch on

a cocktail napkin. All involved parties must ensure that the plan provided is appropriate given the constraints of the operation. Given optimal conditions as well as time and resources available, a complete salvage plan will include the elements listed below. When evaluating a salvage plan, it is essential to rely upon the resources available to an IC or UC for these particular incidents. The two major public resources are the USCG's SERT and the Navy's SUPSALV. Information on these resources and their contact information are provided in Section 8370.

Elements of a Salvage Plan

All Incidents	
	Pre-incident drafts fore and aft
	Cargo listing / volume
	Fuel volume
	Status of vessel propulsion and steering systems
	Post casualty drafts
	Contingency planning identifying possible failure points
	Lightering considerations
	Clear understanding or contractual agreement of responsibility for control of vessel
	Strength of hull girder, damaged areas, attachment points, and rigging
	Booming considerations
	Means for controlling interference between pollution response and salvage efforts
	Potential pollution risks and precautions to avoid or minimize impact
	Communications plan
	Anticipated start time and predicted tides, currents, weather
Grounding	
	Post casualty drafts/locations/soundings
	Bottom type
	Estimated ground reaction
	Force-to-free
	Towing assets available/utilized and horse power of each
	Predicted stability when re-floated
	A summary of the engineering rationale for retraction & refloating techniques
	Tow/rigging plan including attachment points
Lightering	
	Volume of cargo/fuel to be lightered
	Type of cargo to be lightered
	Identification of compatible receiving facilities
	Special procedures to handle hazardous cargo/materials
Flooding	
	Identification and listing of all dewatering systems to be employed
	Order of dewatering to ensure satisfactory stability of vessel
Transit Plan	
	Identification of transit route and final destination
	Means for controlling the vessel as it is freed
	Route identified, with special attention to increased draft and beaching areas
	Vessel escorts, if any, to be employed and horse power of each
	Any preparation of vessel necessary to gain permission for entry into destination

8370 – Resources

8370.1 – General

In addition to mobilizing unit investigators, inspectors, and responders, the first calls of a response should include contact with these resources. The missions of these resources are explicitly to assist Incident Commanders and on-scene response personnel in addressing matters of vessel salvage. In the table provided below, a number one indicates the best-suited resource, while a two indicates a capable, though secondary resource. It is important to note that employing either a commercial salvor or Navy SUPSALV will require a funding source.

	Commercial Salvor	SERT Team*	Strike Team*	Navy SUPSALV
Vessel Assessment	1	2		2
Pollution Assessment	2		1	
Salvor Equipment	1		2	1
Salvage Plan Assessment		1		2

* USCG teams will provide services to a USCG unit at no cost.

8370.1.1 - Marine Safety Center Salvage Emergency Response Team

Contact numbers: (202) 327-3985 (24 hours) or via the USCG Command Center at (800) 323-7233 (24 hours).

The Marine Safety Center Salvage Emergency Response Team (SERT) is on call to provide immediate salvage engineering support to the USCG Captains of the Port (COTP) and Federal On-Scene Coordinators (FOSC) in response to a variety of vessel casualties. Specifically, SERT can assist the COTP and FOSC manage and minimize the risk to people, the environment, and property when responding to vessels that have experienced a casualty. SERT provides this assistance by performing numerous technical evaluations including: assessment and analysis of intact and damaged stability, hull stress and strength, grounding and freeing forces, prediction of oil/hazardous substance outflow, and expertise on passenger vessel construction, fire protection, and safety.

SERT has mobile computing capability for on-scene deployment. The MSC maintains a database containing over 5,000 hull files that can be used to generate computer models of vessels used in salvage engineering. External relationships with organizations like the Navy Supervisor of Salvage (SUPSALV), USCG Intel Coordination Center, and the Office of Naval Intelligence (ONI), as well as all major class societies, enable the salvage team to quickly locate and transfer information about a damaged vessel that would otherwise be difficult to access.

When requesting SERT assistance, the Rapid Salvage Survey Form, which contains the minimum essential casualty details, should be used.

8370.1.2 - USCG Strike Teams

National Strike Force Coordination Center: (252)-267-3458 (24 Hours)

The National Strike Force (NSF) was established in 1973 as a direct result of the Federal Water Pollution Control Act of 1972. The NSF's mission is to provide highly trained, experienced personnel and specialized equipment to USCG and other federal agencies to facilitate preparedness and response to oil and hazardous substance pollution incidents in order to protect public health and the environment. The NSF's area of responsibility covers all USCG Districts and Federal Response Regions.

The strike teams provide rapid response support in incident management, site safety, contractor performance monitoring, resource documentation, response strategies, hazard assessment, oil spill dispersant and operational effectiveness monitoring, and high capacity lightering and offshore skimming capabilities

8370.1.3 - NAVSEA Supervisor of Salvage and Diving

(202) 781-3889 (24 HOURS) - The Office of the Director of Ocean Engineering, Supervisor of Salvage and Diving (SUPSALV), is a component of the Naval Sea Systems Command (NAVSEA). SUPSALV is located at the Washington Navy Yard in Washington, DC. SUPSALV is responsible for all aspects of ocean engineering, including salvage, in-water ship repair, contracting, towing, diving safety, and equipment maintenance and procurement.

The Salvage Operations Division maintains standing worldwide commercial contracts for salvage, emergency towing, deep ocean search and recovery operations, and oil pollution abatement. Additionally, they own, maintain and operate the worldwide Emergency Ship Salvage Material (ESSM) system, which incorporates the world's largest standby inventory of salvage and pollution abatement equipment. They also own, maintain, and operate a large number of deep ocean search and recovery systems, with depth capabilities up to 20,000 feet. They also routinely provide salvage technical assistance to fleet salvors, as well as to other federal agencies.

Within the National Oil and Hazardous Substance Pollution Contingency Plan, SUPSALV has been assigned as one of seven "Special Teams" available to the Federal On-Scene Coordinator (FOSC). Thus, they provide assistance (personnel and/or equipment) for commercial oil or hazardous substance spills, or potential spills (i.e., salvage operations), as requested by any FOSC. Assistance ranges from salvage technical or operational assistance to mobilization of SUPSALV and other Navy resources to support a partial or full federal response to a marine casualty. Be aware, however, these services are provided on a reimbursable basis only – they are not free.

8370.1.4 - American Salvage Association

(703) 373-2267 - Leading U.S. salvors have formed the American Salvage Association (ASA). Created in response to the need for providing an identity and assisting in the professionalizing of the U.S. marine salvage and firefighting response, the intention of the ASA is to professionalize and improve marine casualty response in U.S. coastal and inland waters. The American Salvage Association meets with various federal and state agencies to exchange views on the improvement of salvage and firefighting response in the U.S.

8370.2 – Aleutians

Salvage Companies

Salvage & Diving Companies	Location	Phone Number	BOA?	Capabilities
Resolve-Magone Marine Services www.magonemarine.com	Dutch Harbor	581-1400	Yes	Diving, salvage, towing, support vessels

Current Marine Salvage Resources

Currently there are four companies certified for the Western Alaska Captain of the Port Zone as primary resource provider that can enable vessel operators to comply with the Salvage and Marine Firefighting regulations (33 CFR 155, Subpart 1).

These four companies are listed in the USCG's Homeport page and are:

- Marine Response Alliance
- Donjon-Smit
- Resolve Marine Group
- T&T Salvage

There is also one resident salvage company based in Dutch Harbor. In 2013, the national Resolve Marine Group partnered with the 35 year-old Magone Marine Service, Inc.

Based on available subcontractor equipment and asset lists, the four primary resource providers draw from the same pool of subcontractors in Alaska and the Lower 48. For instance, the Dutch Harbor resident tugs operated by Dunlap Towing and Harley Marine Services are listed as subcontractors for towing service with both the Marine Response Alliance and Resolve Marine Group per those companies' websites. Although each company has their own salvage masters and some limited proprietary equipment in Alaska, a vast majority of their equipment is located in the continental United States. To provide the required capabilities in Alaska, the primary resource providers have established networks and contracts with other companies, as subcontractor support. This support ranges from a list of resident and transient tugs, fire suppression materials and pumps, commercial diving and other salvage equipment.

Storage Barge:
Adequate oil storage (whether from cargo or bunkers) is necessary to support lightering operations as well as secondary storage for oil spill response. Resolve Marine has staged a 21,500 bbl. oil recovery barge in Dutch Harbor. This in-region barge represents a significant increase in storage for lightering, spill response, and would be able to mobilize to support activities in different parts of the region.

Other in-region assets include tank trucks, vacuum trucks, drums and portable skid tanks, which are not well suited to lightering operations. There are two dedicated oil storage barges with a capacity of 249 bbl. each, which are owned by the Alaska Chadux. In addition, Alaska Chadux has two 59-bbl towable bladders and could cascade more oil storage devices if needed. There is also a heavy-lift barge based in Dutch Harbor. Other dedicated response barges are based in Cook Inlet and Prince William Sound, and would take days to arrive even in Unalaska, or longer to reach the Western Aleutian Islands assuming that barges could be released from local obligations and the weather was conducive to transit:

Cook Inlet: CISPRI Barge 141 (operated by Ocean Marine Services) would take just over 3 days to travel at 9 knots the approximately 700 nm from Nikiski to Unalaska. It has a capacity of 69,411 bbl. (CISPRI, 2010)

Prince William Sound: SERVS keeps several barges, with capacities up to 104,791 bbl. in Valdez (APSC, 2013). A barge would take approximately 4 days to travel approximately 850 nm at 9 knots from Valdez to Unalaska.

8370.3 – Bristol Bay

Salvage & Diving Companies	Location	Phone	BOA?	Capabilities
Alaska Tug & Salvage	Kodiak	486-5503		Towing and salvage
Amak Towing Co	Kodiak	486-4295/5503		
Cape Douglas	Kodiak	486-6870		Salvage
Scuba Do	Kodiak	486-2960		Diving

M/V Lazy Bay LLC	Kodiak	486-4041		Salvage
Pacific Diving Service	Kodiak	486-6914		
Alaska Commercial Divers	Ketchikan	247-0771	Yes	Diving and salvage
Alaska Divers & Underwater Salvage	Anchorage	694-0515	No	Diving and salvage
Inlet Offshore Divers	Anchorage	563-9060	Yes	Diving and salvage
Magone Marine	Dutch Harbor	581-1400	Yes	Diving, salvage, towing, support vessels
Towing Companies	Location	Phone	BOA?	Capabilities
Amak Towing	Kodiak	486-5528		
Crowley Marine	Anchorage	563-1114		
Cook Inlet Tug	Anchorage	277-7611		
Foss Launch & Barge	Anchorage	274-1577		
Padilla Tug	Dutch Harbor	581-2318		

8370.4 – Cook Inlet

SALVAGE COMPANIES/DIVERS	Location	Contact Phone Number	BOA?	Capabilities
Alaska Divers and Underwater Salvage	Anchorage	694-0515	No	Diving and salvage
Alaska Marine Transport & Salvage	Anchorage	344-7307	No	Salvage
American Marine Corporation	Anchorage	562-5420	No	Diving and salvage
Black Dolphin Divers	Seward	224-3462	No	Dive capability only
Borton Divers	Anchorage	274-1110	No	Dive capability only
C & C Aquatics	Homer	235-2415	No	Diving and salvage
Cordova Dive Salvage & Recovery	Cordova	424-3789	No	Diving and salvage
Global Diving & Salvage, Inc.	Anchorage	563-9060	No	Diving and salvage
Magone Marine (Resolve Marine Group)	Dutch Harbor	359-1400	No	Diving and salvage
Marine Solution Services	Anchorage	344-7000	No	Dive capability only
R & R Diving	Valdez	835-4375	Yes	Diving and salvage
Storm Chasers Marine Services, Inc.	Seward	224-3536	No	Diving and salvage

TOWING COMPANIES	Location	Phone
Anderson Tug & Barge Company	Seward	907 224-5506
Bering Marine Corporation	Anchorage	907 248-7646
Cook Inlet Marine	Homer	907 235-8086
Cook Inlet Tug & Barge	Anchorage	907 277-7611
Crowley Marine Services	Anchorage	907 278-4978

8370.5 – Kodiak

Salvage & Diving Companies	Location	Phone	BOA?	Capabilities
Alaska Tug & Salvage	Kodiak	486-5503		Towing and salvage
Amak Towing Co	Kodiak	486-4295/5503		
Cape Douglas	Kodiak	486-6870		Salvage
Scuba Do	Kodiak	486-2960		Diving

M/V Lazy Bay LLC	Kodiak	486-4041		Salvage
Pacific Diving Service	Kodiak	486-6914		
Alaska Commercial Divers	Ketchikan	247-0771	Yes	Diving and salvage
Alaska Divers & Underwater Salvage	Anchorage	694-0515	No	Diving and salvage
Inlet Offshore Divers	Anchorage	563-9060	Yes	Diving and salvage
Magone Marine	Dutch Harbor	581-1400	Yes	Diving, salvage, towing, support vessels
Towing Companies	Location	Phone	BOA?	Capabilities
Amak Towing	Kodiak	486-5528		
Crowley Marine	Anchorage	563-1114		
Cook Inlet Tug	Anchorage	277-7611		
Foss Launch & Barge	Anchorage	274-1577		
Padilla Tug	Dutch Harbor	581-2318		

8370.6 – North Slope

Currently, there are no salvage and diving or towing companies in the North Slope Geographic Zone.

8370.7 – Northwest Arctic

There are no large-scale salvage companies for the Northwest Arctic Geographic Zone. There are no marine towing companies available in the Northwest Arctic Geographic Zone.

8370.8 – Western Alaska

Currently, there are no salvage and diving or towing companies in the Western Alaska Geographic Zone

9100 – EMERGENCY NOTIFICATION

9110 – Initial Awareness, Assessment & Notification Sequence

In the case of a *reportable* oil or hazardous substance spill (as defined in State and federal regulations), the Responsible Party (RP) or initial responder to the spill incident will immediately notify the following agencies. Once these initial notifications have been made, the Federal On-Scene Coordinator (FOSC), State On-Scene Coordinator (SOSC) and Local On-Scene Coordinator (LOSC) respectively, will be responsible for the notification of appropriate federal, state, and local agencies and organizations according to the contact lists contained on the following pages.

It is the responsibility of both the LOSC and SOSC to initiate contact with the appropriate local government agencies and organizations once initial emergency notifications have been made. Local plans may designate who will serve as the LOSC, who has responsibility for making any necessary contacts, and who should be contacted. Each distinct town, village, or community within larger jurisdictions, such as boroughs, may have their own emergency response plan, and all applicable local plans should be consulted during an emergency.

Initial Emergency Contact Checklist

FEDERAL	
National Response Center (24 hr.)	1-800-424-8802
FOSC for Coastal Zone – USCG – Sector Anchorage	428-4100 or 1-866-396-1361
FOSC for Inland Zone – EPA, Region X Alaska Operation – Anchorage Office	271-5083/271-3424 (fax)
EPA FOSC Carr (cell)	227-9936
EPA FOSC Whittier (cell)	830-7236
EPA Seattle Office (24 hr.)	206-553-1263
STATE	
SOSC – ADEC, Central Alaska Response Team (business hours)	269-3063/269-7648 (fax)
After Hours Spill Number	1-800-478-9300

9110.1 – Initial Assessment/Action Check-off List

Reference Section 3370 for Initial Actions for an Oil Spill response.

9110.2 – Notification Check-off List

IT'S THE LAW!

AS 46.03.755 and 18 AAC 75.300

REPORT OIL AND HAZARDOUS SUBSTANCE SPILLS

During Normal Business Hours

call the nearest response team office:

Central Alaska: Anchorage	**(907) 269-3063** Fax: (907) 269-7648
Northern Alaska: Fairbanks	**(907) 451-2121** Fax: (907) 451-2362
Southeast Alaska: Juneau	**(907) 465-5340** Fax: (907) 465-2237

Outside Normal Business Hours

Toll Free	**1-800-478-9300**
International	**1-907-428-7200**

Alaska Department of Environmental Conservation
Division of Spill Prevention and Response
www.dec.alaska.gov/spar/spillreport.htm

Hazardous Substance

Any hazardous substance spill, other than oil, must be reported immediately.

Oil – Petroleum Products

To Water

- Any amount spilled to water must be reported immediately.

To Land

- Spills in ***excess of 55 gallons*** must be reported immediately.
- Spills in ***excess of 10 gallons, but 55 gallons or less,*** must be reported within 48 hours after the person has knowledge of the spill.
- Spills of ***1 to 10 gallons*** must be recorded in a spill reporting log submitted to ADEC each month.

To Impermeable Secondary Containment Areas

- Any spills in ***excess of 55 gallons*** must be reported within 48 hours.

Additional Requirements for Regulated Underground Storage Tank Facilities

Regulated Underground Storage Tank (UST) facilities are defined at 18 AAC 78.005 and do not include heating oil tanks.

If your release detection system indicates a possible discharge, or if you notice unusual operating conditions that might indicate a release, you must notify the ADEC UST Program within 7 days.

UST Program: (907) 269-3055 or 269-7679

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9200 – PERSONNEL AND SERVICES DIRECTORY

9210 – Federal Resources/Agencies

It is the responsibility of the FOSC to initiate contact, as appropriate, with the following agencies, organizations, and entities once emergency notifications have been made. This is not an exhaustive list of federal contacts, and the FOSC may notify additional parties. Phone numbers are not listed in order of importance, and contacts will be made at the discretion of the FOSC. Initial notifications will be made by telephone, with concurrent transmission of any available documents (e.g., POLREPs or other information) by fax or e-mail whenever possible.

Agency	Phone	Alt. Phone	Fax
National Response Center	800-424-8802	202-267-2675	202-267-2165 / 202-372-8411
National Pollution Funds Center	703-872-6000		703-872-6900
USCG District 17 Command Center	463-2000		463-2023
USCG – Sector Anchorage	428-4100		428-4114
USCG District 17 Public Affairs	463-2065		463-2072
USCG Pacific Strike Team	415-883-3311	415-559-9908	415-883-7814
National Strike Force	252-331-6000		252-331-6012
Environmental Protection Agency – Anchorage	271-5083		271-3424
Seattle (24 hr.)	206-553-1263		
U.S. Department of the Interior	271-5011	227-3783	271-5930
National Oceanic & Atmospheric Admin. SSC	428-4143		271-3139
U.S. Forest Service	586-7876	586-8806	586-7892
U.S. Army Corps of Engineers (Security Office)	753-2515	753-2612	753-2513
U.S. Navy SUPSALV	384-2968	384-7613	384-2969
Federal Aviation Administration (Ops Center)	271-5936 / 425-227-1999	425-227-2000	425-227-1006
National Marine Fisheries	271-5006		271-3030
National Weather Service	800-424-8802	202-267-2675	202-267-2165 / 202-372-8411

Threatened and Endangered Species Consultation Contacts

Agency	Phone (business hour)	Emergency (24-hr) Contact	Fax
Department of Interior	271-5011	227-3783 / 227-3781	271-4102 / 271-5930
Department of Commerce/NOAA	586-7235 / 271-5006	586-7638 / 360-3481	586-7012 / 271-3030

NATIONAL WEATHER SERVICE – OFFICE TELEPHONE NUMBERS Marine weather forecasts and warnings, when issued, can be obtained by telephone as follows:		
24 Hours Daily (Recorded Telephone Marine Forecasts)		
Location	Phone Number	Hours
Anchorage	936-2727	
Kodiak	487-4949	
Other Office Numbers		

Anchorage	271-5106	24 hours daily
Cold Bay	532-2448	24 hours daily
Homer	235-8588	10 pm - 6 am daily
King Salmon	246-3303	10 am - 6 pm daily
Kodiak	487-4313	6 am - 6 pm daily
Kotzebue	442-3231	12 am - 4 pm daily
Nome	443-2321	24 hours daily
Saint Paul	546-2215	12 am - 5 pm daily

9210.1 – Trustees for Natural Resources

A copy of the natural resource trustee emergency contacts is maintained on the Alaska Regional Response Team website, under "Members and Contacts" at http://www.alaskarrt.org

9210.2 – USCG

Over 1200 personnel are permanently assigned to 42 USCG units throughout Alaska. These personnel operate resources and perform many duties related to maritime safety and security as well as internal administration. As outlined in COMDTINST 16165.41, the resources of districts are available to the FOSC during a pollution response as the District Response Group (DRG).

Airports Accessible by C-130: There are approximately 100 or more airports in the State of Alaska that are accessible by USCG and other military C-130 aircraft. Since airport information is updated on a frequent basis, rather than list the airports and specific information on each airport, the following website is provided for specific information regarding airports that may be used to support an oil or hazardous substance spill response. http://www.dot.state.ak.us/stwdav/AirportList.shtml#central

Agency	Phone	Alt. Phone	Fax
National Response Center	800-424-8802	202-267-2675	202-267-2165 / 202-372-8411
National Pollution Funds Center	703-872-6000		703-872-6900
USCG District 17 Command Center	463-2000		463-2023
USCG – Sector Anchorage	428-4100		428-4114
USCG District 17 Public Affairs	463-2065		463-2072
USCG Pacific Strike Team	415-883-3311	415-559-9908	415-883-7814
National Strike Force	252-331-6000		252-331-6012

9210.2.1 – USCG National Strike Force (NSF)

The National Strike Force (NSF) was created in 1973 as a USCG "Special Team" under the National Oil and Hazardous Substances Pollution Control Plan (National Contingency Plan). The NSF was designed to support the USCG, Environmental Protection Agency (EPA), and Department of Defense (DoD) pre-designated Federal On-Scene Coordinators (FOSCs) in their preparedness and response duties including responding to potential and actual oil and hazardous material spills and weapons of mass destruction incidents as directed by the National Contingency Plan (NCP). The NSF is composed of four units: the National Strike Force Coordination Center (Elizabeth City, NC), the Atlantic Strike Team (Fort Dix, NJ), the Gulf Strike Team (Mobile, AL), and the Pacific Strike Team (Novato, CA). The USCG National Strike Force

Coordination Center (NSFCC) coordinates the three USCG Strike Teams and the Public Information Assist Team (PIAT). The NSFCC also carries out several national preparedness missions directly supporting FOSCs. Each FOSC has a specific Strike Team designated for initial contact and may contact that team directly for any assistance. A FOSC may directly request PIAT assistance by contacting the NSFCC or any Strike Team.

Contact Numbers

National Strike Force	(252) 331-6000
Coordination Center	(252) 331-6012 FAX
1461 North Road St.	(252) 267-3458 CDO
Elizabeth City, NC 27909	
Atlantic Strike Team	(609) 724-0008
5614 Doughboy Loop	(609) 724-0232 FAX
Fort Dix, NJ 08640-0068	(609) 556-9376 OOD
Gulf Strike Team	(251) 441-6601
8501 Tanner Williams Rd.	(251) 441-6610 FAX
Mobile, AL 36608-9690	(251) 447-5545 OOD
Pacific Strike Team	(415) 883-3311
Hanger 2, Hamilton Field	(415) 883-7814 FAX
Novato, CA 94949-5082	(415) 559-9405 OOD

To request National Strike Force assistance, contact your servicing Strike Team at the number listed above; or the NSFCC at 252-331-6000 (after hours through the CDO at 252-267-3458); or the National Response Center at 800-424-8802. National Strike Force website: https://www.dco.uscg.mil/Our-Organization/National-Strike-Force/

NATIONAL STRIKE FORCE CAPABILITIES

- Respond with trained personnel and specialized equipment to prevent, contain and/or remove spills of oil and releases of hazardous material;
- Provide spill management expertise;
- Provide guidance for preplanning and response to weapons of mass destruction incidents;
- Assist with response planning and consultation;
- Conduct operational training in oil and chemical spill response techniques and equipment usage;
- Participate with the response, coordination, control and evaluation of National Preparedness for Response Exercise Program (PREP) training and exercises;
- Technical assistance, equipment and personnel to augment the FOSC staff during incident response;
- Identify, locate, and assist in the transportation of specialized equipment needed for any type of response;
- Provide support from the Public Information Assist Team (PIAT) to FOSCs during incident responses or exercise training;
- Assist in coordinating the use of private and public resources in support of the FOSC during a response to or a threat of a worst-case incident;
- Review Area Contingency Plans (ACP), including evaluation of equipment readiness and coordination among responsible public agencies and private organizations;

- Assist in location of spill response resources for both response and planning, using the DOG NSFCC's national and international computerized inventory of spill response resources in the Response Resource Inventory (RRI) data base which includes the OSRO/PAV programs;
- Inspection of district pre-positioned pollution response equipment.

REQUESTING STRIKE TEAM ASSISTANCE

- Requesting assistance from any one Strike Team, an FOSC immediately gains access to the entire NSF personnel roster and equipment inventory.
- FOSCs are encouraged to contact the NSF when:
  - Control of the discharge requires the special knowledge or special equipment of the NSF;
  - Response will require in excess of two days to complete removal operations and augmentation by NSF personnel will release local forces to return to normal operations;
  - Responsible Party (RP) has not or will not assume control immediately of the incident and the FOSC needs an immediate response to protect the environment and or the public;
  - In the judgment of the FOSC, NSF capabilities are necessary;
  - Technical assistance, equipment and other resources to augment the FOSC staff during incident response or exercise training;
  - Deployment of the district prepositioned pollution equipment (VOSS) or USCG SORS equipped vessel response is needed.

STRIKE TEAM DEPLOYMENT

Upon receiving a request, personnel and equipment will be deployed to the scene in the most expeditious manner possible. Each team maintains a state of readiness, which enables them to rapidly mobilize personnel and response equipment. Strike Team response equipment is palletized, loaded, and ready for immediate deployment by truck or aircraft.

Each Strike Team is capable of dispatching responders by the fastest means possible adhering to the NSF's minimum response time criteria as the circumstances of the incident dictate:

- Mobilizing four members within 2 hours of notification
- Mobilizing eight members within 6 hours of notification
- Mobilizing heavy equipment loads within 6 hours of notification
- Additional Strike Team personnel and equipment can be mobilized within 24 hours of notification

STRIKE TEAM FUNDING

For responses, Strike Team personnel require travel orders or travel accounting information prior to deployment. Funding typically comes from the pollution response fund (Federal Pollution Number, CERCLA Pollution Number, and Disaster Pollution Number). If no pollution response fund has been accessed, the requesting unit must provide funding.

Requests for training and exercise support that are associated with PREP are generally funded through the Deployable Operations Group (exercises included in the MTEP process); however, under some circumstances, the requesting unit may be required to provide funding.

Non-PREP training and exercise support requests originating from a Federal agency, including the USCG, shall be funded by the requesting agency or unit. Under most circumstances, State, County, and Municipal level-agencies will not be expected to provide funding.

TRANSPORTATION

Mobilization of Strike Team equipment may involve over-the-road transport: all three Strike Teams have tractor-trailer rigs that give them rapid deployment capabilities.

Aviation support is often needed during an emergency response to rapidly transport Strike Team equipment and/or personnel to the incident. When a Strike Team is requested by a FOSC/Sector Commander for assistance, the need/requirements for aviation support should be discussed. Requests for aviation support are the responsibility of the FOSC/Sector Commander. If aviation support is needed for an emergency response, the Sector should request the appropriate aviation support to Area through the District. The Strike Team can engage directly with the applicable Sector/Air Station to coordinate the aviation support requirements while the request is being processed through the District and Area.

NOTE: Since response support is time critical, early notification of Strike Team assistance (or potential assistance) will allow the teams to begin logistics planning even before a formal request is made.

LOGISTIC CONSIDERATIONS

Strike Teams make every effort to be logistically independent; however, assistance may be required from the FOSC in arranging the following support:

- Heavy lifting equipment, such as cranes and forklifts capable of handling a 16,000 lb. containment barrier box;
- Fork extensions for forklift;
- Small boats, vessels of opportunity;
- Tractor-Trailer rigs;
- Electrical power, land lines for telephones and computers,
- Local logistics @staging areas, docks, boat ramps, weather conditions, etc.
- Potable water supply and fuel supply for command posts.

Specific logistic needs will be clarified during the initial request for assistance; these needs vary, dependent upon the incident and location. Strike Teams attempt to minimize the effort by the FOSC's staff required to arrange support. However, the local knowledge of the FOSC's staff may be relied upon by the Strike Teams to make reasonable decisions regarding logistics.

9210.2.2 – USCG District Response Assist Team (DRAT)

The USCG District Response Group (DRG) is a framework within each USCG District to organize district resources and assets to support USCG FOSCs during a response to a pollution incident. DRGs assist the FOSC by providing technical assistance, personnel, and equipment, including the USCG's pre-positioned equipment. Each DRG consists of all USCG personnel and equipment within the district, including the District Response Advisory Team (DRAT), which is available to provide support to the FOSC in the event a spill exceeds local response capabilities. The DRAT has personnel specifically trained in pollution fund management, equipment, and environmental assessment.

9210.2.3 – Public Information Assist Team (PIAT)

The Public Information Assist Team (PIAT) is an element of the National Strike Force, co-located with the National Strike Force Coordination Center and is available to Federal On-Scene Coordinators. Four highly trained crisis communications professionals staff the team. The PIAT's primary function is to provide the gamut of emergency public information services during oil spills and hazardous material releases – the team also provides these services for natural disasters, domestic terrorism events and weapons of mass

destruction events. Team members routinely act as the Public Information Officer for USCG and Environmental Protection Agency officials responsible for mitigating oil and hazardous material incidents.

Team personnel also teach risk communication and media relations techniques, as well as ICS-based Joint Information Center organization and Public Information Officer operations to response community personnel from the USCG, other federal agencies, state and local agencies and industry. Additionally, the PIAT assists in the scenario development of USCG pollution response exercises and participates as evaluators or controllers during federal- and industry-led exercises.

To request the Public Information Assist Team, contact the NSFCC at 252-331-6000, or after hours through the CDO at 252-267-3458, or the NRC at 800-424-8802.

PIAT website: http://www.uscg.mil/hq/nsfweb/piat/piatindex.html

PIAT DEPLOYMENT
Upon receiving a request, PIAT's goal is to deploy two (2) personnel and one (1) response kit within six hours of notification, and an additional two (2) personnel within 24 hours, if necessary. All NSF members, including PIAT, deploy for a maximum of 21 days at a time.

PIAT FUNDING
For responses, PIAT requires travel orders or travel accounting information prior to deployment. Funding typically comes from the pollution response fund. If no pollution response fund has been accessed, funding will come from the requesting unit.

Requests for training and exercise support that are associated with PREP are generally funded through the Deployable Operations Group; however, under some circumstances, the requesting unit may be required to provide funding.

Non-PREP training and exercise support requests originating from a Federal agency, including the USCG, shall be funded by the requesting agency or unit. Under most circumstances, State, County, and Municipal level-agencies will not be expected to provide funding.

9210.2.4 – USCG Reserve - TBD
9210.2.5 – USCG Auxiliary - TBD

9210.3 – Environmental Protection Agency (EPA)

Agency	Phone	Alt. Phone	Fax
Environmental Protection Agency – Anchorage	271-5083		271-3424
Seattle (24 hr.)	206-553-1263		

9210.3.1 – Environmental Response Team (ERT)
The EPA's **Environmental Response Team (ERT)** has expertise in treatment, biology, chemistry, hydrology, geology, and engineering. The ERT can provide the FOSC access to special equipment to deal with chemical releases. The ERT can also provide the FOSC with advice concerning the following:

- hazard evaluation,
- multimedia sampling and analysis,
- risk assessment,

- on site safety,
- cleanup techniques,
- water supply decontamination and protection,
- use of dispersants,
- environmental assessment,
- degree of cleanup required, and
- Disposal of contaminated materials.

The ERT offers various training courses to prepare response personnel. The EPA ERT teams are located in Edison, NJ; Cincinnati, OH; and Las Vegas, NV.

9210.3.2 – Radiological Emergency Response Team (RERT)

The **Radiological Emergency Response Team (RERT)** coordinates or assists federal, State, tribal, and local response efforts before, during, and following a radiological incident. There are RERT personnel at the two EPA National Radiation Laboratories in Montgomery, Alabama and Las Vegas, Nevada, as well as at the EPA's regional offices and national headquarters. RERT can provide the support in the following areas:

- technical advice and assistance to prevent or minimize threats to public health and the environment; advice on protective measures to ensure public health and safety;
- assessments of any release for dose and impact to public health and the environment;
- monitoring, sampling, laboratory analyses and data assessments to assess and characterize environmental impact (Staff from EPA's National Air and Radiation Environmental Laboratory and its Radiation and Indoor Environments National Laboratory provide monitoring and assessment services both at the labs and at the response site, if needed.); and
- Technical advice and assistance for containment, cleanup, restoration, and recovery following a radiological incident.

9210.3.3 – National Decontamination Team (NDT)

The **National Decontamination Team (NDT)**, located in Cincinnati, Ohio, provides expertise and support to On-Scene Coordinators regarding the decontamination of buildings or other structures in the event of an incident involving releases of radiological, biological, or chemical contaminants.

9210.4 – National Oceanic and Atmospheric Administration (NOAA)

Agency	Phone	Alt. Phone	Fax
National Oceanic & Atmospheric Admin. SSC	428-4143		271-3139

9210.4.1 – Scientific Support Coordinator (SSC)

NOAA Scientific Support Coordinators (SSC) are the principal advisors to the USCG FOSC for scientific issues, communication with the scientific community, and coordination of requests for assistance from State and federal agencies regarding scientific studies. The SSC strives for a consensus on scientific issues affecting the response, but ensures that differing opinions are communicated to the FOSC. At the request of the FOSC, the SSC leads the scientific team during a response and is responsible for providing scientific support for operational decisions and for coordinating on-scene scientific activity. The SSC leads the synthesis and integration of environmental information required for spill response decisions in support of the FOSC, while coordinating with State representatives, appropriate trustees and other knowledgeable local representatives. The SSC is supported by a scientific support team that includes expertise in environmental chemistry, oil slick tracking, pollutant transport modeling, and natural resources at risk, environmental tradeoffs of countermeasures and cleanup, and information management. At the request

of the FOSC, the NOAA SSC may facilitate the FOSC's work with the lead administrative trustee for natural resources to ensure coordination between damage assessment data collection efforts and data collected in support of response operations.

9210.4.2 – Discharge & Release Trajectory Modeling - TBD

9210.4.3 – Oceanic & Atmospheric Modeling - TBD

9210.5 – U.S. Navy Supervisor of Diving and Salvage (SUPSALV)

Agency	Phone	Alt. Phone	Fax
U.S. Navy SUPSALV	384-2968	384-7613	384-2969

The US Navy is the federal agency most knowledgeable and experienced in ship salvage, shipboard damage control, and diving. The US Navy has an extensive array of specialized equipment and personnel available for use in these areas as well as in specialized oil containment, collection, and removal equipment.

The Supervisor of Salvage (SUPSALV) can provide salvage expertise and maintains a warehouse on each US coast stockpiled with salvage and response gear. A request for US Navy assistance is made through the FOSC or the RRT.

9210.6 – Agency for Toxic Substance and Diseases (ATSDR)

The Agency for Toxic Substance and Disease Registry (ATSDR):

- maintains appropriate disease/exposure registries;
- provides medical care and testing of individuals during public health emergencies;
- develops, maintains, and informs the public concerning the effects of toxic substances;
- maintains a list of restricted or closed areas due to contamination;
- conducts research examining the relationship between exposure and illness; and
- Conducts health assessments at contaminated sites.

Additionally, the ATSDR assists the EPA in identifying most hazardous substances at CERCLA sites, develops guidelines for toxicological profiles of hazardous substances, and develops educational materials related to the health effects of toxic substances. ATSDR resources are an important tool for the FOSC to use in assessing the possible effects of an environmental emergency on the public's health.
The Agency's 24-hour telephone number is **(404) 639-0615.**

9210.7 – Civil Support Teams - TBD

9210.8 – Bureau of Ocean Energy Management and Regulation Enforcement - TBD

<u>9220 – State Resources/Agencies</u>

It is the responsibility of the SOSC to initiate contact, as appropriate, with the following agencies and organizations once emergency notifications have been made. This is not an exhaustive list of State contacts, and the SOSC may notify additional parties. Phone numbers are not listed in order of importance and contacts will be made at the discretion of the SOSC. Initial notifications will be made by telephone, with concurrent transmission of any available documents (e.g., a sitrep or other information) by fax or e-mail whenever possible.

Agencies	Phone	Alt. Phone	Fax
ALASKA STATE AGENCIES			
Department of Environmental Conservation, Anchorage	269-3063		269-7648
After Hour Spill Number	1-800-478-9300		
Department of Fish and Game	267-2805		267-2461
Department of Military & Veteran Affairs	428-7000	907-428-7100	428-7009
Division of Emergency Services (24 hr.)	1-800-478-2337		
Department of Labor, Occupational Safety & Health	1-800-770-4940	269-4940 / 269-4955	269-4950
Department of Law	269-5100	269-5274	276-3697
Department of Natural Resources	269-8548	269-8503	269-8913
Division of Oil and Gas	269-8800	269-8815	269-8938
Division of Mining Land and Water, Southcentral Region	269-8548	269-8503	269-8913
State Historic Preservation Officer, Office of History and Archaeology	269-8548	269-8723/8728	269-8901
Department of Public Safety – Dispatch	428-7200		428-7204
Department of Transportation & Public Facilities	269-0770		248-1573
Department of Health and Social Services	903-3721		269-0036
University of Alaska – Department of Homeland Security and Emergency Management	474-7461		

9220.1 – Government Official Liaisons - TBD

9220.2 – Alaska Department of Natural Resources

9220.2.1 – State Historic Preservation Office (SHPO)

Guidelines about how to ensure that preparedness and emergency response activities take historic properties protection into account is provided in the *Alaska Implementation Guidelines for Federal On-Scene Coordinators for the Programmatic Agreement on Protection of Historic Properties during Emergency Response under the National Oil and Hazardous Substances Pollution Contingency Plan*. This document is found in the Regional Contingency Plan.

Consistent with the guidelines, questions about historic properties preparedness and response activities should be directed to:

Alaska Department of Natural Resources, Office of History and Archaeology (SHPO)	
Special Projects Archaeologist	269-8723
State Archaeologist	269-8728
Mainline/Desk	269-8721
U.S. Department of the Interior	
Office of Environmental Policy and Compliance	271-5011

9220.3 – Trustees for Natural Resources

Reference previous section on Natural Resource Trustees.

9220.4 – State Emergency Response Committees (SERC)

Emergency Management Assistance and Other Assistance		
Location/Borough	Point of Contact	Phone Number
Anchorage	Office of Emergency Mgt	343-1401/1400
Bethel	Bethel Fire Department	543-3121
Bristol Bay Borough	Borough Fire Department	246-4224
Cordova	Fire Department	424-6117
Dillingham	Fire Department	842-2288
Fairbanks North Star Borough	Office of Emergency Mgt	459-1481
Fort Yukon	Police Department	662-2311
Haines	Police Department	766-2121
Juneau	Emerg Mgt Coordinator	586-0221
Kenai Peninsula Borough	Office of Emergency Mgt	262-4910
Ketchikan Gateway Borough	Planning Department	228-6618
City of Kodiak	Fire Department	486-8040
Kotzebue	Fire Department	442-3351
Mat-Su Borough	Dept of Emergency Services	861-8000
Nome	Office of Public Safety	443-7824
North Slope Borough	NSB Search and Rescue	852-0284
Northwest Arctic Borough	Public Services Director	442-2500
Petersburg	Fire Department	772-3355
Sand Point	Director of Public Safety	383-3700
Sitka	Fire Department	747-3233
Unalaska	Dept of Public Safety	581-1233
Valdez	Police Department	835-4560
Whittier	Police Department	472-2340
Wrangell	Police Department	874-3304

For a complete listing of Local Emergency Planning Committee (LEPC) chairpersons, Reference the State of Alaska, Dept of Military and Veterans Affairs Internet home page at:
http://ready.alaska.gov/SERC/documents/Nov%202017%20LEPC%20Contact%20List_public.pdf

9220.5 – Alaska State Troopers

Follow this link for the Trooper Post Contact Information: https://dps.alaska.gov/ast/contacts

9220.6 – Alaska Statewide HAZMAT Teams

Follow this link for contact information of the Statewide Hazmat Workgroup Members:
http://dec.alaska.gov/spar/ppr/hazmat.htm

9220.7 – Civil Support Team - TBD

9230 – Tribal Resources/Agencies

9230.1 – Federally-recognized Tribes

The Federal On-Scene Coordinator or their representative notifies the tribe following an oil spill or hazardous substance release that has the potential to affect tribal interests. Visit the following websites for contact information for Alaska-based federally recognized tribes.

The Bureau of Indian Affairs Tribal Leaders Directory:
https://www.bia.gov/sites/bia.gov/libraries/maps/tld_map.html

Indian Entities Recognized and Eligible to Receive Services from the United States Bureau of Indian Affairs, a Notice by the Indian Affairs Bureau on 01/30/2018:
https://www.federalregister.gov/documents/2018/01/30/2018-01907/indian-entities-recognized-and-eligible-to-receive-services-from-the-united-states-bureau-of-indian

9230.2 – Native Corporations

National Congress of American Indians – Alaska Native Corporations: http://www.ncai.org/tribal-directory/alaska-native-corporations

For a list of Alaska Native communities and Corporation names within a specific Corporation visit the following link: http://dnr.alaska.gov/mlw/trails/17b/corpindex.cfm

9240 – Local Resources/Agencies

9240.1 – Trustees for Natural Resources

Reference the Community Profiles.

9240.2 – Local Emergency Planning Committees (LEPC)

The following website provides a list of Local Emergency Planning Committee Points of Contact: https://ready.alaska.gov/SERC/documents/Nov%202017%20LEPC%20Contact%20List_public2.pdf

9240.3 – Local Environmental Agencies

The following website provides a listing of environmental interest groups in the State of Alaska:
http://www.alaska.net/~jrc/alaska.html

9240.4 – Law Enforcement Agencies

Reference the Community Profiles.

9240.5 – Port Authority/Harbormaster

A complete listing of ports and harbors is available on the Alaska Association of Harbormasters and Port Administrators website at http://www.alaskaharbors.org

9240.6 – Fire Departments

Reference the Community Profiles.

9240.7 – Hazardous Substances Response Teams – TBD

9240.8 – Explosive Ordinance Detachments (EOD) - TBD

9240.9 – Site Safety Personnel/Health Departments

Reference the Community Profiles.

9250 – Private Resources

9250.1 – Clean-up Companies

9250.1.1 – Basic Ordering Agreement (BOA)

USCG Basic Ordering Agreement (BOA) Contractors: The USCG has authority to access civilian equipment, personnel and services under a Basic Ordering Agreement. The most current civilian contractors list can be found on the USCG Portal, here.

CONTRACTING OFFICERS for USCG 17TH DISTRICT: ALASKA	
Primary Contact	(510) 437-3009
Alternate Contact	(510) 437-3235
Chief of Contracting	(757) 628-4114
D17 DRAT/MEP:	463-2247
Sector ANCHORAGE PO:	957-0159/957-1688

EPA BOA Contractors: Contact the EPA FOSC for a list of BOA contractors.

State Term Contractors: ADEC maintains Term Contracts with several companies and consulting firms for providing needed expertise and assistance during responses to oils spills and hazardous substance releases. These contracts can be activated by the issuance of a Notice to Proceed by the ADEC Contract Manager or the SOSC. Contact the SOSC listing of the companies holding a Term Contract with the State of Alaska

9250.1.2 – Non-BOA

Primary Response Action Contractors (RAC) and Oil Spill Response Organizations (OSRO): Primary Response Action Contractors (RAC) and Oil Spill Response Organizations (OSRO) may play an important role in a spill response. Primary RACs and OSROs are organizations that may enter into a contractual agreement with an RP (vessel or facility owner/operator), assisting the RP in spill cleanup operations. RACs/OSROs can provide equipment, trained personnel and additional resources. The Operations/Technical Manuals maintained by the RACs/OSROs may be referenced in vessel or facility contingency plans and serve as supplementary reference documents during a response. OSROs generally have access to large inventories of spill equipment and personnel resources. The FOSC or SOSC may contract these assets for use. Complete equipment inventories are listed in the respective Operations/Technical Manuals of the RACs and OSROs.

Under State of Alaska statute, a nontank vessel is a self-propelled watercraft of more than 400 gross registered tons. Examples include: commercial fishing vessels, commercial fish processing vessels, passenger vessels and cargo vessels, but does not include a tank vessel, oil barge or public vessel. Owners of regulated nontank vessels are required to submit to ADEC an oil discharge prevention and contingency plan covering all applicable nontank vessels. A nontank vessel PRAC is an organization registered with the State of Alaska that is obligated under a contractual relationship with a contingency plan holder to provide personnel and/or equipment to contain, control, or clean up oil spills for the plan holder; a PRAC may be under contract to multiple plan holders. A nontank vessel cleanup contractor means an oil spill PRAC who is, or intends to be, obligated under contract or membership agreement to provide resources or equipment to contain, control, and perform cleanup of an oil discharge under an approved nontank vessel plan. A nontank vessel incident management team means an oil spill PRAC who is, or intends to be, obligated under contract to provide incident management services under an approved nontank vessel plan. A response planning facilitator is an oil spill PRAC who provides services to the holder of an approved nontank vessel plan and act as an intermediary between the plan holder and one or more nontank vessel

cleanup contractors and one or more nontank vessel incident management teams in order to facilitate the submission of a nontank vessel streamlined plan.

9250.2 – Media

Reference Section 2330 of this document and the Community Profiles.

9250.3 – Fire Fighting/Salvage Companies/Divers

Reference Section 8370 for Salvage and Diving Companies.

9250.4 – Fishing Cooperatives and Fleets

The following list of fishing fleets/organizations was extracted from the National Fisherman's Directory of Fishermen's Organizations and Pacific States Marine Fisheries Commission websites:

http://www.nationalfisherman.com/magazine-top/fisherman-s-organizations
http://www.psmfc.org/habitat/alaska.htm

ORGANIZATION	ADDRESS	PHONE	FAX/EMAIL
Alaska Commercial Fishermen's Memorial in Juneau	P.O. Box 20092 Juneau, AK 99802	463-5566	whyrock@gci.net
Alaska Fisheries Development Foundation	431 W. 7th Avenue, Suite 106 Anchorage, AK 99501	276-7315	276-7311 jbrowning@afdf.org
Alaska Independent Fishermen's Marketing Association	P.O. Box 60131 Seattle, WA 98160	(206) 542-3930	Aifma1@seanet.com
Alaska Independent Tendermens Association	P.O. Box 431 Petersburg, AK 99833	518-1724	admin@alaskatenders.org
Alaska Charter Association	P.O. Box 478, Homer, Alaska 99603		info@alaskacharter.org
Alaska Draggers Association	P.O. Box 991 Kodiak AK 99615	486-3910	486-6292
Alaska Groundfish Data Bank	P.O. Box 2298, Kodiak 99615	486-3033	386-3461
Alaska Longline Fishermens Association	P.O. Box 1229 Sitka, AK 99835	747-3400	747-3462 alfa.staff@gmail.com
Alaska Marine Conservation Council	P.O. Box 101145 Anchorage, AK 99510-1145	277-5357	277-5975 halibut@akmarine.org
Alaska Marine Safety Education Association	2924 Halibut Point Road Sitka, AK 99835	747-3287	747-3259 admin@amsea.org
Alaska Marketing Association	4917 Leary Avenue N.W. Seattle, WA 98107	(206) 784-8948	(206) 784-9813
Alaska Shellfish Growers Association	P.O. Box 1758 Homer, AK 99603		info@alaskashellfish.org

Alaska Sport Fishing Association	6622 Lakeway Dr. Anchorage, AK 99502	440-6093 250-5232	info@alaskasfa.org
Alaska Trollers Association	130 Seward St., Suite 205 Juneau, AK 99801	586-9400	586-4473 ata@gci.net
Alaska Whitefish Trawler Association	P.O. Box 991 Kodiak, AK 99615	486-3910	486-6292 alaska@ptialaska.net
Aleutian Pribilof Island Community Development Association	509 West 3rd Ave, Suite 101 Anchorage, AK 99501	929-5273 1-800-927-4232	929-5275
American Fisheries Society, Alaska Chapter	P.O. Box 672302 Chugiak, AK 99567		Audra.brase@alaska.gov
At-sea Processors Association	P.O. Box 32817 Juneau, AK 99803	523-0970	523-0798 smadsen@atsea.org
Bering Sea Fishermen's Association	110 W. 15th Avenue Anchorage, AK 99501	279-6519 (888) 927-2732	258-6688 karen.gillis@bsfaak.org
Bristol Bay Driftnetters Association	2408 Nob Hill North Seattle, WA 98109	(206) 285-1111	(206) 284-1110 danfbarr@msn.com
Bristol Bay Regional Seafood Development Association	1120 Huffman Rd, Box 208, Anchorage AK 99515	770-6339	
Central Bering Sea Fisherman's Association	PO Box 288 Saint Paul, AK 99660	546-2597	546-2450
Coastal Villages	711 H Street, Suite 200 Anchorage, Alaska 99501.	(907) 278-5151	
Concerned Area M Fishermen	35717 Walkabout Road Homer, AK 99603	235-2631	browburk@horizonsatellite.comt
Cook Inlet Aquaculture Association	40610 K-Beach Road Kenai, AK 99611	283-5761	283-9433 info@ciaanet.org
Cook Inlet Seiners Association, Inc.	P.O. Box 130, Homer, AK 99603	[not available]	
Cordova District Fishermen United	P.O. Box 939 Cordova, AK 99574	424-3447	424-3430 cdfu@ak.net
Deep Sea Fishermen's Union of the Pacific	5215 Ballard Ave N.W. Suite 1 Seattle, WA 98107	(206) 783-2922	(206) 783-5811 dsfu@dsfu.org
Fishing Vessel Owner's Association	4005 20th Avenue W. Seattle, WA 98199	(206) 284-4720	(206) 283-3341
Freezer-Longline Coalition	2303 W. Commodore Way 202 Seattle, WA 98199	(206) 284-2522	(206) 284-2902 flc1@freezerlongine.biz
Groundfish Forum	4241 21st Ave. W., Ste 302	(206) 213-5270	(206) 213-5272 loriswanson@seanet.com

	Seattle, WA 98199		
Halibut Association of North America	P.O. Box 872 Deming, WA 98244	(360) 592-3116	
Homer Charter Association	P.O. Box 148 Homer, AK 99603	235-7877	
Kenai Peninsula Fishermen's Association	43961 K-Beach Rd, Ste F Soldotna, AK 99669	262-2492	262-2989 kpfa@alaska.net
Kenai River Sportfishing Association	224 Kenai Ave #102, Soldotna, AK 99669	262-8588	262-8582 kelly@krsa.com
Kodiak Fishermen's Wives & Associates	P.O. Box 467 Kodiak, AK 99615	486-8085	486-8090 avonkodiak@gci.net
Kodiak Fishermen's Wives Association	Kodiak	486-5238	
Kodiak Regional Aquaculture Association	104 Center Ave. Suite 205 Kodiak, AK 99615	486-6555	486-4105
Kodiak Seafood Processors Association	P.O. Box 1244, Kodiak 99615	486-6385	486-6592
Kodiak Seiner's Association	P.O. Box 2254, Kodiak 99615	486-4686	486-7655
Kodiak Seine Boat Owners Association	P.O. Box 1035 Kodiak, AK 99615	486-3453	486-8362
Kodiak Vessel Owners Association	336 Center St., Kodiak 99615	486-3781	486-2470
Kuskokwim Fishermans Cooperative	P.O. Box 245 Bethel, AK 99559	(907) 543-2410	
Kvichak Setnetters Association	P.O. Box 92105 Anchorage, AK 99509	277-0187	naknek@gci.net
Maritime Event Center	2211 Alaskan Way, Pier 66 Seattle, WA 98121	(206) 441-6666	(206) 441-6665 info@bellharbor.com
Northern Southeast Regional Aquaculture Association	1308 Sawmill Creek Road Sitka, AK 99835	747-6850	747-1470 Ilona_mayo@nsraa.org
North Pacific Fisheries Association	P.O. Box 796 Homer, AK 99603	235-6359	npfahomer@gmail.com
North Pacific Fishing Vessel Owners' Association	1900 W. Emerson Suite 101 Seattle, WA 98119	(206) 285-3383	(206) 286-9332 info@npfvoa.org
North Pacific Gillnet Alliance	2408 Nob Hill North Seattle, WA 98109	(206) 285-1111	(206) 284-1110
Northern District Setnetters Association	P.O. Box 1480 Anchorage, AK 99510	276-8222	srba@alaska.net
Northwest Fisheries Association	2208 N.W. Market St Suite 318	(206) 789-6197	(206) 789-8147 info@northwestfisheries.org

	Seattle, WA 98107		
Northwest Indian Fisheries Commission	6730 Martin Way E. Olympia, WA 98516	(360) 438-1180	(360) 753-8659 contact@nwifc.org
Northwest Setnetters	620 Hemlock Dr., Kodiak 99615	486-6834	486-8803
Pacific Coast Federation of Fishermen's Associations	P.O. Box 29370 San Francisco, CA 94129	(415) 561-5080	(415) 561-5464 zgrader@ifrfish.org
Pacific Seafood Processors Association	1900 W. Emerson Place, Suite 205 Seattle, WA 98119	(206) 281-1667	(206) 283-2387 info@pspafish.net
Pacific Whiting Conservation Cooperative	4039 21st Ave W, Ste 400 Seattle, WA 98199	(206) 285-5139	
Petersburg Vessel Owners Association	P.O. Box 232 Petersburg, AK 99833	772-9323	772-9323 pvoa@gci.net
Prince William Sound Aquaculture Corp	P.O. Box 1110 Cordova, AK 99574	424-7511	424-7514 pwsac@ak.net
Purse Seiner Vessel Owners Association	1900 W. Nickerson Suite 320 Seattle, WA 98119	(888) 284-7733	(206) 283-7795 info@psvoa.com
Seafood Producers Cooperative	2875 Roeder Ave, Ste 2 Bellingham, WA 98225	(360) 733-0120	(360) 733-0513 spc@spcsales.com
Southeast Alaska Fishermen's Alliance	9369 North Douglas Hwy Juneau, AK 99801	586-6652	523-1168 seafa@gci.net
Southeast Alaska Seiners Association	P.O. Box 23081 Juneau, AK 99802	463-5030	463-5083
Southern Southeast Regional Aquaculture Association	14 Borch Street Ketchikan, AK 99901	225-9605	225-1348 admin@ssraa.org
South End Setnetters	Kodiak	486-8229	
United Catcher Boats	4005 20th Avenue W. Suite 116 Seattle, WA 98199	(206) 282-2599	(206) 282-2414 bpaine@ucba.org
United Cook Inlet Drift Association	43961 K-Beach Rd Suite 116 Soldotna, AK 99669	260-9436	260-9438 info@ucida.org
United Fishermen of Alaska	211 4th Street, Suite 110 Juneau, AK 99801	586-2820	463-2545 ufa@ufa-fish.org
United Fishermen's Marketing Association	P.O. Box 1035 Kodiak, AK 99615	486-3453	486-8362
United Seiner's Association	P.O. Box 2254, Kodiak 99615	486-4686	486-7655

United Southeast Alaska Gillnetters	P.O. Box 20538 Juneau, AK 99802	586-6550	usag@alaska.gov
Valdez Fisheries Development Association	P.O. Box 125 Valdez, AK 99686	835-4874	835-4831
Western Fishboat Owners Association	P.O. Box 992723 Redding, CA 96099	(530) 229-1097	(530) 229-0973 wfoa@charter.net
Women's Fisheries Network	Kodiak/Seattle	486-3638	
Women's Maritime Association	1916 Pike Place, #12, PMB 743 Seattle, WA 98101	(206) 441-5678	info@womensmaritimeassoc.com
Yukon River Drainage Fisheries Association	725 Christensen Drive Suite 3-B Anchorage, AK 99501	272-3141	272-3142 info@yukonsalmon.org

There are no formal organized fishing fleets/organizations in the North Slope or Northwest Arctic Geographic Zones. Other geographic zones may be consulted for the listing of fishing organizations within their respective geographic zones. Generally, fishing groups and associations may be contacted with requests for specific information on the location and timing of fish, as well as local current conditions, and though the primary function of these organizations is not to provide such information, individual members will be quite knowledgeable about environmental conditions and may be willing to share information.

Subsistence hunting and fishing, rather than commercial endeavors, are the main activities of the North Slope and Western Alaska Geographic Zones. The Alaska Eskimo Whaling Commission serves to organize and promote whaling by the Inupiat and Siberian Yupik Eskimos living in the coastal villages in northern and western Alaska, a significant marine subsistence activity for many of the North Slope villages. Contact information is under Barrow in *Community Profiles.* By contacting specific communities, one may be able to obtain specific information regarding local weather, river conditions and topographic features.

9250.5 – Wildlife Rescue Organizations

Questions regarding oiled or potentially oiled wildlife preparedness and response activities should be directed to:

Contact	Phone
U.S. Department of the Interior- Office of Environmental Policy and Compliance	271-5011
U.S. Department of Commerce- National Marine Fisheries Service	271-5006
Alaska Department of Fish and Game Habitat Division	267-2342

9250.6 – Volunteer Organizations

Volunteer Organizations Normal Process: The Alaska State Troopers will initiate a request for Civil Air Patrol assistance through the Rescue Coordination Center (RCC). The RCC will activate the Civil Air Patrol in the appropriate region, assign a mission number, and provide approval authority for the mission.		
Agency	Point of Contact	Telephone Number
American Red Cross		
Anchorage – Disaster Services, State Coordinating Chapter		277-1538 (WK) 552-1110 (After Hours)
Bird Treatment & Learning Center	Dr. Jim Scott	562-4852 562-1852
Civil Air Patrol		
**Rescue Coordination Center*	National Guard Armory Camp Denali	428-7230
Anchorage	Birchwood Composite Squadron	688-4995
Anchorage	Polaris Composite Squadron	272-7227
Fairbanks		474-0378
Homer		235-8062
Juneau		789-0245
Kenai		283-7801
Seward		224-3000
USCG Auxiliary	17th District (USCG)	463-2000
Juneau Raptor Center		586-8393

9250.7 – Maritime Associations/Organizations/Cooperatives

There are three marine pilot associations in Alaska. The State of Alaska Board of Marine Pilots website has additional information at https://www.commerce.alaska.gov/web/cbpl/ProfessionalLicensing/BoardofMarinePilots.aspx

Marine Pilot Associations

Name	Contact Information	Phone	Email/Website
Alaska Marine Pilots, LLC	3705 Arctic Blvd., #107 Anchorage, Alaska 99503	581-1240	amp@ampilots.com
Southwest Alaska Pilots Association	P.O. Box 977 Homer, AK 99603-0977	235-8783	swpilots@ak.net http://www.swpilots.com
Southeast Alaska Pilots' Association	1621 Tongass Avenue, Suite 300 Ketchikan, AK 99901-6074	225-9696	pilots@seapa.com www.seapa.com

9250.8 – Academic Institutions - TBD

9250.9 – Laboratories

Disclaimer: In providing this list does not guarantee the accuracy or validity of the data generated by these laboratories. A laboratory that is ***certified*** or ***approved*** has established that they have the ability to implement a quality control program in accordance with the appropriate federal or State regulations or

statutes. This list is updated every Tuesday by the ADEC Contaminated Sites Lab Approval Officer (907 465-5390). For the most up-to-date listing, visit the following website:
http://dec.alaska.gov/spar/csp/LabApproval/ListOfAprovedLabs.htm

When choosing a lab from the list, request the lab supply a copy of their current ADEC approval letter. These letters detail the methods *and matrices* for which the lab has approval. "Approved methods" does not imply approval for both water and soil samples. Labs must renew their approval and pass performance evaluation samples annually. Failure to do so results in the revocation of a lab's approval.

9250.10 – Emergency Medical Services

All medical resource information can be found in Section 3350 of this document, or in the Community Profiles.

9260 – Stakeholders - TBD

9300 – DRAFT INCIDENT ACTION PLAN (IAP) - TBD

9400 – AREA PLANNING DOCUMENTATION

9410 – Discharge and Release History

For discharge and release historic information, check the ADEC Prevention, Preparedness and Response Database: http://dec.alaska.gov/Applications/SPAR/PublicMVC/PERP/SpillSearch

9420 – Risk Assessment/Planning Assumptions

9420.1 - Fate of Spilled Oil

Natural processes that may act to reduce the severity of an oil spill or accelerate the decomposition of spilled oil are always at work in the aquatic environment. These natural processes include weathering, evaporation, oxidation, biodegradation, and emulsification.

- Weathering is a combination of chemical and physical processes that change the physical properties and composition of spilled oil. These processes include evaporation, oxidation, biodegradation, emulsification, dispersion, dissolution, and sedimentation. Below are definitions of these processes and how they relate to oil spills.

- Evaporation occurs when substances are converted from liquid state to vapor. During an oil spill, lighter components can evaporate into the atmosphere, leaving behind heavier components. Evaporation rates depend on the composition of the oil and environmental factors like wind, waves, temperature, currents, etc. For example, lighter refined products, such as gasoline, tend to evaporate very quickly because they have a higher proportion of lighter compounds. Heavier oils, like bunker oil, contain relatively few light compounds and leave viscous residues, composed of heavier compounds.

- Oxidation is a chemical reaction between two substances, which results in loss of electrons from one of the substances. This chemical reaction can take place between spilled oil and oxygen in the air or water. This reaction can produce water-soluble compounds that can dissolve or form persistent compounds call tars. Oxidation of oil is a very slow process but can be enhanced by sunlight.

- Biodegradation occurs when microorganisms, such as bacteria, fungi, and yeast, break down a substance by feeding on it. Seawater contains a range of microorganisms that either can partially or completely degrade oil. Nutrient levels, water temperature and oxygen availability can all affect biodegradation, which tends to be quicker in warmer environments.

- Emulsification is a process where small droplets of one liquid become suspended in another liquid. During a spill, emulsification takes place when strong currents or waves suspend water droplets in oil. Water-in-oil emulsions are frequently called "mousse" and are more persistent than the original oil.

- Dispersion is the break up and diffusion of substances from their original source. In an oil spill, turbulent seas can break oil into various sized droplets and mix them into the water column. Smaller droplets can stay suspended while larger droplets tend to resurface, creating a secondary slick. The amount of oil dispersed depends on the oil's chemical and physical properties and the sea state. For example, lower viscosity oils such as diesel, have higher dispersion rates in rough seas. Chemical dispersants may be used to enhance dispersion.

- Dissolution is the process of dissolving one substance in another. Many oils contain light aromatic hydrocarbons, like benzene and toluene, which are water-soluble. During a spill, these compounds readily dissolve in water or evaporation into air, which is faster than dissolution.

- Sedimentation is a process where spilled oil chemically binds with, or adheres to, particulates in the water column, creating a density greater than the original oil. If the density of oil/particulate compounds becomes greater than water, particles will settle out of the water column. Sedimentation is much more common in shallow, nearshore areas because of the greater amount of suspended particulates.

The various types of petroleum products respond quite differently when released into the environment. Spills of refined product that enter the water generally will disperse and experience significant evaporation and spreading, making recovery difficult. Crude oil and Intermediate Fuel Oils (bunker fuel) will be affected by the same natural degradation factors but to a much lesser degree; these oil spills are "persistent" in nature and will require aggressive actions and innovative techniques to successfully mitigate harm.

Risk Assessment Documents:

- Aleutians Risk Assessment, conducted by Nuka Research: http://aleutianriskassessment.com/
- Cook Inlet Risk Assessment, conducted by : http://www.cookinletriskassessment.com/
- The National Oceanic and Atmospheric Administration (NOAA), Assessment of Marine Oil Spill Risk and Environmental Vulnerability for the State of Alaska: https://alaskafisheries.noaa.gov/habitat/oil-spill-risk
- State 2010 Hazmat Commodity Flow Study: https://dec.alaska.gov/spar/PPR/hazmat/study.html
- Reference Section 9730.4 for Risk Assessment details from a 1998 study conducted on the Kodiak Geographic Zone

9430 – Planning Scenarios

Geographic Zone	Scenario Documents
Aleutians	http://dec.alaska.gov/spar/PPR/plans/scp_al/Aleutians%20SCP%20F%20Scenarios.pdf
Bristol Bay	http://dec.alaska.gov/spar/PPR/plans/scp_bb/F-Scenarios%20(Final-Feb%202013).pdf
Cook Inlet	http://dec.alaska.gov/spar/PPR/plans/scp_ci/CISCP_F-Scenarios_Jan2017.pdf
Kodiak	http://dec.alaska.gov/spar/PPR/plans/scp_ki/ki_2010_F-Scenarios.pdf
North Slope	http://dec.alaska.gov/spar/PPR/plans/scp_ns/NS_SCP%20F-Scenarios%20(May%202012).pdf
Northwest Arctic	http://dec.alaska.gov/spar/PPR/plans/scp_nw/NWA%20F-Scenarios%20(Jan%202012).pdf
Western Alaska	http://dec.alaska.gov/spar/PPR/plans/scp_we/F-Scenarios%20(Final-Feb%202013).pdf

9500 – LIST OF AGREEMENTS

Reference the Regional Contingency Plan – Applicable Memorandum of Understanding/Agreements (MOU/MOA). The MOUs/MOAs are also on the ADEC website.

9600 – CONVERSIONS - TBD

9700 – RESPONSE REFERENCES

9710 – Relevant Statute/Regulations/Authorities List

9710.1 – Federal Authorities

OPA 90, section 4202 amended Subsection (j) of Section 311 of the Federal Water Pollution Control Act (FWPCA; 33 U.S.C. 1321 (j)) to address National Planning and Response System development. As part of this system, Area Committees are to be established for each area designated by the President. These Area Committees are to be comprised of personnel from federal, state, and local agencies. Each Area Committee, under the direction of the Federal On-Scene Coordinator (FOSC) and State On-Scene Coordinator (SOSC) for the area, is responsible for developing an ACP, which when implemented in conjunction with the NCP, shall be adequate to remove a worst case discharge and mitigate or prevent a substantial threat of such discharge from a vessel, offshore facility, or onshore facility operating in or near the geographical area. Each Area Committee is also responsible for working with state and local officials to preplan for joint response efforts, including designing appropriate procedures for mechanical recovery, chemical dispersal, shoreline cleanup, protection of sensitive environmental areas, and protection, rescue, and rehabilitation of fisheries and wildlife. The Area Committee is also required to work with State and local officials to expedite decisions for the use of dispersants and other mitigating substances and devices.

The functions of designating areas, appointing Area Committee members, determining the information to be included in ACPs, and reviewing and approving ACPs have been delegated by Executive Order 12777 of 22 October 1991 to the Commandant of the U.S. Coast Guard (through the Secretary of Transportation) for the coastal zone and to the Administrator of the Environmental Protection Agency for the inland zone. The term "coastal zone" is defined in the current NCP (40 CFR 300.5) to mean all United States waters subject to the tide, United States waters of the Great Lakes, specified ports and harbors on inland rivers,

the waters of the Exclusive Economic Zone (EEZ), and the land substrata, ground waters, and ambient air proximal to those waters. The term "inland zone" is defined in the current NCP to mean the environment inland of the Coastal Zone. These terms delineate an area of responsibility for response action. Precise boundaries are determined by existing federal and State agency memoranda of understanding/agreements (MOU/MOA).

In Volume 57, Federal Register Notice 15001 published on April 24, 1992, the EPA and USCG jointly announced the Designation of Areas and Area Committees under OPA for inland and coastal zones. Due to the split of jurisdiction and responsibilities between EPA and the USCG and the inherent differences in organizational structure of the two agencies, each agency took separate but compatible approaches in establishing initial designations. Nationwide, the EPA designated the existing 13 "RRT areas" as the initial areas for which ACPs must be prepared in the Inland Zone, while the USCG designated the coastal portions of the existing Captain of the Port (COTP) zones as the initial areas for which ACPs must be prepared in the Coastal Zone. In Alaska, this has the effect of initially establishing one statewide inland area by EPA and three coastal areas, corresponding to the boundaries of the three USCG COTP zones. Both EPA and USCG have authority to further subdivide initial Areas, both coastal and inland, into smaller, more localized areas for which ACPs can be developed.

Also, per the National Contingency Plan, the Department of Defense (DOD) and the Department of Energy (DOE) shall provide their own FOSCs, who will be responsible for taking all response actions to releases of hazardous substances, pollutants, or contaminants when the release is on, or the sole source of the release is from, any facility or vessel (including bareboat-chartered and operated vessels) under their jurisdiction, custody or control.

9710.2 – State Authorities

The State Oil and Hazardous Substance Discharge Prevention and Contingency Plan (State Master Plan) was prepared by the Alaska Department of Environmental Conservation (ADEC) as required by AS 46.04.200. The State Emergency Response Commission (SERC) reviews the plan as required by AS 26.23.077.

Under AS 46.03.020(10) (A), the ADEC is empowered to adopt regulations providing for the control, prevention, and abatement of all forms of pollution.

In 1980 legislation was enacted which defined the State's policies regarding oil spills. The purpose of this law is to provide for the safety and protection of human health and welfare of Alaskans from damage resulting from oil spills and to provide the ability to clean up a spill and restore damaged areas.

The Findings and Intent section of Chapter 116 SLA 1980 ("An Act relating to the prevention and control of oil pollution; and providing for an effective date") clearly sets forth state policy:

- It is a matter of the highest urgency and priority to protect Alaska's coastal and inside water, estuaries, wetlands, beaches and land from the damage which may be occasioned by the discharge of oil;
- The storage, transfer, transportation and offshore exploration for and production of oil within the jurisdiction of the State are hazardous undertakings; oil discharges may cause both short-term and long-term damage to the environment and the beauty of the state, to owners and users of affected property, to public and private recreation, to residents of the state and other interests deriving livelihood from fishing, hunting, tourism and related activities;

- Assuring sufficient capability, among industrial and commercial interests, and the State and federal governments, to contain and clean up discharges of oil is of vital public interest; weather conditions, logistic constraints and the relative paucity of labor and equipment resources in the state increase the difficulty of oil discharge containment and cleanup in Alaska, making imperative an active State role;

  It is the policy of the State that, to the maximum extent practicable, prompt and adequate containment and cleanup of oil discharges is the responsibility of the discharger; it is therefore of the utmost importance to assure that those engaged in oil storage, transfer, transportation, exploration and production operations have sufficient resources and capabilities to respond to oil discharges, and to provide for compensation of third persons injured by those discharges; and
- The State should continue its cooperative relationships with appropriate federal agencies, protecting its legitimate interests while working to remove any duplicative or potentially conflicting regulatory activities.

In 1989, legislation was enacted by the Alaska Legislature to further strengthen the State's capability to deal with oil spills:

Findings and purpose:
- The Legislature finds that the March 24, 1989 oil spill disaster in Prince William Sound demonstrates a need for the State to have an independent spill containment and cleanup capability in the event of future discharges of oil or a hazardous substance.
- The purpose of this Act is to assure people of the state that their health, safety and well-being will be protected from adverse consequences of oil and hazardous substance releases that present grave and substantial threats to the State's economy and environment.

In 1990, the law was revised again. In order to meet the goal of protecting Alaska's people and environment, AS 46.04.200 set forth required Plan elements:

- To take into consideration the elements of an oil discharge contingency plan approved or submitted for approval under AS 46.04.030;
- To include an incident command system that clarifies and specifies responsibilities for State, federal, and municipal agencies, facility operators, and private parties whose property may be affected by a catastrophic oil and/or hazardous substance discharge;
- To identify actions necessary to reduce the likelihood of catastrophic oil discharges and significant discharges of hazardous substances.

Alaska Statutes, Sections 46.04.200-210 specify state requirements for Oil and Hazardous Substance Discharge and Prevention Contingency Plans. This RCP, along with the ACPs, were written with the goal that they would meet both federal and State planning requirements in Alaska.

9720 – Relevant Instructions/Guidelines/Standard Procedures and Practices List

The following are helpful resources for any response or exercise spanning numerous incident types and situations:
- The USCG Incident Management Handbook
- The Alaska Incident Management System (AIMS) Guide for Oil and Hazardous Substance Response
- The Alaska Department of Environmental Conservation, Spill Tactics for Alaska Responders (STAR) Manual

Note: None of these guides is specifically prescribed by this plan, and none is mandated for use by response plan holders or potential responsible parties. Federal and State On-Scene Coordinators will work with the response organization established by the responsible party in responding to and managing oil or hazardous substance releases as long as their organization is compatible with ICS principles

9730 – Geographic Zone Contingency Plans

9730.1 – Aleutians

9730.1.1 – General Description

Physical Features: The Aleutian Islands and the Alaska Peninsula are characterized by rugged and fjord-like coastlines rising to volcanic mountainous areas up to 9000 feet in elevation. The population is distributed among predominantly isolated coastal communities. Major communities include the cities of Unalaska, Sand Point, and St. Paul. The region's maritime climate is comparatively mild with regard to general Alaskan temperatures; however, the islands are often fog-shrouded and frequently struck by storms. The weather in the region is the result of the interaction between major weather systems that move northward across the Gulf of Alaska or eastward across the Bering Sea and the land topography.

Socio-Economic: Commercial fishing and fish processing are the economic mainstays in the region. There are approximately 400 fishing vessels operating in the Aleutian Island chain. Unalaska/Dutch Harbor has developed as a seafood supply and processing center with some port development. Unalaska is consistently the top U.S. port in volume of fish and shellfish landings; in 2005, commercial fishermen unloaded 887.6 million pounds of fish and shellfish, worth $166 million.

Dutch Harbor is also used temporarily as an offshore oil/gas staging area for Bering Sea offshore exploration. There is some potential for offshore oil and gas development in the North Aleutian Basin.

A portion of the Great Circle Route, a major international shipping route, is located within the Aleutians Geographic zone. Estimated 3,000-3,500 vessels, approximately 30-40 of them tank ships, transit through Unimak Pass each year.

Oil Activities: In the Aleutians, Unalaska/Dutch Harbor serves as the major regional hub for the distribution of noncrude oils to the Aleutian villages, southern Bering Sea, and the offshore fishing fleet. Service in the southern part of the area is year round, but becomes ice dependent during late October to breakup. Unimak Pass and False Pass also witness heavy traffic both for transport servicing villages to the north and the Aleutian chain and for foreign-vessel transport between North America and the Far East.

Deliveries of noncrude oils into the Aleutians are from the south, primarily Puget Sound or from upper Cook Inlet. Noncrude oil originating from upper Cook Inlet and West Coast ports also passes through the area enroute to the Far East, and transport in the reverse direction is true.

General: There are 12 communities in the region, 10 Native and 2 non-Native.

9730.1.2 – Local Contacts

This list of local contacts is not exhaustive, and the LOSC may notify additional parties. Phone numbers are not listed in order of importance and contacts will be made at the discretion of the LOSC/SOSC. Initial notifications will be made by telephone, with concurrent transmission of any available documents (e.g., sitreps or other information) by fax or e-mail whenever possible.

Local Emergency Planning Committees

Committee	Phone	Fax
Aleutians & Pribilof Islands	581-1233	581-5024

Boroughs

Borough	Organization	Phone	Fax
Aleutians East Borough	Borough Main Office - Anchorage	274-7555	276-7569
	Borough Sand Point Office	383-2699	383-3496
	Borough King Cove Office	497-2396	497-2386
	State Troopers (Cold Bay)	532-2440	532-2724
	State Troopers (Dutch Harbor)	581-1432	581-1407

Communities

Cities/Villages	Contacts	Phone
Adak	City Hall	592-4513
	State Troopers (Dutch Harbor)	581-1432
	Police (Unalaska Public Safety)	581-1233
	Fire/EMS	592-4145
	Clinic	592-8383
Akutan	City Hall	698-2228
	Village Council	698-2300
	State Troopers (Cold Bay)	532-2440
	Police	698-2227
	VPSO	698-2315
	Fire	698-2227
	EMS/Ambulance	698-2315
	Clinic	698-2208
Atka	City Hall	839-2233
	Village Council	839-2229
	State Troopers (Dutch Harbor)	581-1432
	VPSO	839-2214
	Fire/EMS (City of Atka VFD)	839-2214
	Clinic	839-2232
Belkofski	Village Council	497-3122
	State Troopers (Dutch Harbor)	581-1432
Cold Bay	City Hall	532-2401
	State Troopers (Cold Bay)	532-2440
	Police	383-3535
	Fire	532-2416
	EMS/Ambulance	532-2585 or 522-2772
	Clinic	532-2000
False Pass	City Hall	548-2319
	Village Council	548-2227
	State Troopers (Cold Bay)	532-2440
	VPSO	548-2345
	Fire	548-2319
	EMS/Ambulance	548-2241
	Clinic	548-2742
King Cove	City Hall	497-2340

Cities/Villages	Contacts	Phone
	Village Council	497-2648
	State Troopers (Cold Bay)	532-2440
	Police	497-2210
	VPSO	497-2555
	Fire/EMS	497-2553
	Clinic	497-3211
Nelson Lagoon	Village Council	989-2204
	State Troopers (Cold Bay)	532-2440
	Police	246-3464
	Fire/EMS	989-2202
	Clinic	989-2207
Nikolski	Village Council	576-2225
	State Troopers (Dutch Harbor)	581-1432
	Police	581-1432
	Fire/EMS	576-2223
	Clinic	576-2204
Pauloff Harbor	Village Council	383-6075
	State Troopers (Cold Bay Post)	532-2440
Sand Point	City Hall	383-2696
	Village Council	383-6075
	State Troopers (Cold Bay Post)	532-2440
	Police/EMS	383-3700
	Clinic	383-3151
St. George	City Hall	859-2263
	Village Council	859-2205
	State Troopers (Dillingham)	842-5641
	VPSO	859-2415
	Fire	859-2255
	Clinic	859-2254
St. Paul	City Hall	546-2331
	Village Council	546-2211
	State Troopers (Dillingham)	842-5641
	Police	546-3130
	Fire	546-2311 ext. 123
	EMS/Ambulance	546-3130
	Clinic	546-8300
Shemya	Eareckson Air Force Station (Command Post)	392-3505
	State Troopers (Dutch Harbor)	581-1432
Unalaska/ Dutch Harbor	City Hall	581-1251
	Village Council	581-2920
	State Troopers (Dutch Harbor)	581-1432
	Police	581-1233
	Fire/EMS	581-1233
	Clinic (Iliuliuk Family & Health Services)	581-1202
	Clinic (Oonalaska Clinic)	581-2742
Unga	Village Council	383-5215
	State Troopers (Cold Bay)	532-2440

9730.1.3 – Logistics

Communities in the Aleutians Geographic zone are inaccessible by road. This limits the rapid transport and staging of equipment and personnel resources to certain areas. Depending upon the significance and location of the event, resources existing within the region will be moved to the staging location by air or marine vessel and then transferred to vessels for deployment to the specific spill location. Resources secured from locations outside of the Aleutians region can be expected to arrive initially by air or sea and then transferred to the staging locations by the most appropriate means available.

The Aleutians Geographic zone's limited road, water and air transportation capability severely limits the ability to transport significant quantities of equipment and personnel to and from locations in the region. After transport to existing airports, equipment may need to be transferred to vessels for on-scene deployment. Small charter aircraft, both fixed wing and helicopters, will be the main method of rapidly transporting responders to the scene. If weather prevents flying or if a large number of personnel are involved, then in-region passenger vessels will be used. Workers brought in from outside the region will most likely arrive on scheduled Alaska Airlines, PenAir flights or via chartered aircraft. These workers can then be shuttled to the scene by a combination of aircraft and vessels.

Response equipment can be dispatched to the scene by a combination of USCG and private charter aircraft and vessel transport. A limited number of fishing vessels operate in the region and these vessels are extremely dependent on pack ice conditions.

For transportation via air and water, the following table provides distance from Anchorage to some of the Aleutians communities. Times assume favorable weather and do not take into account delays waiting for favorable tides. Distances are from tables found in the back of *U.S. Coast Pilot, Volume 9 -Pacific and Arctic coasts of Alaska from Cape Spencer to the Beaufort Sea.* (Available on the internet at chartmaker.ncd.noaa.gov/NSD/coastpilot.htm)

Approximate Distance & Transit Times to Aleutian Communities

Location	Distance	Travel Time (Estimated in Hours)	
		Vessel (~10 kts)	Air (C-130)
From City of Kodiak to:			
Unalaska/Dutch Harbor	800 miles	96	1.9
From Anchorage to:			
Adak	1300 miles	108	3.3
Akutan	766 miles	64	1.8
Atka	1200 miles	100	2.9
Cold Bay	634 miles	53	1.3
False Pass	646 miles	54	1.4
King Cove	625 miles	52	1.3
Nelson Lagoon	580 miles	48	1.1
Nikolski	900 miles	75	2.3
Saint George	750 miles	63	2.1
Saint Paul	750 miles	63	2.1
Sand Point	570 miles	48	1.1
Unalaska/Dutch Harbor	800 miles	67	1.9

Response Times for Tugs of Opportunity

Historically, there has not been a dedicated emergency tow vessel in the Aleutian Islands to assist a distressed ship. However, tugs of opportunity or tugs that are available in the region but not dedicated to rescue services may be able to aid a distressed ship if they were willing and able to diver their activities.

A study was conducted for the Aleutian Island Risk Assessment, which examined the amount of time it would take a potential tug of opportunity to reach six hypothetical incident locations and whether the tug would have sufficient bollard pull to control a large container ship once it reached the location (The Glosten Associates, 2013a and 2014). A supplemental study analyzed actual tug location data for a one-year time period and extrapolated the information to illustrate the availability and capability of towing vessels in service in the Geographic Zone to arrive on-scene and assist disabled vessels at the six scenario locations. Travel time estimates were derived from actual towing vessel locations based on a weekly sampling of AIS data in 2012.

Eighty-six tugs were included in the analysis, plus two additional vessels, which were treated as special cases: the USCG cutter Alex Haley and the tug Resolve Pioneer. For all scenarios, the tug most likely to reach a distressed vessel in the Aleutian Islands are located in the eastern Aleutians (near Dutch Harbor), or even farther east, near Kodiak or in Bristol Bay. Of the 86 tugs identified in the AIS data, 23 of them were not useful in any scenario because for each incident site, sea state, and week it was present; a more capable tug would have arrived first. Of the remaining tugs, most of them were useful only a handful of weeks, with only one tug, the James Dunlap showing up as a potential responder in more than 12 weeks.

Tug availability was not consistent for the one-year period analyzed. A fully functional tug with greater than 80 MT bollard pull was present in about half the weeks of the analysis. More tugs were available in late-July and August 2012; tugs with bollard pull greater than 100 MT were most available in July-August and again in November-December, but were rare during the rest of the year.

Even in extreme weather, a tug of opportunity could usually be expected to reach a distressed vessel within 12 hours near Unimak Pass, but a distressed vessel in the western Aleutian Islands area would likely wait two or more days for a tug of opportunity rescue. Adequate emergency towing assistance could be delayed or impossible in very stormy weather, especially if relatively large tugs were not available.

Considerations for Rescue Tugs:

As part of the Aleutian Islands Risk Assessment, it was required to identify the towing performance capacity required of a tug to handle existing vessels in the prevailing weather conditions. Two vessels were identified as being the largest typically found on routes passing close to the Aleutians; a 600,000 bbl. crude oil tanker and a 68,000 DWT container ship. The evaluation was run for a range of conditions that might be found in the Aleutians. Winds from 20 to 60 knots with sea states to match were examined. A 40-knot wind speed and its associated sea state 6 were used for specifying the minimum required bollard pull.

At higher wind speeds, the wind forces dominate the solution, which makes the container ship the limiting case for turning and arresting drift. The three operations are:

- Arresting drift; the tug force required to prevent the vessel from drifting down wind when it is beam to the wind and waves

- Turning; the tug force required to turn a drifting vessel into the wind and waves without towing crosswind to develop forward speed
- Towing; the tug force required to tow the ship to windward at 1 knot.

Because the forces on the vessel are greatly reduced with the bow pointed into the weather, the strategy for this analysis was to turn the vessel while allowing drift to leeward. As such, the required tug force would be the worst case of the turning or towing requirements. The simulations show less tug force required than the analysis. For scenario 1, this is due to using the worst case turning moments. These occur with the bow lying about 130-140 degrees off the wind. In the simulations, the vessels start at about 100 degrees off the wind. The hydrodynamic hull forces due to the downwind drift are tending to turn the vessels more broadside than their worst-case positions. The analysis shows that the turning moment is very sensitive to the precise drift angle. Because the actual vessel will be unknown and because both the analysis and the simulation depend on a few representative parameters it was felt that the precise drift angle was unknown and therefore the worst-case tuning moments were used for the tug requirements.

Similarly, with scenario 2, the tug forces from simulation are even smaller than the analytic calculation. Starting the vessel moving allows its own hydrodynamic forces to generate a turning moment and is a good strategy for a smaller tug. The downwind drift allowed by the smaller tugs in the simulations while gaining control of the vessels ranged from 700 to 1100 meters.

The tug force required for turning either of the representative vessels in 40 knots of wind and sea state 6 is approximately 62 MT. The tug force required for towing either of the representative vessels against 40 knots of wind and sea state 6 at 1 knot is about 40 MT. A tug with a rated bollard pull of 81MT will be able to handle either of the representative vessels in these conditions.

An update to the study was conducted in 2014 to using updated vessel traffic data and environmental conditions data for the Aleutian Islands Geographic Zone. There were two notable differences from the original study:

1. The container ship is larger than in the previous study. Since the wind, forces tend to dominate the calculations and since the container ship has a very large windage area, the tug rating for the design conditions went from 81 MT to 108 MT.
2. The wave heights are larger in the Aleutians than the average conditions used in the original study. The increased wave heights affect both vessels but tend to be more noticeable for the tanker. The design condition for the tanker has almost doubled the tug rating from 24 MT to 41 MT.

Conclusion

The tug force required for turning either of the representative vessels in 41 knots of wind and 33 foot seas is approximately 80 MT. The tug force required for towing either of the representative vessels against 41 knots of wind and 33 foot seas at 1 knot is about 52 MT. A tug with a rated bollard pull of 109 MT will be able to produce these forces for either of the representative vessels in these conditions.

Oil Spill Response and Salvage

This section puts forth a quantitative analysis concerning various response and salvage operations under a wide range of environmental conditions. Safety is always the highest priority in any response and to the maximum extent possible, safety is the factor in response limitations.

The following table summarizes the Response Gap Index (RGI) for each tactic (averaged across all applicable locations), including both, the percentage of time that the RGI is impossible and the corresponding amount of time when a response may be possible.

Combined, Average RGI for Each Tactic and Percentage of Time Response May Be Possible

Response Tactic	RGI Year Round (Response Impossible)	Response May Be Possible
Emergency towing	2%	98%
Helicopter Lightering	20%	80%
Open-Water Mechanical Recovery	72%	28&
Near-shore Mechanical Recovery—Unalaska Bay (Daytime Only)	52%	48%
Aerial Application of Dispersants	72%	28%
Vessel Application of Dispersants	64%	36%
Air Observations—Fixed Wing (Daytime only)	18%	82%

Overall Observations

Overall, darkness and sea state appear to have the greatest effect on the ability to deploy the response operations.

While this analysis conveys overall that response in the Aleutian Islands region is likely to be precluded or significantly compromised by environmental conditions, the good news is the pollution prevention activities of emergency towing and lightering via helicopter are the most likely activities to be able to be implemented. The RGI for these operations is much lower than spill response activities, though mounting such operations requires that the necessary tow vessels, aircraft, and equipment be available (including adequate storage).

The RGI for aerial observations is also lower than for the response tactics. This at least means that in the event of an incident or accident, responders will be likely to be able to get the information they need in order to plan for response activities when they can ensue, or understand and anticipate the spill trajectory and therefore the resources that may be affected.

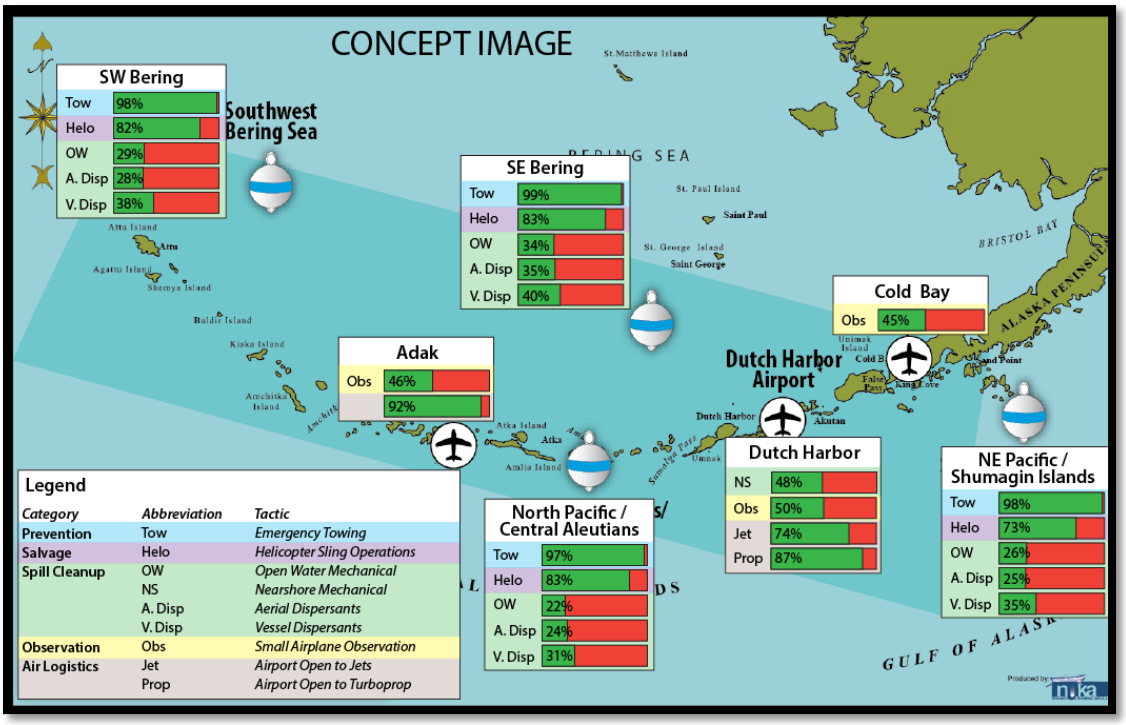
The average RGI are similar for spill response operations, which can be expected to be very challenging if they can be implemented at all. All three open-water tactics have large seasonal variations in feasibility, with RGI's rising to 84% to 90% in the winter, meaning that any of these response operations would be, at best, possible less than 20% of the time. Of these, the application of vessel dispersant has the lowest RGI to a small degree.

For near-shore mechanical recovery, marine forecasts were used to represent sea state, which makes this number conservative when compared to the other RGI. At least some of the Aleutian Islands have embayments that offer protection from the sea and these locations always have sensitive habitat and are

used as a refuge for many sensitive species. Experience during the Selendang Ayu response proved that near-shore response, shoreline protection, and shoreline cleanup tactics could be successfully implemented, even through the winter months.

Figure 9-1 shows the results for different types of operations based on different locations within the Aleutian Islands Geographic Zone. This figure also includes an indication of how often key airports are closed to jet and propeller planes based on weather. This provides one indication of the potential challenge to delivering equipment from other regions or moving it around within the region by air.

Figure 9-1: Various Operations across the Aleutians Geographic Zone



Special Procedures

On June 1, 1998, in the wake of the November 1997 grounding of the Kuroshima at Summer Bay, the United States USCG Captain of the Port for Western Alaska issued Severe Weather Guidelines for the Aleutian Islands enumerating operating rules for offloading and onloading procedures for vessels at anchor. These guidelines are triggered at the "gale force" level of wind strength.

In February of 1999, the freighter Hekifu, which was in the process of attempting to comply with the Severe Weather Guidelines and move away from a vulnerable anchorage, encountered a severe and unpredicted increase in wind force. Subsequently, the anchor broke free of the bottom and the ship grounded on Rocky Point, Iliuliuk Bay.

March and April of 1999 brought a series of hurricane force storms accompanied by unprecedented snowfall and low barometric pressures. In the week between March 17 and March 25, three such storms hit Unalaska Island.

The Hekifu grounding made it apparent that more guidelines were needed to proactively address Port safety, analyze the approaching weather systems and decide on an appropriate course of action before severe weather arrives. These guidelines are divided into four general practices: the severe weather plan, winter ground tackle standards, seasonal anchorage restrictions, and general anchoring guidelines.

Marine Casualty Prevention
Port of Dutch Harbor Severe Storm Plan, Winter Rules and General Anchoring Guidelines.

Severe Weather Plan
Upon notification of a storm warning by NWS, the USCG Marine Safety Detachment Unalaska (MSD Unalaska) will contact the Alaska Marine Pilots (AMP), and vessel agents or masters to apprise them of the approaching weather system. The storm system will be tracked by all means possible including satellite photographs available via the National Weather Service Alaska Region internet website http://pafc.arh.noaa.gov/marfcst.php. When MSD Unalaska, AMP, and vessel agents or masters agree that a severe storm is imminent, the Port of Dutch Harbor office will be notified by fax, and the following steps will be taken:

1. Taking into account the predicted storm strength and wind direction, an analysis will be done by MSD Unalaska and AMP assessing the number of large vessels in the Port, their location, and their vulnerability to the approaching weather.

2. Upon agreement that certain vessels are at risk from the approaching weather, or from sea states generated by the approaching weather, MSD Unalaska will issue a notice to the agent or master of the at-risk vessels. Any at risk vessel will be directed by MSD Unalaska to prepare for severe weather, weigh anchor and move to sea, or to move to a less vulnerable anchorage. Notices will be faxed to the vessel agent, followed by a phone call to confirm receipt. Agents will relay the notice to the at-risk vessel's master immediately. If the vessel agent cannot reach the vessel master, MSD Unalaska will be immediately apprised that notification to that vessel has not taken place. If a vessel agent cannot be reached, the notice will be relayed directly to the vessel master. The Port of Dutch Harbor will be made aware of the notices by fax.

3. Upon notification to an at-risk vessel, AMP and the vessel agent or master will coordinate implementation of the notices issued by MSD Unalaska. When multiple vessel departures are necessary, AMP will decide the order of departures, with the most at-risk vessel first. A moored vessel will not normally be required to move unless the severity of the weather clearly poses an imminent danger if the vessel were to remain at the dock.

4. In the event of unpredicted and sudden weather, MSD Unalaska, AMP, and the vessel agent or master will agree on whether the vessel will be instructed to weigh anchor and put to sea, or be moved to another anchorage. The vessel(s) will make ready to depart before the wind increases to a point that would endanger the vessel, pilot vessel, or the pilot trying to embark or disembark the vessel. The Port of Dutch Harbor will be notified of the agreements by fax.

5. If the Port Director is not in Unalaska, or is otherwise unavailable, the Acting Port Director will make all decisions as pertains to this plan. The supervising officer, MSD Unalaska under the authority of the Captain of the Port, Western Alaska will issue Captain of the Port orders to enforce these provisions as necessary.

Winter Ground Tackle Standards for Vessels Anchoring In the Port of Dutch Harbor

Preface: The bathymetry of the Port limits the number of useable anchorages for single screw, non-bow thrusted, non-controllable pitch propeller (CPP) vessels of 85 meters and above. The problem of large vessels anchored in the Port and dragging anchor in severe weather is due to the depth of anchorage, bottom characteristics, the vessel's loaded condition, and insufficient length of useable anchor chain aboard. Vessels with insufficient anchor chain for their anchorage will, depending on wind direction, drag ashore or drag off the assigned anchorage usually into a greater depth of water, further reducing the scope of the anchor chain, suddenly and dramatically decreasing the anchors holding capability.

Given the magnitude of winter weather conditions in and around the Port of Dutch Harbor, vessels without certain equipment are at greater risk in severe weather. Bow thrusters capable of bi-directional thrust control greatly increases the ship's ability to hold position. Controllable pitch propellers (CPP) add a great deal of control by using a vessel's engines to help hold position in severe weather. Placing a second anchor will greatly reduce shear force against the vessel as wind forces the ship to yaw back and forth. The minimum vessel size reflects that larger vessels have greater wind sail area and are more subject to control problems in high winds.

The following ground tackle standards for the Port are strongly suggested. These standards are intended to ensure single screw, non-bow thrusted, non-CPP vessels meet or exceed the minimums to anchor in the area between the months of October 1st through April 30th.

1. A single screw, 85 meters and larger vessel(s) without a bow thruster, or controllable pitch propeller (CPP), will maintain 10 useable shackles/shots (275 meters) of chain to the water's edge for both port and starboard anchors

2. A single screw, 85 meters and larger vessel(s) without a bow thruster, or controllable pitch propeller (CPP) that is anchored in the Port that has less than the recommended lengths of anchor chain will make arrangements with a tug of sufficient horsepower and size to control the vessel at all times in all weather conditions for any weather prediction of 45 knots or greater by the NWS while that vessel is at anchor in the Port. A written request for a waiver may be submitted and agreed upon if AMP, the Port and MSD Unalaska agree that the vessel is unlikely to drag anchor in its present location, taking into account the quality and size of the vessel's ground tackle, known vessel characteristics, location of anchorage, water depth and holding characteristics of the bottom.

3. Vessels anchoring are to take great care in fixing the vessel's position by all means available. In selecting an anchor position, a vessel's loaded condition, depth of water, type of bottom, and the amount of shackle/shots in the water shall be considered. This information must be recorded in the ship's logbook. An accurate swing and drag circle will be plotted on the vessels navigational chart. Those vessels equipped with a radar system capable of plotting this information should maintain a prudent and diligent plot at all times during severe weather conditions.

Seasonal Restrictions of Anchorages: Because of restricted maneuvering room and close lee shores in certain wind conditions, the South Iliuliuk anchorage described as south of a line from Rocky Point buoy east to the opposite shore on a bearing of 118 degrees true, and the Dutch Harbor anchorages, described as west of a line from Rocky Point buoy north to Dutch Harbor Spit Head light, will be utilized for anchorages between October 1st and April 30th by permission only. Permission MUST be obtained from MSD and the Port before anchoring any vessel in these restricted areas. Length of stay, reason for

requesting anchorage in a restricted area, and present weather conditions and forecasts will be considered in granting permission to anchor in the restricted areas.

General Anchoring Guidelines:

1. If a vessel at anchor intends to conduct any maintenance of their main propulsion systems that will affect in any way the vessel's ability to maneuver, the vessel agent or master MUST notify MSD Unalaska and the Port of Dutch Harbor and hire a standby tug "of suitable size and horsepower that can control the vessel in all weather conditions". Vessels that have become disabled through mechanical failure MUST notify MSD Unalaska and the Port of Dutch Harbor, and provide a detailed synopsis of the failure and an estimated time to affect repairs. A standby tug "of suitable size and horsepower that can control the vessel in all weather conditions" will be required for these vessels as well.

2. When a vessel has another vessel alongside while at anchor, and is planning to disable their Main Propulsion Systems for maintenance purposes, all of the vessels involved MUST notify MSD Unalaska and the Port of Dutch Harbor prior to conducting any maintenance. The vessel with full maneuverability will assume full responsibility for the disabled vessel while alongside.

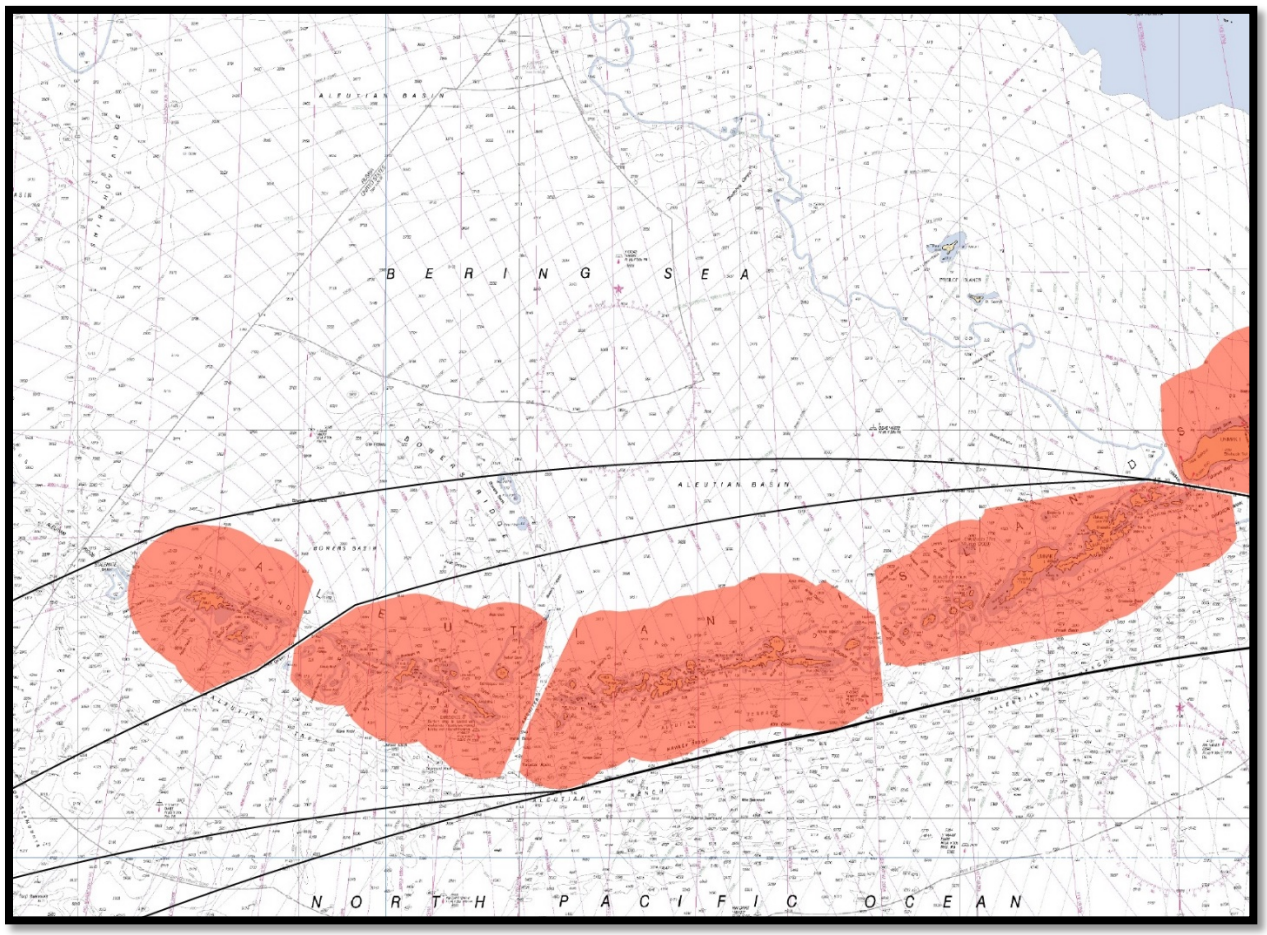
Summary: By documenting and enforcing prudent marine practices suitable for the geography and often-severe climate of the Port, marine casualties such as the Kuroshima and Hekifu can be avoided. These measures are not meant to cause unnecessary delays, or costs to ship owners and their agents. The intent of this plan is to ensure that vessels have the necessary equipment and knowledge suitable to anchor in the area, and to mitigate any potential hazardous weather conditions before the conditions deteriorate to the point that moving the vessel is no longer possible or the pilot is endangered trying to board. Ships will often delay departure, or will not call for a pilot until weather conditions force them to stop their current loading operations. By that time, attempting a departure has placed the vessel in extremis and will place the pilot in danger if he/she is needed to guide the vessel to safety. The Port of Dutch Harbor Severe Storm Plan is intended to safeguard the Port, City of Unalaska, vessel crews, and the environment from marine casualty and the potential pollution resulting from vessel groundings.

Recommended Routing Measures

Designating areas to be avoided near sensitive or hazardous shoreline and preferred passes for use in international transit assist to prevent a vessel that loses propulsion or steering from drifting onto shore before a rescue can take place. Vessel monitoring by Automated Identification System (AIS) will facilitate the prompt detection of a vessel deviating from these routes or seeming to drift or otherwise be in danger.

On December 4, 2014, the USCG submitted a proposal to the International Maritime Organization Sub-Committee on Navigation, Communication and Search and Rescue. The proposal aims to establish five recommendatory areas to be avoided (ATBAs) in the region of the Alaska Aleutian Islands for vessels making transoceanic voyages through the Bering Sea and North Pacific Ocean adjacent to the islands. In most areas, the proposed ATBAs extend no further than 50 nautical miles from the shoreline of the islands, with a few areas of greater distance. The 50 nautical mile buffer allows time for repair or time to launch an emergency response effort to a foundering vessel before it runs aground and damages sensitive resources. It will also reduce the possibility of ships grounding on the shoreline due to negligent navigation. Course alternations due to the establishment of the ATBAs will be minimal. The proposed ATBAs will allow ships to follow existing traffic patterns. The establishment of an ATBA will add approximately ten (10) nautical miles to an average overall transoceanic voyage.

Figure 9-2: Proposed ATBAs



9730.2 – Bristol Bay

9730.2.1 – General Description

Physical Features: Portions of this region are in the maritime, transitional, and continental climatic zones. The weather in the region is the result of the interaction between land topography and major weather systems that move northward across the Gulf of Alaska or eastward across the Bering Sea.

The South side of the Alaska Peninsula is characterized by a fjord-like coastline rising to volcanic mountainous areas occasionally up to 8,000 feet. The north side of the peninsula and the Bristol Bay area are characterized by a relatively regular coastline with numerous sand and gravel beaches and abutting coastal lowlands, often drained by river systems terminating in broad estuarine areas. Major storm systems move northward off the Gulf of Alaska and into the South coastal highland areas, dropping precipitation usually as rain on the southern side and leaving the leeward (northern) side in somewhat of a rain shadow. The north side of the peninsula and Bristol Bay, however, are subject to eastward-moving storm systems from the Bering Sea; hence, these areas are among the stormiest in the State. Headwater

areas of the major Bristol Bay-Togiak drainages receive less precipitation than coastal areas and are subject to greater temperature fluctuations due to the influence of the continental climatic zone. The Bay spans 200 miles from its base at Port Moller on the Alaska Peninsula to its northwest boundary at Cape Newenham, and stretches northeasterly nearly the same distance to the mouths of the Nushagak and Kvichak rivers, which drain its inland reaches. The Nushagak and Kvichak are two of several major rivers in the region. At the west end are the Kvichak River (which drains Lake Iliamna), the Nushagak, the Alagnak and the Naknek River, which drains Naknek Lake on the Alaska Peninsula.

Socio-Economic: Bristol Bay is the world's largest sockeye salmon fishery and the state's largest salmon fishery, which is by far the dominant enterprise in the region. Dillingham and Naknek are the major fish processing areas as well as the main ports, although fishing fleets work out of numerous smaller communities also. Noncommercial harvest, including subsistence, is another major activity especially important in areas with no direct connection to the commercial fishing and processing industry.

Additional economic bases are provided by the tourist industry, mostly associated with sport fishing and hunting lodges in the Bristol Bay lakes area, and by government services including military bases. Infrastructural development is minimal. Dillingham is the only improved harbor in the Bristol Bay area, and the road network is minor and local. Most travel within the region is by plane (scheduled and charter) or private boat. There is no connecting road network and the Alaska Marine Highway System provides service just to Chignik. The population centers of the region are thus physically isolated from one another. This factor has limited the diversification of the local economies so that they remain closely tied to the regional fish and wildlife resources. Reference the community for specifics regarding socio-economic activities within each community.

Oil Activities: Deliveries of noncrude oils are made to the villages in this area primarily by barges operating from Dutch Harbor or the Cook Inlet Region. Deliveries are ice dependent and do not occur as ice forms. Delivery of non-crude oil is made to the remote villages in this area primarily by small barges.

General: There are 30 communities in the region (including the two boroughs), 27 Native and 3 non-Native.

9730.2.2 – Local Contacts

This list of local contacts is not exhaustive, and the LOSC may notify additional parties. Phone numbers are not listed in order of importance and contacts will be made at the discretion of the LOSC/SOSC. Initial notifications will be made by telephone, with concurrent transmission of any available documents (e.g., sitreps or other information) by fax or e-mail whenever possible.

All telephone numbers are in area code 907, unless otherwise specified.	**Phone / Fax**
LOCAL EMERGENCY PLANNING COMMITTEE (LEPC)	
Bristol Bay Borough LEPC	246-4224/ 246-6633
BOROUGH	
Bristol Bay Borough (representing King Salmon, Naknek and South Naknek)	
Borough Office	907-246-4224
Emergency Operations	246-4222
Bristol Bay Borough Emergency Services (Police, Fire, EMS)	246-4224/4222
State Troopers (King Salmon)	246-3464
Clinic (Camai Medical Center, Naknek)	246-6155/ 246-6158

Lake and Peninsula Borough (representing Chignik, Chignik Lagoon, Chignik Lake, Egegik, Igiugig, Iliamna, Ivanof Bay, Kokhanok, Levelock, Newhalen, Nondalton, Pedro Bay, Perryville, Pilot Point, Port Alsworth, Port Heiden, and Ugashik) Borough Office ..... 246-3421/246-6602 Fire & Emergency Services ..... *contact individual communities* State Troopers (Iliamna Post) ..... 571-1871 Clinic ..... *contact individual communities*

All telephone numbers are in area code 907, unless otherwise specified.	**Phone / Fax**
Cities/Villages	**Contacts**
Aleknagik	City Hall 842-5953/ 842-2107
	Village Council 842-2080/ 842-2081
	State Troopers (Dillingham) 842-5641
	Village Public Safety Officer 842-2189
	Fire 842-2189
	EMS/Ambulance (Aleknagik First Responders Group) 842-2085
	Clinic, North Shore Health Clinic 842-5512/ 842-2134
	Clinic, South Shore Health Clinic 842-2185/ 842-1260
Chignik	City Hall 749-2280
	Village Council 749-2445
	State Troopers (King Salmon Post) 246-3464
	Village Public Safety Officer 749-2273
	Fire 749-2207
	Clinic 749-2282
Chignik Lagoon	City Hall 840-2225
	Village Council 840-2281
	State Troopers (King Salmon Post) 246-3464
	Fire 840-2248
	Clinic 840-2218
Chignik Lake	Village Council 845-2212
	State Troopers (King Salmon Post) 246-3464
	Fire 845-2253
	EMS/Ambulance 845-2253
	Clinic 845-2236
Clarke's Point	City Hall 236-1221
	Village Council 236-1435
	State Troopers (Dillingham Post) 842-5641
	Village Public Safety Officer 236-1221
	Fire 236-1221
	EMS/Ambulance 236-1294
	Clinic 236-1232

All telephone numbers are in area code 907, unless otherwise specified.	**Phone / Fax**
Cities/Villages	**Contacts**
Dillingham	City Hall ..... 842-5211 Village Council ..... 278-3602 State Troopers (Dillingham) ..... 842-5641 Police ..... 842-5172 Fire ..... 842-2288 or 842-5354 EMS/Ambulance ..... 842-2288 or 842-5354 Hospital (Kanakanak Hospital) ..... 842-5201 Clinic 842-5981
Egegik	City Hall ..... 233-2400 Village Council ..... 563-0556 State Troopers (King Salmon Post) ..... 246-3464 Police ..... 233-2400 Fire ..... 233-2202/2244 EMS/Ambulance ..... 233-2202/2244 Clinic 233-2229
Ekuk	Village Council ..... 842-3842 State Troopers (Dillingham Post) ..... 842-5641 Clinic 236-1232
Ekwok	City Hall ..... 464-3311 Village Council ..... 464-3336 State Troopers (Dillingham Post) ..... 842-5641 Village Public Safety Officer ..... 464-3326 Fire ..... 464-3326 EMS/Ambulance ..... 464-3322 Clinic 464-3322
Igiugig	City Hall ..... 533-3211 Village Council ..... 533-8001 State Troopers (Illiamna Post) ..... 571-1871 Police /Village Public Safety Officer ..... 533-3240 Fire ..... 533-3207 EMS/Ambulance ..... 533-3207 Clinic 533-3211
Iliamna	Village Council ..... 571-1246 State Troopers (Illiamna Post) ..... 571-1871 Village Public Safety Officer ..... 571-1692 Fire ..... 571-1246 EMS/Ambulance ..... 571-1248/1631 Clinic 571-1383/ 571-1818
Ivanof Bay	City Hall ..... 561-6493 Village Council ..... 522-2263 State Troopers (Illiamna Post) ..... 571-1871 Fire ..... 669-2207 EMS/Ambulance ..... 669-2218 Clinic 669-2213

All telephone numbers are in area code 907, unless otherwise specified.	**Phone / Fax**
Cities/Villages	**Contacts**
King Salmon	Village Council 246-3553
	State Troopers (King Salmon) 246-3464
	Bristol Bay Borough Emergency Services (Police, Fire, EMS) 246-4224/4222
	Clinic 246-3322
Kokhanok	Village Council 282-2202
	State Troopers (McGrath Post) 542-3052
	Village Public Safety Officer 282-2202
	Fire 282-2214
	EMS/Ambulance 282-2203
	Clinic 282-2203
Koliganek	Village Council 596-3434
	State Troopers (Dillingham Post) 842-5641
	Village Public Safety Officer 596-3418
	Fire 596-3434/3490
	EMS/Ambulance 596-3434
	Clinic 596-3431
Levelock	City Hall 287-3040
	Village Council 287-3030
	State Troopers (King Salmon Post) 246-3464
	Village Public Safety Officer 287-3087
	Fire 287-3030
	EMS/Ambulance 287-3011
	Clinic 287-3011
Manokotak	City Hall 289-1027
	Village Council 289-1062
	State Troopers (Dillingham Post) 842-5641
	Village Public Safety Officer 289-2008
	Fire 289-1025
	EMS/Ambulance 289-1077
	Clinic 289-1077
Naknek	City Hall 246-4210
	Village Council 246-4277
	State Troopers (King Salmon Post) 246-3464
	Bristol Bay Borough Emergency Services (Police, Fire, EMS) 246-4224/4222
	Clinic 46-4214
Newhalen	City Hall 571-1226
	Village Council 571-1410
	State Troopers (Illiamna Post) 571-1871
	Village Public Safety Officer 571-3139
	Fire 571-1248/1631
	EMS/Ambulance 571-1248/1631
	Clinic 907-571-1231

All telephone numbers are in area code 907, unless otherwise specified.	**Phone / Fax**
Cities/Villages	**Contacts**
New Stuyahok	City Hall .....693-3171 Village Council .....693-3173 State Troopers (Dillingham Post) .....842-5641 Village Public Safety Officer .....693-3170 Fire .....693-3173 EMS/Ambulance.....693-3173 Clinic 693-3131
Nondalton	City Hall .....294-2235 Village Council .....294-2220 State Troopers (Illiamna Post).....571-1871 Police /Village Public Safety Officer .....294-2235 Fire .....294-2238/2215 EMS/Ambulance.....294-2215/2238 Clinic 294-2238
Pedro Bay	City Hall .....850-2225 Village Council .....277-1500 State Troopers (Illiamna Post).....571-1871 Fire .....850-2225/2255 EMS/Ambulance.....850-2225/2229 Clinic 850-2229
Perryville	City Hall .....853-2203 Village Council .....853-2300 State Troopers (King Salmon Post).....246-3464 Police /Village Public Safety Officer .....246-3464 Fire .....853-2202 EMS/Ambulance.....853-2262 Clinic 853-2202
Pilot Point	City Hall .....797-2200 Village Council .....797-2208 State Troopers (King Salmon Post).....592-3848 Village Public Safety Officer .....797-2275 Fire .....797-2200/797-2273 EMS/Ambulance.....797-2200/797-2273 Clinic 797-2212
Port Heiden	City Hall .....837-2209 Village Council .....837-2296 State Troopers (Dillingham Post) .....842-5641 Village Public Safety Officer .....837-2238 Fire .....837-2209/2222 EMS/Ambulance.....737-2222/837-2208 Clinic 837-2208

All telephone numbers are in area code 907, unless otherwise specified.	**Phone / Fax**
Cities/Villages	**Contacts**
South Naknek	City Hall .....274-2433 Village Council .....246-8614 State Troopers (King Salmon Post).....246-3464 Bristol Bay Borough Emergency Services (Police, Fire, EMS).....246-4224/4222 Clinic 246-6546
Togiak	City Hall .....493-5820 Village Council .....493-5003 State Troopers (Dillingham Post) .....842-5641 Police .....493-5212 Fire .....493-5212 EMS/Ambulance.....493-5511 Clinic 493-5511
Twin Hills	City Hall .....525-4821 Village Council .....525-4327 State Troopers (Dillingham Post) .....842-5641 Village Public Safety Officer .....525-4821 Fire .....525-4821 EMS/Ambulance.....525-4821 Clinic 525-4326
Ugashik	Village Council .....338-7611 State Troopers (King Salmon Post).....246-3464

Other Points of Contact

All telephone numbers in area code 907, unless otherwise specified	**Phone**	**Fax**	**Alt. Phone**

CULTURAL RESOURCES ADVISORS

State Historic Preservation Office (ADNR) 269-8721
FOSC Historic Properties Specialists .....*Contact the FOSC for appropriate BOA contractor*
Regional Environmental Officer (USDOI).....271-5011

INDUSTRY/SPILL RESPONSE ORGANIZATIONS

Alaska Chadux Corporation	348-2365	348-2330	888-831-3438

CHEMTREC (24 hr.) 800-424-9300
Hazardous substances information provided by the Chemical Manufacturers Association

9730.2.3 – Logistics

Communications, Computer & Office Equipment – Supply & Rentals		
Name/Location	**Phone**	**Comments**
Bristol Bay Cellular Dillingham, AK	842-5814	Cellular phone service and supplies
Bristol Bay Cellular King Salmon, AK	246-6399	Cellular phone service and supplies

Bristol Bay Micro LLC Dillingham, AK	842-3966	Computer parts and supplies

9730.3 – Cook Inlet

9730.3.1 – General Description

The geographic zone encompasses a very diverse array of topographical features, including extremely mountainous terrain, ice fields, tidewater and piedmont glaciers, river deltas and broad tidal mudflats, rocky shoreline, and boreal forests.

9730.3.2 – Local Contacts

This list of local contacts is not exhaustive, and the LOSC may notify additional parties as well as those listed below. Phone numbers are not listed in order of importance and contacts should be made at the discretion of the LOSC. Initial notifications will be made by telephone, with concurrent transmission of any available documents (e.g. Sitrep or other information) by fax or e-mail whenever possible.

Local Emergency Planning Committees

Committee	Phone	Fax	Email
Municipality of Anchorage LEPC	343-1400	249-7808	wwoem@muni.org
Kenai Peninsula LEPC	262-4910	714-2395	
Matanuska / Susitna Borough LEPC	861-8005	376-0799	

Boroughs

Borough	Organization	Phone
Municipality of Anchorage Borough	Municipality Office	343-4311
	Emergency Management	343-1400
Kenai Peninsula Borough	Borough Office	262-4441
	Emergency Management	262-4910
Matanuska / Susitna Borough	Borough Office	861-7801
	Emergency Operations	861-8004

Communities		
City/Village	**Organization**	**Phone**
Alexander Creek	Village Corporation	243-5323
Anchorage Municipality	Municipality Office	343-4311
	Emergency Management	343-1400
	State Troopers Anchorage Post	269-5511
	State Troopers Girdwood Post	783-0972
	Police	786-8500
	Fire Anchorage City Limits	267-4900
	Fire Girdwood	783-2511
	Fire Eagle River	694-2675
	Fire Elmendorf AFB	552-4644
	Fire Fort Richardson	384-0774
	Fire Chugiak	688-2686
	Fire Anchorage Airport	266-2411

Communities		
City/Village	**Organization**	**Phone**
	Fire Hiland Road (South Fork Eagle River)	696-8414
	Alaska Native Medical Center/Hospital	729-1729
	Alaska Regional Hospital	276-1131
	Providence Hospital	562-2211
	U.S. Air Force, Elmendorf Hospital	552-2748
	Port Director	343-6200
Anchor Point	Volunteer Fire and Rescue	235-6700
	Clinic	235-5284
Big Lake	Ambulance (Palmer)	373-8800
	State Troopers (Mat-Su West)	373-8300
	Fire Department	892-7750
Butte	Ambulance (Palmer)	373-8800
	State Troopers (Palmer)	745-2131
Chase	Use Talkeetna listings	
Chickaloon	Tribal Council	745-0707
	Public Safety Officer	745-0743
	Environmental Dept.	745-0737
Clam Gulch	Emergency (Kenai)	262-4792
Cohoe	Emergency (Kenai)	262-4792
Cooper Landing	Fire Department (Soldotna dispatch)	262-4453
	State Troopers	595-1233
	Ambulance/ Rescue	595-1800
Crown Point	Use Seward listings	
Eklutna	Use Anchorage listings	
	Tribal Council	688-6020
Fox River	Use Homer listings	
Fritz Creek	Use Homer listings	
Funny River	Use Soldotna listings	
Girdwood	Fire/EMS	783-2511
	State Troopers	783-0972
Halibut Cove	Use Homer listings	
Happy Valley	Use Homer listings	
Homer (City)	General Information	235-8121
	State Troopers	235-8239
	Police Department	235-3150
	Fire Department	235-3155
	Hospital	235-8101
	Clinic	235-8857
	Harbormaster	235-3160
Hope	Use Anchorage or Soldotna listings	
Houston	Ambulance	373-8800
	Volunteer Fire Department	892-6457
	State Troopers (Mat-Su West)	373-8300
Jakolof Bay	Use Seldovia listings	

Communities		
City/Village	**Organization**	**Phone**
Kachemak (City)	General Information	235-8897
	Emergency	235-1511
	Fire (Homer)	235-3155
Kalifornsky	Emergency (Kenai)	262-4792
Kasilof	Emergency (Kenai)	262-4792
Kenai (City)	General Information	283-7535
	Tribal Council Salamatoff	283-7864
	Tribal Council Kenaitze	283-3633
	Police Department	283-7879
	Fire Department	283-7666
	State Troopers	283-8590
	Health Clinic	714-4536
	City Dock (summer only)	283-7535
Knik	Tribal Council	373-7991
	Police (Wasilla)	373-9077
	Fire Department	373-8800
	Health Clinic (Wasilla)	373-6055
Lazy Mountain	(use Palmer listings)	
Meadow Lakes	(use Wasilla listings)	
Moose Pass	Volunteer Fire/EMS	288-3666
	Clinic (use Seward or Soldotna listings)	
Nanwalek	Tribal Council	281-2274
	Health Clinic	281-2250
Nikiski	Fire Department	776-8400
Nikolaevsk	Use Anchor Point listings	
Ninilchik	Tribal Council	567-3313
	State Troopers	567-3388
	Fire Department	567-3929
	Health Clinic	567-3970
	Ambulance	567-3342
Palmer	General Information	745-3271
	Police Department	745-4811
	State Troopers (Palmer)	745-2131
	Fire Department	745-3854
	Hospital	861-6000
	Ambulance	373-8800
Port Graham	Tribal Council	284-2227
	VPSO	284-2207
	Fire Department	284-2265
	Health Clinic	284-2241
	EMS/Ambulance	284-2245
Primrose	Bean Creek Volunteer Fire/EMS	224-3345
	Seward Volunteer Ambulance	224-3338
Ridgeway	Emergency	262-4792

Communities		
City/Village	**Organization**	**Phone**
Salamatof	Emergency	262-4792
Seldovia	General Information	234-7643
	Tribal Council	234-7898
	Police Department	234-7640
	Fire Department	234-7812
	Health Clinic	234-7825
	Harbormaster (part-time in winter)	202-3393
Seward	General Information	224-3331
	Tribal Council	224-3118
	State Troopers	224-3346
	Police Department	224-3338
	Fire Department	224-3345
	Ambulance	224-3987
	Hospital	224-5205
	Harbormaster	224-3138
Skwentna	Fire/Rescue	373-8800
		262-9107
Soldotna	State Troopers	262-4453
	Police Department	262-4334
	Fire Department	262-4792
	Hospital	262-4404
	Central Emergency Services (CES)	262-4792
Sterling	Emergency (CES)	262-4792
Sutton	Fire Department	373-8800
Talkeetna	State Troopers	733-2256
	Ambulance	373-8800
	Health Center	733-2273
Tyonek	Tribal Council	583-2201
	Fire/Hospital	583-2201
	Clinic	583-2461
	Volunteer Rescue	583-2135
Wasilla	General Information	373-9050
	Police Department	352-5401
	Fire Department	373-8800
	Ambulance	373-8800
	Hospital	352-2800
Whittier	General Information	472-2327
	Police Department	472-2340
	Fire Department	472-2560
	Health Clinic	472-2303
	Harbormaster	472-2375
	Harbormaster - Alyeska/SERVS	472-2473
Willow	Fire Department	495-6728
	Ambulance	373-8800

Cultural Resources:
The following organizations may provide information on local cultural resources and archaeological sites.
Alutiiq Museum
Phone: 486-7004
Fax: 486-7048
215 Mission Rd., Kodiak 99615

Baranov Museum
Phone: 486-5920
101 Marine Way, Kodiak 99615

Environmental:
Kodiak Audubon Society: 486-2685
Kodiak Community Conservation Network: 486-4684
Alaska Marine Conservation Council: 486-4684 and 486-3673

9730.3.3 – Logistics

For a response by CISPRI to a member company's spill, expect to use the CISPRI command center facility in Nikiski as a central location. Spills extending over a large area may require the establishment of auxiliary locations. Incident Commanders may consider the Denaina or Egan convention centers or one of the large hotels in Anchorage with expandable meeting/banquet rooms that offer the space and utilities required for a command post. The State Emergency Coordination Center at JBER (Camp Denali) or the Municipality of Anchorage Emergency Operations Center could also be activated for a major response operation.

Portable restrooms should be readily available in the Cook Inlet Geographic zone from Anchorage, Kenai, Soldotna, Seward, and Homer. Vendors include:

- Moore and Moore Services/Quick Sanitation, 235-8837 Service from Ninilchik to Homer.
- Peninsula Pumping, 907-262-5969, http://www.peninsulapumping.com/ Service Locations: Sterling Hwy from the Seward Highway to Kasilof and the Kenai Spur Highway; including Cooper Landing, Kasilof, Kenai, Nikiski, Soldotna, and Sterling.
- Rent a Can, Service Locations: Seward Highway between Seward and Anchorage, North along the Parks Highway to Talkeetna, and east to Sutton along the Glenn Highway. Locations that are more distant may be arranged.

9730.3.4 – Marine Fire Fighting Supplemental

It is the goal of local fire departments, port facilities and the Coast Guard to develop and maintain a comprehensive system, which ensures fast, well-coordinated, and effective land-based response to vessel fires in Cook Inlet. Organizational policy and assumed responsibilities for both the Coast Guard and local response agencies and organizations have been described. These *general* policies, responsibilities and capabilities are important for planning. It is essential, however, that each organization agrees in advance to a minimal level of coordination and mutual aid. *Therefore, in the event of a marine fire the Coast Guard Captain of the Port, the local fire department covering the area in which the marine fire occurs, and the effected industrial port facility agree to*:

- Within one hour after initial notification, establish initial contact and consultation with each other, and begin to establish, direct, and manage a Unified Command System;

- Within four hours, establish an incident command post for Unified Command that includes as a minimum the Federal Incident Commander (COTP or representative), Local Incident Commander (Local Fire Chief or representative) and the Responsible Party Incident Commander if available;

- Use VHF radios to communicate inter-organizationally

- Ensure that all marine firefighting resource providers are integrated into Unified
- Command;

- Coordinate and request all additional resources through Unified Command, including requests for military (Navy SupSalv, etc.) and federal equipment.

The Coast Guard COTP will ensure Unified Command functions efficiently. When response agencies and the responsible party are unable to agree and implement response actions, the COTP will direct the response.

The COTP will also ensure that potentially affected natural resource trustees are consulted when the incident results in a pollution threat or may otherwise affect resources under their respective management authority.

9730.4 – Kodiak

9730.4.1 – General Description

Physical Setting: At 3,588 square miles, Kodiak Island is the largest island in Alaska and is the second largest island in the United States. Kodiak Island consists primarily of mountainous terrain with mountain ridges generally trending northeast southwest. Although several peaks are greater than 4,000 feet in elevation, most range between 3,000 and 4,000 feet. About 40 small cirque glaciers (none greater than 2 miles) are evident along the main divide. Numerous hanging valleys feed into the main canyons radiating from the central divide. Relatively short, swift, clear mountain streams drain the uplands.

Kodiak Island Borough lands along the west side of Shelikof Strait extend inland to approximately the Gulf of Alaska drainage-divide within the Aleutian Range of the Alaska Peninsula. Similar to Kodiak Island, the mountain range is oriented northeast-southwest. Mountain elevations within this area are generally less than 5,000 feet and the stream and river drainages are generally short and steep. Higher elevations of the Aleutian Range along the west boundary of the geographic zone include glaciers and perennially snow-capped peaks of active and inactive volcanoes.

Climate: The Kodiak Geographic zone experiences a characteristic maritime climate. The North Pacific high-pressure system dominates the area during the summer, bringing south to southwest winds and typical average air temperatures ranging from 50-54 degrees Fahrenheit. In winter, the weather is controlled by the Aleutian low atmospheric pressure system. Winds associated with this system are generally north to northwesterly, resulting in low temperatures at or below freezing. Summer winds tend to be slightly higher than in winter and are more consistent in direction. Shelikof Strait is bounded by mountains on the north and south and can be subjected to high winds related to the funneling of air between these mountain ranges.

Kodiak is warmed by the Japanese Current, which prevents the extreme seasonal temperature variations encountered in mainland Alaska. Kodiak's climate is similar to that of Southeast Alaska, but with less precipitation. January temperatures in the Kodiak Geographic zone range from 14 to 46 degrees Fahrenheit. July temperatures vary from 39 to 76 degrees. Average annual precipitation is 54.5 inches, with considerable ranges in precipitation amounts throughout the Geographic zone.

Geology: Exposed bedrock and shallow soils prevail along the rugged coastline of the Kodiak Geographic zone. Northwest Kodiak shows effects of glaciation, with long, narrow fjords and U-shaped valleys. These lie perpendicular to the mountains and the geologic fault lines. Typically, rivers enter at the heads of the fjords and are characterized by shorter, wider estuarine embayments. Southwest Kodiak Island and the Trinity Islands tend toward long, continuous shorelines with a few crenulate bays. Most of the sandy beaches occur on the western coast of Kodiak Island and the Trinity Islands.

Shelikof Strait is a trough formed by plate subduction tectonics. The Strait is a southwest continuation of Cook Inlet extending approximately 170 miles to a juncture with the waters of the North Pacific Ocean. The mountains and lowlands surrounding Shelikof Strait exhibit a full range of characteristic glacial features, and the offshore geology of the Strait displays evidence of past glaciations. Ice scour and moraine deposits in Shelikof Strait attest to the fact that ice completely filled the Strait and spilled out onto the Continental Shelf during past glacial advances.

The seafloor in Shelikof Strait is broad and generally flat with closed basins. Along the south side of the Alaska Peninsula, Shelikof Strait has relatively steep slopes descending over 190 meters in the south; areas of deepest water in Shelikof Strait occur along the southeastern side adjacent to Kodiak Island where they reach to depths of 240 meters.

Geography: Land development in the Kodiak Geographic zone has been limited to some extent by the dramatic topography of the archipelago, where elevations rise steeply from sea level to peaks of 2,000 to 4,000 feet. Most developable parcels of land are located on the relatively flat land along major bays and inlets. These bays and inlets generally form the terminus of the major drainages on Kodiak Island, and these populated areas often coincide with important wildlife habitat areas.

Until recently, the ownership status of many areas within the Kodiak Geographic zone was described as "unclear." While the status of certain areas may still be indeterminate, the Kodiak Island Borough Coastal Management Program has documented a trend over the last decade toward increased private ownership of discrete parcels of land in the geographic zone. The general pattern of land ownership has been described as numerous small parcels of privately owned land surrounded by federal or state lands, which are managed for wildlife and retained in public ownership.

Major landowners in the Kodiak Geographic zone include the Kodiak Island Borough, the municipalities and villages in the geographic zone, state and federal agencies, and local and regional native corporations. Most of the borough land was originally obtained and selected under municipal entitlement from the State of Alaska; other parcels were obtained through trades with the State. Over 50 per cent of borough land is located on Shuyak Island and Raspberry Island. State lands fall under the jurisdiction of the ADNR, ADF&G, and occasionally other state agencies. Federal lands include Kodiak National Wildlife Refuge land, National Parks lands, and USCG property. Much of the surface and subsurface land in the Kodiak Geographic zone is owned by regional and village Native corporations established under the Alaska Native

Claims Settlement Act (ANCSA) of 1971. Some of these lands are located within the boundaries of the Kodiak National Wildlife Refuge.

The Kodiak Geographic zone includes the City of Kodiak, the USCG Base, the road system communities of Bells Flats, Pasagshak, Anton Larson Bay and Chiniak, the rural communities of Akhiok, Karluk, Larsen Bay, Old Harbor, Ouzinkie, and Port Lions, and numerous remote facilities and settlements, including Ben Thomas Logging Camp (Kazakof/Danger Bay), Big Sandy Lake Logging Camp, Lazy Bay/Alitak Cannery, Munsey's Bear Camp and Lodge, Olga Bay Cannery, Port Bailey Cannery, Port O'Brien/Uganik Bay Cannery, Port Williams Lodge/Cannery (Shuyak Island), Uyak Bay Cannery, and Zacher Bay Lodge/Cannery (Uyak Bay).

Coastal Resources: The diverse habitats of the Kodiak Geographic zone support extensive fish and wildlife populations that are extremely important to the social, economic, and cultural welfare of local residents. Offshore areas support a highly productive marine ecosystem, rich with intertidal, benthic, and pelagic plant and animal life, which supports extensive populations of marine and anadromous finfish, shellfish, seabirds, and marine mammals. Rocky shorelines and cliffs provide nesting areas for seabirds and pupping/haul-out areas for seals and sea lions. An assortment of shorebirds and waterfowl utilize the resources of the Kodiak Geographic zone, either as permanent residents or for nesting, wintering, or staging/feeding sites along their migratory paths. The rivers, lakes and streams in the geographic zone provide aquatic habitats for resident and anadromous fish important to commercial fisheries, subsistence harvests, and recreational activities. These fish resources are also a critical food source for upland populations of the Kodiak brown bear. In addition to the brown bear, elk, Sitka black-tailed deer, mountain goats, and numerous smaller mammals also populate upland areas in the Kodiak Geographic zone. The south side of the Alaska Peninsula also provides habitat for moose.

These resident and migratory populations of fish and wildlife depend on the availability of appropriate habitat and environmental conditions in order to exist in the Kodiak Geographic zone. A healthy coastline and continued abundance of marine, intertidal, and upland food sources are vital to the survival of all inhabitants of the Kodiak Geographic zone, including human populations. The protection of marine and coastal resources from the devastating effects of oil pollution is of primary concern to local residents, and these concerns are reflected in the Sensitive Areas section of the KSCP. For additional information on fish and wildlife diversity and abundance in the Kodiak Geographic zone, Reference the Sensitive Areas portion of this document.

History, Culture and Economy: Kodiak Island has been inhabited since 8,000 BC by Sugpiaq Eskimos. In 1792, Russian fur trappers settled on the island. Sea otter pelts were the primary incentive for Russian exploration at that time, and the commercial harvest of sea otter fur eventually led to the near-extinction of the species. Kodiak was the first capital of Russian Alaska, and Russian colonization had a devastating effect on the local Native population. By the time, Alaska became a U.S. territory in 1867 (the same year in which the capitol was moved from Kodiak to Sitka), the Koniag region Eskimos had almost disappeared as a viable culture.

In 1882, a fish cannery opened at the Karluk spit, and this sparked the development of commercial fishing in the area. The City of Kodiak was incorporated in 1940, and the Kodiak Island Borough incorporated in 1963. During the Aleutian Campaign of World War II, the Navy and Army built bases on Kodiak Island; the Air Force has also been active in Kodiak in the past. Fort Abercrombie was constructed in 1939, and later became the first secret radar installation in Alaska. The USCG eventually assumed the U.S. Navy property

on Kodiak, and today the Kodiak USCG base includes approximately 2,000 military personnel and their families.

The 1960s brought growth in commercial fisheries and fish processing in the Kodiak Geographic zone until the 1964 earthquake and tsunami virtually leveled the downtown area, destroying the fishing fleet, processing plant, canneries and 158 homes. The infrastructure was rebuilt, and by 1968 Kodiak had become the largest fishing port in the U.S. in terms of dollar value of landings (since surpassed by Unalaska/Dutch Harbor). When the 1976 Magnuson Act extended U.S. fisheries jurisdiction to 200 miles offshore, Alaskan ground fisheries saw a significant reduction in foreign competition and the ground fish processing industry in Kodiak began to develop as well. Today, Kodiak culture is grounded in commercial and subsistence fishing activities. Kodiak is one of the nation's top ports in both seafood volume and value. Municipal, State and federal agencies are the second largest local employer, and summer tourism continues to expand throughout the Kodiak Geographic zone.

9730.4.2 – Local Contacts

This list of local contacts is not exhaustive, and the LOSC may notify additional parties. Phone numbers are not listed in order of importance and contacts will be made at the discretion of the LOSC/SOSC. Initial notifications will be made by telephone, with concurrent transmission of any available documents (e.g., sitreps or other information) by fax or e-mail whenever possible.

All telephone numbers are in area code 907, unless otherwise specified.	**Phone / Fax**
Local Emergency Planning Committees	
Kodiak Island Borough LEPC	486-8640/486-8600
Borough	
Kodiak Island Borough (KIB)	486-9301/486-9374
Emergency Operations	*(Reference City of Kodiak, City Manager/Emergency Services Director)*
State Troopers (Kodiak Post)	486-4121
Police (City of Kodiak)	486-8000
Fire (Kodiak Fire Department)	486-8040
Hospital (Providence Kodiak Island Medical Center)	486-3281
Hospital (USCG Medical Clinic; emergency support only)	487-5757

All telephone numbers are in area code 907, unless otherwise specified.	**Phone / Fax**
Cities/Villages	**Contacts**
City of Kodiak	City Hall 486-8640/486-8600
	City Manager/Emergency Services Director 486-8640/486-8600
	State Troopers (Kodiak Post) 486-4121
	Police Department 486-8000
	Fire Department 486-8040
	Hospital (Providence Kodiak Island Medical Center) 486-3281
Afognak	Village Council 486-6457
	State Troopers (Kodiak Post) 4866-4121

All telephone numbers are in area code 907, unless otherwise specified. ..... **Phone / Fax**	
Cities/Villages	**Contacts**
Akhiok	Village Council ..... 836-2345 State Troopers (Kodiak Post) ..... 486-4121 Police ..... 486-4121 Village Public Safety Office ..... 836-2213 Fire ..... 836-2213 EMS/Ambulance ..... 836-2230 Clinic 836-2230
Aleneva	State Troopers (Kodiak Post) 486-4121
Chiniak	State Troopers (Kodiak Post) ..... 486-4121 EMS/Ambulance ..... 486-9800 or 486-9827
Kaguyak	Village Council ..... 836-2231 State Troopers (Kodiak Post) 486-4121
Kanatak	Village Council ..... 336-7271 State Troopers (Kodiak Post) 486-4121
Karluk	Village Council ..... 241-2218 State Troopers (Kodiak Post) ..... 486-4121 Police ..... 241-2209 Village Public Safety Office ..... 241-2209 Fire ..... 241-2212 EMS/Ambulance ..... 241-2212 Clinic 241-2212
Kodiak Station	State Troopers (Kodiak Post) ..... 486-4121 Police ..... Military Police Fire ..... 487-5808 EMS/Ambulance ..... 487-5757 Clinic 487-5757
Larsen Bay	City Hall ..... 847-2211 Village Council ..... 847-2207 State Troopers (Kodiak Post) ..... 486-4121 Police ..... 486-4121 Village Public Safety Office ..... 847-2262 EMS/Ambulance ..... 847-2208 Clinic 847-2208
Old Harbor	City Hall ..... 286-2204 Village Council ..... 286-2215 State Troopers (Kodiak Post) ..... 486-4121 Police ..... 486-4121 Village Public Safety Office ..... 286-2275 Fire ..... 286-2293/2270 EMS/Ambulance ..... 286-2293/2270 Clinic 286-2205

All telephone numbers are in area code 907, unless otherwise specified. ..... **Phone / Fax**	
Cities/Villages	**Contacts**
Ouzinkie	City Hall .....680-2209 Village Council .....680-2259 State Troopers (Kodiak Post) .....486-4121 Police .....486-4121 Village Public Safety Office .....680-2365 Fire .....680-2209 EMS/Ambulance .....680-2209 Clinic 680-2265
Port Lions	City Hall .....454-2332 Village Council .....454-2234 State Troopers (Kodiak Post) .....486-4121 Police .....454-2330 Village Public Safety Office .....454-2330/2299 Fire .....454-2330/2299 EMS/Ambulance .....454-2330/2299 Clinic 454-2275
Port William	State Troopers (Kodiak Post) 486-4121
Uganik Bay	State Troopers (Kodiak Post) 486-4121
Women's Bay (USCG Station)	State Troopers (Kodiak Post) 486-4121
Woody Island (Lesnoi Island)	State Troopers (Kodiak Post) 486-4121

9730.4.3 – Logistics

For the Kodiak Geographic Zone, a command post would likely be established somewhere in the City of Kodiak, since this is the one location in the region that could meet the command post and staging area requirements of a large response operation. The Kodiak Island Borough School District Superintendent serves as the primary contact for coordinating the use of local schools in the Kodiak Island Borough. The KIB Assembly Chambers is currently the designated EOC for borough-wide emergency responses, with the Alaska Army National Guard Armory the designated backup facility, but a new dedicated-EOC will be housed in the new police station, which is under construction on Mill Bay Road

Communications, Computer & Office Equipment – Supply & Rentals

Name/Location	**Phone**	**Comments**
Frontier Micro Systems	486-4646	computer hardware, software sales, repair
Island Computers	486-8326	repairs
Cost-Savers	486-2408	office supplies, equipment
Aksala Electronics	486-4700	cellular, satellite phone rentals, radio equipment
Radar Alaska	486-3892	cellular, satellite phone rentals, radio equipment

Island TV	486-4297	phone, radio equipment
GCI Communications	486-3344	phone service and Internet provider
Walmart	481-1670	Computers, hardware/software, electronics, etc.

9730.4.4 – Risk Assessment

Each of the communities and remote settlements in the Kodiak Geographic zone faces the risk of oil or hazardous materials pollution from local shore side facilities and/or vessel traffic. Considerable vessel traffic transits the waters of the Kodiak Geographic zone, ranging from small fishing and recreational vessels to large oil tankers and freight vessels. Both crude (though uncommon) and refined oil products are shipped through the waters adjacent to Kodiak Island. In addition, Liquefied Natural Gas and crude oil tank ship traffic in Cook Inlet and Prince William Sound pose a threat to Kodiak Island and its adjacent waters.

By comparison with some regions in the state, the threat of an inland spill on Kodiak is minimal. There are no refineries in the Kodiak Geographic zone, but the geographic zone does support a number of fish canneries and processing plants, which are a potential source for chemical spills (primarily ammonia). The largest inland facility on Kodiak is the USCG base, which has several fuel farms containing gasoline, diesel, aviation fuel, and bunker fuel oil.

In the remote villages, where refined products are stored in tank farms, the highest probability of spills occurs during fuel transfer of refined products to the tank farm from another source, such as the fuel barge, or from feeder lines from the tank farm onto users. Another threat for spills or chemical releases exists in the loading/unloading activities with vessels at port. This is not to say that these spills are common, but that precautions should be observed.

The various types of petroleum products respond quite differently when released into the environment. Spills of refined product that enter the water generally will disperse and experience significant evaporation and spreading, making recovery difficult (Reference above: *A. Fate of Spilled Oil*). Crude oil and Intermediate Fuel Oils (bunker fuel) will be affected by the same natural degradation factors but to a much lesser degree; these oil spills are “persistent” in nature and will require aggressive actions and innovative techniques to successfully mitigate harm.

Spills in this subarctic-maritime climatic zone require careful preplanning to overcome the effects imposed by the moist, cold-weather environment. Machinery and people face significant challenges when operating in acute cold. The severe stresses imposed by winter conditions, with extreme temperatures and the extended darkness, can seriously reduce individual efficiency over a given period.
Cold weather conditions can prove beneficial, at times: ice and snow can act effectively as natural barriers, impeding the spread of oil, and can be used effectively to create berms for spill containment. Techniques for organizing and responding to spills in arctic environments have been developed and applicable supporting information should be consulted during an event.

The summer months expose many more species, both in diversity and numbers, to the negative effects of an oil spills. Whereas in winter, most species have left the regions and the snow and ice conditions may buffer the soil from the impact of released oil, during the warmer months the land, flora and fauna are all quite vulnerable to an oil spill. Though summer daylight increases the available work hours to allow almost continuous operations, the extended light does not increase the number of hours response personnel can safely perform tasks.

FINDINGS FROM 1998 RISK ASSESSMENT OF KODIAK GEOGRAPHIC ZONE: In 1998, the Kodiak Geographic zone Committee formed a workgroup to conduct, with the assistance of a contractor, a qualitative risk assessment of oil and hazardous substance spill threats in the Kodiak Geographic zone, undertaken as part of the planning process. The Kodiak Geographic zone Committee Workgroup members relied on historical oil spill data recorded by the Alaska Department of Environmental Conservation, NOAA, and the USCG MSD Kodiak and, in combination with observations by the Geographic zone Committee and its workgroup members, identified potential sources and types of oil spills that may occur in the Kodiak Geographic zone. This risk assessment assisted the planning process in several respects. The level and types of spill risks observed in the remote villages of Kodiak were used to help determine the contents of the equipment packages that were later staged at these locations.

These categories of spill risk have been qualitatively analyzed for the purpose of this plan, and include the following possibilities:

- Crude oil tanker spills in adjacent waters
- Crude oil tanker spills originating in Prince William Sound or Cook Inlet
- Operational spills at fixed facilities
- Catastrophic spills due to equipment failures or tank ruptures at fixed facilities
- Operational spills from fishing vessels during refueling
- Fishing vessel-source spills due to vessel casualties
- Freight vessel non-persistent spills due to casualties or groundings
- Freight vessel bunker fuel spills due to casualties or groundings
- "orphan" spills which originate from underground storage tanks or other unidentified sources
- Operational spills from tank vessels during refueling at Kodiak facilities
- Tank vessel non-crude spills which result from casualties or groundings
- Fish processing vessels with hazardous substances (ammonia/chlorine)

Upon examining historical spill data, and analyzing near-miss events and other observations and data regarding the threat of oil spills workgroup members from the Kodiak Geographic zone Committee determined that the risk of oil spills in the Kodiak Geographic zone varies among the communities. Important variables such as season, prevailing weather, and time of day may aggravate the risk of certain types of spills.

1. Conclusions of the 1998 Risk Assessment

The Kodiak Geographic zone Committee Workgroup made the following conclusions regarding the risk of oil and hazardous substance spills in the Kodiak Geographic zone in 1998. These findings are still considered relevant for consideration today, and as such, remain as part of this plan. These observations are reflected in varying degrees in the scenarios chosen for inclusion in this plan (Reference Scenarios Section), in the response priorities identified in previous sections, and in contents of the borough-owned spill response equipment packages, which have been staged for use as first response resources in the remote communities of the Kodiak Island Borough.

(Respective order of findings does not necessarily reflect severity or priority of risk)

- The most common type of oil spill in the Kodiak Geographic zone is a fishing vessel-source diesel spill, which occurs during refueling. Fishing vessel diesel spills are the most common type of oil spill in the Kodiak Geographic zone, according to the records of the USCG MSD Kodiak and the ADEC and a NOAA report documenting oil spills on Kodiak Island during an eleven-year period (1985-1995).

- Foreign-flag freight vessels, especially log ships, pose a formidable spill risk, especially early in transit when such vessels carry significant quantities of bunker crude oil on board. In the fall of 1996, a near miss occurred when the Korean flag log ship PAN DYNAMIC suffered a loss of propulsion in Danger Bay. The PAN DYNAMIC had onboard nearly 500,000 gallons of bunker crude oil, and had the vessel grounded or the hull ruptured, the resultant spill would have presented significant challenges to responders, including a possible language barrier, an unresponsive Responsible Party, no vessel contingency plan, and the remote location of the threatened shoreline areas. Freight vessels like the PAN DYNAMIC frequently transit the waters adjacent to Kodiak, particularly during the summer months. The recent grounding of the M/V KUROSHIMA (November, 1997 and the more recent M/V SELENDANG AYU in December, 2004)) on Unalaska Island, further illustrates the risk posed by foreign cargo vessels. The M/V KUROSHIMA grounded in a winter storm and spilled approximately 40,000 gallons of bunker fuel. This scenario could easily have occurred in Kodiak. (The M/V SELENDANG AYU grounded and broke apart after losing power during a severe storm, resulting in the loss of crewmembers and 30,000 gallons of bunker fuel, which fouled miles of shoreline.)

- In several of the remote communities on Kodiak, the municipal/village tank farms pose a considerable risk for both operational spills during refueling and catastrophic spills resulting from old or poorly maintained tanks and piping. Limited funding and resources in many smaller communities contribute to this problem.

- The USCG Integrated Support Command (ISC) Kodiak has the largest quantity of fuel stored at their upland facility in Women's Bay, and a tank failure at this facility presents the potential for a large volume spill. The fact that a large quantity of response equipment and personnel are collocated with the facility serves to mitigate the risks from a large-scale spill or release at ISC Kodiak.

- In Kodiak, as in many parts of rural Alaska, the term "worst case scenario" may be linked more closely to geographic location, type of fuel, and weather/seasonal conditions than to the actual quantity of oil involved. Most areas and communities in the Kodiak Geographic zone are not accessible by road system, and adverse weather conditions often-complicate air and sea travel in the region. For this reason, a spill which originates in or threatens remote areas, especially environmentally sensitive or subsistence use areas, will pose many logistical challenges during a response. Other factors, such as the type of product spilled, nationality of vessel master and crew, and attitude and resources of the Responsible Party, can seriously complicate a spill response.

- The large number of underground storage tanks on former defense sites poses a potential spill risk, especially when the location and/or contents of these tanks is unknown. The risk of leaks from underground storage tanks is chronic in the Kodiak Geographic zone, and while the quantity of oil or other hazardous materials stored in these tanks is generally limited, it is important to recognize that underground storage tanks on Formerly Used Defense Sites and other such locations do pose a spill risk.

- A crude oil tank ship operating in Prince William Sound, Cook Inlet, or other regions adjacent to Kodiak could potentially affect the Kodiak Geographic zone, even if the spill source is located considerably beyond the limits of the geographic zone. This lesson was learned during the T/V EXXON VALDEZ spill, which devastated many shoreline areas in the Kodiak Geographic zone. It is important that the Kodiak Geographic zone plan be linked through notification procedures, communications, and response

actions with geographic zone plans for adjacent regions. It is important that, when more than one local government is affected by a spill, the local governments work together within the command structure.

- The fish processing plants located in the City of Kodiak, as well as in several remote communities, pose a moderate threat of hazardous substance releases, due to the quantities of ammonia (and sometimes chlorine) involved in processing fish products.

9730.4.5 – Hazmat Supplemental

The Kodiak Geographic zone encompasses a Local Emergency Planning District and has an active Local Emergency Planning Committee (LEPC), as defined under State statute and the federal Emergency Planning and Community Right-to-Know Act of 1986 (EPCRA). In the event of a hazardous materials spill in the Kodiak Geographic zone, the local *Kodiak Area Emergency Operations Plan,* which contains hazardous materials planning, training and response information for Kodiak Island, shall supplement the information in this plan.

Most hazardous materials releases are short-lived, acute emergencies, which present an immediate danger or threat to human health. Because of the short duration of most hazardous materials spills and the concurrent public health risks, the local government is often the ultimate command authority (Incident Commander) during a hazmat response. Safety considerations will generally dictate the course of a hazmat response, with activities such as evacuation prioritized in relation to spill containment and cleanup.

The community's local on-scene coordinator (LOSC) is in command and control of the response to a hazardous substance spill or release until he or she determines that there is no longer an imminent threat to health and public safety. The LOSC can at any time request higher authority to assume command and control of an incident. Local emergency plans should be consulted for any specific directions or guidelines. The local fire department and/or the LEPC should have the most current records on local storage of hazardous materials that are in quantities that meet federal reporting requirements.

Notification and Reporting: In the event of a hazardous materials spill or release in a reportable quantity, the responsible party shall follow the notification procedures outlined. The facility responsible for the release shall notify the Kodiak Emergency Services Director, ADEC and the USCG National Response Center and report the following: location and time of the discharge; type, quantity and properties of hazardous materials involved; weather conditions; and all other relevant information.

Health and Safety: First responders should be especially cautious, and should take appropriate safety precautions until a site safety plan has been implemented. The Incident Commander, based on the advice and recommendations of other on-scene coordinators and facility personnel, should make the determination whether evacuation is warranted. Public evacuation or implementation of the public warning system shall occur following the procedures outlined in the Kodiak Emergency Operations Plan.

Incident Command: The response shall follow the Incident Command System. As long as there is a threat to public health and safety, the Kodiak Emergency Services Director shall serve as Incident Commander.

Response Capabilities in Kodiak: Local priorities during a hazardous materials incident will be to secure the spill site and evacuate adjacent populations as necessary or shelter in place. The City of Kodiak's fire department has a Level A Hazmat Team that will generally be the primary responder to any hazmat event.

In addition to municipal resources, the environmental contractor at the USCG Base in Kodiak is equipped with Level C protection and appropriately trained personnel who may be contacted through the ISC Kodiak to respond to a local hazmat spill.

Statewide Level A Hazmat Response Teams are also available upon request by the SOSC, per signed agreements with ADEC. The formally agreed arrangements allow ADEC to request a Level A Hazmat team to respond to an event anywhere in the state, as long as the requested Hazmat Team can spare the services of the equipment and trained personnel. If additional response resources are needed in the Kodiak Geographic zone, the ADEC should be contacted in order for the SOSC to activate one of the other Alaska hazmat teams that have agreed to statewide response.

In addition, several of the larger industrial facilities within the geographic zone are required to have Risk Management Plans (RMPs) for chemicals exceeding threshold quantities under 40 CFR Part 68 regulations. The RMPs contain emergency response plans for mitigating facility releases. Large bulk fuel production and storage facilities within the geographic zone are required to maintain Facility Response Plans and specific levels of response equipment to mitigate oil releases in accordance 40 CFR Part 112.20 regulations.

9730.4.6 – Marine Firefighting Supplemental

For all vessel or marine facility emergencies in the Kodiak Geographic Zone in which the Incident Command System is implemented, the Local On-Scene Coordinator (LOSC) or Incident Commander (IC) will sit in the Unified Command with the FOSC, SOSC, and RPOSC, sharing decision-making and oversight responsibilities with the other On-Scene Coordinators. As long as there is an immediate threat to public safety, the LOSC will serve as the ultimate command authority for the public safety issue, while the FOSC, SOSC, and RPOSC will work with the LOSC to ensure mitigation of the situation. So long as the threat to public safety remains, the LOSC will be guided by the Kodiak Emergency Operations Plan developed by the Kodiak Regional Emergency Services Organization and the Kodiak Island Borough Local Emergency Planning Committee. If the FOSC, SOSC, or RPOSC does not assume the lead role for response efforts, the LOSC may request higher authority to assume that responsibility.

Additional policy guidance is provided to the LOSC by the Kodiak Regional Emergency Services Council, which is composed of the Emergency Services Director, the Mayor of the City of Kodiak, the Kodiak Island Borough Mayor and Manager, and the Commanding Officer of the USCG Integrated Support Command (ISC) Kodiak or their designees. Facility and vessel Oil Discharge Prevention and Contingency Plans and other emergency plans for operations in and around the Kodiak Geographic Zone should include a description of the LOSC position, which reflects the unique situation in the Kodiak Geographic Zone.

A major marine fire, particularly a vessel fire, may require resources beyond those locally available. Effective response will require coordination of resource deployment from a number of organizations.

The following categories of response resources were likely to be limited during a major marine fire in Kodiak:

- portable fire monitors,
- vessels with fire monitors,
- tugs,
- onboard fire suppression teams,
- firefighting foam,
- de-watering pumping equipment,

- landing craft and
- Marine firefighting consultants/advisors.

1. Mutual Aid for Firefighting

All fire departments, including the USCG Integrated Support Command, have signed mutual aid agreements with the other area fire departments. Assistance for firefighting or emergency aid are made and rendered between the fire chiefs or their designees.

2. USCG ISC Kodiak Fire Department

The USCG Integrated Support Command (ISC) Kodiak maintains a 32-person dedicated (full-time) fire department trained and equipped to conduct firefighting and aircraft casualty rescue for the USCG Air Station. The ISC Fire Department can deploy crash trucks and fire trucks that have more foam application capability than other Kodiak municipal fire departments. Many of the firefighters are former members of the USCG or US Navy and have had training in shipboard damage control and marine firefighting. The ISC Fire Department also conducts weekly drills with one of the three USCG cutters home ported in Kodiak.

The USCG ISC Fire Department can provide mutual aid assistance upon request of the City or Borough of Kodiak.

Marine Band Channel 12 serves as the working frequency for the City of Kodiak Harbormaster

9730.4.7 – Marine Firefighting Scenarios

The following scenarios describe possible actions of land-based responders from the City of Kodiak and the Kodiak Island Borough. These scenarios are provided to generate discussion and review of community capability. They should not be viewed as the "textbook" response for marine fires. However, the reviewers should examine their own response organizations capacity, authority and policies in light of the actions referenced in the following scenarios. Ask the following questions:

- Do I have enough available trained personnel to mount a similar response?
- Do I have the equipment?
- Do existing policies prohibit the types of response described below?
- Is mutual aid needed?
- Is communication between the various response organizations adequate to get the type of inter-agency coordination described here?

Scenario 1: Fishing vessel fire in St. Herman Bay marina
(Offensive Tactics)

A 60-ft wooden fishing vessel was reported burning in the marina at 3:00 a.m. One pumper and eight firefighters responded. Upon arrival, the responders observed heavy black smoke coming from the wheelhouse. Concerned that the occupants may still be aboard, the first arriving fire company officer directed two firefighters to don turnout gear and SCBA and to search the vessel. The remaining crew, with assistance from the Harbormaster, established a water supply using hose lines from the pumper and harbor standpipe. Water was directed water into the pilothouse through a partially open window. The searchers did not find any occupants. Two additional hose lines were charged and placed on standby to protect the surrounding vessels. To prevent firewater from sinking or capsizing the vessel, the chief directed four members of the fire party to secure the fish-hold hatch forward and the lazarette aft of the pilothouse. Once all openings and hatches were secured, firefighting water was increased and the fire

was extinguished within 20 minutes. Responders from the local USCG Marine Safety Detachment worked with the harbormaster to place containment boom around the vessel to capture contaminated debris and oily water runoff. The harbormaster used some of the city's 1000 feet of 12-inch harbor boom. The USCG obtained assistance and boom from a local marine fuel transfer facility. All containment boom was in place by 6:00 a.m. The occupants of the vessel arrived at 4:00 a.m. The owner of the vessel could not be located or immediately identified. At 8:00 a.m., the fire chief requested the USCG COTP to ensure the vessel was cleaned of oil and hazmat. During the next 5 days, a contractor hired by the USCG pumped the firewater off the vessel and removed three propane tanks and 200 gallons of fuel and lube oil. The cleanup was completed quickly and relatively inexpensively because the fire chief had taken action to ensure that the firefighting efforts did not sink the vessel. Three months later, when efforts to get the owner to take responsibility for the vessel were unsuccessful, the vessel was towed out of the marina by the harbormaster, beached and burned.

Scenario 2: Deck fire on fuel barge
(Offensive Tactics)

A large wake broke the transfer couplings on a fuel barge offloading gasoline and kerosene at a transfer facility and tank farm on the city waterfront. The spilled products pooled and ignited on the barge tank top. Product draining from the transfer hose fed the fire. The city, because of the immediate threat to public safety, assumed command and control of the incident. Personnel from the USCG Marine Safety Detachment and the manager of the marine transfer facility assisted the fire chief (overall incident commander) in size-up. The fire chief ordered a tug to standby to tow the barge from the facility and away from the Kodiak downtown area. All four area fire departments (City of Kodiak, Women's Bay, Bayside, and USCG ISC) responded with equipment and personnel under their respective mutual aid agreements.

After consultation with the USCG, the transfer facility manager and other fire chiefs, the incident commander decided to make one attempt to extinguish the fire while the vessel was moored at the facility. Valves and cargo pumps were secured. The integrity of the barge tank tops, piping, mooring lines and other exposures were protected with water streams. A crash truck with 200 gallons of foam was ordered from the USCG ISC Fire Department. Within one hour of initial response, the incident commander determined there was enough foam on scene to extinguish the fuel fire burning on the barge tank top. Backed by water fog monitors, two teams successfully attacked the fire from upwind with the foam. Once the fire was extinguished, a foam blanket was maintained over the pooled fuel to prevent re-ignition. Incident Command decided not to deploy oil containment boom around the barge, preferring that the gasoline spread and dissipate. Response crews used the fire monitor on the M/V Wolstad to break up, dissipate petroleum residue and sheen, and keep flammable/combustible liquids from pooling under docks and wharves.

Scenario 3: Engine room fire on large cruise ship
(Defensive Tactics and Support Services)

While underway 30 miles from Kodiak, the cruise ship Sugarland (600' LOA, 1200 passengers and crew) experienced an engine room fire that the crew was unable to extinguish. The master requested that the vessel be allowed to tie up in Kodiak. After extensive consultation with the USCG Away Team on board the C/S Sugarland, which received assurances that the engine room had been isolated with primary and secondary fire boundaries, the city manager, with backing from the mayor and fire chief, agreed to allow the cruise ship to tie up to the west end of Pier #2. (The west end of Pier #2 is steel and further from the

neighboring marine fuel transfer facility and tank farm.) Using its bow thrusters and one assist tug, the cruise ship was able to make fast to the pier. All 850 passengers and non-essential crew were removed from the vessel. Prior to passenger and crew evacuation, the Unified Command insisted on a strict accountability system using manifests and disembarkation check-off lists. The passengers and crew were temporarily sheltered in available hotels, restaurants, churches and community centers until they could be flown out of Kodiak. Using the international shore connection, the cruise ship fire mains were re-charged through the city water supply. Fire departments provided a continuous supply of charged air bottles for the ship's crew who concentrated on cooling and monitoring the fire boundaries around the isolated engine room. Fire department aerial trucks were used to cool the main deck above the engine room. Ship stability was constantly monitored and cooling water was pumped off and discharged overboard into the containment boom that now surrounded the vessel. The engine room was re-entered when thermal imaging equipment could no longer detect interior hot spots. The C/S Sugarland was towed from Kodiak nine days after the master originally requested permission to enter.

9730.5 – North Slope

9730.5.1 – General Description

The North Slope Geographic zone boundaries match those of the North Slope Borough, which is the largest borough in Alaska with over 15% of the state's total land area. The geographic zone encompasses the entire northern coast and most of the northeastern coast of Alaska along the Arctic Ocean and contains approximately 89,000 sq. miles of land and 5,900 sq. miles of water, making it larger than the State of Utah. The geographic zone's southern boundary runs in an east - west direction at 68° North latitude, about 105 miles north of the Arctic Circle, which is at latitude 66° 30' North. The geographic zone extends east to the border with Canada, west to the Chukchi Sea, and north to the Beaufort Sea. Point Barrow (71° 23' N, 156° 29' W), seven miles north of Barrow, is the northernmost point in the US.

Though the geographic zone lies entirely above the Arctic Circle, portions of the region are in the arctic, transitional, and continental climatic zones. The weather in the region is the result of the interaction between global air movements, land topography, and major weather systems that move north-south and east-west across the Bering Sea. The region's climate is mostly arctic: temperatures range from -56° to 79° Fahrenheit, with summer temperatures averaging 40°F and winter temperatures averaging -17° F, though high winds frequently yield much lower chill factors. The strongest wind recorded in Barrow was from the southwest in February 1989, at 74 mph. On the North Slope, February is the coldest month and July is the warmest. Winters also include periods of approximately 65 days without daylight, depending upon the latitude; correspondingly, summer offers the reverse, with as many days having no sunset. The region is classified as a wet desert, because the average annual precipitation is only about 5 to 7 inches, with snowfall averaging 20 inches. Most of the snow that falls on the tundra is actually snow that has been blown there from somewhere else.

Mountain ranges in the North Slope Geographic zone include the Brooks Range and the Davidson, Philip Smith, Endicott, and DeLong Mountains. The highest point on the North Slope is Mount Chamberlin (9,020 feet) in the eastern Brooks Range. Apart from the mountains, the region is characterized by rolling, treeless tundra. The larger river basins in the region include the Canning, Sagavanirktok, Colville, Ikpikpuk, Kuk, and Utukok. The Colville River is the longest river (about 428 miles long), and the largest lake, Teshekpuk Lake, southeast of Barrow, is 22 miles long and covers 315 square miles.

Permafrost underlies the entire region. On the Arctic Coastal plain, permafrost starts between 1 to 2 feet below the surface and has been found at depths of 2,000 feet. Permafrost and the surface layer on top of it are remarkably fragile and special construction techniques (e.g., ice roads, gravel pads, structures

built on pilings, reinforced concrete foundations with heat radiation devices, etc.) have been devised to protect them.

The Chukchi and Beaufort Seas of the Arctic Ocean are the primary marine waters associated with the geographic zone. The entire marine area of the region lies within the continental shelf. Sea ice formation in the Chukchi and Beaufort Seas begins in October, and the ice pack persists through late June, although the ice begins to melt and break up in April. The northern coast of Alaska has some of the highest rates of coastal erosion in the world. Coastal erosion in excess of 300 feet in a year has been documented. Coastal erosion in Prudhoe Bay averages 6 to 17 feet per year.

Figure 9-3: Shoreline Erosion

J.W. Dalton Drill Site Erosion. Located east of Barrow on the Beaufort Sea near Teshekpuk Lake and Point Lonely DEW line site. This photograph was taken in 2003 and you can see that between the summers of 2003 and 2004 over 300' of shoreline eroded away along part of the site. Approximately 600' of coastal plain were lost over a six-year period. Photo provided by BLM

The Arctic National Wildlife Refuge occupies the eastern half of the region. The portion of the Arctic National Wildlife Refuge within the NSB has an area of approximately 18,500 square miles. Beginning at the western border of the Refuge are the oil fields of Prudhoe Bay, which stretch west approximately 125 miles to the National Petroleum Reserve – Alaska (NPRA). Created by presidential executive order in 1923 and originally called the Naval Petroleum Reserve, the NPRA contains nearly 37,000 square miles. Approximately 3,900 square miles of the Gates of the Arctic National Park lay within the North Slope Geographic zone along the Brooks Range, and the Noatak National Preserve, directly to the west, contains nearly 3000 square miles. Along the coast at Point Hope lies the Chukchi Sea portion of the Alaska Maritime National Wildlife Refuge, which includes approximately 370 square miles.

The population of the borough consists of 74% Alaska Native or part Native. Inupiat Eskimos, the majority of permanent residents, have lived in the region for centuries, active in trading between Alaskan and Canadian bands. (The oldest inhabited site on the North Slope is the Mesa Site, about 200 miles South of

Barrow on the northern flank of the Brooks Range. It was first inhabited about 11,700 to 9,700 years ago.) Traditional marine mammal hunts and other subsistence practices are an active part of the present-day Inupiat culture.

During World War II, Atqasuk was a source of coal. Oil exploration in the 1960s led to the development of the huge reserves found in Prudhoe Bay and, subsequently, building of the Trans-Alaska Pipeline in the 1970s.

The Borough incorporated in 1972. There are eight North Slope villages (Anaktuvuk Pass, Atqasuk, Barrow, Nuiqsut, Kaktovik, Point Hope, Point Lay and Wainwright) and an unincorporated town serving the oil industry (Deadhorse). The total borough population recently dropped below 7000, with most permanent residents living in Barrow, the largest village (population near 4200) and the center of local government for the North Slope Borough. After the passage of the Alaska Native Claims Settlement Act (ANCSA) in 1971, families from Barrow re-settled the abandoned villages of Atqasuk and Nuiqsut. North Slope oil field operations provide employment to over 5,000 non-residents, who rotate in and out of oil work sites from Anchorage, other areas of the state, and the lower 48. Census figures are not indicative of this transient work site population.

Air travel provides the only year-round access, while land transportation provides seasonal access. There is no road system connecting the North Slope villages to each other. "Cat-trains" are sometimes used to transport freight overland from Barrow during the winter. Barges operating from Dutch Harbor or Cook Inlet deliver noncrude oils to the villages. Deliveries are ice dependent, and do not occur when too much remains from winter or when new ice forms.

The only road from "outside" is the James Dalton Highway (formerly called the Haul Road), which essentially parallels the Trans-Alaska Pipeline System (TAPS) starting at Livengood, north of Fairbanks, and ending at Deadhorse in the Prudhoe Bay area. Apart from cargo and passenger airplanes, travel on the North Slope is by boat in the summer and snow machine in the winter. In late summer, some supplies are barged from Anchorage or Seattle to the coastal villages and the industrial facilities at Prudhoe Bay. In winter, large vehicles with huge balloon-like tires or wide tracks are used for oil exploration activities. Routine industrial traffic uses ice roads, which are constructed through a process of pouring water over the frozen tundra or onto the surface of a lake; the water quickly freezes and is solid enough to drive on.

Human activities in the Arctic Region revolve around the subsistence, sport, and commercial uses of fish and wildlife. Oil and gas development and production on the arctic coastal plain has provided the primary source of wage employment and government funds. Infrastructure development is minimal by national standards, except within the developed oil fields.

The North Slope region encompasses a vast area that has relatively limited risks in some respects, but elevated risks when considering certain factors. The North Slope has a very small population covering thousands of square miles. The number of facilities storing, handling and transferring refined products is very small. These facilities typically provide fuel mainly for the generation of electricity and heating homes. The fuel is also used to power vehicles and vessels, which are relatively few in number as well. Tank barges provide fuel to these facilities no more than twice each year and only during the short open-water season. Numerous exploratory and production wells exist in the region and produce a large amount of crude oil which is piped above ground to processing facilities before being shipped through the Trans Alaska Pipeline to Valdez.

Numerous hazards are inherent in the transportation, storage, exploration development and production of petroleum products. The impact of these hazards can be lessened or avoided completely through proper operations. The shoreline geomorphology of this region does not present a hazard to the integrity of a vessel. Most of the shorelines fall into some type of sand/gravel/cobble combination, peat, tidal flats, or vegetated shores.

The operating season is very short in this region because of the late ice breakup and the early freeze-up of the Beaufort and Chukchi Seas. Vessels have been damaged by ice, which is an ever-present concern. The movement of ice, whether during freeze-up, breakup, or in the dead of winter can produce great stresses on vessels and structures, all of which could sustain damage in this harsh environment.

Tidal currents and sea states in the Beaufort and Chukchi are not usually extreme and will generally not pose a risk to operations. Strong storms and high winds are unusual during the period when vessels are transiting the region. However, storm surges can occur and would pose a substantial risk to shoreline cleanup operations and personnel.

As with all areas within Alaska, the North Slope region supports a wide range of wildlife. During the season when the North Slope is thawed, the inland and shoreline areas are a haven for migratory waterfowl and other birds. Local communities rely on marine mammals as a traditional food source, and these mammals are present in concentrated areas during certain times of the year. Polar bears roam the ice pack and are very susceptible to oiling, as are almost all of the other mammals, birds, and fish in the region. Residents of the North Slope primarily engage in a subsistence lifestyle and rely heavily on the availability of the resources in the area. Any spill of significance could devastate their food harvest and seriously threaten their normal means of existence. Any long-term impacts to their food resources could have a disastrous impact on their way of life. The Sensitive Areas Section provides detailed information on specific resources and their locations in the region.

9730.5.2 – Local Contacts

This list of local contacts is not exhaustive, and the LOSC may notify additional parties. Phone numbers are not listed in order of importance and contacts will be made at the discretion of the LOSC. Initial notifications will be made by telephone, with concurrent transmission of any available documents (e.g., sitreps or other information) by fax or e-mail whenever possible.

All telephone numbers are in area code 907, unless otherwise specified...	**Phone / Fax**
Local Emergency Planning Committees	
North Slope Borough LEPC	852-0248/852-0356
Boroughs	
North Slope Borough	852-2611/852-0337
Fire Department	852-0234
Police Department (24 hour Dispatch)	852-6111
State Troopers (Barrow Post; not manned 24/7)	852-3783

All telephone numbers are in area code 907, unless otherwise specified...	**Phone / Fax**
Cities/Villages	
Anaktuvuk Pass (Mayor's Office)	661-3612/661-3613
Fire Department	661-3529
Village Health Clinic	661-3914
Atqasuk (City Hall)	633-6811
Fire Department	633-6814
Village Health Clinic	633-6711
Barrow (Mayor's Office)	852-5211
Police (Borough Department of Public Safety)	852-6111
Fire Department (Borough & Barrow VFD)	852-0234
Hospital (Samuel Simmonds Memorial Hospital)	852-9248
Kaktovik (City Hall)	640-6313/640-6314
Fire Department	640-6212
Village Health Clinic	640-6413
Nuiqsut (City Hall)	480-6727/6928
Fire Department	480-6613
Village Health Clinic	480-6720
Point Hope (City Hall)	368-2537/ 368-2835
Fire Department	368-2774
Village Health Clinic	368-2234
Point Lay (Village Council)	833-2725/833-2756
Fire Department	833-2714
Village Health Clinic	833-2526
Wainwright (City Hall)	763-2815/763-2811
Fire Department	763-2728
Village Health Clinic	763-2714

9730.5.3 – Logistics

Generally, support facilities and services will be limited in nearly all locations. The deployment of these limited resources will be further dependent upon the season. For instance, the short open water periods for the Beaufort and Chukchi Seas (roughly a three-month period between the average breakup and freeze-up dates) place an additional demand on tactics and planning for responding to an on-water oil spill in this region. The *Milepost* and *Alaska Wilderness Guide* contain valuable information and may be a resource to consult for more in-depth information.

The *Alaska Clean Seas Technical Manual*, *Volume 1 (Tactics Descriptions),* provides a comprehensive listing, description, and specifications for spill response equipment assets available to the North Slope oil

industry. Additionally, the *Alaska Clean Seas Technical Manual, Volume 2 (Map Atlas)* provides information on North Slope air accessible airstrips, staging areas and pre-staged equipment, vessel access and hydrographic conditions (along with priority protection sites and general environmental sensitivities).

Fairbanks to Prudhoe Bay, by highway is 490 miles. The Dalton Hwy speed limit is 50 mph.
For transportation via air and water, the following table provides distance from Anchorage and Fairbanks to some of the North Slope communities. Times assume favorable weather and do not take into account delays waiting for favorable tides. Distances are from tables found in the back of *U.S. Coast Pilot, Volume 9 -Pacific and Arctic coasts of Alaska from Cape Spencer to the Beaufort Sea.* (Available on the internet at chartmaker.ncd.noaa.gov/NSD/coastpilot.htm.)

DISTANCE AND TRANSIT TIMES FOR COASTAL NORTH SLOPE COMMUNITIES			
Location:	**Distance:**	**Travel Time (estimated)**	
From Anchorage to:		**Vessel (10 kts):**	**Air (C-130 acft):**
Barrow	624 nm	63 hrs.	2 hrs. 15 min
Pt Hope	612 nm	62 hrs.	2 hrs. 12 min
Wainwright	615 nm	62 hrs.	2 hrs. 13 min
Deadhorse	555 nm	n/a	2 hrs. 1 min
From Fairbanks to:			
Barrow	437 nm (503 miles)	n/a	1 hr. 38 min
Deadhorse	340 nm (391 miles)	n/a	1 hr. 20 min

9730.5.4 – Risk Assessment

In the remote villages, where refined products are stored in tank farms, the highest probability of spills occurs during fuel transfer of refined products to the tank farm from another source, such as the fuel barge, or from feeder lines from the tank farm onto users. This is not to say that these spills are common.

The oil industry, especially active in the North Slope Geographic zone, includes onshore and offshore wellheads, crude oil production facilities, major crude oil and non-crude oil storage, and pipeline facilities. Most exploration and production work is concentrated in the Prudhoe Bay area, but other oil production activities extend westward to Oliktok Point. The Trans-Alaska Pipeline System originates at Prudhoe Bay, and two of the pump stations are located in the North Slope Geographic zone. Refined products are stored in tank farms at the oil production facilities. Pipeline leaks within the vast industrial complex pose one of the greatest risks for spills.

Another threat for spills, especially chemical releases, comes from trucking accidents on the long and remote Dalton Highway. Several large diesel fuel spills have resulted from vehicle accidents.

The various types of petroleum products respond quite differently when released into the environment. Spills of refined product that enter the water generally will disperse and experience significant evaporation, making recovery difficult. Crude oil will be affected by the same natural degradation factors but to a much lesser degree. Crude oil spills are “persistent” in nature and will require aggressive actions and innovative techniques to be successful in the harsh Arctic environment.

Spills that occur in the Beaufort Sea will tend to flow from east to west according to the currents and the predominant winds. Beaufort Sea spills will, therefore, typically not be driven ashore immediately, and impacts reaching the shoreline can be expected to be spread over a larger area rather than a higher level

of oiling along a smaller area. Spills in the Chukchi will typically be carried away from shore by prevailing winds and currents, though this does not mean that shoreline impacts should not be anticipated; spills rarely behave as expected. In all spill events, planning should address the possibility of the shoreline being affected by the release.

Spills in the Arctic require careful preplanning to overcome the effects imposed by the cold-weather environment. Machinery and people face significant challenges when operating in acute cold. The severe stresses imposed by operating in winter conditions with extreme temperatures and the extended darkness can seriously reduce individual efficiency over a given period. Recovery of oil in broken ice conditions is tremendously difficult and hazardous. Cold weather conditions can prove beneficial, at times: ice and snow can act effectively as natural barriers, impeding the spread of oil, and can be used effectively to create berms for spill containment. Techniques for organizing and responding to spills in arctic environments have been developed and these documents should be consulted during an event.

The summer months expose many more species, both in diversity and numbers, to the negative effects of an oil spills. Whereas in winter, most species have left the regions and the snow and ice conditions may buffer the soil from the impact of release oil, during the warmer months the land, flora and fauna are all quite vulnerable to an oil spill. Though, summer daylight increases the available work hours to allow almost continuous operations, the extended light does not increase the number of hours response personnel can safely perform tasks.

9730.5.5 – Hazmat Supplemental

The Prudhoe Bay oil industry also maintains Level A capable teams. In addition, several of the larger industrial facilities within the Geographic Zone are required to have Risk Management Plans (RMPs) for chemicals exceeding threshold quantities under 40 CFR Part 68 regulations. The RMPs contain emergency response plans for mitigating facility releases. Large bulk fuel production and storage facilities within the Geographic Zone also are required to maintain Facility Response Plans and specific levels of response equipment to mitigate oil releases in accordance 40 CFR Part 112.20 regulations.

The North Slope Borough has developed and maintains a local emergency response plan, or all-hazard plan, to respond to a variety of emergencies, including hazardous substance releases.

9730.6 – Northwest Arctic

9730.6.1 – General Description

The geographic zone encompasses a very diverse array of topographical features in the subarctic and arctic, including mountainous terrain, rivers, river deltas, tidal mudflats, wetlands, sand and gravel beaches, rocky shorelines, boreal-arctic transition zones, boreal forests, and various types of tundra.

9730.6.2 – Local Contacts

It is the responsibility of the LOSC to initiate contact with the following local government agencies and organizations once emergency notifications have been made. This is not an exhaustive list of local contacts, and the LOSC may notify additional parties as well as those listed below. Phone numbers are not listed in order of importance, and contacts should be made at the discretion of the LOSC. Initial

notifications will be made by telephone, with concurrent transmission of any available documents (i.e. Sitrep or other information) by fax whenever possible.

Time/Date **Northwest Arctic Borough and LEPC Contacts**

Northwest Arctic Borough LEPC	907-442-2500
Nome LEPC	907-443-6663
Northwest Arctic Borough EMS Director	907-442-8210

LOCAL GOVERNMENTS

Ambler (city office)	907-445-2122
Tribal Council	445-2196
Village Police Officer	445-2180
Village Health Clinic	445-2129
Brevig Mission (city office)	907-642-3851
Village Council	642-4301
State Troopers Nome	800-443-2835
Public Safety Officer	642-2264
Village Health Clinic	642-4311
Buckland (city office)	907-494-2121
Village Council	494-2171
Public Safety Officer	494-2162
Volunteer Fire Department	494-2176
Village Health Clinic	494-2122
Council (village council)	907-443-7649
State Troopers Nome	800-443-2835
Village Health Aid	665-8001
Deering	907-363-2136
Village Council	363-2138
Village Police Officer	N/A
Village Health Aid	363-2137
Diomede (city)	907-686-3071
Village Council	686-2175
State Troopers Nome	800-443-2835
Volunteer Fire Department	686-3071
Village Health Clinic	686-3311
Village Police Officer	XXX-XXXX
Elim (city council)	907-890-3441
Tribal Council	890-3737
Public Safety Officer	890-3611
Volunteer Fire Department	890-3441
Village Health Clinic	890-3311
Gambell (city office)	907-985-5112
Tribal Council	985-5346
Police Department	985-5333
Village Health Clinic	985-5012
Golovin (city office)	907-779-3681

Village Council 779-2214
Public Safety Officer 779-3911
Volunteer Fire Department 779-3971
Village Health Clinic 779-3311

_____ Kiana (city office) 907-475-2136
Village Council 475-2109
Public Safety Officer/Police .....
Fire Department .....
Village Health Clinic 475-2199

_____ Kivalina (city office) 907-645-2137
Village Council 645-2153
Village Police Officer 645-2137
Village Health Clinic 645-2141

_____ Kobuk (city office) 907-948-2217
Tribal Council 948-2203
Public Safety Officer 948-5067
Health Clinic 948-2218

_____ Kotzebue (city office) 907-442-3401
Tribal Council 442-3467
State Troopers 442-3222
Police Department 442-3351
Fire Department 442-3404
Manillaq Health Center 431-3321

_____ Koyuk (city office) 907-963-3441
Tribal Council 963-3651
State Troopers (Nome) 800-443-2835
Police Department 963-3541
Public Safety Officer ..... VACANT
Volunteer Fire Department 963-3441
Village Health Clinic 963-3311

_____ Mary's Igloo (village council) 907-642-2308

_____ Noatak (village council) 907-485-2173
State Troopers Kotzebue 800-779-3222
Village Police Officer 485-3222
Village Health Clinic 485-2162

_____ Nome (city office) 907-443-6663
Village Council (Nome Eskimo Community) 443-2246
State Troopers 443-5525
Police Department 443-5262
Volunteer Fire Department 443-2310
Norton Sound Regional Hospital 443-3311

_____ Noorvik (city office) 907-636-2100
Tribal Council 636-2144
Public Safety Officer 636-3222
Search and Rescue ..... N/A
Volunteer Fire Department 636-3222
Village Health Clinic 636-2103

_____ Saint Michael (city office) 907-923-3222

Village Council 923-2304/2405
Public Safety Officer 923-2308
Village Health Clinic 923-3311

Savoonga (city office) 907-984-6614
Tribal Council 984-6414
Police Department 984-6011
Volunteer Fire Department 984-6234
Village Health Clinic 984-6513

Selawik (city office) 907-484-2132
Tribal Council 484-2225
Public Safety Officer 484-2229
Search and Rescue 484-2211
Village Health Clinic 484-2199

Shaktoolik (city council) 907-955-3441
Public Safety Officer Unalakleet 624-3646/955-8193
Police Department 955-3661
Volunteer Fire Department 955-3661
Village Health Clinic 955-3311

Shishmaref (city council) 907-649-3781
Tribal Council 649-3751
Public Safety Officer 649-3411
Search and Rescue ..... N/A
Village Health Clinic 649-3311

Shungnak (city office) 907-437-2161
Village Council 437-2163
State Trooper Kotzebue 800-789-3222
Police Department 437-5110/3222
Volunteer Fire Department 437-3222/5403
Village Health Clinic 437-2138

Solomon (village council) 907-443-4985
State Trooper Nome 800-443-2835
Norton Sound Regional Hospital Nome 443-3311

Stebbins (city office) 907-934-3451
Tribal Council 934-2653
State Trooper Nome 800-443-2835
Public Safety Officer 934-2340
Fire Department 934-2340
Village Health Clinic 934-3011

Teller (city office) 642-3381
Public Safety Officer 642-3408
Village Health Clinic 642-3311

Unalakleet 624-3622
Police Department 624-3008
Village Health Clinic 624-3535

Wales (city council) 664-3501
Village Council 664-3062
State Trooper Nome 443-2835
Village Police Officer 664-2108

Public Safety Officer 664-3671
Village Health Clinic 664-3311/3691

White Mountain (city office) 638-3411
Tribal Council 638-3651
Public Safety Officer 638-3411/3351/3626
Volunteer Fire Department 638-3651
Village Health Clinic 638-3311

9730.6.3 – Risk Assessment

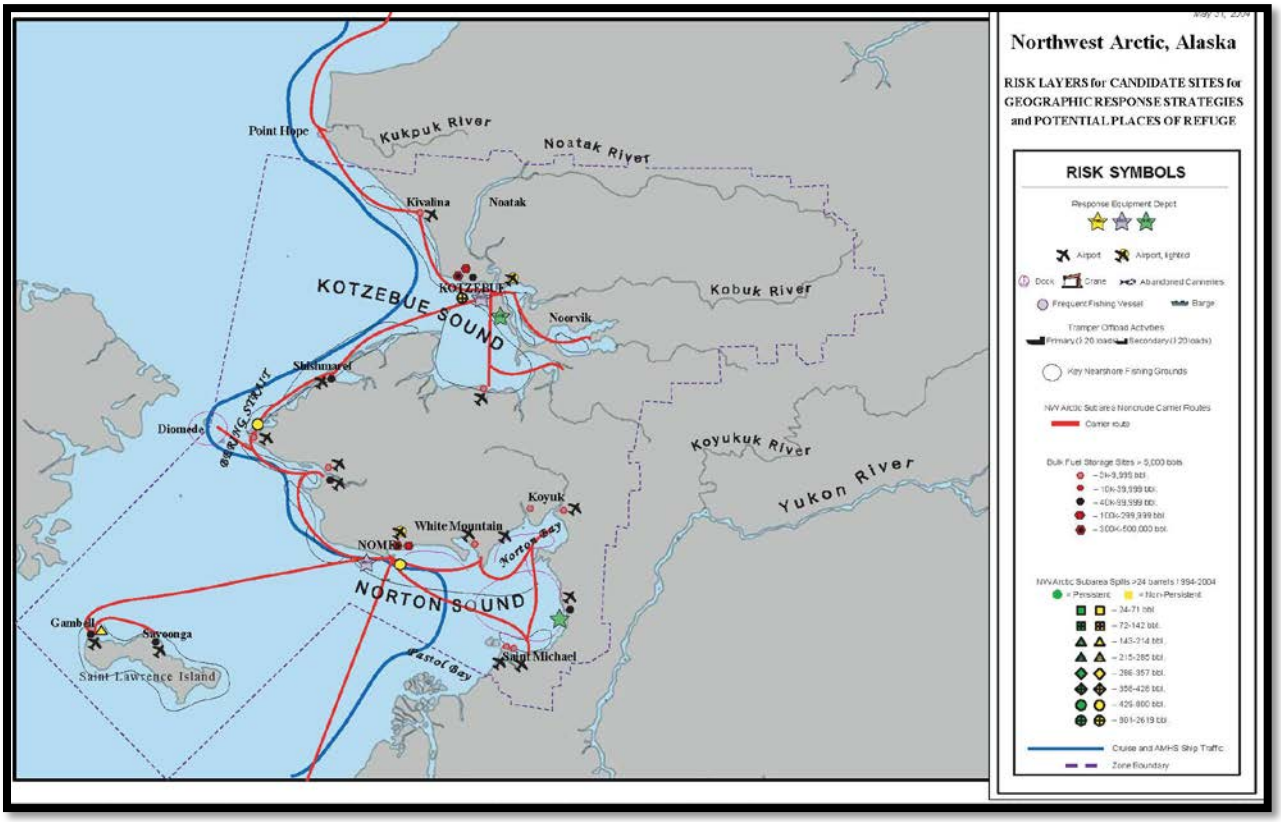
Considerable vessel traffic transits the waters of the Northwest Arctic Geographic zone, ranging from tankers, fishing vessels, recreational vessels, government vessels, cruise ships, cargo vessels, tugs, and barges. Refined oil products and cargo are shipped into Northwest Arctic Geographic zone and mineral resources and seafood are shipped out. Figure E-7 shows simplified bulk fuel carrier and cruise ship routes in relationship to major communities, nearshore fishing grounds, airports, and response equipment depots.

The primary port for bulk cargo including refined petroleum products and mineral resources activity is at the Red Dog Mine Port Site.

According to the Bering Sea Vessel Traffic Risk Analysis, 13.4 million barrels of non-persistent oil and 10.7 million barrels of persistent oil (including oils of low, medium, and heavy persistence) were transported in Bering Sea waters between 2013 and 2015. (Nuka Research and Planning Group, LLC, Bering Sea Vessel Traffic Risk Analysis, December 2016).

Any vessel traffic throughout the Bering Sea has the potential impact to Alaskan waters and shorelines. For example, a vessel transiting through international waters can become disabled, and drift into U.S. and Alaskan waters, and become a potential for a release. This potential risk increases the importance of good vessel tracking, communications, preparedness, planning, and the development and maintenance of support and response systems in the region.

Figure 9-4: Northwest Arctic, Alaska Risk Layers for Candidate Sites for Geographic Response Strategies and Potential Places of Refuge



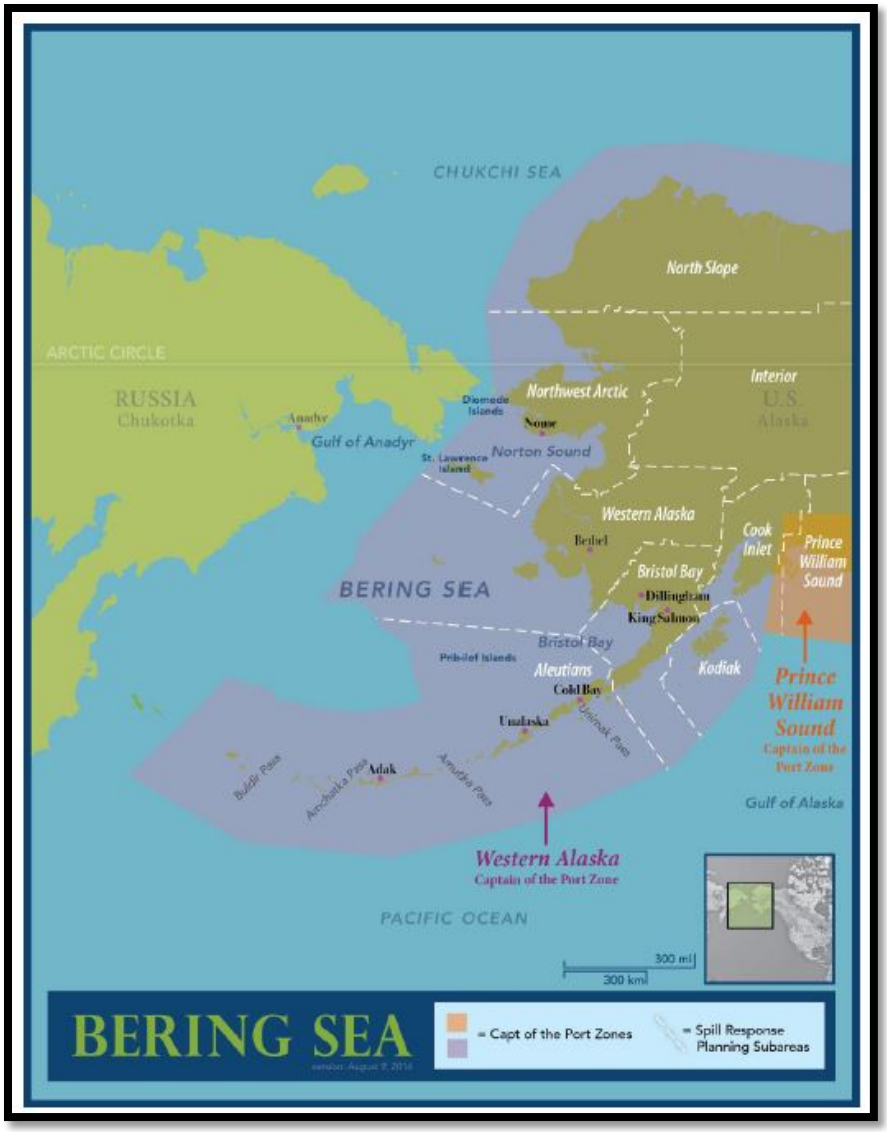
There are no oil exploration or production activities in the Northwest Arctic. Refined oil products are stored in tank farms in all the communities within the Northwest Arctic.

With decreasing sea ice coverage, the Northwest Arctic region is expected to see an increase in shipping activity, including cruise ships. There are also plans to one day develop a deep-sea arctic port in the Northwest Arctic.

In remote towns or villages, where refined products are stored in tank farms, the highest probability of spills occurs during fuel transfer of refined products to the tank farm from another source, such as the fuel barge, or from feeder lines from the tank farm onto users. Another threat for spills or chemical releases exists in the loading/unloading activities with vessels at port. This is not to say that these spills are common, but that precautions should be observed.

Spills in the subarctic and arctic-maritime climatic zone require careful preplanning to overcome the effects imposed by the moist, cold-weather environment. Machinery and people face significant challenges when operating in acute cold. The severe stresses imposed by winter conditions, with extreme temperatures and the extended darkness, can seriously reduce individual efficiency over a given period.

Figure 9-5: Bering Sea with Geographic Zone Boundaries Map
(Nuka Research and Planning Group, LLC, Bering Sea Vessel Traffic Risk Analysis, December 2016)



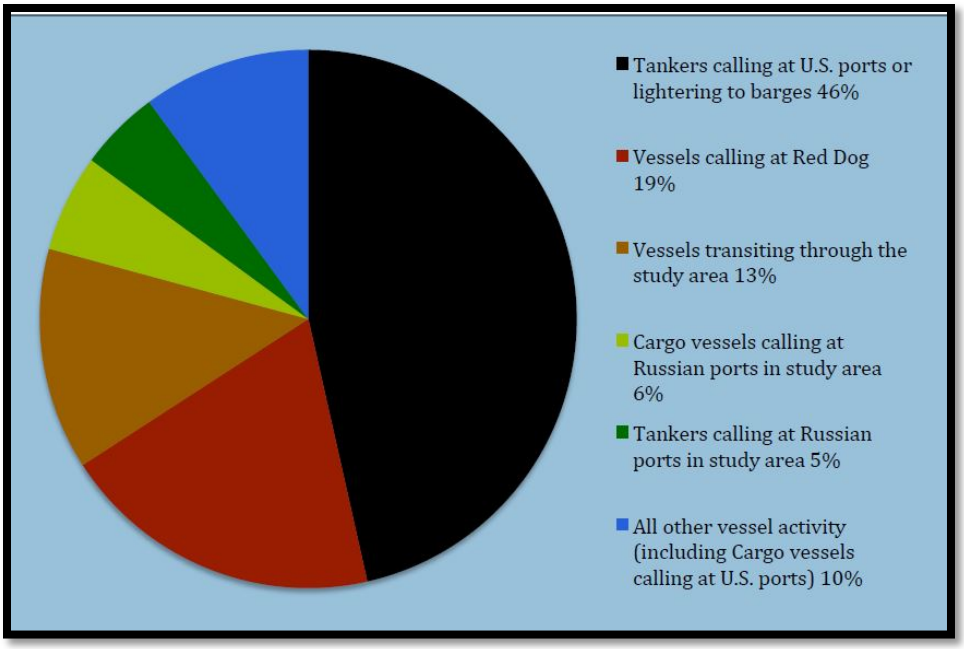
Cold weather conditions can prove beneficial, at times: ice and snow can act effectively as natural barriers, impeding the spread of oil, and can be used effectively to create berms for spill containment. Techniques for organizing and responding to spills in arctic environments have been developed and applicable supporting information should be consulted during an event.

The summer months expose many more species, both in diversity and numbers, to the negative effects of oil spills. Whereas in winter, most species have left the region and the snow and ice conditions may buffer the soil from the effect of released oil, during the warmer months the land, flora, and fauna are all quite vulnerable to an oil spill.

Figure 9-6: Automatic Identification System (AIS) Tracks Recorded by Vessel Type in Bering Strait Region 2013-2015

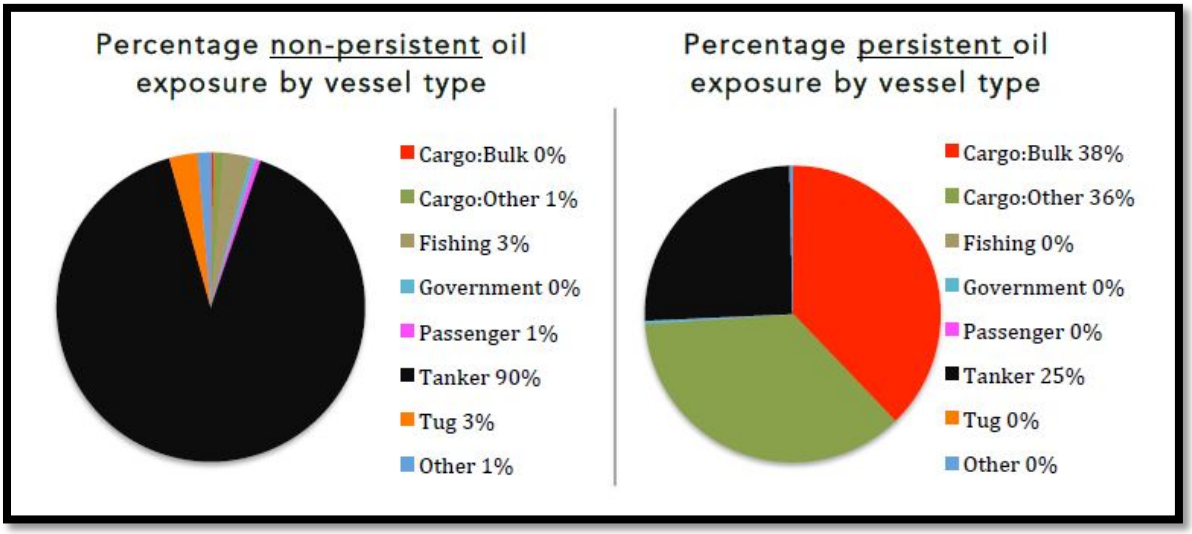
(Nuka Research and Planning Group, LLC, Bering Sea Vessel Traffic Risk Analysis, December 2016)

Figure 9-7: Percentage of Overall Weighted Oil Exposure Attributed to Activities



Note that the 46% of tankers calling at U.S. ports (or lightering) does not include those serving Red Dog mine. This chart also includes oil exposure data from the Russian side of the Bering Sea and the Western Geographic zone. (Nuka Research and Planning Group, LLC, Bering Sea Vessel Traffic Risk Analysis, December 2016)

Figure 9-8: Non-persistent and Persistent Oil Moved via Vessels > 300 GT in Northwest Arctic in 2010



Note that oil exposure of barges was not calculated for these charts, as AIS data describing operating days for barges was not adequate to develop a weighted oil exposure percentage.

9730.4.4 – Hazmat Supplemental

There are no Level A Hazmat response teams in the Northwest Arctic Geographic Zone. In the event of a hazardous substance release, ADEC should be contacted and they can take action to activate the Statewide Hazmat Response Team. This formally agreed arrangement allows ADEC to request a Level A Hazmat team to respond to an event anywhere in the state, as long as the requested Hazmat Team can spare the services of the equipment and trained personnel.

In addition, several of the larger industrial facilities within the Geographic Zone are required to have Risk Management Plans (RMPs) for chemicals exceeding threshold quantities under 40 CFR Part 68 regulations. The RMPs contain emergency response plans for mitigating facility releases. Large bulk fuel production and storage facilities within the Geographic Zone also are required to maintain Facility Response Plans and specific levels of response equipment to mitigate oil releases in accordance 40 CFR Part 112.20 regulations.

Several communities in the Northwest Arctic Geographic Zone have developed and maintain local emergency management plans, or all-hazard plans, to respond to a variety of emergencies including hazardous substance releases.

9730.7 – Western Alaska

9730.7.1 – General Description

As defined by Alaska regulations, the Western Alaska Region is that area of the State north of the Bristol Bay Geographic Zone, encompassed by the boundaries of the southernmost boundaries of the Bering Straits Regional Corporation, and Regional Educational Attendance Areas 11 and 5, including adjacent shorelines and state waters, and having as its seaward boundary a line drawn in such a manner that each point on it is 200 nautical miles from the baseline from which the territorial sea is measured.

Physical Features: The Western Alaska Geographic Zone is characterized by the two major river systems (Yukon and Kuskokwim) that traverse through the Geographic Zone. Residents along the river depend on these waterways for commercial and subsistence fishing, as well as a means of transportation. The coastal communities likewise rely on the Bering Sea for commercial and subsistence fishing. The area is predominantly wetland tundra in the Yukon-Kuskokwim delta region, transitioning to rolling hills and several mountain ranges further inland.

The Western Alaska Geographic Zone includes the Kuskokwim and Kaiyuh mountain ranges, and the Kilbuck Mountains. The topography of the Western Alaska Geographic Zone is dominated by the Yukon and Kuskokwim Rivers and the marshy alluvial plain known as the Yukon-Kuskokwim Delta. Smaller drainage systems also exist including the Kwethluk, Stony, Aniak, and Goodnews River drainage systems. Permafrost is discontinuous throughout the region. Marine waters associated with the region are comprised of the Kuskokwim, Hazen, Hooper, Kokechik, Scammon, and Pastol Bays and Baird Inlet, and the Bering Sea to the west of the Yukon-Kuskokwim Delta, including Nelson, Nunivak, and St Mathew Islands. The entire marine area lies within the continental shelf.

The Yukon-Kuskokwim Delta is in the transitional climatic zone, with a relatively narrow range of seasonal and diurnal temperatures. Fog, precipitation, and winds frequently occur along the coastline. The weather in the region is the result of storms that move northeast across the Bering Sea and the North Pacific Ocean. Sea ice formation in the Bering Sea begins in October. The ice pack persists through May, although the ice begins to melt, break up, and move northward in April.

Socio-Economic: See the community profiles in the Resources Section for specifics regarding socio-economic activities within each community.

Many human activities in the Western Alaska Geographic Zone revolve around the subsistence, recreational, and commercial uses of fish and wildlife. Commercial fishing, trapping, reindeer herding, guided hunting and fishing trips, fur tanning and sewing, and seafood processing are important segments of the local economy. Service-related businesses and government provide the primary sources of wage employment in the region.

Bethel and McGrath are the principal employment centers of the Geographic Zone. Infrastructural development is minimal and the existing road network is minor and local. Most travel within the region is by plane (scheduled and charter), private boat or snow machine (during the winter). There is no connecting road network and the Alaska Marine Highway System does not service the Western Alaska Geographic Zone. The population centers of the region are thus physically isolated from one another. This factor has limited the diversification of the local economies so that they remain closely tied to the regional fish and wildlife resources.

Oil Activities: Deliveries of noncrude oils are made to the villages in this area primarily by barges operating from Dutch Harbor or the Cook Inlet Geographic Zone. Deliveries are ice dependent and do not occur as ice forms. Small 300,000-gallon barges operate during the ice-free season to supply interior villages and some villages along the outer coast.

General: There are 64 communities in the region, with the majority also identified as federally recognized Native tribes.

Traffic Patterns: The majority of petroleum products are transported through the Western Alaska Geographic Zone primarily through fuel barges.

Occurrence Probability: Most pollution incidents in the Western Alaska Geographic Zone can be expected to be minor in nature involving spills of diesel oil, lube oil, or gasoline. The probability of a hazardous substance discharge is low. The occurrence of a medium or major oil spill will most likely occur from a fuel barge or large vessel.

Determining response strategies in the Western Alaska Geographic Zone is difficult due to the remote geography. Limited accessibility to the remote areas of the Geographic Zone may place an unwarranted time-delay on response equipment.

9730.7.2 – Local Contacts

This list of local contacts is not exhaustive, and the LOSC may notify additional parties. Phone numbers are not listed in order of importance and contacts will be made at the discretion of the LOSC. Initial notifications will be made by telephone, with concurrent transmission of any available documents (e.g., SITREPs or other information) by fax or e-mail whenever possible.

TIME/DATE

_____	Akiachak (tribal council)	825-4626
	Police Department	825-4313
	Volunteer Fire Department	825-4313
	Health Clinic	825-4011

Akiak (city office)..... 765-7411
Police Department 765-7914
Public Safety Office 765-7527
Volunteer Fire Department 765-7411
Health Clinic..... 765-7527

Alakanuk (city office) 238-3313
Police 238-3421
Volunteer Fire Department 238-3313
Health Clinic..... 238-3212

Aniak (city office) 675-4481
State Troopers..... 675-4398/4629
Public Safety Office 675-4326
Volunteer Fire Department..... 675-4601
Health Clinic..... 675-4346

Anvik (city council)..... 663-6328
Tribal Council..... 663-6322
Police Department 663-3644
Volunteer Fire Department 663-6314
Health Clinic..... 663-6334

Atmautluak (tribal council) 553-5610
Police Department 553-5775
Volunteer Fire Department 553-5775
Health Clinic..... 553-5114

Bethel (city council) 543-2047
State Troopers..... 543-2294
Police Department 543-3781
Fire Department 543-3781/2131
Health Clinic..... 543-3773

Chefornak (city office)..... 867-8528
Public Safety Officer..... 867-8733
Volunteer Fire Department..... 867-8528
Health Clinic..... 867-8919

Chevak (city office) 858-7128
Tribal Council..... 858-7428
Public Safety Officer..... 858-7012
Volunteer Fire Department 858-7012
Health Clinic..... 858-7029

Chuathbaluk (city office)..... 467-4115
Tribal Council..... 467-4313
Public Safety Officer..... 467-4219
Volunteer Fire Department..... 467-4115
Health Clinic..... 467-4114

Crooked Creek
Tribal Council..... 432-2200
Volunteer Fire Department..... 432-2200
Health Clinic..... 432-2222

Eek (city office)..... 536-5129
Tribal Council..... 536-5128/5208

Public Safety Officer 536-5129/5328
Volunteer Fire Department 536-5129
Health Clinic 536-5314

_____ Emmonak (city office) 949-1227
Tribal Council 949-1720
Police Department 949-1728
Volunteer Fire Department 949-1227
Health Clinic 949-1438

_____ Goodnews Bay (city office) 967-8614
Tribal Council 967-8929
Public Safety Officer 967-8113
Volunteer Fire Department 967-8614
Health Clinic 967-8128

_____ Grayling (city office) 453-5148
State Troopers Aniak 675-4398-4629
Volunteer Fire Department 453-5148
Health Clinic 453-5120

_____ Holy Cross (city office) 476-7139
Tribal Council 476-7124
Public Safety Officer 476-7180
Volunteer Fire Department 476-7136
Health Clinic 476-7174

_____ Hooper Bay (city office) 758-4311
Tribal Council 758-4915
Police Department 758-4615
Public Safety Officer 758-4996
Volunteer Fire Department 758-4011
Health Clinic 758-4711

_____ Kasigluk (city office) 477-6125
Tribal Council 477-6405
Police Department 477-6128
Volunteer Fire Department 477-6247
Health Clinic 477-6211

_____ Kipnuk (tribal council) 896-5515
State Troopers Bethel 543-2294
Volunteer Fire Department ..... No phone number listed
Health Clinic 896-5927

_____ Kongiganak (tribal council) 557-5226
Public Safety Officer 557-5607
Volunteer Fire Department 557-5607
Health Clinic 557-5127

_____ Kotlik (city office) 899-4313
Tribal Office 899-4326
Police Department 899-4626
Volunteer Fire Department ..... No phone number listed
Health Clinic 899-4511

_____ Kwethluk (city office) 757-6022
Tribal Office 757-6715

Public Safety Officer 757-6629
Volunteer Fire Department 757-6928
Village Health Clinic 757-6627

_____ Kwigillingok (tribal council) 588-8114
Police Department 588-8329
Volunteer Fire Department 588-8329
Village Health Clinic 588-8526

_____ Lower Kalskag (city office) 471-2228
Tribal Council 471-2379
Public Safety Officer 471-2272
Volunteer Fire Department ..... No phone number provided
Health Clinic 471-2294

_____ Marshall (city council) 679-6215
Tribal Council 679-6302
Police Department 679-6706
Volunteer Fire Department 679-6706
Health Clinic 679-6226

_____ McGrath (city office) 524-3825
Tribal Council 524-3023
Public Safety Officer 524-3075
Volunteer Fire Department ..... No phone number provided
Village Health Clinic 524-3299/3104

_____ Mekoryuk (city office) 827-8314
Tribal Council 827-8828
Public Safety Officer 827-8315
Volunteer Fire Department 827-8315
Health Clinic 827-8111

_____ Mountain Village (city office) 591-2715
State Trooper St. Marys 438-2019
Police Department 591-2929/2715
Volunteer Fire Department ..... No phone number provided
Health Clinic 591-2926

_____ Napakiak (city office) 589-2611
Police Department 589-2920
Volunteer Fire Department ..... No phone number provided
Village Health Clinic 589-2711

_____ Napaskiak (city office) 737-7626
Tribal Council (Napskiak) 737-7364
Tribal Council (Oscarville) 737-7099
Police Department 737-7210/7639
Volunteer Fire Department ..... No phone number provided
Village Health Clinic 737-7344

_____ Newtok (tribal council) 237-2314/2316
State Troopers Bethel 543-3494
Volunteer Fire Department ..... No phone number provided
Health Clinic 237-2111

_____ Nightmute (city office) 647-6426

Tribal Council 647-6215
Police Department 647-6436
Volunteer Fire Department 647-6436
Health Clinic 647-6312

_____ Nikolai (city office) 293-2113
Public Safety Officer ..... No phone number provided
Volunteer Fire Department ..... No phone number provided
Health Clinic 293-2328

_____ Nunapitchuk (city office) 527-5327
Tribal Council 527-5705
Police Department 527-5718
Volunteer Fire Department ..... No phone number provided
Health Clinic 527-5329

_____ Pilot Station (city council) 549-3211
Tribal Council 549-3373
Public Safety Officer 549-3213
Volunteer Fire Department ..... No phone number provided
Village Health Clinic 549-3728

_____ Platinum (city office) 979-8114
Tribal Council 979-8220
Volunteer Fire Department ..... No phone number provided
Health Clinic 979-8212

_____ Quinhagak (tribal council) 556-8202
State Trooper Bethel 543-2294
Police Department 556-8314
Volunteer Fire Department ..... No phone number provided
Health Clinic 556-8320

_____ Russian Mission (city office) 584-5111
Police Department 584-5626
Volunteer Fire Department ..... No phone number provided
Village Health Clinic 584-5529

_____ Saint Mary's (city office) 438-2515
Tribal Council (Algaaciq) 438-2932
Tribal Council (Andrefski) 438-2312
Tribal Council (Pitka's Point) 438-2833
State Trooper 438-2019
Police Department 438-2911
Fire Department 438-2911
Health Clinic 438-2347/2105
Pitka's Point Health Clinic 438-2546

_____ Scammon Bay (city office) 558-5529
Tribal Council 558-5425
State Trooper Bethel 543-2294
Police Department 558-5515
Volunteer Fire Department 558-5515
Health Clinic 558-5511

_____ Shageluk (city office) 473-8221
Tribal Council 473-8239

Public Safety Officer 473-0221
Volunteer Fire Department ..... No phone number provided
Health Clinic 473-8231

_____ Sheldon Point (city office) 498-4226
Tribal Council 498-4184
Public Safety Officer 498-4911
Volunteer Fire Department ..... No phone number provided
Health Clinic 498-4228

_____ Sleetmute (village council) 449-4205
Public Safety Officer ..... No phone number provided
Volunteer Fire Department ..... No phone number provided
Health Clinic 449-9901

_____ Takotna (tribal council) 298-2212
Public Safety Officer ..... No phone number provided
Volunteer Fire Department ..... No phone number provided
Health Clinic 298-2214

_____ Telida (tribal council) 843-8115
Police Department ..... No phone number provided
Volunteer Fire Department ..... No phone number provided
Health Clinic 843-8126

_____ Toksook Bay (city council) 427-7613
Tribal Council 427-7615/7114
State Trooper Bethel 543-2994
Police Department 427-7313
Volunteer Fire Department 427-7313
Health Clinic 427-7712/7810

_____ Tuluksak (tribal council) 695-6420
Public Safety Officer ..... No phone number provided
Volunteer Fire Department ..... No phone number provided
Village Health Clinic 695-6115

_____ Tuntutuliak (tribal council) 256-2128
State Trooper Bethel 543-2294
Public Safety Officer 256-2634
Fire Department 256-2634
Health Clinic 256-2129
AK Army National Guard 256-2175

_____ Tununak (tribal council) 652-6527
State Trooper Bethel 543-2294
Public Safety Officer 652-6812
Health Clinic 652-6512

_____ Upper Kalskag (city office) 471-2220
Police Department ..... No phone number provided
Volunteer Fire Department ..... No phone number provided
Health Clinic 471-2276

9730.7.3 – Logistics

The Western Alaska Geographic Zone's limited road, water and air transportation capability severely limits the ability to transport significant quantities of equipment and personnel to and from cities in the

Geographic Zone. After transport to existing airports, equipment may need to be transferred to vessels for on-scene deployment.

Small charter aircraft, both fixed wing and helicopters, will be the main method of rapidly transporting responders to the scene. If weather prevents flying or if a large number of personnel are involved, then in-region passenger vessels will be used. Workers brought in from outside the region will most likely arrive on scheduled Alaska Airlines flights into Bethel or via chartered aircraft. These workers can then be shuttled to the scene by a combination of aircraft and vessels.

Response equipment can be dispatched to the scene by a combination of USCG and private charter aircraft and vessel transport. A limited number of fishing vessels operate in the region and these vessels are dependent on seasonal ice conditions.

WESTERN ALASKA - POTENTIAL STAGING AREAS

LOCATION	POTENTIAL STAGING AREA	AIRPORT LATITUDE/ LONGITUDE	*CONTACT/ TELEPHONE
Akiachak	Airport, Federal Scout Armory	60°54.27'N 161°25.25'W	825-4708 (Armory)
Akiak	Airport, Federal Scout Armory	60°54.29'N 161°13.62'W	765-7043 (Armory)
Alakanuk	Airport, Federal Scout Armory	62°40.80'N 164°39.60'W	238-3833 (Armory)
Aniak	Airport	61°34.90'N 159°32.58'W	
Anvik	Airport	62°38.92'N 160°11.39'W	
Atmautluak	Airport, Federal Scout Armory	60°52.00'N 162°16.39'W	None (Armory)
Bethel	Airport, Federal Scout Armory	60°46.79'N 161°50.28'W	543-2759 (Armory)
Chefornak	Airport, Seaplane Base Federal Scout Armory	60°08.95'N 164°17.14'W	867-8958 (Armory)
Chevak	Airport, Federal Scout Armory	61°32.02'N 165°35.02'W	858-7748 (Armory)
Chuathbaluk	Airport	61°34.99'N 159°14.16'W	
Crooked Creek	Airport	61°52.14'N 158°08.23'W	
Eek	Airport, Federal Scout Armory	60°12.95'N 162°00.34'W	536-5775 (Armory)
Emmonak	Airport, Federal Scout Armory	62°47.11'N 164°29.46'W	949-1454 (Armory)
Goodnews Bay	Airport, Federal Scout Armory	59°07.04'N 161°34.88'W	967-8365 (Armory)

Grayling	Airport	62°53.67'N 160°03.89'W	
Holy Cross	Airport	62°11.04'N 159°46.39'W	
Hooper Bay	Airport, Federal Scout Armory	61°31.45'N 166°08.81'W	758-4913 (Armory)
Kasigluk	Airport, Federal Scout Armory	60°52.32'N 162°31.49'W	477-6288 (Armory)
Kipnuk	Airport, Federal Scout Armory	59°55.99'N 164°01.85'W	896-5613 (Armory)
Kongiganak	Airport, Federal Scout Armory	59°57.57'N 162°52.90'W	557-5086 (Armory)
Kotlik	Airport, Federal Scout Armory	63°01.69'N 163°33.55'W	None (Armory)
Kwethluk	Airport, Federal Scout Armory	60°48.26'N 161°26.72'W	757-6414 (Armory)
Kwigillingok	Airport, Federal Scout Armory	59°52.59'N 163°10.05'W	588-8957 (Armory)
Lake Minchumina	Airport (Minchumina)	63°52.83'N 152°18.04'W	
Lime Village	Airport	61°21.51'N 155°26.42'W	
Lower Kalskag (Kalskag Airport)	Airport	61°32.26'N 160°19.61'W	
McGrath	Airport Seaplane	62°57.17'N 155°36.35'W 62°57.48'N 155°35.59'W	
Marshall	Airport, Federal Scout Armory	61°51.96'N 162°04.14'W	679-6216 (Armory)
Mekoryuk	Airport, Federal Scout Armory	60°22.29'N 166°16.24'W	None (Armory)
Mountain Village	Airport, Federal Scout Armory	62°05.72'N 163°40.85'W	None (Armory)
Napakiak	Airport, Seaplane Federal Scout Armory	60°41.47'N 161°58.17'W	589-2147 (Armory)

* Also, consult/coordinate with airport manager prior to establishing a staging area at the airport facility.

Barges may also be used for marine-based staging areas/command posts.

9730.7.4 – Hazmat Supplemental

There are no Level A Hazmat response teams in the Western Alaska Geographic Zone. In the event of a hazardous substance release, the ADEC should be contacted and they can take action to activate the Statewide Hazmat Response Team. This formally agreed arrangement allows ADEC to request a Level A

Hazmat team to respond to an event anywhere in the state, as long as the requested Hazmat Team can spare the services of the equipment and trained personnel.

In addition, several of the larger industrial facilities within the Geographic Zone are required to have Risk Management Plans (RMPs) for chemicals exceeding threshold quantities under 40 CFR Part 68 regulations. The RMPs contain emergency response plans for mitigating facility releases. Large bulk fuel production and storage facilities within the Geographic Zone also are required to maintain Facility Response Plans and specific levels of response equipment to mitigate oil releases in accordance 40 CFR Part 112.20 regulations.

Several communities in the Western Alaska Geographic Zone have developed and maintain local emergency management plans, or all-hazard plans, to respond to a variety of emergencies including hazardous substance releases.

9740 – Geographic Response Strategies

The Geographic Response Strategies provide unified (public, responders, and agencies) priorities and response tactics for the protection of selected sensitive areas for assisting first responders to an oil spill. The GRS list the sensitive resources of an area and the response strategies, equipment, personnel and logistical information necessary to protect the identified sensitive areas. Because the Alaska Department of Environmental Conservation, the Environmental Protection Agency, and the USCG already have approved the GRS, they can serve as pre-approved strategies for the Unified Command during the emergency phase of an oil spill response.

Implementation of these Geographic Response Strategies is the third phase of an oil spill response. The first and primary phase of the response is to contain and remove the oil at the scene of the spill or while it is still on the open water, thereby reducing or eliminating impact on shorelines or sensitive habitats. If some of the spilled oil escapes this tactic, the second phase, which is no less important, is to intercept, contain and remove the oil in the nearshore area. The intent of phase two is the same as phase one: remove the spilled oil before it affects sensitive environments. If phases one and two are not fully successful, phase three is to protect sensitive areas in the path of the oil. Phase three efforts endeavor to protect the selected sensitive areas from the impacts of a spill or to minimize that impact to the maximum extent practical.

The sites selected for development of Geographic Response Strategies are not meant to be exclusive; other sensitive sites may require protection during any given oil spill. The fact that a GRS may not have been developed for a certain sensitive site does not mean that site should not be protected if it is threatened by an oil spill. Sensitive areas include not only locations of environmental concern, but those of cultural or human use value, as well.

These GRS are intended to be flexible to allow spill responders to modify them, as necessary, to fit the prevailing conditions at the time of a spill. Seasonal constraints, such as ice or weather, may preclude implementation of some of the strategies. It is not intended that all the sites be automatically protected at the beginning of a spill, only those that are in the projected path of the spill. The strategies developed for the selected sites were completed with a focus on minimizing environmental damage, utilizing as small a footprint as needed to support the response operations, and selecting sites for equipment deployment that will not cause more damage than the spilled oil.

To test these GRS, each site may be visited and equipment deployed according to the strategy, to ensure that the specified tactics are effective in protecting the resources at risk at the site. Revisions will be made to the GRS that appear in this document, if changes are indicated by site visits, drills, or actual use during spill responses. In the future, strategies may be developed for additional sensitive areas.

HOW TO USE THESE GRS: This document is intended for use by response professionals already familiar with spill response techniques.

The GRS contain basic protection and recovery strategies with directions for implementation in the field. Each description contains the strategy objective, deployment depictions, resource sets required to implement the strategy, and deployment considerations and limitations. These general strategies may be adapted to produce a protection scheme for any site in the Arctic and Western Alaska Area. The strategies are taken from the State of Alaska's oil spill response tactics guide, Spill Tactics for Alaska Responders (STAR Manual). Responders should use Reference the ADEC's STAR Manual for more detailed information about the GRS tactics.

Each Geographic Zone listed below contains a link to the website that contains the site-specific response strategies available to download. An index map on of each sub-section on the webpage shows the location of the selected GRS sites. Each GRS consists of two parts: 1) a graphic showing a map, deployment diagram, picture and implementation notes; and 2) a matrix giving the location description, response strategy, response resources, staging area, site access, natural resources being protected and any special considerations.

WHO TO CONTACT FOR INPUT: Comments and recommendations on these GRS are welcomed. Please send your comments to either of the following agencies:

Alaska Department of Environmental Conservation
Prevention and Emergency Response Program
555 Cordova Street
Anchorage, AK 99501

United States USCG
Captain of the Port, Western Alaska
Sector Anchorage
PO Box 5800
JBER, AK 99505

HOW THE GRS WERE DEVELOPED: These GRS were developed through a cooperative, workgroup process involving federal, state, and local spill response experts working with representatives from the oil production and transportation industry, citizens' groups, and natural resource agencies, as well as multiple local stakeholders. Workgroup participants identified all sensitive areas with potential to be classified as "Areas of Major Concern." These potential sites were evaluated by the additional criteria of 1) the risk of being impacted from a water-borne spill; and 2) the feasibility of successfully protecting the site with existing technology. Using this process, the workgroup selected a preliminary list of sites that was released for public input. Feedback on the site selection was solicited from local inhabitants (if applicable), tribal representatives, user groups, environmental organizations, and the public. Based on the feedback received, the workgroup made the final site selections for each zone. Additional sites may be selected in the future.

SITE SPECIFIC GEOGRAPHIC RESPONSE STRATEGIES: Geographic response strategies specific to the Arctic and Western Alaska Area are located on the ADEC website: http://dec.alaska.gov/spar/ppr/response-resources/grs

GEOGRAPHIC ZONE	LINK TO GRS INFORMATION
Aleutians	http://dec.alaska.gov/spar/ppr/response-resources/grs/aleutians/
Bristol Bay	http://dec.alaska.gov/spar/ppr/response-resources/grs/bristol-bay/
Cook Inlet	http://dec.alaska.gov/spar/ppr/response-resources/grs/cook-inlet/
Kodiak	http://dec.alaska.gov/spar/ppr/response-resources/grs/kodiak/
North Slope	http://dec.alaska.gov/spar/ppr/response-resources/grs/north-slope/
Northwest Arctic	http://dec.alaska.gov/spar/ppr/response-resources/grs/nw-arctic/
Western Alaska	http://dec.alaska.gov/spar/ppr/response-resources/grs/western-ak/

9750 – Potential Places of Refuge

Leaking or disabled vessels may require a sheltered location with adequate water depth to lighter or repair the vessel. Leaking vessels need to be repaired to limit the amount of spilled product. If leaking vessels are not repaired, a spilled product, such as oil, can negatively affect downstream environmental resources and shoreline. Vessels need to be anchored or moored in protected waters to safely make repairs and stop the loss of oil or other hazardous products.

Each vessel incident presents unique circumstances that the UC must address. The goal is to safely repair or salvage a damaged vessel while avoiding or minimizing impacts to local resources. Prior to bringing a vessel into an anchoring or mooring location, the UC will need to consider:

- Status of the vessel
- Public safety
- Environmental resources at risk
- Strategies to protect sensitive areas
- Prevailing winds
- Navigational approach to the mooring site
- Anchoring ground
- Vessel traffic
- Available dock and support facilities
- Available skilled and spill response labor

The USCG Captain of the Port (COTP) – Western Alaska has jurisdiction over approving temporary mooring or anchoring locations for leaking or damaged vessels within this area. The COTP will consult with natural resource trustees and other appropriate stakeholders (e.g., tribal, State, and local government representatives) when deciding where and when to move a stricken vessel.

The most current version of the Guidelines for Places of Refuge Decision-Making is available on the ADEC website at: http://dec.alaska.gov/spar/ppr/response-resources/ppor

For information on the PPOR work groups and status of PPOR development in the state, visit the following website: http://dec.alaska.gov/spar/ppr/response-resources/ppor

GEOGRAPHIC ZONE	LINK TO POTENTIAL PLACES OF REFUGE INFORMATION
Aleutians	http://dec.alaska.gov/spar/ppr/response-resources/ppor/aleutians/
Bristol Bay	http://dec.alaska.gov/spar/ppr/response-resources/ppor/bristol-bay/
Cook Inlet	http://dec.alaska.gov/spar/ppr/response-resources/ppor/cook-inlet/
Kodiak	http://dec.alaska.gov/spar/ppr/response-resources/ppor/kodiak/
North Slope	http://dec.alaska.gov/spar/ppr/response-resources/ppor/north-slope/
Northwest Arctic	http://dec.alaska.gov/spar/ppr/response-resources/ppor/nw-arctic/
Western Alaska	http://dec.alaska.gov/spar/ppr/response-resources/ppor/western-ak/

9760 – Environmental, Fish and Wildlife Protection Plans

Reference the Wildlife Protection Guidelines for Alaska, compiled by the Alaska Regional Response Team, Wildlife Protection Committee at the following link:
http://dec.alaska.gov/spar/PPR/plans/uc/Annex%20G%20(Oct%202012).pdf

9760.1 – Sensitive Areas

GEOGRAPHIC ZONE	LINK TO SENSITIVE AREA INFORMATION
Aleutians	http://dec.alaska.gov/spar/PPR/plans/scp_al/Aleutians%20SCP%20D%20Sensitive%20Areas.pdf
Wildlife Protection Guidelines – Pribilof Islands	http://dec.alaska.gov/spar/PPR/plans/scp_al/al_PribilofWildlifeGuidelines-Revision8(July%202014).pdf
Bristol Bay	http://dec.alaska.gov/spar/PPR/plans/scp_bb/D-Sensitive%20Areas%20(Final-Feb%202013).pdf
Cook Inlet	http://dec.alaska.gov/spar/PPR/plans/scp_ci/CISCP_D-Sensitive_Areas_Jan2017.pdf
Kodiak	http://dec.alaska.gov/spar/PPR/plans/scp_ki/ki_2010_D-SensitiveAreas.pdf
North Slope	http://dec.alaska.gov/spar/PPR/plans/scp_ns/NS_SCP%20D-Sensitive%20Areas%20(May%202012).pdf
Northwest Arctic	http://dec.alaska.gov/spar/PPR/plans/scp_nw/NWA%20D-SensAreas%20(Jan%202012).pdf
Western Alaska	http://dec.alaska.gov/spar/PPR/plans/scp_we/D-SensAreas%20(Final-Feb%202013).pdf

9770 – Community Profiles

The following information was extracted from the Alaska Department of Commerce, Community and Economic Development Community Database Online, various public websites associated with each of the community, and community questionnaire feedbacks received. It is provided as a quick reference to some types of available services. For complete and current information on specific communities within the geographic zone, visit the Alaska Department of Commerce, Community and Economic Development, Community Database at https://www.commerce.alaska.gov/dcra/DCRAExternal/community/

9770.1 – Aleutians
9770.2 – Bristol Bay
9770.3 – Cook Inlet
9770.4 – Kodiak
9770.5 – North Slope
9770.6 – Northwest Arctic
9770.7 – Western Alaska

9780 – Technical References List

9780.1 – NCP Product Schedule

NCP Product Schedule can be found at the following link:
https://www.epa.gov/emergency-response/alphabetical-list-ncp-product-schedule-products-available-use-during-oil-spill

9780.2 – Catalog of Crude Oil and Oil Product Properties

Follow link for the "List of Petroleum and Non-petroleum Oils":
https://homeport.uscg.mil/Lists/Content/Attachments/360/List%20of%20Petroleum%20and%20Non%20Petroleum%20Oils.pdf

9780.3 – Chemical Hazards Response Information System (CHRIS) Manual

CHRIS Manual is found at the following link: https://www.hsdl.org/?abstract&did=24079

9800 – RESERVED

9900 – RESERVED FOR AREA/DISTRICT

ABBREVIATIONS AND ACRONYMS	
AAC	Alaska Administrative Code
ACA	Area Command Authority
ACGIH	American Conference of Governmental Industrial Hygienists
ACMP	Alaska Coastal Management Program
ACP	Area Contingency Plan
ACS	Alaska Clean Seas
ADAPTS	Air Deliverable Anti-Pollution Transfer System
ADCCED	Alaska Dept of Commerce, Community and Economic Development
ADEC	Alaska Department of Environmental Conservation
ADF&G	Alaska Department of Fish and Game
ADHSS	Alaska Department of Health and Social Services
ADLaw	Alaska Department of Law
ADMVA	Alaska Department of Military and Veterans Affairs
ADNR	Alaska Department of Natural Resources
ADOA	Alaska Department of Administration
ADOL	Alaska Department of Labor
ADOT/PF	Alaska Department of Transportation and Public Facilities
ADPS	Alaska Department of Public Safety
AIMS	Alaska Incident Management System Guide
AITC	Alaska Inter-Tribal Council
AJE	Inter-Departmental Accounting Journal Entry
AKNG	Alaska National Guard (part of the ADMVA)
AKSAS	Alaska State Accounting System
ALCOM	Alaska Command (U.S. Department of Defense)
ALMR	Alaska Land Mobile Radio
AMHS	Alaska Marine Highway System (part of ADOTPF)
AMS	Aerial Measuring System
AMSC	American Mobile Satellite Corporation
AO	Authorized Officer
AOO	Alaska Operations Office (EPA)
AOSPP	Alaska Oil Spill Permits Project
AP	Associated Press
APO	Alaska Pipeline Office
APRN	Alaska Public Radio Network
APSC	Alyeska Pipeline Service Company
ARAC	Atmospheric Release Advisory Capability
ARRT	Alaska Regional Response Team
AS	Alaska Statute
ASA	American Salvage Association
ASDF	Alaska State Defense Force
AST	Alaska State Troopers
ASTM	American Society for Testing and Materials
ATON	Aids to Navigation

ATSDR	Agency for Toxic Substance and Disease Registry (U.S. DHHS)
ATV	All-Terrain Vehicle
AVSUPFAC Cordova	Aviation Support Facility Cordova (USCG)
BIA	Bureau of Indian Affairs
BLM	Bureau of Land Management
BOA	Basic Order Agreement
BOD	Biological Oxygen Demand
BOM	Bureau of Mines
BTEX	Benzene Toluene Ethylbenzene Xylene
CAC	Crisis Action Center
CAP	Civil Air Patrol
CART	Central Alaska Response Team (ADEC)
CCGD17	Commander, USCG District Seventeen
CDC	Centers for Disease Control
CEC	Community Emergency Coordinator
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act of 1980
CFM	Cubic Feet per Minute
CFR	Code of Federal Regulations
CGC	USCG Cutter
CGSB	Canadian General Standards Board
CHEMTREC	Chemical Transportation Emergency Center
CHLOREP	Mutual Aid group of shippers and carriers of Chlorine
CHRIS	Chemical Hazard Response Information System
CISPRI	Cook Inlet Spill Prevention and Response Inc.
CMT	Crisis Management Team
COC	Command Operations Center (Fort Richardson)
COMDTINST	Commandant Instruction (USCG)
COMMSta	Communications Station (USCG)
COMPACAREA	Commander, USCG Pacific Area
COTP	Captain of the Port USCG
CPCS	Common Program Control Station
CRC	Coastal Resource Coordinator
CST	Civil Support Team (AKNG)
CWA	Clean Water Act
DAF	Dissolved Air Flotation
DASMASS	Deputy Assistant Secretary for Military Application & Stockpile Support
DAU	Damage Assessment Unit
DCST	Designated Contract Support Team
DFO	Disaster Field Office
DHHS	U.S. Department of Health and Human Services
DHS	U.S. Department of Homeland Security
DHSEM	Division of Homeland Security and Emergency Management (ADMVA)
DOC	U.S. Department of Commerce
DOD	U.S. Department of Defense

DOE	U.S. Department of Energy
DOG	Deployable Operations Group (USCG)
DOI	U.S. Department of the Interior
DOJ	U.S. Department of Justice
DOL	U.S. Department of Labor
DOL	Directorate of Logistics (DOD ALCOM)
DOS	U.S. Department of State
DOT	U.S. Department of Transportation
DPA	District Public Affairs
DRAT	District Response Advisory Team
DRG	District Response Group
DRO	Diesel Range Organics
DSF	[insert]
DSPAR	Division of Spill Prevention and Response (ADEC)
DWT	Dead weight tonnage
EAS	State Emergency Alert System
EENET	Emergency Education Network (FEMA)
EERU	Environmental Emergency Response Unit
EEZ	Exclusive Economic Zone
EHS	Extremely Hazardous Substance
EMS	Emergency Medical Services
EMT	Emergency Medical Team
EOC	Emergency Operations Center
EOP	Emergency Operations Plan
EPA	U.S. Environmental Protection Agency
ERAMS	Environmental Radiation Ambient Monitoring System
ERCS	Emergency Response Cleanup Services Contracts
ERRS	Emergency and Rapid Response Services (EPA)
ERT	Emergency Response Team
ESA	Environmentally Sensitive Area
ESD	Environmental Services Division (EPA)
ESF	Emergency Support Functions
ESSM	Emergency Ship Salvage Material
ETS	Emergency Towing System
ETS	Enterprise Technology Services (State of Alaska)
FAA	Federal Aviation Administration
FCO	Federal Coordinating Officer
FDA	U.S. Food and Drug Administration
FEMA	Federal Emergency Management Agency
FLSA	Fair Labor Standards Act
FNSB	Fairbanks North Star Borough
FOG	Field Operations Guide
FOSC	Federal On-Scene Coordinator
FPN	Federal Pollution Number
FRERP	Federal Radiological Emergency Response Plan
FRMAC	Federal Radiological Monitoring and Assessment Center

FRP	Federal Response Plan (for catastrophic events)
FRP	Facility Response Plan
FRT	Field Response Team
FTS	Federal Telecommunications Service
FWPCA	Federal Water Pollution Control Act (Clean Water Act of 1977)
FWS	U.S. Fish and Wildlife Service
GPH	Gallons per hour
GRO	Gasoline Range Organics
GRS	Geographic Response Strategy
GSA	U.S. General Services Administration
HACS	Hazardous Assessment Computer System
HAZMAT	Hazardous Material
HAZWOPER	Hazardous Waste Operations and Emergency Response
HB	House Bill (State of Alaska)
HHS	Department of Health and Human Service
HIPPA	Health Insurance Portability and Accountability Act of 1996
HS	Hazardous Substance
HP	Horsepower
HPS	Historic Properties Specialist
HSSTRC	Hazardous Substance Spill Technology Review Council
IAEA	International Atomic Energy Agency
IAP	Incident Action Plan
IC	Incident Commander
ICS	Incident Command System
ID	Identification
IMH	Incident Management Handbook (USCG and EPA)
IMT	Incident Management Team
INMARSAT	International Maritime Satellite Organization
ISA	Interagency Support Agreement
ISB	*In Situ* Burning
JIC	Joint Information Center
JRT	Joint Response Team
LCP	Local Contingency Plan
LEPC	Local Emergency Planning Committee
LEPD	Local Emergency Planning District
LERP	Local Emergency Response Plan
LOSC	Local On-Scene Coordinator
MAC	Multiagency Coordination Committee
MEOC	Mobile Emergency Operations Center (DMVA/DHSEM)
MEP	Marine Environmental Protection Branch, CCGD17
MLC PAC	Maintenance and Logistical Command, Pacific U.S.C.G.
MMS	Minerals Management Service (Reorganized into BSEE)
MOA	Memorandum of Agreement
MOA	Municipality of Anchorage
MOU	Memorandum of Understanding

MSD	Marine Safety Detachment
MSD	Marine Sanitation Device
MSDS	Material Safety Data Sheet
MSU	Marine Safety Unit
M/V	Motor Vessel
NAAQS	National Ambient Air Quality Standard
NART	Northern Alaska Response Team (ADEC)
NAVSEA	Navy Sea Systems Command
NAVSUPSALV	U.S. Navy Supervisor of Salvage
NAWAS	National Warning System
NCP	National Oil and Hazardous Substance Contingency Plan
NDS	National Distress System
NDT	National Decontamination Team
NESDIS	National Environmental Satellite, Data, and Information Service
NETAC	National Environmental Technology Applications Corporation
NFPA	National Fire Protection Association
NFS	National Forest Service
NIC	National Incident Commander
NIIMS	National Interagency Incident Management System
NIMS	National Incident Management System
NIOSH	National Institute for Occupational Safety and Health
NIST	National Institute of Standards and Technology
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NPFC	National Pollution Fund Center
NPS	National Park Service
NRC	National Response Center
NRC	Nuclear Regulatory Commission
NRDA	Natural Resource Damage Assessment
NRF	National Response Framework
NRS	National Response System
NRT	National Response Team
NSF	National Strike Force
NSFCC	National Strike Force Coordination Center
NWS	National Weather Service
OCMI	Officer in Charge Marine Inspections
OCS	Outer Continental Shelf
OEPC	Office of Environmental Policy and Compliance (DOI)
OHMTADS	Oil and Hazardous Materials Technical Assistance Data System
OHSRPRF	Oil & Hazardous Substance Release Prevention & Response Fund
ONI	Office of Naval Intelligence
OPA	Oil Pollution Act of 1990
OPCEN	USCG District Operations Center
OSC	On-Scene Coordinator
OSHA	Occupational Safety and Health Administration

OSLTF	Oil Spill Liability Trust Fund
OSRO	Oil Spill Response Organization
OWOCRS	Open Water Oil Containment and Recovery System
PAAT	Public Affairs Assist Team
PAG	Protective Action Guidelines
PAH	Polynuclear Aromatic Hydrocarbons
PAO	Public Affairs Officer
PCN	Position Control Number
PEL	Permissible Exposure Limit
PPR	Prevention Preparedness and Response (DEC-SPAR)
PFO	Principal Federal Official
PIAT	Public Information Assist Team
PIC	Pressurized Ion Chamber
PIERS	Public Information Emergency Response System
PIO	Public Information Officer
$PM_{2.5}$	Particulate Matter 2.5 microns in size
PM_{10}	Particulate Matter 10 microns in size
POLREP	Pollution Report (in message format)
POTW	Publicly Owned Treatment Works
PPE	Personal Protective Equipment
PPM	Parts per million
PPOR	Potential Places of Refuge
PRD	Personal Radiation Detector
PREP	National Preparedness for Exercise Program
PRFA	Pollution Removal Funding Authorization
PSI	Pollution Standard Index (also, pounds per square inch)
PST	Pacific Strike Team
PST	Personal Satellite Terminals
PWS	Prince William Sound
QRC	Quick Response Card
RAC	Response Action Contractor
RAP	Radiological Assistance Program (also Response Action Plan)
RAP	Response Action Plan (ADEC)
RATNET	Rural Alaska Television Network
RCAC	Regional Citizens' Advisory Council
RCC	Rescue Coordination Center
RCP	Regional Contingency Plan
RCRA	Resources Conservation and Recovery Act
REAA	Regional Educational Attendance Area
REAC/TS	Radiation Emergency Assistance Center/Training Site
REO	Regional Environmental Officer (DOI)
RERT	Radiological Emergency Response Team (EPA)
RI/FS	Remedial Investigation/Feasibility Study
RIID	Radioactive Isotope Identifier
RP	Responsible Party
RPM	Remedial Project Manager

RPOSC	Responsible Party On-Scene Coordinator
RRC	Regional Response Center
RRO	Residual Range Organics
RRT	Federal Regional Response Team
RSA	Reimbursable Service Agreement
RSC	Regional Stakeholder Committee
RSPA	Research and Special Programs Administration (Office of Pipeline Safety)
R/V	Research Vessel
RV	Recreational vehicle
SAR	Search and Rescue
SARA	Superfund Amendments and Reauthorization Act
SART	Southeast Alaska Response Team (ADEC)
SCIP	Statewide Communications Interoperability Plan
SCO	State Coordinating Officer
SCOC	State Citizen's Oversight Council on Oil and other Hazardous Substances
SEAPRO	Southeast Alaska Petroleum Resource Organization Inc.
SECC	State Emergency Coordination Center
SERC	State Emergency Response Commission
SERT	Salvage Emergency Response Team
SERVS	Ship Escort Response Vessel System (Alyeska Pipeline Service Co.)
SHPO	State Historical Preservation Officer
SITREP	Situation Report (State)
SKIM	Spill Cleanup Equipment Inventory System
SLA	State legislative act
SMART	Special Monitoring of Applied Response Technologies
SONS	Spill of National Significance
SOPEP	Shipboard Oil Pollution Emergency Response Plan
SORS	Spilled Oil Recovery System
SOSC	State On-Scene Coordinator
SPAR	Spill Prevention and Response Division (ADEC)
SPCC	Spill Prevention Control and Countermeasures Plan
SPCO	State Pipeline Coordinator's Office
SSC	Scientific Support Coordinator
SSHO	Site Safety and Health Officer
SSHP	Site Safety and Health Supervisor
STAR	Spill Tactics for Alaska Responders (Manual)
START	Superfund Technical Assistance and Removal Team (EPA)
STORMS	Standard Oil Spill Response Management System (California)
SUSV	Small Unit Support Vehicle
TAD	Temporary Active Duty
TAPS	Trans Alaska Pipeline System
TAT	Technical Assistance Team (EPA)
TOPs	Technical Operating Procedures
T/V	Tank Vessel
UAF	University of Alaska Fairbanks
UCS	Unified Command System

UPI	United Press International
USACE	U.S. Army Corps of Engineers
USAFAK	US Air Force Alaska
USARAK	US Army Alaska
USCG	USCG
USDA	U.S. Department of Agriculture
USFS	U.S. Forest Service
USGS	U.S. Geological Survey
USN	U.S. Navy
VOIP	Voice Over Internet Protocol
VOSS	Vessel of Opportunity Skimming System
VRP	Vessel Response Plan
WHEC	USCG High Endurance Cutter
WLI	USCG Inland Buoy Tender
WLB	USCG Seagoing Buoy Tender
WMEC	USCG Medium Endurance Cutter
WPB	USCG Patrol Boat

DEFINITIONS

- **Activation**: notification by telephone or other expeditious manner or, when required, the assembly of appropriate members of the RRT.

- **Barrel**: a measure of space occupied by 42 U.S. gallons at 60 degrees Fahrenheit.

- **Clean Water Act**: the Federal Water Pollution Control Act of 1972 (P.L. 92-500), as amended by the Clean Water Act of 1977 (P.L. 95-217), as amended (33 U.S.C. 1251 - 1376).

- **Coastal Waters**: For classifying the size of discharge, means the waters of the coastal zone and specified ports and harbors on inland rivers.

- **Command post**: a site located at a safe distance from the spill site where response decisions are made, equipment and manpower deployed, and communications handled. State incident command personnel are located at the command post.

- **Community Right-To-Know**: Federal legislation requiring disclosure of hazardous chemical information to local fire departments, the Local Emergency Planning Commission and the State Emergency Response Commission, and to local citizens upon request (Superfund Amendments and Reauthorization Act of 1986, SARA Title III).

- **Containment and cleanup**: includes all direct and indirect efforts associated with the abatement, restriction of movement or removal of an oil or hazardous substance spill, and the restoration of the environment to its former state, including all incidental administrative costs.

- **Cultural resources:** historic, prehistoric and archaeological resources, which include deposits, structures, ruins, sites, buildings, graves, artifacts, fossils, or other objects of antiquity, that provide information pertaining to the historical or prehistorical culture of people in the State, as well as to the natural history of the State.

- **Damage assessment:** the process of determining and measuring damages and injury to the human environment and natural resources, including cultural resources. Damages include differences between the conditions and use of natural resources and the human environment that would have occurred without the incident, and the conditions and use that ensued following the incident. Damage assessment includes planning for restoration and determining the costs of restoration.

- **Disaster emergency**: the condition declared by proclamation of the Governor or declared by the principal executive officer of a local government unit to designate the imminence or occurrence of a disaster in the state for aiding the affected individuals and local government.

- **Discharge**: spilling, leaking, pumping, pouring, emitting, emptying, or dumping.

- **Catastrophic discharge**: an oil discharge in excess of 100,000 barrels, or any other discharge of oil or hazardous substances, which the Governor determines, represents a grave and substantial threat to the economy or environment of the State.
- **Major discharge**: a major oil discharge is a spill of over 10,000 gallons on inland waters and over 100,000 gallons on coastal waters or any other discharge of oil or a hazardous substance that results in a release that may require evacuation or sheltering of nearby residents or businesses or which causes a serious environmental threat.

- **Medium discharge**: a medium oil discharge is a spill between 100 and 10,000 gallons on inland waters and 1000 to 100,000 gallons on coastal waters or any other discharge of oil or a hazardous substance which results in a localized release that may threaten the health and safety of people and emergency workers in the immediate area of the spill and/or present an environmental threat.

- **Minor discharge**: a minor oil discharge is a spill of less than 100 gallons on inland waters and less than 1000 gallons on coastal waters or any other discharge of oil or a hazardous substance that does not threaten public health, safety or the environment.

- **Dispersant**: a chemical agent used to enhance the breakup of concentrations of spilled oil into droplets, thereby promoting the mixing of oil into the water column with the intent to accelerate dilution and degradation rates.

- **Emergency Operations Center (EOC):** the pre-designated site from where State and local governments direct and manage off-scene logistics support to on-scene emergency operations.

- **First Federal Official**: the first federal representative of a participating agency of the National Response Team (NRT) to arrive at the scene of a discharge or release. This official coordinates activities under this Plan and may initiate, in consultation with the FOSC, any necessary actions until the arrival of the predesignated FOSC. A state with primary jurisdiction over a site covered by a cooperative agreement will act in the stead of the First Federal Official for any incident at the site.

- **Geographic Response Strategy:** Geographic response strategies (GRS) are site-specific spill response methods used to protect sensitive coastal environments from the deleterious effects of petroleum product spills or other hazardous substance spills. GRS provide first responders with specific guidance for rapid deployment of pre-identified actions to protect priority sensitive sites.

- **Hazardous substance**: an element or compound which, when it enters into the atmosphere or in or upon the water or surface land of the state, presents an imminent and substantial danger to the public health or welfare, including but not limited to fish, animals, vegetation, or any part of the natural habitat in which they are found. *(Under State of Alaska law, oil is considered a hazardous substance.)*.

- **HAZWOPER Training**: training required by 29 CFR 1910.120 for personnel involved in post emergency response operations at which personnel may be exposed to hazardous substances.

- **Human environment**: the social and economic systems, public health, and physical infrastructure of the state. Population, employment, income, subsistence use, government services, government revenues, and their cultural contexts are elements of social and economic systems. Public facilities, utilities, roads, airports, ports, buildings, and communication systems are elements of physical infrastructure. Private facilities are included when the facility services a public purpose.

- **Incident Action Plan:** the strategic goals, tactical objectives, and support requirements for responding to an incident. All incidents require an action plan.

- **Incident Command System (ICS):** the management tool to coordinate the efficient use of facilities, equipment, personnel, procedures, and communications. An incident command system is designed to begin developing from the time an incident occurs until the requirement for management and operations no longer exists.

- **Inland waters**: For classifying the size of discharges, means those waters of the United States in the inland zone and specified ports and harbors on inland rivers.

- **Local Emergency Planning Committee (LEPC)**: a group of local representatives appointed by the State Emergency Response Commission to prepare local oil and hazardous materials spill response plans as per the mandates of the federal Emergency Planning and Community Right-to-Know Act and in coordination with local jurisdictional boundaries.

- **Local Emergency Planning District (LEPD)**: geographical planning districts established by the State Emergency Response Commission under the federal Emergency Planning and Community Right-to-Know Act.

- **Local Emergency Response Plan (LERP):** a plan developed for an LEPD by a Local Emergency Planning Committee under the federal Emergency Planning and Community Right-to-Know Act. LERP's must be reviewed by the State Emergency Response Commission.

- **Local government**: a borough or city incorporated under Alaska law.

- **Multiagency Coordination Committee (MAC)**: an ICS term that refers to the functions and activities of representatives of involved agencies and/or jurisdictions who come together to make decisions regarding the prioritizing of incidents and the sharing and use of critical resources during an emergency response. The MAC organization oversees the incident commander, but is not a part of the on-scene response nor is it involved in developing operational tactics. However, the incident command system used in Alaska for responses to oil and hazardous substance discharges does not employ MAC organization, but instead uses a Regional Stakeholder Committee (RSC) that works with the Unified Command.

- **Municipality**: a borough or city incorporated under Alaska law.

- **Natural resources**: land, fish, wildlife, biota, air, water, ground water, drinking water supplies, and other such resources belonging to, managed by, held in trust by, appertaining to or otherwise controlled by the State, federal government, private parties or a municipality.

- **Oil**: liquid hydrocarbon of any kind and in any form, whether crude, refined, or a petroleum by-product, including but not limited to petroleum, fuel oil, gasoline, lubricating oils, oily sludge, oil refuse, oil mixed with other wastes, crude oils, liquefied natural gas, propane, butane, or other liquid hydrocarbons regardless of specific gravity.

- **On-Scene Coordinator (OSC):** the official at the event responsible for coordinating response activities.

- **Federal On-Scene Coordinator (FOSC):** the federal official predesignated by the USCG or USEPA to coordinate and direct federal responses under Subpart D of the NCP, or the official designated by the lead agency to coordinate and direct removal actions under Subpart E of the NCP. Generally, the EPA will provide the FOSC for discharges or releases into or threatening the inland zone and the USCG shall provide the FOSC for discharges or releases into or threatening the coastal zone. However, if the release is from a facility or vessel under the jurisdiction, custody or control of DOD or DOE, then DOD or DOE will be the lead agency and designate the FOSC. For releases of hazardous substances, pollutants, or contaminants from a vessel or facility under the jurisdiction, custody or control of a federal agency other than the USCG, EPA, DOD or DOE, then that federal agency will provide the FOSC for all removal actions that are not emergencies.

- **Local On-Scene Coordinator (LOSC):** the designated Community Emergency Coordinator under the Local Emergency Response Plan. Where no LERP exists, the police or fire chief or other emergency services official will serve as the LOSC.

- **Responsible Party's On-Scene-Coordinator (RPOSC):** the person designated as incident commander or chief command staff in the facility or vessel contingency plan.

- **State On-Scene Coordinator (SOSC):** the OSC designee of the Alaska Department of Environmental Conservation. Three SOSCs have been predesignated by the ADEC Commissioner.

- **Place of Refuge:** A "place of refuge" is defined as a location where a vessel needing assistance can be temporarily moved to and where actions can then be taken to stabilize the vessel, protect human life, reduce a hazard to navigation, and/or protect sensitive natural resources and/or other uses of the area (e.g., subsistence collection of mussels, commercial fishing, recreational boating). A place of refuge may include constructed harbors, ports, natural embayments, temporary grounding sites, or offshore waters. A vessel moved to a temporary grounding site must be removed after emergency actions are completed. There are no pre-approved places of refuge identified in Alaska.

- **Pollutant or Contaminant**: defined by Section 104 (a)(2) of CERCLA, shall include, but not be limited to, any elements, substances, compound, or mixture, including disease-causing agents, which, after release into the environment and upon exposure, ingestion, inhalation, or assimilation into any organism, either directly from the environment or indirectly by ingesting through the food chain, will or may reasonably be anticipated to cause death, disease, behavioral abnormalities, cancer, genetic mutation, physiological malfunctions (including malfunctions in reproduction), or physical deformation in such organisms or their offspring. The term does not include petroleum, including crude oil and any fraction thereof which is not otherwise specifically listed or designated as a hazardous substance under Section 101(14)(A)-(F) of CERCLA, nor does it include natural gas, liquefied natural gas and synthetic gas of pipeline quality (or mixture of natural gas and synthetic gas). For purposes of the NCP, the term pollutant or contaminant means any pollutant or contaminant, which may present an imminent and substantial danger to public health or welfare.

- **Prevention and Preparedness:** actions taken by agencies to reduce oil and hazardous substance discharges through policies, programs and authorities.

- **Regional Stakeholder Committee (RSC):** a committee composed of individuals and representatives of entities that may be affected by an emergency incident. The RSC may include local government representatives, community emergency coordinators, Regional Citizens Advisory Council representatives, landowners, leaseholders, and special interest groups. The RSC membership may vary from incident-to-incident and from phase-to-phase. Agencies/organizations that are functioning as part of the overall ICS response structure would not normally be included in the RSC. The RSC does not play a direct role in setting incident priorities or allocating resources, but can advise the Unified Command and provide recommendations or comments on incident priorities and objectives.

- **Remedial investigation**: process undertaken by the lead agency (or responsible party if the responsible party will be developing a cleanup proposal) that emphasizes data collection and site characterization. A remedial investigation is undertaken to determine the nature and extent of the problem presented by the release. This includes sampling and monitoring, as necessary, and includes the gathering of sufficient information to determine the necessity for a proposed extent of remedial action. Part of the remedial investigation involves assessing the source of the contamination at or near the area where the hazardous substances, pollutants, or contaminants were originally located (source control remedial actions) or whether additional actions will be necessary because the hazardous substances, pollutants, or contaminates have migrated from

the area of their original location (management of migration). The remedial investigation is generally performed concurrently and in an interdependent fashion with the feasibility study. However, in certain situations, the lead agency may require potential responsible parties to conclude initial phases of the remedial investigation prior to initiation of the feasibility study.

- **Remedial Project Manager (RPM)**: the official designated by the lead agency to coordinate, monitor, or direct remedial or other response actions under the NCP.

- **Responsible party:** any person, operator, or facility that has control over an oil or hazardous substance immediately before entry of the oil or hazardous substance into the atmosphere or in or upon the water, surface, or subsurface land of the State.

- **Restoration:** after injury, the process of returning an ecosystem to its former condition; includes both replacement and acquisition of equivalent resources and services. Although the responsible party is responsible for paying damages for injured resources, federal and State trustee agencies (and not the OSCs) are responsible for evaluating the need for and implementing any necessary restoration programs.

- **State Emergency Response Commission (SERC)**: a group of officials appointed by the Governor to implement the provisions of Title III of the Federal Superfund Amendments and Reauthorization Act of 1986 (SARA). The SERC also reviews the State Oil and Hazardous Substance Discharge Prevention and Contingency Plan and Local Emergency Response Plans.

- **Subsistence economy**: an economy in which the customary and traditional uses of fish, wildlife, and plant resources contribute substantially to the social, cultural, and economic welfare of families in the form of food, clothing, transportation, and handicrafts. Sharing of resources, kinship-based production, small-scale technology, and the dissemination of information about subsistence across generational lines are additional characteristics.

- **Volunteer:** means any individual accepted to perform services by the lead agency that has authority to accept volunteer services (examples: Reference 16 U.S.C. 742f(c)). A volunteer is subject to the provisions of the authorizing statute and the NCP.

- **Waters of the State:** includes lakes, bays, sounds, ponds, impoundment reservoirs, springs, wells, rivers, streams, creeks, estuaries, marshes, inlets, passages, canals, the Pacific Ocean, Gulf of Alaska, Bering Sea and Arctic Ocean, within the territorial limits of the State and all other bodies of surface or underground water, natural or artificial, public or private, inland or coastal, fresh or salt, which are wholly or partially in or bordering the State or under jurisdiction of the State.

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Contents

9770.1 – Aleutians

The following presents regional organizational information for the Aleutians Geographic Zone:

Boroughs

Organization	Address	Phone	Fax	Website/Email
Aleutians East Borough	3380 C Street, Suite 205 Anchorage, AK 99503	274-7555	276-7569	www.aleutianseast.org admin@aleutianseast.org

Regional Native Corporation

Organization	Address	Phone	Fax	Website/Email
Aleut Corporation	4000 Old Seward Hwy, #300 Anchorage, AK 99503	576-4300		www.aleutcorp.com receptionist@aleutcorp.com

School Districts

Organization	Address	Phone	Fax	Website/Email
Aleutian Region School District	PO Box 92230 Anchorage, AK 99509	277-2648	277-2649	www.aleutregion.org aleutreg@aleutregion.org
Aleutians East School District	PO Box 429 Sand Point, AK 99661	383-5222	383-3496	www.aebsd.org sgundersen@aebsd.org
Unalaska City School District	PO Box 570 Unalaska, AK 99685	581-3151	581-3152	www.ucsd.net dsanborn@ucsd.net

Regional Development

Organization	Address	Phone	Fax	Website/Email
Southwest Alaska Municipal Conference	3300 Arctic Blvd, Suite 203 Anchorage, AK 99503	562-7380	562-0438	info@swamc.org

Housing Authority

Organization	Address	Phone	Fax	Website/Email
Aleutian Housing Authority	4000 Old Seward Hwy #202 Anchorage, AK 99503	563-2146	563-3105	www.aleutian-housing.com dand@aleutian-housing.com

Regional Health Corporation

Organization	Address	Phone	Fax	Website/Email
Aleutian Pribilof Islands Association	201 East 3rd Avenue Anchorage, AK 99501	276-2700	279-4351	www.apiai.com apiai@apiai.org
Eastern Aleutian Tribes	3380 C Street, Suite 100 Anchorage, AK 99503	277-1440		www.easternaleutiantribes.com

9770.1.1 – Aleutians East Borough Community Profile

ALEUTIANS EAST BOROUGH COMMUNITY PROFILE

Population	2,643 (2005 State Demographer est.)
Borough Located In	Aleutians East Borough
Incorporation Type	2nd Class Borough
Native Entities	N/A

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Aleutians East Borough	3380 C Street, Suite 205 Anchorage, AK 99503	383-2699 276-7569 (fax)	www.aleutianseast.org abailey@aeboro.org

GENERAL	
Location and Climate	Based in Sand Point, the Borough comprises the westernmost portion of the Alaska Peninsula, and a number of Aleutian Islands. There are five incorporated cities and two unincorporated villages within the boundaries of the borough, which lies at approximately 57°N/162°W. The Aleutians East Borough is located in the Aleutian Islands Recording District. The area encompasses 6,988.1 sq. miles

	of land and 8,023.5 sq. miles of water. The Borough lies in the maritime climate zone. Temperatures range from -9° to 76°F. Annual precipitation is 33 inches and annual snowfall is 52 inches.
History, Culture, & Demographics	According to archaeological evidence, the area has been inhabited by the Unanga since the last ice age. Early contact was with Russian fur traders who sought sea otters in these islands. Whaling, fishing and cannery operations brought an influx of Scandinavian and European fishermen in the early 1900s. During World War II the area was a strategic military site for the Aleutian Campaign, and many locals were evacuated to Ketchikan. The area's rich resources have cultivated an extremely diverse population of non-Natives, Natives and Asians. The Unanga were called "Aleut" by Russian traders. "Unangas" speak the western dialect, and "Unangan" speak the eastern dialect.
Economy	The Borough's economy is cash-based. Commercial fishing and fish processing dominate and occur almost year-round. 222 borough residents hold commercial fishing permits. Sand Point is home to the largest fishing fleet in the Aleutian Chain. Salmon and pacific cod processing occur at Peter Pan Seafoods (Port Moller and King Cove), Trident Seafoods (Sand Point and Akutan), and Bering Pacific (False Pass). The Peter Pan cannery in King Cove is one of the largest operations under one roof in Alaska. Transportation and other services provide year-round employment.

9770.111 – Adak Community Profile

ADAK COMMUNITY PROFILE

Population	326 (2010DCCED Certified Population)
Borough Located In	Unorganized
Incorporation Type	2nd Class City
Native Entities	**Regional:** Aleut Corporation

EMERGENCY SERVICES	
Police	City Police Department (593-3323)
State Troopers	Serviced through the King Salmon Post (592-3848)
Fire	Adak Fire Department (592-0680)
Medical	Adak Medical Clinic (592-8383)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES

ORGANIZATION	ADDRESS	PHONE	WEBSITE/EMAIL
Aleut Corporation	4000 Old Seward Hwy, Suite 300 Anchorage, AK 99503	561-4300 276-3924 (fax)	www.aleutcorp.com receptionist@aleutcorp.com
Aleutian Regional School District	PO Box 92230 Anchorage, AK 99509	277-2648 277-2649 (fax)	www.aleutregion.org jbeckford@aleutregion.org
City of Adak	PO Box 2011 Adak, AK 99546	592-4500 592-4262 (fax)	www.adak-ak.us clerk@adak-ak.gov
Eastern Aleutian Tribes, Incorporated	3380 C Street, Suite 100 Anchorage, AK 99503	277-1440 977-1446 (fax)	www.eatribes.org
Southeast Alaska Municipal Conference	3300 Arctic Blvd, Suite 203 Anchorage, AK 99503	562-7380 356-1206 (fax)	www.swamc.org
TDX Adak Generating LLC	1082 Hillside Blvd Adak, AK 99546	592-2490	

GENERAL	
Location and Climate	Adak is located on Kuluk Bay on Adak Island in the Aleutian Island Chain, approximately 1,300 miles southwest of Anchorage and 350 miles west of Unalaska. Flight time to Anchorage is three hours. Adak is the southern-most community in Alaska, on the latitude of Vancouver Island in Canada, at approximately 51.872°N/176.628610°W. (Sec. 10, T096S, R195W, Seward Meridian) Adak lies in the maritime climate zone, characterized by persistently overcast skies, high winds, and frequent cyclonic storms. Winter squalls produce wind gusts in excess of 100 knots. During the summer, extensive fog forms over the Bering Sea and North Pacific. Average temperatures range from 20° to 60°F, but wind chill factors can be severe. Total precipitation is 64 inches annually, with an average accumulated snowfall of 100 inches, primarily in the mountains.
History, Culture, & Demographics	The Aleutian Islands were historically occupied by the Unangas. The once heavily-populated island was eventually abandoned in the early 1800s as the Aleutian Islands hunters followed the Russian fur trade eastward and famine set in on the Andreanof Island group. Yet, they continued to actively hunt and fish around the island over the years, until World War II broke out. Adak Army installations allowed U.S. forces to mount a successful offensive against the Japanese-held islands of Kiska and Attu. After the war, Adak was developed as a Naval Air Station, playing an important role during the Cold War as a submarine surveillance center. Large earthquakes rocked the Island in 1957, 1964 and 1977. At its peak, the station housed 6,000 naval personnel and their families. In 1994, severe military cut-backs occurred, closing family housing and schools. The station officially closed on March 31, 1997 and currently houses civilians. The Aleut Corporation acquired Adak's facilities under a land transfer agreement with the Department of the Interior and the U.S. Navy/Department of Defense. Properties are currently under lease. About 30 families with children relocated to Adak in September 1998, most of them Aleut Corp. shareholders, and the school has reopened. Aleut Corp. is currently developing Adak as a commercial and fishing center. The community formed a Second Class City government in April 2001. The population of the community consists of 37% Alaska Native or part Native. Since World War II, the U.S. Navy developed outstanding facilities and recreation opportunities at Adak, including an $18-million hospital built in 1990, a movie theater, roller skating rink, swimming pools, ski lodge, bowling alleys, skeet range, auto hobby shop, photo lab, racquetball and tennis courts; the Aleut Corporation now owns the facilities, but all currently remain closed.
Economy	A land exchange between Aleut Corp., the U.S. Navy, and the Department of the Interior has transferred most of the naval facilities to the Aleut Corp. A portion of the island remains within the National Maritime National Wildlife Refuge, managed by U.S. Fish & Wildlife. Contractors are performing an environmental cleanup. Adak currently provides a fueling port and crew transfer facility for foreign fishing fleets -- an airport, docks, housing facilities, restaurant, grocery and ship supply store are available. Icicle Seafood's operates an onshore processing facility for Pacific cod, pollock, mackerel, halibut, albacore and brown king crab. Four residents hold commercial fishing permits, primarily for groundfish. Wildlife viewing (seals, otters, caribou), hunting, fishing, hiking, and WWII military installation facilities draws visitors.

TRANSPORTATION	
Accessibility	Located 1,200 miles southwest of Anchorage. There are approximately 16 miles of paved roads, and other gravel and dirt roads.

Airport Facilities	Adak Airport has a control tower (not used) and two asphalt paved runways, both at an elevation of 19': one measures 7,790' long by 200' wide; the other runway measures 7,605' by 200'wide. The city operates the airport terminal.
Airline Services	Alaska Airlines operates passenger service. Grant Aviation provides charter service as requested (from Unalaska).
Freight	Alaska Airlines operates cargo jet service.
Vessel Support:	There are three deep water docks and fueling facilities; Adak Marine Services, (subsidiary of Aleut Enterprises) operates the port, Adak Petroleum (subsidiary of Aleut Enterprises) runs the fuel pier. The city has expanded the Sweeper Cove small boat harbor, and seeks further dock expansion, new moorage floats and breakwaters.

FACILITIES & UTILITIES		
Telephone	**Adak Telephone Utility:** (1-888-328-4222)::;**AT&T**:(1-800-288-2020); **GCI**: (1-800-880-4800 / www.gci.net)	**COMMUNICATIONS**
Wireless and Internet	**Windy City Broadband**: (1-888-328-4222)	
TV Stations	ARCS	
Radio Stations	None	
Cable Provider	Adak Cablevision	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	TDX Adak Generating	
Fuel	Diesel, unleaded gasoline and Jet A	
Fuel Storage	Aleut Enterprises (22,000,000 gallons)	
Housing	Aleut Real Estate (592-2325), Little Michael Lodges (592-9864)	
Water & Sewage	Water is derived from Lake Bonnie Rose and Lake De Marie, stored in 4 water tanks throughout the community, and piped to facilities and housing units. The wastewater treatment system discharges through a marine outfall line to Kuluk Bay.	
Miscellaneous	One school is located in the community, attended by 20 students. There is a permitted landfill; Roberts Landfill is a Class 3.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	None identified
Potential Staging Areas	None identified
Local Spill Response Equipment	None identified

9770.1.2 – Akutan Community Profile

AKUTAN COMMUNITY PROFILE

Population	1027 (2010 U.S. Census)	
Borough Located In	Aleutians East Borough	
Incorporation Type	2nd Class City	
Native Entities	**Regional:**	Aleut Corporation
	Village	Native Village of Akutan (Federally Recognized Tribe)
	Non-Profit	Aleutian Pribilof Island Association, Incorporated
	Profit	Akutan Corporation

EMERGENCY SERVICES	
Police	City Police Department (698-2227)
State Troopers	Serviced through the Dillingham Post (842-5641)

VPSO	State VPSO (698-2315)
Fire	Akutan Fire Department (698-2227); Akutan First Responders (698-2208 or 698-2315)
Medical	Anesia Kudrin Memorial Clinic (698-2208)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES

ORGANIZATION	ADDRESS	PHONE	WEBSITE/EMAIL
Akutan Corporation	PO Box 8 Akutan, AK 99553	698-2206 698-2207 (fax)	
Aleut Corporation	4000 Old Seward Hwy, Suite 300 Anchorage, AK 99503	561-4300 276-3924 (fax)	www.aleutcorp.com receptionist@aleutcorp.com
Aleutian Housing Authority	520 E 32nd Ave Anchorage, AK 99503	563-2146 563-3104 (fax)	www.aleutian-housing.com
Aleutian Pribilof Island Association	1131 E International Airport Rd Anchorage, AK 99518	276-2700 276-4351 (fax)	www.apiai.org
City of Akutan	PO Box 109 Akutan, AK 99553	698-2228 698-2202 (fax)	
Eastern Aleutian Tribes, Incorporated	3380 C Street, Suite 100 Anchorage, AK 99503	277-1440 977-1446 (fax)	www.eatribes.org
Native Village of Akutan	PO Box 89 Akutan, AK 99553	698-2300 698-2301 (fax)	akutanaleuttribe@hotmail.com
Southeast Alaska Municipal Conference	3300 Arctic Blvd, Suite 203 Anchorage, AK 99503	562-7380 356-1206 (fax)	www.swamc.org

GENERAL

Location and Climate	Akutan is located on Akutan Island in the eastern Aleutians, one of the Krenitzin Islands of the Fox Island group, approximately 35 miles east of Unalaska and 766 air miles southwest of Anchorage, at approximately 54.136°N/165.773°W. (Sec. 11, T070S, R112W, Seward Meridian.) Akutan lies in the maritime climate zone, with mild winters and cool summers. Mean temperatures range from 22° to 55°F. Precipitation averages 28 inches per year. High winds and storms are frequent in the winter, and fog is common in the summer.
History, Culture, & Demographics	Akutan began in 1878 as a fur storage and trading port for the Western Fur & Trading Company; the company's agent established a commercial cod fishing and processing business that quickly attracted nearby Unangan to the community. In 1878, a Russian Orthodox Church and a school were built; the Alexander Nevsky Chapel replaced the original chapel in 1918. The Pacific Whaling Company built a whale processing station across the bay from Akutan in 1912; it was the only whaling station in the Aleutians and operated until 1939. After the Japanese attacked Unalaska in June 1942, the U.S. government evacuated Akutan residents to the Ketchikan area. The village was re-established in 1944, although many villagers chose not to return. This exposure to the outside world brought many changes to the traditional lifestyle and attitudes of the community. The city incorporated in 1979. A federally-recognized tribe is located in the community -- the Native Village of Akutan. The population of the community consists of 16% Alaska Native or part Native. Akutan is a fishing community, and is the site of a traditional Unangan village. Approximately 75 persons are year-round residents; the majority of the population is transient fish processing workers that live in group quarters.

Economy	Commercial fish processing dominates Akutan's cash-based economy, and many locals are seasonally employed. Trident Seafoods operates a large processing plant west of the City for cod, crab, pollock and fish meal. The population of Akutan can double during processing months. Seven residents hold commercial fishing permits, primarily for halibut and other groundfish. Subsistence foods include seal, salmon, herring, halibut, clams, wild cattle, and game birds

TRANSPORTATION	
Accessibility	Boats and amphibious aircraft are the only means of transportation into Akutan. High waves may limit accessibility during winter months. The State Ferry arrives from Kodiak bi-monthly between May and October.
Airport Facilities	Akutan has no airstrip due to the steep terrain, however, a seaplane base is available and open to the public.
Airline Services	Daily air service is provided from nearby Unalaska.
Freight	Cargo is delivered weekly by freighter from Seattle; the city owns and operates a landing craft, the M/V Akutan.
Vessel Support:	A 200 ft. dock and a small boat mooring basin are available. A new boat harbor will open in 2015 and will provide moorage for 58 vessels ranging up to 165 feet in length.

FACILITIES & UTILITIES		
Telephone	**ACS**: (1-800-808-8083); **AT&T**:(1-800-288-2020); **GCI**: (1-800-880-4800 / www.gci.net)	**COMMUNICATIONS**
Wireless and Internet	**GCI:** (1-800-880-4800 / www.gci.net)	
TV Stations	ARCS	
Radio Stations	None	
Cable Provider	City of Akutan	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Akutan Electric Utility	
Fuel	Diesel, and unleaded gasoline	
Fuel Storage	Trident Seafood (1,786,590 gallons); City of Akutan (80,000 gallons); Aleutian East Schools (1,100 gallons)	
Housing	Bayview Plaza Hotel (698-2206); Salmon Berry Inn (698-2206)	
Water & Sewage	Water is supplied by a local stream and dam, originally constructed in 1927. Water is treated and piped into all homes. Funds have been requested to develop two new water catchment dams, and construct a new 125,000-gal. water storage tank and treatment plant. Sewage is piped to a community septic tank, with effluent discharge through an ocean outfall. Refuse is collected three times a week; a new landfill site and incinerator were recently completed. The city recycles aluminum. Trident Seafoods operates its own water, sewer and electric facilities.	
Miscellaneous		

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Tribal Offices Capacity of 20, Internet service (698-2300); City of Akutan Office –Capacity of 15, Internet service (698-2228); Trident Seafood – Capacity of 100, Internet service (698-2211)
Potential Staging Areas	City Dock – Capacity of 10 (698-2228); Hovercraft Pad – Capacity of 20 (698-2228); Trident Seafood – Capacity of 100 (698-2211)

Local Spill Response Equipment	The City of Akutan (698-2228) maintains spill response equipment including: 500 feet of containment boom, 240 feet of sorbent boom, sorbent pads, a backhoe and skiff with outboard.

9770.1.3 – Atka Community Profile

ATKA COMMUNITY PROFILE

Population	61 (DCCED Certified Population)	
Borough Located In	Unorganized	
Incorporation Type	2nd Class City	
Native Entities	**Regional:**	Aleut Corporation
	Village	Native Village of Atka (Federally Recognized Tribe)
	Non-Profit	Aleutian Pribilof Island Association, Incorporated;
	Profit	Atxam Corporation

EMERGENCY SERVICES

State Troopers	Serviced through the Dillingham Post (842-5641)
VPSO	State VPSO (839-2258)
Fire	City of Atka Volunteer Fire Department (839-2214)
Medical	Atka Village Clinic (839-2232)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES

ORGANIZATION	ADDRESS	PHONE	WEBSITE/EMAIL
Aleut Corporation	4000 Old Seward Hwy, Suite 300 Anchorage, AK 99503	561-4300 276-3924 (fax)	www.aleutcorp.com receptionist@aleutcorp.com
Aleutian Housing Authority	520 E 32nd Ave Anchorage, AK 99503	563-2146 563-3104 (fax)	www.aleutian-housing.com
Aleutian Pribilof Island Association	1131 E International Airport Rd Anchorage, AK 99518	276-2700 276-4351 (fax)	www.apiai.org
Atxam Corporation	PO Box 47001 Atka, AK 99547	839-2237 839-2217 (fax)	
City of Atka	PO Box 47070 Atka, AK 99547	839-2233 839-2234 (fax)	
Native Village of Atka	PO Box 47030 Atka, AK 99547	839-2229 839-2269 (fax)	atkaira@gci.net
Southeast Alaska Municipal Conference	3300 Arctic Blvd, Suite 203 Anchorage, AK 99503	562-7380 356-1206 (fax)	www.swamc.org

GENERAL

Location and Climate	Atka is located on Atka Island, 1,200 air miles southwest from Anchorage and 350 miles west of Unalaska, at approximately 52.196°N/174.201°W. (Sec. 22, T092S, R176W, Seward Meridian.) Atka lies in the maritime climate zone. Temperatures range from 20° to 60°F. Precipitation averages 60 inches per year and snowfall averages 61 inches per year. There are frequent winds and severe storms in the winter and calm, foggy weather in summer.
History, Culture, & Demographics	The island has been occupied by Unangas for at least 2,000 years. Unangas speak the western dialect, known since the Russian era as "Aleuts." Recent archaeological evidence indicates that the present village site may have had human use since prehistoric times. The first contact with Russians occurred in 1747, and Atka became an important trade site and safe harbor for Russians. In

	1787 a number of hunters were enslaved and relocated to the Pribilofs to work in the fur seal harvest. The townsite was settled in the 1860s. After the end of the sea otter hunting era in the late 1800s, Atka had no viable cash economy. Reindeer were introduced to the island in 1914, and during the 1920s, Atka became relatively affluent due to fox farming. After the Japanese attacked Unalaska and seized Attu and Kiska in June 1942, the U.S. Government evacuated Atka residents to the Ketchikan area. Atka was burned to the ground to prevent Japanese forces from using it and advancing. The community was rebuilt by the U.S. Navy after the War and residents were allowed to return. Many Attu villagers, released from imprisonment in Japan in 1945, relocated to Atka. This exposure to the outside world brought many changes in the traditional culture and attitudes in the community. The city incorporated in 1988. A federally-recognized tribe is located in the community -- the Native Village of Atka IRA. The population of the community consists of 91% Alaska Native or part Native. A traditional Unangas settlement, exposure to the outside world has brought changes to the traditional lifestyle, yet the Aleut language is still spoken in one-fourth of homes. The St. Nicholas Russian Orthodox Church is a central part of village life. Sea lions and other sea mammals are an important part of the subsistence lifestyle, and meat is shared village-wide on an informal basis.
Economy	The economy is based on subsistence living and wages earned from the halibut fishery. A small local fish processing plant, Atka Pride Seafoods, operates seasonally to serve the local fleet; they currently process halibut and black cod. Nine residents hold commercial fishing permits. A number of offshore fish processors carry out crew changes through Atka. Year-round income opportunities in the village are limited to education- and government-related work. A reindeer herd of over 2,500 head provides a source of meat.

TRANSPORTATION	
Accessibility	Accessible by air or sea
Airport Facilities	Atka has a State-owned 4,500' long by 100' wide asphalt, lighted runway.
Airline Services	Scheduled aircraft from Unalaska and chartered flights from Cold Bay or Unalaska.
Freight	Coastal Transportation provides freight service from May to October.
Vessel Support:	A new dock and port facility, operated by the City, were recently completed 5 miles from town.

FACILITIES & UTILITIES		
Telephone	**ACS**: (1-800-808-8083); **AT&T**:(1-800-288-2020)	**COMMUNICATIONS**
Wireless and Internet	**GCI:** (1-800-880-4800 / www.gci.net)	
TV Stations	ARCS	
Radio Stations	None	
Cable Provider	Atxam Village Corporation	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Andreanof Electric Corporation	
Fuel	Unknown	
Fuel Storage	City of Atka (200,000 gallons)	
Housing	The city of Atka has 2 rooms with kitchen facilities for rent. The Atka Village Council has a 3-bedroom bed & breakfast for rent with kitchen and laundry facilities. Nazan Bay Inn, owned by APICDA Joint Venture, has 4 bedrooms with kitchen, laundry facilities and sauna.	
Water & Sewage	The community system was constructed in 1978 and expanded in 1982 to a new housing area. A stream and wooden reservoir dam northwest of the city supplies	

	water, which is stored in two 30,000-gallon water tanks before distribution. All 50 homes are plumbed and connected to the piped water and sewer system. Sewage is piped to a central septic system; wastewater flows untreated through outfall lines into Nazan Bay. Garbage is collected twice a week. In 2007/2008 major water and sanitation projects will be completed. The Hydroelectric plant at Chuniisax Creek generates Atka's electrical needs..
Miscellaneous	The community has one school, attended by 25 students. Fishing/hunting licenses available, although there are no guide or repair services.

SPILL RESPONSE SUPPORT	
(Contact local officials to determine possibility of using community facilities.)	
Potential Command Posts	None identified
Potential Staging Areas	None identified
Local Spill Response Equipment	None identified

9770.1.4 – Cold Bay Community Profile

COLD BAY COMMUNITY PROFILE

Population	108 (2010 DCCED Certified Population)
Borough Located In	Aleutians East Borough
Incorporation Type	2nd Class City
Native Entities	**Regional:** Aleut Corporation

EMERGENCY SERVICES	
State Troopers	Serviced through the Dillingham Post (842-5641)
EMS	City of Cold Bay (532-2585 or 522-2772)
Fire	City of Cold Bay Volunteer Fire Department (532-5000)
Medical	Livingston Memorial Clinic (532-2000); Peter Pan Seafoods' Port Moller Medical Clinic- seasonal (987-2207)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES

ORGANIZATION	ADDRESS	PHONE	WEBSITE/EMAIL
Aleut Corporation	4000 Old Seward Hwy, Suite 300 Anchorage, AK 99503	561-4300 276-3924 (fax)	www.aleutcorp.com receptionist@aleutcorp.com
City of Cold Bay	PO Box 10 Cold Bay , AK 99571	532-2401 532-2671 (fax)	coldbayak@arctic.net
Eastern Aleutian Tribes, Incorporated	3380 C Street, Suite 100 Anchorage, AK 99503	277-1440 977-1446 (fax)	www.eatribes.org
G&K, Incorporated	PO Box 117 Cold Bay, AK 99571	532-2407 532-2513 (fax)	
Southeast Alaska Municipal Conference	3300 Arctic Blvd, Suite 203 Anchorage, AK 99503	562-7380 356-1206 (fax)	www.swamc.org

GENERAL	
Location and Climate	Cold Bay is located in the Izembek National Wildlife Refuge at the western end of the Alaska Peninsula, 634 miles southwest of Anchorage and 180 miles northeast of Unalaska. It lies at approximately 55.185°N/162.721°W. (Sec. 01, T058S, R089W, Seward Meridian.) The city has a maritime climate, and temperatures generally range from 25° to 60°F. The average annual rainfall is 36 inches, and

	average annual snowfall is 55 inches. Wind speeds of 30 mph are common for Cold Bay.
History, Culture, & Demographics	Archaeological sites dating to the last ice age indicate the area around Cold Bay was once inhabited by a large Native population and was used by European hunters and trappers throughout the 19th century. Nearby Izembeck Lagoon was named in 1827 by Count Feodor Kutke, after Karl Izembeck, a surgeon aboard the sloop "Moller." During World War II, Cold Bay was the site of the strategic air base Fort Randall, and its newly constructed runway was the largest in the state, at that time and for many years. The city incorporated in 1982. The population of the community consists of 17% Alaska Native or part Native. Subsistence and recreational fishing and hunting are a part of the local culture. Up to 70,000 Canada geese migrate through Cold Bay in the fall. Izembeck Lagoon offers the world's largest eelgrass beds, feeding grounds for more than 100,000 brant during their spring and fall migrations.
Economy	Cold Bay services the fishing industry and houses a number of federal offices with services focused on Aleutian transportation and wildlife protection. State and federal government and airline support services provide the majority of local employment, and Cold Bay provides services and fuel for the fishing industry. Two residents hold commercial fishing permits. Because of its central location and modern airport with a 10,000' runway, Cold Bay serves as the regional center for air transportation on the Alaska Peninsula and as an international hub for private aircraft.

TRANSPORTATION	
Accessibility	Cold Bay is a regional transportation center and provides scheduled flights to surrounding communities.
Airport Facilities	A State-owned 10,415' long by 150' wide paved and lighted runway with a 5,126' long by 150' wide paved crosswind runway, an FAA Flight Service Station, and a seaplane base are available.
Airline Services	Scheduled and charter service from Anchorage and local area.
Freight	Marine cargo services are available monthly from Seattle, but not from Anchorage.
Vessel Support:	The community has a dock, but wants to develop a breakwater, boat harbor and boat launch. The State Ferry operates bi-monthly from Kodiak between May and October.

FACILITIES & UTILITIES		
Telephone	**Interior Telephone Co**: (1-800-478-3127); **AT&T**:(1-800-288-2020); **GCI:** (1-800-880-4800 / www.gci.net)	**COMMUNICATIONS**
Wireless and Internet	**GCI:** (1-800-880-4800 / www.gci.net)	
TV Stations	ARCS	
Radio Stations	KDLG-AM; KSDP-AM	
Cable Provider	None	
Teleconferencing	Alaska Teleconferencing Network; Dillingham Legislative Information Office	
Electricity	G&K, Incorporated	
Fuel	White gas, kerosene, diesel and unleaded gasoline.	
Fuel Storage	Aleut Enterprises Corp (557,800 gals.); G&K Electric (13,400); AK DOT (23,819); FAA (2,000); Aleutians East Schools (2,790); City (3,300); U.S. Fish & Wildlife (25,000); Peninsula Air (15,300); U.S. Air Force (4,800); AT&T Alascom (500) Frosty Fuel (553,728)	

Housing	Bear Foot Inn Alaska (532-2327), operates a hotel, restaurant, bar and store. Lodging is also available at Cold Bay Lodge (532-2767); Bay View Inn (532-2022) and R&R Guide Service (532-2797)
Water & Sewage	Water is supplied by one well and stored in a 213,000-gallon tank. Most residents are connected to the piped water and sewer system; a few homes have individual wells and septic systems. The sewage treatment plant can process up to 45,000 gallons a day. In 1999, construction of two new wells, a water treatment building, new water distribution lines, and sewer collection lines was completed. A new city shop was also constructed. Residents transport their own refuse to the landfill, located 1.5 miles north of the City. A feasibility study will determine whether to clean up or replace the old landfill. The ADOT provides firefighting and rescue services.
Miscellaneous	The community has one school, attended by 10 students. Cold Bay is used to visitors and welcomes tourists, fishermen and others coming through this isolated community.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Community Center – Capacity of 150 (532-2401); Library – Capacity of 30, Internet Service (532-2401);ASI – Capacity of 100, Internet service(9532-2407); School Gym – Capacity of 200 (532-2409)
Potential Staging Areas	G&K ASI (532-2407)
Local Spill Response Equipment	Frosty Fuel (532-2467) maintains some local response equipment.

9770.1.5 – False Pass Community Profile

FALSE PASS COMMUNITY PROFILE

Population	108 (2010 DCCED Certified Population)	
Borough Located In	Aleutians East Borough	
Incorporation Type	2nd Class City	
Native Entities	**Regional:**	Aleut Corporation
	Non-Profit	Aleutian Pribilof Island Association, Incorporated
	Profit	Isanotski Corporation
	Village	Native Village of False Pass (Federally Recognized Tribe)

EMERGENCY SERVICES	
State Troopers	Serviced through the Dillingham Post (842-5641)
VPSO	State VSPO (548-2223)
Fire	False Pass Volunteer Fire Department (548-2319)
Medical	Anne Hoblet Memorial Clinic (548-2241)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES

ORGANIZATION	ADDRESS	PHONE	WEBSITE/EMAIL
Aleut Corporation	4000 Old Seward Hwy, Suite 300 Anchorage, AK 99503	561-4300 276-3924 (fax)	www.aleutcorp.com receptionist@aleutcorp.com
Aleutian Housing Authority	520 E 32nd Ave Anchorage, AK 99503	563-2146 563-3104 (fax)	www.aleutian-housing.com
Aleutian Pribilof Island Association	1131 E International Airport Rd Anchorage, AK 99518	276-2700 276-4351 (fax)	www.apiai.org

City of False Pass	PO Box 50 False Pass, AK 99583	548-2214 548-2214 (fax)	
Isanotski Corporation	PO Box 9 False Pass, AK 99583	548-2217 548-2317 (fax)	www.isanotski.alaska.com
Native Village of False Pass	PO Box 29 False Pass, AK 99583	548-2227 548-2256 (fax)	falsepasstribe@gmail.com
Southeast Alaska Municipal Conference	3300 Arctic Blvd, Suite 203 Anchorage, AK 99503	562-7380 356-1206 (fax)	www.swamc.org

GENERAL

Location and Climate	False Pass is located on the eastern shore of Unimak Island on a strait connecting the Pacific Gulf of Alaska to the Bering Sea, 646 air miles southwest of Anchorage. The city owns approximately 66 square miles of land and water. False Pass lies at approximately 54.853°N/163.408°W. (Sec. 34, T061S, R094W, Seward Meridian.) The town is in the maritime climate zone. Temperatures generally range from 11° to 55°F. Snowfall averages 56 inches, with total annual precipitation of 33 inches. Prevailing southeast winds are constant and often strong during winter. Fog is common during summer months.
History, Culture, & Demographics	The name False Pass is derived from the fact that what appears as a pass from the Pacific Ocean to the Bering Sea is not practical since the Bering side of the strait is extremely shallow and cannot accommodate large vessels. In the early 1900s, a homesteader originally settled the area, which grew with the establishment of a cannery in 1917. Natives emigrated from Morzhovoi, Sanak Island and Ikatan when the cannery was built. The cannery operated continuously, except for 1973 - 1976, when two hard winters depleted the fish resources; Peter Pan Seafoods subsequently purchased the cannery, but it was destroyed by fire in March 1981 and not rebuilt. A post office was established in 1921; the city incorporated in 1990. A federally recognized tribe is located in the community -- the False Pass Tribal Council. The population of the community consists of 66% Alaska Native or part Native. The community is primarily Unangan. Fishing, fish processing and subsistence activities are the mainstays of the lifestyle. The sale of alcohol is restricted to the package store.
Economy	Commercial salmon fishing and fishing services drive the local economy. False Pass is an important refueling stop for Bristol Bay and Bering Sea fishing fleets. Bering Pacific and Peter Pan Seafoods process the commercial catch. Eleven residents hold commercial fishing permits. Cash income is supplemented by subsistence hunting and fishing; salmon, halibut, geese, caribou, seals and wild cattle on Sanak Island are utilized.

TRANSPORTATION

Accessibility	Boats and aircraft provide the only means of transportation into False Pass.
Airport Facilities	A State-owned 2,150' long by 60' wide gravel airstrip and a seaplane base are available.
Airline Services	Mail and passenger flights arrive three times weekly.
Freight	Cargo barges are available from Seattle. No local taxi or delivery services exist in False Pass. The State Ferry operates once a month between May and October from Kodiak.
Vessel Support:	Construction of a new small boat harbor was completed in 2009.

FACILITIES & UTILITIES

Telephone	**ACS**: (1-800-808-8083); **AT&T**:(1-800-288-2020); **GCI:** (1-800-880-4800 / www.gci.net)	**COMMUNICATIONS**
Wireless and Internet	**GCI:** (1-800-880-4800 / www.gci.net)	
TV Stations	ARCS	
Radio Stations	KDLG-AM	
Cable Provider	None	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	False Pass Electric Association	
Fuel	Marine gas, diesel, propane, and unleaded gasoline.	
Fuel Storage	Peter Pan Seafoods (321,700 gallons); City of False Pass (34,000 gallons); Aleutians East Schools (968 gallons)	
Housing	Accommodations are limited: there is one bed and breakfast; bunkhouse rooms may be available seasonally at Bering Pacific or Peter Pan fish processors.	
Water & Sewage	Water is derived from a nearby spring and reservoir, treated and stored in a 60,000-gallon tank; most homes are connected to the piped water system. All homes are fully plumbed. Residents use individual septic tanks for sewage disposal; the city operates a septic sludge tanker and sludge disposal site. Wastewater from seafood processing flows directly into an outfall line. Recent water system improvements include an enlarged dam and a second 60,000-gallon water tank.	
Miscellaneous	The community has one school, attended by 5 students. The city collects refuse twice a week.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	None identified
Potential Staging Areas	None identified
Local Spill Response Equipment	None identified

9770.1.6 – King Cove Community Profile

KING COVE COMMUNITY PROFILE

Population	938 (2010 DCCED Certified Population)	
Borough Located In	Aleutians East Borough	
Incorporation Type	1st Class City	
Native Entities	**Regional:**	Aleut Corporation
	Non-Profit	Aleutian Pribilof Island Association, Incorporated
	Profit	The King Cove Corporation
	Village	Agdaagux Tribe of King Cove (Federally Recognized Tribe)

EMERGENCY SERVICES	
State Troopers	Serviced through the Dillingham Post (842-5641)
VPSO	State VPSO (497-2555)
Police	City of King Cove Police (497-2210)
Fire	King Cove Volunteer Fire & Rescue (497-2210)
Medical	King Cove Medical Clinic (497-2311)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES

ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Agdaagux Tribe of King Cove	PO Box 249 King Cove, AK 99612	497-2648 497-2803	ettakuzakin@yahoo.com

Aleut Corporation	4000 Old Seward Hwy, Suite 300 Anchorage, AK 99503	561-4300 276-3924 (fax)	www.aleutcorp.com receptionist@aleutcorp.com
Aleutian Pribilof Island Association	1131 E International Airport Rd Anchorage, AK 99518	276-2700 276-4351 (fax)	www.apiai.org
City of King Cove	PO Box 37 King Cove, AK 99612	497-2340 497-2594 (fax)	www.cityofkingcove.com kccityclerk@gmail.com
Eastern Aleutian Tribes, Incorporated	3380 C Street, Suite 100 Anchorage, AK 99503	277-1440 977-1446 (fax)	www.eatribes.org
Southeast Alaska Municipal Conference	3300 Arctic Blvd, Suite 203 Anchorage, AK 99503	562-7380 356-1206 (fax)	www.swamc.org
The King Cove Corporation	PO Box 38 King Cove, AK 99612	497-2312 497-2444 (fax)	www.kingcovecorporation.com

GENERAL

Location and Climate	King Cove is located on the south side of the Alaska Peninsula, on a sand spit fronting Deer Passage and Deer Island. It is 18 miles southeast of Cold Bay, 625 miles southwest of Anchorage, and lies at approximately 55.061°N/162.310°W. (Sec. 22, T059S, R086W, Seward Meridian.) King Cove is in the maritime climate zone. Temperatures average 25° to 55°F, with extremes from -9° to 76°F. Snowfall averages 52 inches, and total annual precipitation is 33 inches. Fog during summer and high winds during winter can limit accessibility.
History, Culture, & Demographics	King Cove was founded in 1911 when Pacific American Fisheries built a salmon cannery. Early settlers were Scandinavian, European and Unangan fishermen. Of the first ten founding families, five consisted of a European father and an Aleut mother. The city incorporated in 1949. The cannery operated continuously between 1911and 1976, when it was partially destroyed by fire, but the adoption of the 200-mile fisheries limit spurred rebuilding. King Cove remains tied to fishing and fish processing. A federally-recognized tribe is located in the community -- the Agdaagux Tribe of King Cove. The population of the community consists of 48% Alaska Native or part Native. King Cove is a mixed non-Native and Unangan community. Scandinavians have historically had a large influence on the cultural, economic and social structures.
Economy	King Cove's economy depends almost completely on the year-round commercial fishing and seafood processing industries. The Peter Pan Seafoods facility is one of the largest cannery operations under one roof in Alaska. Up to 500 non-residents are brought in to work the cannery as needed. Sixty-two residents hold commercial fishing permits. Income is supplemented by subsistence activities; salmon, caribou, geese and ptarmigan provide food sources.

TRANSPORTATION

Accessibility	King Cove is accessible only by air and sea.
Airport Facilities	A State-owned 3,500' long by 100' wide gravel runway is available, but unattended, no fuel, no airport facilities, and runway conditions not monitored – visual inspection recommended prior to using.
Airline Services	Scheduled or chartered aircraft from Cold Bay or Sand Point.
Freight	Air and marine cargo capabilities available.

Vessel Support:	The ferry and marine cargo services use one of three docks owned by Peter Pan Seafoods. The city operates a deep water dock. The North Harbor provides moorage for 90 boats and is ice-free all year. The Corps of Engineers and Aleutians East Borough constructed the new Babe Newman Harbor and breakwater; the harbor, operated by the city, provides additional moorage for 60' to 150' fishing vessels.

FACILITIES & UTILITIES		
Telephone	**Interior Telephone Co**: (1-800-478-3127); **AT&T**:(1-800-288-2020)	**COMMUNICATIONS**
Wireless and Internet	**GCI:** (1-800-880-4800 / www.gci.net); **Arctic Net/TelAlaska, Inc**. (www.arctic.net)	
TV Stations	ARCS	
Radio Stations	KSDP-AM	
Cable Provider	Dish	
Teleconferencing	Alaska Teleconferencing Network; Dillingham Legislative Information Office	
Electricity	A hydroelectric power project has recently been completed at Delta Creek. Peter Pan Seafoods operates its own electric system.	
Fuel	Unknown.	
Fuel Storage	City of King Cove (127,800 gallons); Aleutians East Schools (5,300 gallons); King Cove Corp. (5,000 gallons); Peter Pan Seafoods (707,448 gallons); Gould & Sons (2,800 gallons)	
Housing	Fleets Inn (497-2312)	
Water & Sewage	Water is supplied by Ram Creek with a sheetpile dam that stores about 980,000 gallons of unfiltered water. A well field and storage tank is located at Delta Creek. All residents are connected to the piped water system and homes are fully plumbed. A piped sewage collection system connects all homes and facilities to central septic tanks. Two lift stations and tanks provide primary (20,000 gallons) and secondary treatment (84,000 gallons) of waste, with discharge through an outfall line.	
Miscellaneous	The community has one school, attended by 110 students.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	None identified
Potential Staging Areas	None identified
Local Spill Response Equipment	None identified

9770.1.7 – Nelson Lagoon Community Profile

NELSON LAGOON COMMUNITY PROFILE

Population	52 (2010 Estimated Population)	
Borough Located In	Aleutians East Borough	
Incorporation Type	Unincorporated	
Native Entities	**Regional:**	Aleut Corporation
	Non-Profit	Aleutian Pribilof Island Association, Incorporated
	Profit	Nelson Lagoon Corporation
	Village	Native Village of Nelson Lagoon (Federally Recognized Tribe)

EMERGENCY SERVICES	
State Troopers	Serviced through the King Salmon Post (246-3464)
VPSO	State VPSO (989-2232)

Fire	Nelson Lagoon Volunteer Fire Department (989-2232)
Medical	Nelson Lagoon Clinic (989-2202); Nelson Lagoon First Responders (989-2202)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES

ORGANIZATION	ADDRESS	PHONE	WEBSITE/EMAIL
Aleut Corporation	4000 Old Seward Hwy, Suite 300 Anchorage, AK 99503	561-4300 276-3924 (fax)	www.aleutcorp.com receptionist@aleutcorp.com
Aleutian Housing Authority	520 E 32nd Ave Anchorage, AK 99503	563-2146 563-3104 (fax)	www.aleutian-housing.com
Aleutian Pribilof Island Association	1131 E International Airport Rd Anchorage, AK 99518	276-2700 276-4351 (fax)	www.apiai.org
Eastern Aleutian Tribes, Incorporated	3380 C Street, Suite 100 Anchorage, AK 99503	277-1440 977-1446 (fax)	www.eatribes.org
Native Village of Nelson Lagoon	PO Box 913 Nelson Lagoon, AK 99571	989-2204 989-2233 (fax)	jgunde1125@aol.com
Nelson Lagoon Corporation	PO Box 913 Nelson Lagoon, AK 99571	989-2204 989-2233 (fax)	
Nelson Lagoon Electrical Cooperative	PO Box 13 Nelson Lagoon, AK 99571	989-2204 989-2233 (fax)	
Nelson Lagoon Enterprises	PO Box 913 Nelson Lagoon, AK 99571		
Southeast Alaska Municipal Conference	3300 Arctic Blvd, Suite 203 Anchorage, AK 99503	562-7380 356-1206 (fax)	www.swamc.org

GENERAL

Location and Climate	Nelson Lagoon is located on the northern coast of the Alaska Peninsula, on a narrow sand spit that separates the lagoon from the Bering Sea. It is 580 miles southwest of Anchorage and lies at approximately 56.001°N/161.202°W. (Sec. 25, T048S, R077W, Seward Meridian.) Nelson Lagoon is in the maritime climate zone, with a constant prevailing wind of 20 to 25 mph. Frequent and dramatic weather changes can occur. Temperatures average 25° to 50°F, with a range from -15° to 75°F. Snowfall averages 56 inches, with a total annual precipitation of 33 inches.
History, Culture, & Demographics	Nelson Lagoon has been used historically as a Unangan summer fish camp. The resources of the lagoon and nearby Bear River are excellent. The lagoon was named in 1882 for Edward William Nelson of the U.S. Signal Corps, an explorer in the Yukon Delta region between 1877 and 1920. A salmon saltery operated from 1906 to 1917, which attracted Scandinavian fishermen, but there has been no cannery since then. Year-round occupation of the community began in 1965 when a school was built. A federally recognized tribe is located in the community, the Native Village of Nelson Lagoon. The population of the community consists of 82% Alaska Native or part Native. The culture is focused on commercial fishing and subsistence activities. There is a strong community pride and loyalty among the residents, with a desire to maintain their lifestyle with slow, monitored growth and development that can be well managed by the residents.
Economy	Nelson Lagoon is situated in the middle of a rich and productive salmon fisheries area; 24 residents hold commercial fishing permits, primarily salmon gillnet. Subsistence activities balance the seasonal nature of the fishery. Some trapping

	occurs. Residents are interested in developing a small seafood processing and cold storage facility

TRANSPORTATION	
Accessibility	Nelson Lagoon is accessible only by air and sea.
Airport Facilities	A State-owned 4,000' long by 75' wide gravel runway serves regularly-scheduled flights. Large seabirds feed on the beach adjacent to runway.
Airline Services	Air charters from Cold Bay.
Freight	Freight arrives by ship or barge at the Peter Pan Seafoods dock, 30 miles away, at Port Moller.
Vessel Support:	Facilities include a dock, boat ramp, harbormaster's office and warehouse.

FACILITIES & UTILITIES		
Telephone	**ACS**: (1-800-808-8083); **AT&T**:(1-800-288-2020); **GCI:** (1-800-880-4800 / www.gci.net)	**COMMUNICATIONS**
Wireless and Internet	**GCI:** (1-800-880-4800 / www.gci.net)	
TV Stations	ARCS	
Radio Stations	KDLG-AM	
Cable Provider	None	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Nelson Lagoon Electric Cooperative.	
Fuel	None.	
Fuel Storage	Nelson Lagoon Fuel Enterprise (140,000 gallons.); Aleutians East Schools (1,500 gallons); Harold Thompson (3,000 gallons)	
Housing	Tides Inn & Cafe; The Bering Inn	
Water & Sewage	Water comes from a lake about 10 miles from Nelson Lagoon and is treated; water storage capacity is 600,000 gallons. All homes are connected to the piped water system. Individual septic systems enable households to have complete plumbing. The water system needs major improvements, including repair of the distribution system and a new storage tank.	
Miscellaneous	The community has one school, attended by 18 students. There are no garbage collection services, but a landfill is available.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	None identified
Potential Staging Areas	None identified
Local Spill Response Equipment	None identified

9770.1.8 – Nikolski Community Profile

NIKOLSKI COMMUNITY PROFILE

Population	18 (2010 Estimated Population)	
Borough Located In	Unorganized	
Incorporation Type	Unincorporated	
Native Entities	**Regional:**	Aleut Corporation
	Non-Profit	Aleutian Pribilof Island Association, Incorporated
	Profit	Chaluka Corporation
	Village	Native Village of Nikolski (Federally Recognized Tribe)

EMERGENCY SERVICES

State Troopers	Serviced through the Dutch Harbor Post (581-1432)
Fire	Nikolski Volunteer Fire Department (576-2225)
Medical	Nikolski Health Clinic (576-2204)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES

ORGANIZATION	ADDRESS	PHONE	WEBSITE/EMAIL
Aleut Corporation	4000 Old Seward Hwy, Suite 300 Anchorage, AK 99503	561-4300 276-3924 (fax)	www.aleutcorp.com receptionist@aleutcorp.com
Aleutian Housing Authority	520 E 32nd Ave Anchorage, AK 99503	563-2146 563-3104 (fax)	www.aleutian-housing.com
Aleutian Pribilof Island Association	1131 E International Airport Rd Anchorage, AK 99518	276-2700 276-4351 (fax)	www.apiai.org
Chaluka Corporation	PO Box 104 Nikolski, AK 99638	576-2215	
Native Village of Nikolski	PO Box 105 Nikolski, AK 99638	576-2225 576-2205 (fax)	nvnikolski@hotmail.com
Southeast Alaska Municipal Conference	3300 Arctic Blvd, Suite 203 Anchorage, AK 99503	562-7380 356-1206 (fax)	www.swamc.org

GENERAL

Location and Climate	Nikolski is located on Nikolski Bay, off the southwest end of Umnak Island, one of the Fox Islands. It lies 116 air miles west of Unalaska, 900 air miles from Anchorage, at approximately 52.938°N/168.867°W. (Sec. 04, T084S, R136W, Seward Meridian.) Nikolski is in a maritime climate zone. Temperatures generally range from 11° to 65°F. Snowfall averages 41 inches; total precipitation is 21 inches. Strong winds are frequent during the winter and fog during the summer, which limits accessibility.
History, Culture, & Demographics	Nikolski is reputed by some to be the oldest continuously occupied community in the world. Archaeological evidence from Ananiuliak Island, on the north side of Nikolski Bay, dates as far back as 8,500 years ago. The Chaluka archaeological site in the village of Nikolski indicates 4,000 years of virtually continuous occupation. People were living in Nikolski before the pyramids were built, the Mayan calendar was invented, or the Chinese language was written. In 1834, it was the site of sea otter hunting, and was recorded by the Russians as "Recheshnoe," which means "river." In 1920, a boom in fox farming occurred. The local Unangan became affluent enough to purchase a relatively large boat, the "Umnak Native," though it met shipwreck in 1933. The Aleutian Livestock Company established a sheep ranch in 1926. In June 1942, after the Japanese attacked Unalaska and seized Attu and Kiska, residents were evacuated to the Ketchikan area. Locals were allowed to return in 1944, but the exposure to the outside world brought about many changes in the traditional lifestyle and community attitudes. In the 1950s, the Air Force constructed a White Alice radar communication site here, which provided some jobs, but it was abandoned in 1977. A federally-recognized tribe is located in the community -- the Native Village of Nikolski. The population of the community consists of 69% Alaska Native or part Native. Residents are known as Unangan, and Aleut is spoken in three-quarters of all homes. Subsistence activities, sheep and cattle raising, and fishing-related employment sustain the community.

Economy	Most residents support themselves by working outside the village at crab canneries and on processing ships. The lack of a harbor and dock has limited fisheries-related activities. The village is interested in developing a small value-added fish processing plant and a sport-fishing lodge to attract new and former residents, who left Nikolski for economic reasons. The Aleutian Pribilof Island Community Development Association recently purchased a sport-fishing charter boat. Sheep, cattle and horses graze over much of the island. Income is supplemented by subsistence activities, which provide a substantial part of the villagers' diets; salmon, halibut, seals and ducks are utilized.

TRANSPORTATION	
Accessibility	By air or sea only.
Airport Facilities	Nikolski has a 3,500' unlighted gravel runway owned by Chaluka Corporation.
Airline Services	Passenger, mail and cargo service available thru scheduled or charter flights from Dutch Harbor. Rain and wind often close the gravel airstrip.
Freight	There are no landings, piers or port facilities for ships.
Vessel Support:	Barges deliver cargo once or twice a year; goods and passengers are lightered three miles to the beach.

FACILITIES & UTILITIES		
Telephone	**ACS**: (1-800-808-8083); **AT&T**:(1-800-288-2020)	**COMMUNICATIONS**
Wireless and Internet	**GCI:** (1-800-880-4800 / www.gci.net)	
TV Stations	ARCS	
Radio Stations	None	
Cable Provider	Nikolski IRA Council	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Umnak Power Company	
Fuel	May be available at the Nikolski Native Store.	
Fuel Storage	Nikolski Native Store (23,000 gallons); Umnak Power Co. (23,000 gallons); Aleutian Region Schools (9,500 gallons); Chaluka Corp. Ranch (6,300 gallons)	
Housing	Housing available through the Nikolski IRA Council (576-2225)	
Water & Sewage	The twelve occupied homes in Nikolski are connected to a piped water system and individual septic tanks. All homes are fully plumbed. The Council provides septic pumping services	
Miscellaneous	The community has one school, attended by 10 students.	

SPILL RESPONSE SUPPORT	
(Contact local officials to determine possibility of using community facilities.)	
Potential Command Posts	None identified
Potential Staging Areas	None identified
Local Spill Response Equipment	None identified

9770.1.9 – Saint George Community Profile

SAINT GEORGE COMMUNITY PROFILE

Population	102 (2010 DCCED Certified Population)	
Borough Located In	Unorganized	
Incorporation Type	2nd Class City	
Native Entities	**Regional:**	Aleut Corporation
	Non-Profit	Aleutian Pribilof Island Association, Incorporated
	Profit	Saint George Tanaq Corporation

Village	Saint George Island (Federally Recognized Tribe)

EMERGENCY SERVICES	
State Troopers	Serviced through the Dillingham Post (842-5641)
VPSO	State VSPO (859-2403)
Fire	Saint George EMS/First Responders (859-2225)
Medical	Saint George Clinic (859-2254)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES

ORGANIZATION	ADDRESS	PHONE	WEBSITE/EMAIL
Aleut Corporation	4000 Old Seward Hwy, Suite 300 Anchorage, AK 99503	561-4300 276-3924 (fax)	www.aleutcorp.com receptionist@aleutcorp.com
Aleutian Housing Authority	520 E 32nd Ave Anchorage, AK 99503	563-2146 563-3104 (fax)	www.aleutian-housing.com
Aleutian Pribilof Island Association	1131 E International Airport Rd Anchorage, AK 99518	276-2700 276-4351 (fax)	www.apiai.org
City of Saint George	PO Box 940 Saint George, AK 99591	859-2236 859-2242 (fax)	
Saint George Island	PO Box 940 Saint George, AK 99591	859-2205 859-2242 (fax)	chris_merculief@yahoo.com
Southeast Alaska Municipal Conference	3300 Arctic Blvd, Suite 203 Anchorage, AK 99503	562-7380 356-1206 (fax)	www.swamc.org
Saint George Tanaq Corporation	4141 B Street, Suite 301 Anchorage, AK 99503	272-9886 272-9855 (fax)	www.stgeorgetanaq.com

GENERAL

Location and Climate	St. George is located on the northeast shore of St. George Island, the southern-most of five islands in the Pribilofs, 47 miles south of St. Paul Island, 750 air miles west of Anchorage and 250 miles northwest of Unalaska. It lies at approximately 56.600°N/169.542°W. (Sec. 29, T041S, R129W, Seward Meridian.) Over 210 species of birds nest on the cliffs of St. George Island. The climate of St. George is controlled by the cold waters of the Bering Sea. The maritime location results in cool weather year round and a narrow range of mean temperatures varying from 24° to 52°F. Average precipitation is 23 inches, with 57 inches of snowfall. Cloudy, foggy weather is common during summer months.
History, Culture, & Demographics	St. George was discovered in 1786 by Gavrill Pribilof of the Russian Lebedov Lastochkin Co. while looking for the famed northern fur seal breeding grounds. The island was named Sveti Georgiy, and its larger neighbor to the north was originally called St. Peter and St. Paul Island. The Russian American Company enslaved Aleut hunters from Siberia, Unalaska and Atka and relocated them to St. George and St. Paul to harvest the fur seal. Between 1870 and 1910, the U.S. Government leased the Pribilof Islands to private companies, who provided housing, food and medical care to the Aleuts in exchange for work in the fur seal plant. In 1910, the U.S. Bureau of Fisheries took control of the islands, but poverty conditions ensued due to over-harvesting of the seals. During World War II, residents were moved to Funter Bay in Southeast Alaska as part of the area-wide evacuation; unlike Natives evacuated to other areas, they were confined to an abandoned cannery and mine camp. In 1979, the Pribilof Aleuts received $8.5 million in partial compensation for the unfair and unjust treatment they were subjected to under federal administration between 1870 and 1946. In 1983, with

	the end of the commercial seal harvest and ensuing withdrawal from the islands, the U.S. government provided $8 million for St. George and $12 million for St. Paul to help develop and diversify the local economy. Today, residents are working to develop commercial fisheries and tourism. The city incorporated in 1983. A federally recognized tribe is located in the community -- the St. George Island Traditional Council. Predominantly Aleut and Eskimo, the population of the community consists of 92% Alaska Native or part Native. The Pribilof Islands seal population and the community's dependence on it has been a major influence on the local culture; more than a million fur seals congregate on the islands every summer, though the numbers have been declining inexplicably in recent years.
Economy	Until terminated in 1983, the federally controlled fur seal industry dominated the economy of the Pribilof communities of St. Paul and St. George; the two communities remain closely tied today. Currently, government positions and commercial fishing provide most employment. Puffin Seafoods and Snopac Products operate in St. George. The St. George Aquaculture Assoc. has salmon and shellfish programs. Eleven residents hold commercial fishing permits. Villagers harvest 500 fur seals each year for subsistence purposes. Halibut, reindeer, marine invertebrates, plants and berries also contribute to the local diet.

TRANSPORTATION	
Accessibility	St. George is accessible only by air and sea
Airport Facilities	There are two airstrips, one owned by the city and a State-owned airport with a 4982' long by 150' wide gravel runway.
Airline Services	Scheduled flights are provided to St. Paul and the mainland.
Freight	Most freight and supplies are delivered by ship from Anchorage on a monthly or bimonthly schedule; cargo from Seattle arrives five or six times a year.
Vessel Support:	There are three docks; one operated by the village corporation, and an inner harbor and dock in Zapadni Bay, 5 miles from town.

FACILITIES & UTILITIES		
Telephone	**ACS**: (1-800-808-8083); **AT&T**:(1-800-288-2020)	**COMMUNICATIONS**
Wireless and Internet	None	
TV Stations	ARCS	
Radio Stations	KUHB-FM; KNOM-AM	
Cable Provider	Saint George Traditional Council	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Saint George Municipal Electric Utility	
Fuel	Marine gas, diesel, propane, and unleaded gasoline.	
Fuel Storage	Saint George Delta Fuel Co. (1,050,200 gallons); City of Saint George (4,000 gallons); Peninsula Airways (2,000 gallons); Pribilof Island Schools (1,000 gallons); St. George Tanaq Corp. (5,200 gallons)	
Housing	Saint George Hotel	
Water & Sewage	NOAA constructed a piped water and sewer system during the 1950s. Four wells provide water for the community and the harbor, with 250,000 gallons of storage. Funds have been requested to replace the failing 45-year-old water storage tank and distribution mains. All 60 residences are plumbed and connected to the system. Sewage outfall discharges into the harbor.	
Miscellaneous	The community has one school, attended by 23 students. The city provides refuse collection services. NOAA is completing a federal hazardous waste clean-up on the island and will close the existing landfill.	

SPILL RESPONSE SUPPORT	
(Contact local officials to determine possibility of using community facilities.)	
Potential Command Posts	None identified
Potential Staging Areas	None identified
Local Spill Response Equipment	None identified

9770.1.10 – Saint Paul Community Profile

SAINT PAUL COMMUNITY PROFILE

Population	479 (2010 DCCED Certified Population)	
Borough Located In	Unorganized	
Incorporation Type	2nd Class City	
Native Entities	**Regional:**	Aleut Corporation
	Non-Profit	Aleutian Pribilof Island Association, Incorporated
	Profit	Tanadgusix Corporation
	Village	Saint Paul Island (Federally Recognized Tribe)

EMERGENCY SERVICES	
State Troopers	Serviced through the Dillingham Post (842-5641)
Police	Saint Paul Department of Public Safety (546-3130)
Fire	Saint Paul EMS Rescue Squad (546-2311 ext. 123); Saint Paul Volunteer Fire Department (VHF Channel 16)
Medical	Saint Paul Health Clinic (546-8300)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES

ORGANIZATION	ADDRESS	PHONE	WEBSITE/EMAIL
Aleut Corporation	4000 Old Seward Hwy, Suite 300 Anchorage, AK 99503	561-4300 276-3924 (fax)	www.aleutcorp.com receptionist@aleutcorp.com
Aleutian Housing Authority	520 E 32nd Ave Anchorage, AK 99503	563-2146 563-3104 (fax)	www.aleutian-housing.com
Aleutian Pribilof Island Association	1131 E International Airport Rd Anchorage, AK 99518	276-2700 276-4351 (fax)	www.apiai.org
Central Bering Sea Fishermen's Assoc.	PO Box 288 Saint Paul, AK 99660	546-2597 546-2450 (fax)	www.cbsfa.com
City of Saint Paul	PO Box 901 Saint Paul, AK 99660	546-2331	
Pribilof School District	PO Box 905 Saint Paul, AK 99660	546-3337 546-2327 (fax)	www.pribilofschools.org newmanc@psd-k12.org
Saint Paul Island	PO Box 86 Saint Paul, AK 99660	546-3200 546-3253 (fax)	president@aleut.com
Southeast Alaska Municipal Conference	3300 Arctic Blvd, Suite 203 Anchorage, AK 99503	562-7380 356-1206 (fax)	www.swamc.org
Tanadgusix Corporation	4300 B Street, Suite 209 Anchorage, AK 99503	272-2312 272-2350 (fax)	

GENERAL

Location and Climate	St. Paul is located on a narrow peninsula on the southern tip of St. Paul Island, the largest of five islands in the Pribilof's. It lies 47 miles north of St. George Island, 240 miles north of the Aleutian Islands, and 750 air miles west of Anchorage, at approximately 57.122°N/170.275°W. (Sec. 25, T035S, R132W, Seward Meridian.) The climate of St. Paul is arctic maritime with cool weather year-round and a narrow range of mean temperatures, varying from 19° to 51°F. Average precipitation is 25 inches, with snowfall of 56 inches.
History, Culture, & Demographics	The Pribilof's were discovered in 1786 by Russian fur traders. They landed first on St. George, then named the larger island to the north St. Peter and St. Paul Island. In 1788, the Russian American Company enslaved and relocated Aleuts from Siberia, Atka and Unalaska to the Pribilof's to hunt fur seals; their descendants live on the two islands today. In 1870, the Alaska Commercial Company was awarded a 20-year sealing lease by the U.S. Government to provide housing, food and medical care to the Aleuts in exchange for seal harvesting. In 1890, a second 20-year lease was awarded to the North American Commercial Company, however, fur seals had been severely over-harvested and poverty ensued. The 1910 Fur Seal Act ended private leasing on the islands and placed the community and fur seals under the U.S. Bureau of Fisheries. Food and clothing were scarce, social and racial segregation were practiced, and working conditions were poor. During World War II, Pribilof Aleuts were moved to Funter Bay in Southeast Alaska as part of the area-wide evacuation; unlike Natives evacuated to other areas, they were confined to an abandoned cannery and mine camp. In 1979, the Aleut Islanders received $8.5 million in partial compensation for the unfair and unjust treatment they were subject to under federal administration between 1870 and 1946. In 1983, Congress passed the Fur Seal Act Amendments, which ended government control of the commercial seal harvest and the federal presence on the island. Responsibility for providing community services and management of the fur seals was left to local entities; the U.S. government provided $8 million for St. George and $12 million for St. Paul to help develop and diversify the local economy. Commercial harvesting on St. Paul ceased in 1985; ownership of fur seal pelts is now prohibited, except for subsistence purposes. A federally recognized tribe is located in the community -- the Aleut Community of St. Paul Island. The population consists of 87% Alaska Native or part Native, predominantly Aleut and Eskimo. Although subsistence has not historically been the focus of the local culture, today halibut and seal are shared and exchanged with relatives living in other communities for salmon and reindeer. The Russian Orthodox Church plays a strong role in community cohesiveness.
Economy	The federally controlled fur seal industry dominated the economy of the Pribilof's until 1983. St. Paul is a port for the Central Bering Sea fishing fleet, and major harbor improvements have fueled economic growth. Trident Seafoods and Icicle Seafoods process cod, crab, halibut and other seafood in St. Paul; the community is seeking funds to develop a halibut processing facility. Several offshore processors are serviced out of St. Paul. Thirty residents hold commercial fishing permit. Fur seal rookeries and more than 210 species of nesting sea birds attract almost 700 tourists annually. There is a reindeer herd on the island from a previous commercial venture. Residents subsist on halibut, fur seals (1,645 may be taken each year), reindeer, marine invertebrates, plants and berries.
TRANSPORTATION	
Accessibility	Saint Paul is accessible by sea and air.
Airport Facilities	The State-owned gravel runway is 6,500' long by 150' wide in length, and is undergoing major improvements.

Airline Services	Regularly scheduled flights are provided, under Visual Flight Rule conditions. Penn Air is the primary air service provider.
Freight	Most supplies and freight arrive by ship. ACE fly's freight on a charter basis.
Vessel Support:	There is a breakwater, 700' of dock space, and a barge off-loading area. Construction of a small boat harbor was completed in 2010.

FACILITIES & UTILITIES		
Telephone	**ACS**: (1-800-808-8083); **AT&T**:(1-800-288-2020); **GCI:** (1-800-880-4800 / www.gci.net)	**COMMUNICATIONS**
Wireless and Internet	**GCI:** (1-800-880-4800 / www.gci.net); **TDX Corp**.; **HughsNet**	
TV Stations	ARCS	
Radio Stations	KUHB-FM	
Cable Provider	TDX Corp.; Dish Network	
Teleconferencing	Alaska Teleconferencing Network; Dillingham Legislative Information Office	
Electricity	Saint Paul Municipal Electric Utility	
Fuel	Diesel, propane, and unleaded gasoline.	
Fuel Storage	TDX Corp. (1,573,200 gallons); City of Saint Paul (1,849,890 gallons); Pribilof Island Schools (3,000 gallons); Pribilof Island Processors (1,900 gallons); City Electric (12,100 gallons); Reeve Aleutian Airways (10,200 gallons); Trident Seafoods (12,300 gallons); USCG (300,800 gallons)	
Housing	King Eider Hotel (546-2477) with laundry and shower facilities for guests.	
Water & Sewage	Water is supplied by wells and an aquifer and is then treated; there are two new wooden tanks; one 500,000 gallon and one 300,000 gallon. All 167 homes and facilities are fully plumbed and connected to the piped water and sewer system. An ocean outfall line handles seafood processing waste.	
Miscellaneous	The community has one school, attended by 100 students. The city collects refuse; the village tribe operates a recycling program, which is currently on hold. A landfill, incinerator, sludge and oil disposal site has recently been completed. A $3 million power plant came online in 2000. A small wind turbine provides power and hot water to the village office, but it is not connected to the power grid; the village corporation has three turbines and more are planned. The community library has wireless.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Saint Paul recreation hall holds approximately 250 people. POC: Phyllis @ 546-3152.
Potential Staging Areas	None identified
Local Spill Response Equipment	None identified

9770.1.11 – Sand Point Community Profile

SAND POINT COMMUNITY PROFILE

Population	976 (2010 DCCED Certified Population)
Borough Located In	Aleutians East Borough
Incorporation Type	1st Class City
Native Entities	**Regional:** Aleut Corporation **Non-Profit** Aleutian Pribilof Island Association, Incorporated **Profit** Shumagin Corporation

Village	Native Village of Unga(Federally Recognized Tribe); Pauloff Harbor Village (Federally Recognized Tribe); Qagan Tayagungin Tribe of Sand Point Village (Federally Recognized Tribe)

EMERGENCY SERVICES	
State Troopers	Serviced through the Dutch Harbor (581-1432) and King Salmon Post (246-3464)
Police	Sand Point Police Department (383-3700)
Fire	Sand Point EMS (383-3700)
Medical	Sand Point Community Health Clinic (383-3151)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES

ORGANIZATION	ADDRESS	PHONE	WEBSITE/EMAIL
Aleut Corporation	4000 Old Seward Hwy, Suite 300 Anchorage, AK 99503	561-4300 276-3924 (fax)	www.aleutcorp.com receptionist@aleutcorp.com
Aleutian Housing Authority	520 E 32nd Ave Anchorage, AK 99503	563-2146 563-3104 (fax)	www.aleutian-housing.com
Aleutian Pribilof Island Association	1131 E International Airport Rd Anchorage, AK 99518	276-2700 276-4351 (fax)	www.apiai.org
Aleutians East Borough School District	PO Box 429 Sand Point, AK 99661	383-5222 383-3496 (fax)	www.aebsd.org
City of Sand Point	PO Box 249 Sand Point, AK 99661	383-2696 383-2698 (fax)	www.ci.sandpoint.ak.us sptcity@arctic.net
Native Village of Unga	PO Box 508 Sand Point, AK 99661	383-2415 383-5553 (fax)	www.ungatribe.org
Pauloff Harbor Village	PO Box 97 Sand Point, AK 99661	383-6075 383-6094 (fax)	www.pauloffharbortribe.org pauloff@arctic.net
Qagan Tayagungin Tribe of Sand Point	PO Box 447 Sand Point, AK 99661	383-5616 383-5814 (fax)	www.qttribe.org qttadmin@arctic.net
Shumagin Corporation	PO Box 189 Sand Point, AK 99661	383-3525 383-5356 (fax)	www.shumagin.com
Southeast Alaska Municipal Conference	3300 Arctic Blvd, Suite 203 Anchorage, AK 99503	562-7380 356-1206 (fax)	www.swamc.org

GENERAL	
Location and Climate	Sand Point is located on Humboldt Harbor on Popof Island, off the Alaska Peninsula, 570 air miles from Anchorage. It lies at approximately 55.340°N/160.497°W. (Sec. 08, T056S, R073W, Seward Meridian.) Sand Point is in the maritime climate zone. Temperatures range from -9° to 76°F. Snowfall averages 52 inches, with total annual precipitation at 33 inches.
History, Culture, & Demographics	A San Francisco fishing company founded Sand Point in 1898 as a trading post and cod fishing station. Aleuts from surrounding villages and Scandinavian fishermen were the first residents. Sand Point served as a repair and supply center for gold mining during the early 1900s, but fish processing became the dominant activity in the 1930s. The St. Nicholas Chapel, a Russian Orthodox church built in 1933, is now on the National Register of Historical Places. Aleutian Cold Storage built a halibut plant in 1946. The city incorporated in 1966. A federally recognized tribe is located in the community -- the Qagan Tayagungin Tribe. The population of the community consists of 44% Alaska Native or part

	Native, primarily of Aleut decent. Sand Point is characterized as self-sufficient and progressive, with commercial fishing activities at the heart of the local culture. There is a large transient population for fishing and cannery work. Many of the shareholders of Pauloff Harbor and Unga now live in Sand Point.
Economy	Sand Point is home to the largest fishing fleet in the Aleutian Chain. The State provides regional services through public safety, fish and game, and the court system. Trident Seafoods operates a major bottom fish, pollock, salmon and fish meal plant and provides fuel and other services. Peter Pan Seafoods owns a storage and transfer station. Locals participate in subsistence consumption, including fish and caribou, and 116 residents hold commercial fishing permits.

TRANSPORTATION	
Accessibility	Direct flights to Anchorage are available.
Airport Facilities	Sand Point offers a State-owned airport with a 5,213' long by 150' wide paved runway. Runway expansion and airport road paving is planned. CAUTION: an 80 – 120 ft. cliff on east side of runway.
Airline Services	PenAir
Freight	Regular barge services supply the community.
Vessel Support:	Marine facilities include a 25-acre boat harbor with four docks, 134 boat slips, a harbormaster office, barge off-loading area, and a 150-ton lift. The Robert E. Galovin small boat harbor encompasses 25 acres of waterfront with four docks and approximately 130 boat slips. The State Ferry operates bi-monthly between May and October.

FACILITIES & UTILITIES		
Telephone	**Interior Telephone Co**: (1-800-478-3127); **AT&T**:(1-800-288-2020); **GCI:** (1-800-880-4800 / www.gci.net)	**COMMUNICATIONS**
Wireless and Internet	**GCI:** (1-800-880-4800 / www.gci.net); **Arctic Net/TelAlaska, Inc:** (www.arctic.net)	
TV Stations	ARCS	
Radio Stations	KSDP-AM	
Cable Provider	None	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	TDX Power	
Fuel	Diesel, and unleaded gasoline.	
Fuel Storage	Trident Seafoods (841,932 gallons); Shumagin Distributors (1,000 gallons); City of Sand Point (1,000 gallons); Peter Pan Seafoods (1,000 gallons); Reeve Aleutian Airways (1,500 gallons); Aleutian Commercial (2,350 gallons); Sand Point Electric (40,000 gallons)	
Housing	Anchor Inn Motel; Trident Seafoods Inc.; Hodges B&B.	
Water & Sewage	Water is derived from Humbolt Creek and treated. The city operates a piped water and sewer system serving 170 households and 22 businesses; all are fully plumbed. Trident Seafoods has first water rights; the city has requested funds to develop a new groundwater source.	
Miscellaneous	The community has one school, attended by 119 students. Trident Seafoods operates its own power generation facility.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	None identified
Potential Staging Areas	None identified

Local Spill Response Equipment	None identified

9770.1.12 – Shemya Station Community Profile

SHEMYA STATION COMMUNITY PROFILE

Population	27 (2007 DCCED Certified Population)
Borough Located In	Unorganized
Incorporation Type	Unincorporated
Native Entities	N/A

EMERGENCY SERVICES

Emergency services provided by the military.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES

There are not local organization or contacts for this community.

GENERAL

Location and Climate	Eareckson Air Force Station, or Shemya Station, is located on Shemya Island on the western end of the Aleutian Chain, at approximately 52.724°N/174.112°E. (Sec. 14, T086S, R257W, Seward Meridian.) Shemya Station is located in the Aleutian Islands Recording District. Shemya Station is in a maritime climate zone. Average temperatures range from 11° to 65°F. Snowfall averages 41 inches; total annual precipitation is 21 inches.
History, Culture, & Demographics	The entire group of islands was called Semichi by the Russians. Shemya Island is likely the same island called St. Abraham by Vitus Bering in 1741. The air station was developed during World War II as an Army Air base, and later became an Air Force intelligence site. At its peak, Shemya Station housed over 1,100 personnel; by 1980, the workforce had been reduced to 600. Shemya Station was closed in 1995; there is currently a small group of caretakers residing on the base
Economy	Eareckson Air Force Station is closed. Residents are employed under contract as caretakers of the facility.

TRANSPORTATION

Accessibility	Shemya Station is a military base with access strictly controlled by the U.S. Air Force and is restricted to military craft or emergency landings. Visitors must be on official military business to go to Shemya Station.
Airport Facilities	Military permitted only for runway use. Eareckson Air Force Station once maintained a seaplane landing facility; it is restricted to military craft or emergency landings.

FACILITIES & UTILITIES

No community wide facilities or utilities, except for electricity generation by USAF generator, which is operated by USAF and privately.

SPILL RESPONSE SUPPORT

(Contact local officials to determine possibility of using community facilities.)

Potential Command Posts	None identified
Potential Staging Areas	None identified
Local Spill Response Equipment	None identified

UNALASKA/DUTCH HARBOR COMMUNITY PROFILE

Population	4376 (2010 DCCED Certified Population)	
Borough Located In	Unorganized	
Incorporation Type	1st Class City	
Native Entities	**Regional:**	Aleut Corporation
	Non-Profit	Aleutian Pribilof Island Association, Incorporated
	Profit	Ounalashka Corporation
	Village	Qawalangin Tribe of Unalaska (Federally Recognized Tribe)

EMERGENCY SERVICES

State Troopers	Dutch Harbor Post (581-1432)
Police	Unalaska Police Department (581-1233)
Fire	Unalaska Volunteer Fire/EMS (581-1233); Unalaska Search & Rescue Divers (581-1233)
Medical	Iliuliuk Family & Health Services, Inc. (581-1202); Oonalashka Clinic (581-2742)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES

ORGANIZATION	ADDRESS	PHONE	WEBSITE/EMAIL
Aleut Corporation	4000 Old Seward Hwy, Suite 300 Anchorage, AK 99503	561-4300 276-3924 (fax)	www.aleutcorp.com receptionist@aleutcorp.com
Aleutian Housing Authority	520 E 32nd Ave Anchorage, AK 99503	563-2146 563-3104 (fax)	www.aleutian-housing.com
Aleutian Pribilof Island Association	1131 E International Airport Rd Anchorage, AK 99518	276-2700 276-4351 (fax)	www.apiai.org
City of Unalaska	PO Box 610 Unalaska, AK 99685	581-1251 581-1417 (fax)	www.ci.unalaska.ak.us cityclerk@ci.unalaska.ak.us
Dutch Harbor Fisherman	550 W International Airport Rd Anchorage, AK 99518	770-0820 770-0822 (fax)	www.thedutchharborfisherman.com
Oualashka Corporation	PO Box 149 Unalaska, AK 99685	581-1276 581-1496 (fax)	www.ounalashka.com
Qawalangin Tribe of Unalaska	PO Box 334 Unalaska, AK 99685	581-2920 581-3644 (fax)	robin.qawalangin@gmail.com
Southeast Alaska Municipal Conference	3300 Arctic Blvd, Suite 203 Anchorage, AK 99503	562-7380 356-1206 (fax)	www.swamc.org

GENERAL

Location and Climate	Unalaska overlooks Iliuliuk Bay and Dutch Harbor on Unalaska Island in the Aleutian Chain. It lies 800 air miles from Anchorage, and 1,700 miles northwest of Seattle. The name Dutch Harbor is often applied to the portion of the city on Amaknak Island, which is connected to Unalaska Island by bridge; Dutch Harbor is actually within the boundaries of the City of Unalaska, which lies at approximately 53.874°N/166.537°W. (Sec. 11, T073S, R118W, Seward Meridian.) An arctic maritime climate dominates the area and generates strong winds throughout much of the year. Winter temperatures generally range from 15° to 35°F and summers from 43° to 63°F. Average snowfall is 89 inches, with total annual precipitation of 58 inches.

History, Culture, & Demographics	More than 3,000 Unangan (known since the Russian era as "Aleuts") lived in 24 settlements on Unalaska and Amaknak Islands when first visited by the Russians in 1759. Unalaska became a Russian trading port for the fur seal industry in 1768. In 1787, many hunters and their families were enslaved and relocated by the Russian American Company to the Pribilof Islands to work in the fur seal harvest. In 1825, the Russian Orthodox Church of the Holy Ascension of Christ was constructed; the founding priest, Ivan Veniaminov, composed the first Aleut writing system with local assistance and translated scripture into Aleut. Since Aleuts were not forced to give up their language or culture by the Russian Orthodox priests, the church remained strong in the community. By this time, however, between 1830 and 1840, only 200 to 400 Aleuts lived in Unalaska. In 1880, the Methodist Church opened a school, clinic and the Jesse Lee Home for orphans. The City of Unalaska incorporated in March 1942. On June 3, 1942, Unalaska was attacked by the Japanese; in response the US government interned almost all of the Aleuts from the island in Southeast Alaska for the duration of World War II. The Russian Orthodox Church, nearly destroyed by evacuating U.S. Army troops, is the oldest Russian Orthodox cruciform-style church in North America. A federally-recognized tribe is located in the community -- the Qawalangin Tribe of Unalaska. The population of the community consists of 9.3% Alaska Native or part Native. Subsistence activities remain important to the Unangan community and many long-term non-Native residents as well. Unalaska has seen rapid growth over the past couple of decades and is now a very culturally-diverse community.
Economy	Unalaska's economy is based on commercial fishing, fish processing, and fleet services, such as fuel, repairs and maintenance, trade and transportation. The community enjoys a strategic position as the center of a rich fishing area and as a way-station for transshipment of cargo between Pacific Rim trading partners. The Great Circle shipping route from major west coast ports to the Pacific Rim passes within 50 miles of Unalaska, and Dutch Harbor provides natural protection for fishing vessels and others seeking refuge from foul weather. Onshore and offshore processors provide some local employment, but a significant number of non-resident workers are brought in during the peak season. Westward, UniSea, Alyeska, Icicle, Trident and Harbor Crown Seafoods process the commercial catch. Fifty residents hold commercial fishing permits. Unalaska has a budding tourist industry and a new convention and visitor's bureau. The city boasts two new and highly-praised facilities, the Museum of the Aleutians and the Aleutian WWII Visitors Center, which is part of the Aleutian World War II National Historical Park.

TRANSPORTATION	
Accessibility	Daily scheduled flights serve the community. The State Ferry operates bi-monthly from Kodiak between April and October.
Airport Facilities	State-owned 4100' long by 100' wide paved runway; a seaplane base is also available.
Airline Services	Scheduled and charter airline from Anchorage.
Freight	There are ten major docks in Unalaska; three are operated by the city.
Vessel Support:	A refurbished World War II submarine dock offers ship repair services. The International Port of Dutch Harbor serves fishing and shipping vessels, with 5,200 feet of moorage and 1,232 feet of floating dock. The small boat harbor provides 238 moorage slips. The Carl E. Moses Boat Harbor has 52 slips available for vessels up to 150 feet. .

FACILITIES & UTILITIES		
Telephone	**Interior Telephone Co**: (1-800-478-3127); **AT&T**:(1-800-288-2020); **GCI:** (1-800-880-4800 / www.gci.net)	**COMMUNICATIONS**
Wireless and Internet	**GCI:** (1-800-880-4800 /www.gci.net); **Arctic Net/TelAlaska, Inc:** (www.arctic.net)	
TV Stations	ARCS; KIAL; K081W-LPTV	
Radio Stations	KIAL-AM; KSKA-FM	
Cable Provider	Eyecom Inc./TelAlaska	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Unalaska Electric Utility	
Fuel	Diesel, propane, Jet A, and unleaded gasoline.	
Fuel Storage (Total Capacity)	Delta Western (6,462,492 gallons); North Pacific Fuel (2,445,492 gallons); Westward Seafood (1,023,876 gallons); Capt. Bay (2,520,000 gallons); Resoff (2,661,036 gallons); Offshore Systems 3,287 gallons)	
Housing	The Grand Aleutian and UniSea Inn (581-7307or 581-3844); Carl's Hotel (581-1230)	
Water & Sewage	A new reservoir at Icy Creek and a dam at Pyramid and Unalaska Creeks supply water, which is chlorinated and stored in a tank. The city seeks to construct a 2-million-gallon back-up storage tank above Ballyhoo Road. All homes and on-shore fish processors are served by the city's piped water system. Piped sewage receives primary treatment before discharge into Unalaska Bay. Nearly all households have plumbing; a few homes use septic tanks or privies.	
Miscellaneous	The community has two schools, attended by 389 students. The city has a new Class-1 lined 6-acre landfill and baler; recycling and hazardous waste disposal is provided. All on-shore processors generate their own electrical power.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	The **Grand Aleutian Hotel** has a large ballroom and several small conference spaces suitable for a type 2 incident command post. Communications to include telephone and wifi are minimal, external resources will need to be brought in for any major response. Contact the Grand Aleutian at (907) 581-3844. www.grandaleutian.com . The **City of Unalaska Public Safety Building** is serves as the city's emergency operations center and is another potential incident command post. This facility has eight dedicated laptops, four phone lines and both wired and wireless internet. For use, contact city manager Jamie Sunderland at (907) 581-1233.
Potential Staging Areas	None identified
Local Spill Response Equipment	None identified

Contents

9770.2 – Bristol Bay

The following presents regional organizational information for the Bristol Bay Geographic Zone:

(The area code for all phone and fax numbers is 907, unless otherwise indicated)

Borough:
Bristol Bay Borough, P.O. Box 189, Naknek, AK 99633
Phone: 246-4224 ; Fax: 246-6633;
Web: http://www.theborough.com

Lake and Peninsula Borough, P.O. Box 495, King Salmon, AK 99613
Phone: 246-3421; Fax: 246-6602;
Web: http://www.lakeandpen.com

Regional Native Corporation:
Bristol Bay Native Corporation, 111 W 16th Ave, Suite 400, Anchorage, AK 99501-6299
Phone: 278-3602; Fax: 276-3924;
Web: http://www.bbnc.net

School District:
Bristol Bay Borough Schools, P.O. Box 169, Naknek, AK 99633-0169
Phone: 246-4225; Fax: 246-6857 ;
Web: http://www.bbbsd.net
Lake and Peninsula Borough Schools, P.O. Box 498, King Salmon, AK 99613
Phone: 246-4280; Fax: 246-3055;
Web: http://www.lpsd.com
Southwest Region Schools, P.O. Box 90, Dillingham, AK 99576
Phone: 842-5287; Fax: 842-5428;
Web: http://www.swrsd.org

Regional Development:
Southwest Alaska Municipal Conference, 3300 Arctic Blvd, Anchorage, AK 99503
Phone: 562-7380; Fax (888) 356-1206
Web: **http://www.swamc.org/**

Housing Authority:
Bristol Bay Housing Authority, P.O. Box 50, Dillingham, AK 99576
Phone: 842-5956; Fax: 842-2784;
Web: http://www.bbha.org
Regional Health Corporation:
Bristol Bay Area Health Corporation, P.O. Box 130, Dillingham, AK 99576
Phone: 842-5201; Fax: 842-9251;
Web: http://www.bbahc.org

Regional Native Non-Profit:
Bristol Bay Native Association, P.O. Box 310, Dillingham, AK 99576
Phone: 842-5257; Fax: 842-5932 ;
Web: http://www.bbna.com

Regional Community Development Quota Program:
Bristol Bay Economic Development Corporation, P.O. Box 1464, Dillingham, AK 99576-1464
Phone: 842-4370; Fax: 842-4336;
E-mail: sockeye1@nushtel.net Web: http://www.bbedc.com

9770.2.1 – Bristol Bay Borough

BRISTOL BAY BOROUGH

Population: 1,035 (2011 DCCED Certified Estimate)
Incorporation Type: 2nd Class Borough
Borough Located In: Bristol Bay Borough
School District: Bristol Bay Borough Schools
Regional Native Corp: Not Applicable

Communities in Borough: King Salmon, Naknek, South Naknek

Emergency Services
Borough Police: 246-4222 State Troopers: King Salmon Post, 246-3464
Fire Department: 246-4224, ext. 309
Bristol Bay Borough Emergency Services: 246-4224 or 246-4222
Medical: King Salmon Health Clinic, 246-3322; Camai Clnic (Naknek), 246-6155
Bristol Bay Area Health Corporation (BBAHC) 842-5201; www.bbahc.org

Organizations with Local Offices
Offices: Bristol Bay Borough; P.O. Box 189 Naknek, AK 99633;
Phone: 246-4224
Fax: 246-6633
Email: bbmgt@bristolbay.com
Web: http://www.theborough.com

Regional Native Corporation:
Bristol Bay Native Corporation; 111 W. 16th Ave, Ste 400, Anchorage, AK 99501
Phone: 278-3602; (800) 426-3602
Fax: 276-3924
Web: http://www.bbnc.net

Regional Native Non-Profit:
Bristol Bay Native Association; P.O. Box 310 Dillingham, AK 99576;
Phone: 842-5257
Fax: 842-5932
Web: http://www.bbna.com

Housing Authority:
Bristol Bay Housing Authority; P.O. Box 50 Dillingham, AK 99576
Phone: 842-5956
Fax: 842-2784
Email: bbha@alaska.net
Web: http://www.bbha.org

Regional Development:
Southwest Alaska Municipal Conference; 3300 Arctic Blvd, Anchorage, AK 99503
Phone: 562-7380
Fax: (888) 356-1206
Web: **http://www.swamc.org/**

School District:
Bristol Bay School District; P.O. Box 169, Naknek, AK 99633-0169
Phone: 246-4225
Fax: 246-6857

Harbormaster: 439-7678

Location and Climate

Approximately 500 square miles in area, the Bristol Bay Borough is located in Southwest Alaska, at the upper eastern end of Bristol Bay. The Katmai National Park is adjacent to the borough. It lies at approximately 58.720000 North Latitude and -157.000000 West Longitude. Bristol Bay Borough is located in the Kvichak Recording District. The area encompasses 504.9 sq. miles of land and 382.8 sq. miles of water.

Bristol Bay Borough's climate is mainly maritime, characterized by cool, humid, and windy weather. Fog is common during summer months. Average summer temperatures range from 42 to 63 °F. Average winter temperatures range from 29 to 44 °F. Extremes have been recorded, ranging from a low of -46 to a high of 88 °F. Each year, total precipitation averages 20 inches and snowfall averages 45 inches.

Transportation

Accessibility: Naknek, South Naknek and King Salmon are accessible by air and water via Bristol Bay and the Naknek River. King Salmon is the hub for the area with scheduled and charter flights available from Anchorage. Barge service is available into Naknek and is delivered by a 15.5-mile road connecting to King Salmon. Goods are flown or lightered to South Naknek. During winter, an ice road provides access to South Naknek. Vehicles are the primary means of local transportation; skiffs are used during summer.

Airport Facilities: King Salmon is the hub for the area. There are scheduled and charter flights available from Anchorage. There is a 8,901 foot long by 150 foot wide paved, lighted runway and a 4,018' long by 100' wide asphalt/gravel crosswind runway. Smaller airports are located in Naknek and South Naknek. Stretches of he Naknek River are designated for use by float planes. A seaplane base is also located at Lake Brooks, within the Katmai National Park to the east.

Airline Services: Alaska Air and Penn Air serve the area (into King Salmon) with several daily flights. From King Salmon, a number of air taxi services provide flights to other communities on the region.

Freight: Barge service is available into Naknek and is delivered by a 15.5-mile road connecting to King Salmon. Goods are flown or lightered to South Naknek.

Vessel Support: The borough operates the cargo dock at Naknek, which is the port of Bristol Bay. It has 800' of berthing space, a concrete surface, and a couple of cranes. No commercial docking facilities are available at the canneries. Additional docks are operated by the National Park Service, U.S. Fish & Wildlife, Alaska State Troopers

Facilities & Utilities

This information is available on a community basis. Communities located within the borough include King Salmon, Naknek, and South Naknek.

Grocery Store: (Open All Season) 246-4420
Housing Support: Bristol Bay Borough School: Available all season, Capacity: 1000. 246-4225
Restaurants: (Open All Season) 246-4430
Bank/ATM: (Open All Season) 246-3306

Communications:

In-State Phone: GCI, Bristol Bay Phone.
Long-Distance Phone: GCI, Bristol Bay Phone.
Internet Service Provider: GCI, Bristol Bay Phone.
Cable Provider: None
TV Stations: ARCS
Radio Stations: KDLG-AM
Teleconferencing: Alaska Teleconferencing Network

Electricity: Nushagak Electric Cooperative
Fuel Availability: Diesel, gasoline, AVGas

SPILL RESPONSE SUPPORT			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	Contact (organization & phone)	Capacity/ Size	Internet
Borough	246-4224	50	Yes
School	246-4225	1,000	Yes
Potential Staging Areas			
Facility Name or Location	Contact (organization & phone)	Capacity/ Size	
Port	439-7678	1,000	
Local Spill Response Equipment			

Facility Name or Location	Contact (organization & phone)	Quantity
Containment boom for oil spill in water		
Sorbent "sausage" or "pom-pom" boom		
Anchors for securing boom		
Sorbent pads		
Backhoe	City 749-2280	1
Bulldozer	City 749-2280	1
Dump truck or similar	City 749-2280	3
Skiff with outboard		50
Trained Spill Responders in Community		Yes

Spill Response Limitations: Limited sewer capabilities (June/July).

Top Two Sensitive Areas to Protect: River/Naknek River Mouth (salmon habitat); Bristol Bay (fish/wildlife habitat).

Economy

Commercial fishing, processing, government jobs, and transportation services are the mainstays of the economy. Naknek and South Naknek are dependent on fishing and processing, while many King Salmon residents work for the government and air taxi operations. In 2010, 163 borough residents held commercial fishing permits.

History, Culture & Demographics

The region was first settled by Athabascan Indians, Central Yup'ik Eskimos, and Sugpiaq (Aleut-Russian) Eskimos. Hunting and fishing camps along the Naknek River date from 3,000 to 4,000 B.C. In 1818 the first Russian traders arrived. Two years later, the first Russian settlement was established, and in 1841 the Russian Orthodox mission was built at Nushagak. The Russians explored and maintained dominance of the area until the U.S. purchase of Alaska in 1867. U.S. interests were directed primarily at the fur and fishery potential of the region. In 1883, the first salmon cannery in Bristol Bay was opened. In 1890, the first cannery on the Naknek River was opened, and commercial salmon fishing remains the region's primary industry. During World War II, King Salmon Air Force Base was developed. The Bristol Bay Borough was incorporated as the state's first borough in 1962.

Due to the outstanding commercial fishing opportunities, the borough population increases by several thousand during the red salmon season. King Salmon is a departure point for Katmai National Park and Preserve, Brooks Camp, and various fishing and hunting sites.

Borough-wide, the population is 56% native. The Native population is a mixture of Aleuts, Alutiiqs, Yup'ik Eskimos, and Athabascans. South Naknek is a traditional Sugpiaq village. Federally recognized tribes are located in King Salmon and South Naknek.

9770.2.2 – Lake and Peninsula Borough

LAKE AND PENINSULA BOROUGH

Population: 1,710 (2011 DCCED Certified Estimate)
Incorporation Type: Borough
Communities in Borough:

- Port Alsworth
- Nondalton
- Pedro Bay
- Iliamna
- Newhalen
- Kokhanok
- Igiugig
- Levelock
- Egegik
- Pilot Point
- Ugashik
- Port Heiden
- Chignik
- Chignik Lagoon
- Chignik Lake
- Perryville
- Ivanof Bay

Regional Organizations:

Borough: Lake & Peninsula Borough, P.O. Box 495, King Salmon, AK 99613
Phone: 246-3421
Fax: 246-6602,
E-mail: lpboro@bristolbay.com
Web: http://www.bristolbay.com/~lpboro

School District: Lake & Peninsula Borough School District, Box 498, King Salmon, AK 99613
Phone: 246-4280
Fax: 246-3055
Web: http://www.lpsd.com

Regional Development: Southwest Alaska Municipal Conference, 3300 Arctic Blvd. #203, Anchorage, AK 99503
Phone: 562-7380
Fax: 562-0438
Web: http://www.swamc.org/

Housing Authority: Bristol Bay Housing Authority, P.O. Box 50, Dillingham, AK 99576
Phone: 842-5956
Fax: 842-2784,
E-mail: bbha@alaska.net

Web: http://www.alaska.net/~bbha

Regional Health Corporation: Bristol Bay Area Health Corp., P.O. Box 130, Dillingham, AK 99576
Phone: 842-5201
Fax: 842-9354
Web: http://www.bbha.org

Regional Native Non-Profit: Bristol Bay Native Association, P.O. Box 310, Dillingham, AK 99576
Phone: 842-5257
Fax: 842-5932
Web: http://www.bbna.com

Location and Climate

The Lake & Peninsula Borough is located on the Alaska Peninsula, southwest of Anchorage. It is comprised of 17 communities, including 6 incorporated cities. It is bordered on the west by Bristol Bay and on the east by the Gulf of Alaska. It lies at approximately 60 North Latitude and 155 West Longitude. Lake and Peninsula Borough is located in the Kvichak, Aleutian Islands Recording District.

The borough Extends 400 miles from Lake Clark in the north to Ivanof Bay in the south, it contains three National Parks (Lake Clark Nat'l Park & Preserve, Katmai Nat'l Park & Preserve, and Aniakchak Nat'l Monument & Preserve); two National Wildlife Refuges (Becharof Nat'l Wildlife Refuge and Alaska Peninsula Nat'l Wildlife Refuge); and numerous designated Wild and Scenic Rivers and State Critical Habitat Areas.

The Lake and Peninsula Borough is geographically and ecologically diverse. It is bordered on the west by Bristol Bay and on the east by the Pacific Ocean. The Bristol Bay coast is comprised of low lying wetlands and the rugged Pacific coast is dominated by numerous volcanoes of the Aleutian Range, which runs the length of the Borough from Lake Clark to Ivanof Bay. Iliamna Lake, located in the north, is the largest fresh water lake in Alaska and the second largest in the United States. Iliamna Lake is home to one of only two colonies of freshwater seals in the world. These lakes provide nursuries to the largest red salmon runs in the world.

The area experiences a transitional climate. Average summer temperatures range from 42 to 62 degrees fahrenheit; winter temperatures range from 6 to 30 degrees fahrenheit. Annual precipitation is 24 inches, with 50 inches of snow. *(Information from the borough website)*

Transportation

Accessibility: Road: There are two regional roads located in the borough: the Iliamna - Newhalen Road and the Williamsport - Pile Bay Road. The Iliamna-Newhalen Road connects the two communities. The Williamsport - Pile Bay Road provides access from the Pacific side of the borough to the Iliamna Lake communities (via vessel traffic on Lake Iliamna). Air: Scheduled air service provides transportation of passengers to the region's hubs in Iliamna and King Salmon from Anchorage. Air taxi and charter service transport passengers from the hubs to local communities.

Airport Facilities: Regional hub at King Salmon

Airline Services: All communities are served by local airports/runways. Alaska Airlines serves King Salmon.
Freight: Heavy cargo and durable goods are transported to borough communities by ship, barge, or ferry. Chignik is the only community served by the Alaska Marine Highway System, which calls on the community about six times per year, beginning in April and ending in October. Barge services are available via the Kvichak River to Lake Iliamna.
Vessel Support:

Economy
Commercial fishing and fish processing are the most significant sectors of the economy within the Borough, which contains three of the State's most important salmon fishing districts: Egegik and Ugashik on Bristol Bay, and Chignik on the Pacific coast. The majority of Borough residents rely upon commercial fishing as a primary source of cash income. Seven shore-based processors and numerous floating processors operate within Borough boundaries, generally importing their workforce.

Tourism and recreational activities are the second most important industries in the Borough, and are rapidly increasing in economic importance. The Borough contains over 60 hunting and fishing lodges. Approximately 100 professional guides are registered to operate within Borough boundaries.

History, Culture & Demographics
The majority of the borough's year-round residents are Aleuts, with a mixture of Eskimos and Athabascans. During the peak commercial fishing season, the borough population increases sharply.

The Lake and Peninsula Borough region has been inhabited almost continuously for the past 9,000 years. The area is rich in cultural resources and diversity. Yup'ik Eskimos, Aleuts, Athabascan Indians, and Inupiaq people have jointly occupied the area for the past 6,000 years. Russian explorers came to the region during the late 1700's. The late 1800's brought the first influx of non-native fishermen and cannery operations. A flu epidemic in 1918 was tragic to the Native population. Reindeer were introduced to assist the survivors, but the experiment eventually failed. In the 1930's, additional disease epidemics further decimated villages. After the Japanese attack on Dutch Harbor during World War II, numerous military facilities were constructed on the Alaska Peninsula including Fort Marrow at Port Heiden.

9770.2.3 – Aleknagik

ALEKNAGIK - (Pronunciation: uh-LECK-nuh-gik)

Population: 227 (2011 DCCED Certified Estimate, June 15, 2012)
Incorporation Type: 2nd Class City
Borough Located In: Unorganized
Regional Native Corp: Bristol Bay Native Corporation

Emergency Services
Police/VPSO: 842-2189
State Troopers: Dillingham (842-5641)

Fire: City of Aleknagik VFD (842-2189);
EMS/ Medical: Aleknagik First Responders Group (842-2085)
Clinic: Aleknagik North Shore Health Clinic, and Aleknagik South Shore Health Clinic 842-2185

Organizations with Local Offices

	Name	Phone	Fax
City	City of Aleknagik	842-5953	842-2107
	Primary Contact: City Clerk or Administrator		
Village/Tribal Council	Native Village of Aleknagik	842-2080	842-2081
	Primary Contact: Administrator		
	Environmental Coordinator:	842-4407	
School	Aleknagik School	842-5681/842-4564	842-1094
Village Corporation	Aleknagik Natives Limited	842-2385	842-1662
Electric Utility	Nushagak Electric Cooperative	842-5251	842-2799

Location and Climate

Aleknagik is located at the head of Wood River on the southeast end of Lake Aleknagik, 16 miles northwest of Dillingham. Aleknagik is located in the Bristol Bay Recording District. The community is located on both the north and south shore of the Wood River. The south shore is connected by year-round road to Dillingham, 25 miles to the south.
59.273 North Latitude and -158.617 West Longitude.
Sec. 31, T010S, R055W, Seward Meridian

Aleknagik is in a transitional climate zone. The primary influence is maritime, although a continental climate does affect the weather here. Average summer temperatures range from 30 to 66 °F. Average winter temperatures range from 4 to 30 °F. Average annual precipitation is 20 to 35 inches, and average annual snowfall is 93 inches. Fog and low clouds are common during July and August and may preclude access. The lake and river are ice-free from June through mid-November.

Transportation

The north shore of the lake is not road accessible; residents use skiffs to travel to town on the south shore. Vehicles, skiffs, ATVs, and snowmachines are the most frequent means of local transportation.

Accessibility: Air service from Dillingham. Aleknagik is the only regional village with a road link to Dillingham. The road link a 25-mile road that connects the south shore.
Airport Facilities: There are 4 runways in Aleknagik. One airport is a state-owned 2,040' long by 80' wide gravel airstrip located on the north shore, and regular flights are scheduled through Dillingham. Moody's Aleknagik Seaplane Base, also on the north shore, accommodates float planes. The two additional airstrips are private runways; one is a 1,200' by 25' gravel dirt runway, located 2 miles southeast of Aleknagik, and the other is a 1,150' by 35' gravel runway.
Airline Services: Scheduled or charter air service from Grant Aviation
Freight: Barge (sporadic service) or airplane.
Vessel Support: Barge services are sporadic. A breakwater and boat launch are available, but the existing dock is a temporary structure.

Facilities & Utilities

Communications:

In-State Phone: Nushagak Telephone Co-op, Inc.
Long-Distance Phone: GCI
Internet Service Provider: GCI (www.gci.net)
Cable Provider: None
TV Stations: ARCS
Radio Stations: KDLG-AM 670 AM
Teleconferencing: Alaska Teleconferencing Network

Electricity: Nushagak Electric Cooperative
Fuel Availability: Barge/ sporadic
Fuel Storage - Tank Owners (Capacity)**:**

- Moody's Marina & Sea Lighterage (44,700 gals.)
- City (10,300)
- Mission Lodge (18,000)
- Aleknagik North Shore School (20,000 gals)

Housing: Aleknagik B&B; Jenny Lane Miracle Ridge B&B

Services:

Water & Sewage: Water sources in Aleknagik include individual wells, a community well source at the school from which residents can haul water, and surface water. Water is filtered and chlorinated. There is no piped water system in Aleknagik. The majority of residents (49 homes) have household plumbing, and most use individual wells. Aleknagik has primarily individual septic tanks, a community septic tank, sewage pumper, sewage lagoon, and outhouses. There is no piped sewer system on the south shore of Lake Aleknagik.

Spill Response Support
Contact local officials to determine possibility of using community facilities.

Economy:
Many residents participate in commercial and subsistence activities on the Bristol Bay coast during the summer. In 2010, 22 residents held commercial fishing permits. Trapping is also an important means of income. Most families depend to some extent on subsistence activities to supplement their livelihoods. Salmon, freshwater fish, moose, caribou, and berries are harvested.

Culture & Demographics:
A federally-recognized tribe is located in the community -- the Native Village of Aleknagik. It is a traditional Yup'ik Eskimo area, with historical influences from the Seventh-Day Adventists, Russian Orthodox, and Moravians. Fishing and subsistence activities are practiced.

9770.2.4 - Chignik

CHIGNIK - (Pronunciation: CHIG-nick)

Population: 102 (2011 AK Dept of Labor Estimate)
Incorporation Type: 2nd Class City
Borough Located In: Lake & Peninsula Borough
Regional Native Corp: Far West, Incorporated

Emergency Services
Police/VPSO: 749-2273
State Troopers: 246-3464 (King Salmon)
Fire: Chignik Bay Fire and Rescue: 749-2207/749-2273
Medical: Chignik Bay Sub Regional Clinic 749-2282

Organizations with Local Offices

City Offices: City of Chignik; P.O. Box 110 Chignik, AK 99564-0110
Phone: 749-2280
Fax: 749-2300
E-mai:l clerk.chignik@yahoo.com; cityofchignik@yahoo.com

Village Council: Chignik Bay Tribal Council; P.O. Box 50 Chignik Bay, AK 99564
Phone: 749-2445
Fax: 749-2423
E-mail: cbaytc@aol.com
Web: http://www.bbna.com

Village Corporation: Far West, Incorporated; P.O. Box 124 Chignik, AK 99603
Phone: 276-2580, 733-2266 (Winter)
Fax: 272-2581

Native Housing Authority: Bristol Bay Housing Authority; P.O. Box 50 Dillingham, AK 99576
Phone: 842-5956
Fax: 842-2784
Web: http://www.bbha.org

School District: Lake and Peninsula Borough School District;
Phone: 246-4280
Fax: 246-4473

Location and Climate
The City of Chignik is located on Anchorage Bay on the south shore of the Alaska Peninsula. It lies 450 miles southwest of Anchorage and 260 miles southwest of Kodiak. The community lies at approximately 56.295280° North Latitude and -158.402220° West Longitude. (Sec. 07, T045S, R058W, Seward Meridian.) Chignik is located in the Aleutian Islands Recording District. The area encompasses 11.7 sq. miles of land and 4.2 sq. miles of water. Chignik has a maritime climate characterized by cool summers and warm, rainy winters. Cloud cover and heavy winds are prevalent during winter months. Summer temperatures range from 39 to 60 °F. Winter temperatures average 20 °F. Annual precipitation averages 127 inches, with an average snowfall of 58 inches.

Transportation

ATVs and skiffs are the primary means of local transportation.
Accessibility: Air service from King Salmon and Port Heiden, or boat.
Airport Facilities: state-owned 2,600' long by 60' wide gravel runway and a seaplane base.
Airline Services: Regular flights run from King Salmon and Port Heiden.
Freight: The state ferry operates bi-monthly from Kodiak between May and October. A 600' privately-owned dock and boat haul-out are available. A breakwater, 110-slip small boat harbor, and public dock are under development.
Vessel Support: The state ferry operates bi-monthly from Kodiak between May and October. A breakwater, 110-slip small boat harbor, and public dock are under development.

Facilities & Utilities

Communications:

In-State Phone: GCI
Long-Distance Phone: AT&T; GCI
Internet Service Provider: GCI (www.gci.net)
Cable Provider: City of Chignik
TV Stations: ARCS; KUAC; KYAC
Radio Stations: KMXT-FM
Teleconferencing: Alaska Teleconferencing Network

Electricity: Chignik Electric
Fuel Availability: Marine gas, diesel, propane, regular gasoline, AvGas.
Fuel Storage - Tank Owners (Capacity)**:** Aleutian Dragon Fisheries (191,500 gals.); Village Council (43,000); Lake & Peninsula Schools (5,400); Village Power Plant (5,000)

Housing: None.

Water & Sewage: All homes in the community are served by water service from Indian Creek. Approximately 45 of the homes in the community are served by sewer service with the remaining households using individual septic tanks.

SPILL RESPONSE SUPPORT			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet**
City Office	749-2280		Yes
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
By ANTHC Bldg	749-2280		
Local Spill Response Equipment			
Facility Name or Location	**Contact (organization & phone)**	**Quantity**	

Containment boom for oil spill in water	City 749-2280 Trident 749-2277	500 feet
Sorbent “sausage” or “pom-pom” boom	City 749-2280 Trident 749-2277	150 feet
Anchors for securing boom	City 749-2280 Trident 749-2277	6
Sorbent pads	City 749-2280 Trident 749-2277	1,000
Backhoe	City 749-2280	2
Bulldozer	City 749-2280	2
Dump truck or similar	City 749-2280	2
Skiff with outboard	VHF Channel 6 City 749-2280 Trident 749-2277	50
Trained Spill Responders in Community		None

Economy

As is typical of villages in the region, commercial fishing and subsistence activities are the mainstays of the economy. In 2009, 9 residents held commercial fishing permits. Two fish processing plants operate in Chignik: Norquest Adak and Trident Seafoods. Salmon, herring roe, halibut, cod, and crab are processed here; between 600 and 800 people come to Chignik to fish or work in the plants each summer. Residents depend on subsistence foods, including salmon, trout, crab, clams, caribou, and moose.

History, Culture & Demographics

A village called "Kalwak" was originally located here; it was destroyed during the Russian fur boom in the late 1700s. Chignik, meaning "big wind," was established in the late 1800s as a fishing village and cannery. A four-masted sailing ship called the "Star of Alaska" transported workers and supplies between Chignik and San Francisco. Chinese crews from San Francisco traveled to Chignik in early spring to make tin cans for the cannery. Japanese workers followed in mid-June to begin processing. A post office was established in 1901. Coal mining occurred from 1899 to 1915. Chignik became an incorporated city in 1983. Today, two of the historical canneries are still in operation. The community is presently a mixture of non-Natives and Alutiiq. Subsistence on fish and caribou is important to residents' livelihoods.

9770.2.5 – Chignik Lagoon

CHIGNIK LAGOON - (Pronunciation: CHIG-nick)

Population: 77 (2011 AK Dept of Labor estimate)
Incorporation Type: Unincorporated
Borough Located In: Lake & Peninsula Borough
Regional Native Corp: Bristol Bay Native Corporation

Emergency Services

Police/VPSO: None
State Troopers: 246-3464 (King Salmon)

Fire: Chignik Lagoon First Responder Group, 840-2248
Chignik Lagoon Rescue Squad, 840-2218
Medical: Chignik Lagoon Clinic, 842-5201

Organizations with Local Offices

City Offices: N/A

Village Council: Native Village of Chignik Lagoon, P.O. Box 9 Chignik Lagoon, AK 99565
Phone: 840-2281
Fax: 840-2217
E-mail: clagoon@gci.net
Web: http://www.bbna.com

Village Corporation: Chignik Lagoon Native Corporation; P.O. Box 169 Chignik Lagoon, AK 99565
Phone: 840-2225
Fax: 840-2270

Native Housing Authority: Bristol Bay Housing Authority; P.O. Box 50 Dillingham, AK 99576
Phone: 842-5956
Fax: 842-2784
Web: http://www.bbha.org

School District: Lake and Peninsula Borough School District
Phone: 246-4280
Fax: 246-4473

Location and Climate

Chignik Lagoon is located on the south shore of the Alaska Peninsula, 450 miles southwest of Anchorage. It lies 180 air miles south of King Salmon, 8.5 miles west of Chignik, and 16 miles east of Chignik Lake. The community lies at approximately 56.309950° North Latitude and -158.531420° West Longitude. (Sec. 23, T044S, R059W, Seward Meridian.) Chignik Lagoon is located in the Aleutian Islands Recording District.

The community experiences a maritime climate, characterized by cool summers and relatively warm, wet winters. Thick cloud cover and heavy winds are prevalent during winter months. Summer temperatures range from 39 to 60 °F. Winter temperatures range from 21 to 36 °F. Precipitation averages 127 inches annually, with an average annual snowfall of 58 inches.

Transportation

ATVs and skiffs are the primary means of local transportation.
Accessibility: Air service from King Salmon, or boat.
Airport Facilities: State-maintained 1,810' by 60' wide gravel airstrip and a seaplane base
Airline Services: Regular and charter flights are available from King Salmon.
Freight: A cargo ship brings supplies annually.
Vessel Support: A cargo ship brings supplies annually, and goods are lightered to shore. Boat haul-outs are available.

Facilities & Utilities

Communications:

In-State Phone: ACS of the Northland
Long-Distance Phone: AT&T Alascom; GCI
Internet Service Provider: GCI (www.gci.net)
Cable Provider: None
TV Stations: ARCS
Radio Stations: KMXT-FM
Teleconferencing: Alaska Teleconferencing Network

Electricity: Chignik Lagoon Power Utility
Fuel Availability:
Fuel Storage - Tank Owners (Capacity): (Number of tanks / Total capacity):

- Lake & Pen Schools (30,000)
- Village Council (75,000)
- Village Electric (1,500)
- Village Incinerator (2,000)
- Village Council-Old Clinic (3,000)
- Al Anderson (16,850)
- Jeff Moore (3,700)
- Viola Grunette (1,600)
- Alfred Aboud (2,500)

Housing: None.
Services: Car rentals available.
Water & Sewage: Most homes have water service from a surface source. Households without water service have individual wells. No homes have sewer service. Sewage disposal is done by individual septic tanks.
Miscellaneous:

Spill Response Support

Contact local officials to determine possibility of using community facilities.

Economy

Fishing is the mainstay of the economy in Chignik Lagoon, and the area serves as a regional fishing center. The economy is dependent on the success of the salmon fleet. In 2010, 22 residents held commercial fishing permits. The primary year-round employers are the village council, electric plant, and school. Subsistence activities contribute to food sources. Salmon, other fish, crab, clams, caribou, moose, ducks, and berries are utilized.

History, Culture & Demographics

Chignik Lagoon experiences an influx of fishermen during the summer months. The population swells by 200 during the fishing season.

Chignik Lagoon took its name from its location and proximity to Chignik"(big wind"). The people of this area have always been sea-dependent, living on otter, sea lion, porpoise, and whale. During the Russian fur boom from 1767 to 1783, the sea otter population was decimated. This,

in addition to disease and warfare, reduced the Native population to less than half its former size. It has developed as a fishing village.

9770.2.6 – Chignik Lake

CHIGNIK LAKE - (Pronunciation: CHIG-nick)

Population: 69 (2011AK Dept of Labor Estimate)
Incorporation Type: Unincorporated
Borough Located In: Lake and Peninsula Borough
Regional Native Corp: Bristol Bay Native Corporation

Emergency Services
Police/VPSO: None
State Troopers: King Salmon (246-3464)
Fire: None
Medical: Chignik Lake Clinic 845-2236

Organizations with Local Offices

City Offices: N/A

Village Council: Chignik Lake Village; P.O. Box 33 Chignik Lake, AK 99548
Phone: 845-2212
Fax: 845-2217
E-mail: chigniklakecouncil@yahoo.com

Village Corporation: Chignik River Limited; P.O. Box 48008 Chignik Lake, AK 99548
Phone: 845-2212
Fax: 845-2217

Native Housing Authority: Bristol Bay Housing Authority; P.O. Box 50 Dillingham, AK 99576
Phone: 842-5956
Fax: 842-2784
E-mail: dmcclure@bbha.org
Web: http://www.bbha.org

School District: Lake and Peninsula Borough School District
Phone: 246-4280
Fax: 246-4473

Environmental Staff (IGAP): 845-2888

Location and Climate
Chignik Lake is located on the south side of the Alaska Peninsula next to the body of water of the same name. It lies 13 miles from Chignik, 265 miles southwest of Kodiak, and 474 miles southwest of Anchorage. The community lies at approximately 56.255370° North Latitude and -

158.761750° West Longitude. (Sec. 25, T045S, R061W, Seward Meridian.) Chignik Lake is located in the Aleutian Islands Recording District.

The maritime climate of Chignik Lake is characterized by cool summers and relatively warm, rainy winters. Summer temperatures range from 39 to 60 °F. Winter temperatures range from 21 to 50 °F. Extreme temperatures, ranging from a low of -12 to a high of 76 °F, have been recorded. Precipitation averages 127 inches annually, with an average annual snowfall of 58 inches.

Transportation

Skiffs and ATVs are the primary means of local transportation.
Accessibility: Regularly-scheduled and charter flights. The state ferry provides service to Chignik Lagoon four times per year.
Airport Facilities: State-owned 2,800' long by 60' wide gravel airstrip; seaplanes may land at Chignik Lagoon.
Airline Services: Regularly-scheduled and charter.
Freight: Goods are lightered, weekly during the summer and monthly during winter, to the lake via Chignik Lagoon and are then transported over land.
Vessel Support: There is no harbor, dock, barge access, or boat haul-outs.

Facilities & Utilities

Communications:

In-State Phone: GCI
Long-Distance Phone: GCI
Internet Service Provider: GCI (www.gci.net)
Cable Provider: None
TV Stations: ARCS
Radio Stations: KMXT-FM
Teleconferencing: Alaska Teleconferencing Network

Electricity: Chignik Lake Electric Utility, Inc
Fuel Availability: #1 diesel, gasoline
Fuel Storage - Tank Owners (Capacity)**:**

- Village Council (42,300 gals.)
- Lake & Peninsula Schools (45,400)
- Tide Mark Co. (16,500)

Housing: Hotel.
Grocery Store: Open all year (845-4109)
Services: No restaurant; no hardware store; no washeteria; no banking services.
Water & Sewage: All homes have water service piped to them from a well. 15 homes have sewer service that is treated by a waste pump and lagoon. The remaining homes have individual septic systems.

SPILL RESPONSE SUPPORT			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet**

Chignik Lake Office	845-2217	25+	Yes
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
Chignik Lake Office	845-2217	25+	
Local Spill Response Equipment			
Facility Name or Location	**Contact (organization & phone)**	**Quantity**	
Containment boom for oil spill in water	On order		
Sorbent "sausage" or "pom-pom" boom	On order		
Anchors for securing boom	On order		
Sorbent pads		Some	
Backhoe	512-7465	1	
Bulldozer	512-7465	1	
Dump truck or similar	512-7465	1	
Skiff with outboard	512-7465	1	
Trained Spill Responders in Community		None	

Sensitive Areas to Protect in the Event of a Spill: Chignik Lake and Chignik River (salmon spawning areas).

Economy

Fishing is the mainstay of Chignik Lake's economy. Some residents leave the community during summer months to commercial fish, crew, or work at the fish processors at Chignik. In 2009, six residents held commercial fishing permits. The people depend on subsistence hunting and fishing and utilize salmon, other fish, caribou, moose, and seal.

The 2006-2010 American Community Survey (ACS) estimated 32 residents as employed. The local unemployment rate was 13.5%. The percentage of workers not in labor force was 38.3%.

History, Culture & Demographics

The present population traces its roots from the Alutiiq near Illnik and the old village of Kanatag near Becharof Lake. The community was the winter residence of a single family in 1903. Other families moved from surrounding communities in the early 1950s when a school was built.

A federally-recognized tribe is located in the community -- the Chignik Lake Village. The population of the community consists of 87.6% Alaska Native or part Native. Chignik Lake is a predominantly Alutiiq fishing village.

9770.2.7 – Clark's Point

CLARK'S POINT

Population: 60 (2011 DCCED Certified Population)
Incorporation Type: 2nd Class City
Borough Located In: Unorganized

Regional Native Corp: Bristol Bay Native Association

Emergency Services
Police/VPSO: 236-1221
State Troopers: 842-5641 (Dillingham)
Fire: Clark's Point Volunteer Fire Dept. 236-1221
Clark's Point first Responders 236-1294
Medical: Clark's Point Clinic 236-1232

Organizations with Local Offices

City Offices: City of Clark's Point; P.O. Box 110 Clark's Point, AK 99569
Phone: 236-1221
Fax: 236-1412
E-mail: cityofclarkspoint@gci.net

Village Council: Village of Clarks Point; P.O. Box 90 Clarks Point, AK 99569-0090
Phone: 236-1435
Fax: 236-1428
Web: http://www.bbna.com

Village Corporation: Saguyak, Incorporated; P.O. Box 4 Clarks Point, AK 99569
Phone: 236-1235
Fax: 236-1287
Native Housing Authority: Bristol Bay Housing Authority; P.O. Box 50 Dillingham, AK 99576
Phone: 842-5956
Fax: 842-2784
Web: http://www.bbha.org

Location and Climate
Clark's Point is located on a spit on the northeastern shore of Nushagak Bay, 15 miles from Dillingham and 337 miles southwest of Anchorage. The community lies at approximately 58.844170° North Latitude and -158.550830° West Longitude. (Sec. 25, T015S, R056W, Seward Meridian.) Clark's Point is located in the Bristol Bay Recording District. The area encompasses 3.1 sq. miles of land and 0.9 sq. miles of water.

Clark's Point is located in a climatic transition zone. The primary climatic influence is maritime, although the arctic climate also affects the region. Average summer temperatures range from 37 to 66 °F. Average winter temperatures range from 4 to 30 °F. Average annual precipitation is 20 to 26 inches, and annual snowfall averages 82 inches. Fog and low clouds are common during winter months. The Nushagak Bay is ice-free from June through mid-November.

Transportation
ATVs and snowmachines are the primary means of local transportation.
Accessibility: Air service from Dillingham, or float plane.
Airport Facilities: state-owned 3,200' long by 60' wide gravel runway. Float planes land on Nushagak River.
Airline Services: Regular and charter flights are available from Dillingham.

Freight: Freight is brought by barge to Dillingham and then flown or lightered to the community.
Vessel Support: The only boat moorage is an undeveloped spit dock owned by the city; boats land on the beach. Trident Seafoods owns a private dock for fish processing.

Facilities & Utilities

Communications:

In-State Phone: Nushagak Telephone Co-op, Inc.
Long-Distance Phone: GCI; Nushagak Telephone
Internet Service Provider: GCI (www.gci.net)
Cable Provider: None
TV Stations: ARCS
Radio Stations: KAKN-FM; KDLG-AM
Teleconferencing: Alaska Teleconferencing Network

Electricity: Clark's Point Elextric Utility 236-1221
Fuel Availability: Diesel
Fuel Storage - Tank Owners (Capacity)**:**

- Trident Seafoods (76,600 gals.)
- Southwest Region Schools (9,900)
- City (56,200 gals.)
- City Power Plant (10,200)

Housing: None.

Services:

Water & Sewage: 80% of residents have water service from a spring fed well; the remainder use individual wells. 40% of homes and the school have sewer service. The other households use septic tanks or pit privies for sewage treatment.

Miscellaneous:

Spill Response Support

Contact local officials to determine possibility of using community facilities.

Economy

The economic base in Clark's Point is primarily commercial fishing. Trident Seafoods operates an on-shore facility. In 2009, 11 residents held commercial fishing permits. Everyone depends on subsistence to some extent and travels over a great area, if necessary. Salmon, smelt, moose, bear, rabbit, ptarmigan, duck, and geese are utilized. Exchange relationships exist between nearby communities; for example, whitefish from Ekwok, New Stuyahok, and Bethel are traded for smelt, and ling cod from Manokotak are traded for moose.

History, Culture & Demographics

The community was founded on fishing operations of non-Native settlers, although presently it is predominantly Yup'ik Eskimo. The population increases by about 300 in summer months due to the commercial fishery.

The point originally had an Eskimo name, "Saguyak," yet there is no evidence of a settlement at the site prior to the Nushagak Packing Company cannery, established in 1888. The community was named for John Clark, who was the manager of the Alaska Commercial Company store at Nushagak. Clark is reputed to have operated a saltery prior to the establishment of the cannery. In 1893 the cannery became a member of the Alaska Packers Association. In 1901 a two-line cannery was built. During World War II, the canning operation ceased, and only salting was done at Clark's Point. The plant was shut down permanently by 1952, and the Alaska Packers Association used the facility as the headquarters for its fishing fleet. In 1929, a major flood occurred. The city was incorporated in 1971. The village has been plagued by severe erosion. A housing project in 1982 was constructed on high and safe ground on the bluff.
A federally-recognized tribe is located in the community. The population of the community consists of 92% Alaska Native or part Native. The community was founded on fishing operations of non-Native settlers, although presently it is predominantly Yup'ik Eskimo. The population increases by about 300 in summer months due to the commercial fishery.

9770.2.8 - Dillingham
DILLINGHAM - (Pronunciation: DILL-eeng-ham, Aka: Curyung; Kanakanak)

Population: 2,264 (2009 DCCED Certified Population)
Incorporation Type: 1st Class City
Borough Located In: Unorganized
Regional Native Corp: Bristol Bay Native Corporation

Emergency Services
Police/VPSO: 842-5172
State Troopers: 842-5641
Fire: 842-2288/5354
Medical: 907-842-5201
Nearest Hospital: Kanakanak Hospital Public Health Services

Organizations with Local Offices

City Offices: City of Dillingham; P.O. Box 889 Dillingham, AK 99576
Phone: 907-842-5211
Fax: 907-842-5691
E-mail: manager@dillinghamak.us
Web: http://www.ci.dillingham.ak.us

Village Council: Curyung Tribal Council; P.O. Box 216 Dillingham, AK 99736
Phone: 907-842-2384
Fax: 907-842-4510
E-mail: dorothy@curyungtribe.com
Web: http://www.curyungtribe.com

Village Corporation: Chuggiung Limited; P.O. Box 330 Dillingham, AK 99576
Phone: 907-842-5218
Fax: 907-842-5462

Native Housing Authority: Bristol Bay Housing Authority; P.O. Box 50 Dillingham, AK 99576
Phone: 907-842-5956
Fax: 907-842-2784
E-mail: dmcclure@bbha.org
Web: http://www.bbha.org

Bristol Bay Native Association; P.O. Box 310 Dillingham, AK 99576
Phone: 907-342-5257
Fax: 907-842-5932
Web: www.bbna.com

Location and Climate

Dillingham is located at the extreme northern end of Nushagak Bay in northern Bristol Bay, at the confluence of the Wood and Nushagak Rivers. It lies 327 miles southwest of Anchorage and is a 6 hour flight from Seattle. The community lies at approximately 59.039720° North Latitude and -158.457500° West Longitude. (Sec. 21, T013S, R055W, Seward Meridian.) Dillingham is located in the Bristol Bay Recording District. The area encompasses 33.6 sq. miles of land and 2.1 sq. miles of water. The primary climatic influence is maritime; however, the arctic climate of the Interior also affects the Bristol Bay coast. Average summer temperatures range from 37 to 66 °F. Average winter temperatures range from 4 to 30 °F. Annual precipitation averages 26 inches, and annual snowfall averages 65 inches. Heavy fog is common in July and August. Winds of up to 60-70 mph may occur between December and March. The Nushagak River is ice-free from June through November.

Transportation

Accessibility: Air service from Anchorage, or boat. There is a 23-mile DOT-maintained gravel road to Aleknagik; it was first constructed in 1960.
Airport Facilities: state-owned airport provides a 6,400' long by 150' wide paved runway and regular jet flights are available from Anchorage. A seaplane base is available 3 miles west at Shannon's Pond; it is owned by the U.S. Bureau of Land Management, Division of Lands. A heliport is available at Kanakanak Hospital.
Airline Services: regular jet flights are available from Anchorage.
Freight: Barge (sporadic service) or airplane.
Vessel Support: There is a city-operated small boat harbor with 320 slips, a dock, barge landing, boat launch, and boat haul-out facilities. It is a tidal harbor and only for seasonal use. Two barge lines make scheduled trips from Seattle.

Facilities & Utilities

Communications:

In-State Phone: Nushagak Telephone Co-op, Inc.
Long-Distance Phone: AT&T Alascom; GCI; Nushagak Telephone
Internet Service Provider: GCI (www.gci.net); Nushagak Telephone Cooperative, Inc. (www.nushtel.com)
Cable Provider: Nushagak Telephone Cooperative, Inc.
TV Stations: ARCS; KUAC; KYAC Radio Stations: KDLG-AM; KRUP-FM; KAKN-FM
Teleconferencing: Alaska Teleconferencing Network; Legislative Information Office

Electricity: Nushagak Electric Cooperative

Fuel Availability: Diesel
Fuel Storage - Tank Owners (Capacity)**:**

- Delta Western Fuel
- Peter Pan Seafoods (44,000 gals.)
- Nushagak Electric (1,850,000 gals.)
- Bristol Fuels

Housing: Bristol Inn (842-2240 www.alaskaoutdoors.com/bristolinn - 30 guest rooms); Beaver Creek B&B (842-5366 www.alaskaone.com/beaverck); Bristol Bay Lodge (842-2500); Coho B&B (842-2335); Aleknagik Schoolhouse Inn (842-1630).
Services: D&J Car Rentals; Nushagak Cab; Girla's Taxi and; Beaver Creek B&B Car Rentals
Water & Sewage: 40% of homes are served by the city's piped water system from three deep wells; the reaming 60% use individual wells. 25% of homes, those in the core townsite, have sewer service. The remaining 75% of homes have individual septic systems.
Miscellaneous:

Spill Response Support

Contact local officials to determine possibility of using community facilities.

Local Spill Response Equipment: ADEC has an equipment conex and a Community Spill Response Agreement with the community of Dillingham. In addition, Chadux maintains spill response equipment in Dillingham.

Economy

Dillingham is the economic, transportation, and public service center for western Bristol Bay. Commercial fishing, fish processing, cold storage, and support of the fishing industry are the primary activities. Icicle and Peter Pan operate fish processing plants in Dillingham. In 2009, 227 residents held commercial fishing permits. During spring and summer, the population doubles. The city's role as the regional center for government and services helps to stabilize seasonal employment. Many residents depend on subsistence activities, and trapping beaver, otter, mink, lynx, and fox provides cash income. Salmon, grayling, pike, moose, bear, caribou, and berries are harvested.

History, Culture & Demographics

The area around Dillingham was inhabited by both Eskimos and Athabascans and became a trade center when Russians erected the Alexandrovski Redoubt Post in 1818. Local Native groups and Natives from the Kuskokwim Region, the Alaska Peninsula, and Cook Inlet mixed together as they came to visit or live at the post. The community was known as Nushagak by 1837, when a Russian Orthodox mission was established. In 1881 the U.S. Signal Corps established a meteorological station at Nushagak. In 1884 the first salmon cannery in the Bristol Bay region was constructed by Arctic Packing Co., east of the site of modern-day Dillingham. Ten more were established within the next seventeen years. The post office at Snag Point and town were named after U.S. Senator Paul Dillingham in 1904, who had toured Alaska extensively with his Senate subcommittee during 1903. The 1918-19 influenza epidemic struck the region, and left no more than 500 survivors. A hospital and orphanage were established in Kanakanak after the epidemic, 6 miles from the present-day city center. The Dillingham townsite was first surveyed in 1947. The city was incorporated in 1963.

A federally-recognized tribe is located in the community -- the Curyung Tribal Council. The population of the community consists of 60.9% Alaska Native or part Native. Traditionally a Yup'ik Eskimo area with Russian influences, Dillingham is now a highly mixed population of non-Natives and Natives. The outstanding commercial fishing opportunities in the Bristol Bay area are the focus of the local culture.

9770.2.9 – Ekuk

EKUK - (Pronunciation: EE-kuck)

Population: 0 (2009 Estimated Population (not Certified)
Incorporation Type: Unincorporated
Borough Located In: Unorganized
Regional Native Corp: Bristol Bay Native Corporation

Emergency Services
Police/VPSO: N/A
State Troopers: 842-5641
Fire: None
Medical: 907-236-1232
Nearest Hospital: Clark's Point Health Clinic

Organizations with Local Offices

City Offices: None

Village Council: Native Village of Ekuk; P.O. Box 530 Dillingham, AK 99576
Phone: 907-842-3842
Fax: 907-842-3843
E-mail: eva@ekukvc.net or helen@ekukvc.net
Web: http://www.bbna.com

Village Corporation: Bristol Bay Native Corporation; 111 W 16th Ave, Suite 400 Anchorage, AK 99501-6299
Phone: 907-278-3602
Fax: 907-276-3924
E-mail: jasonmetrokin@bbnc.net
Web: http://www.bbnc.net

Native Housing Authority: Bristol Bay Housing Authority; P.O. Box 50 Dillingham, AK 99576
Phone: 907-842-5956
Fax: 907-842-2784
E-mail: dmcclure@bbha.org
Web: http://www.bbha.org

Location and Climate
Ekuk is located on the east coast of Nushagak Bay, 17 miles south of Dillingham. It is spread out for about 2 miles along a narrow gravel spit that extends from the Ekuk Bluffs in the shape of a

hook. The community lies at approximately 58.814986° North Latitude and -158.557684° West Longitude. (Sec. 12, T016S, R056W, Seward Meridian.) Ekuk is located in the Bristol Bay Recording District. Ekuk is in a climatic transition zone. The primary climatic influence is maritime, although the arctic climate also affects the region. Average summer temperatures range from 37 to 66 °F; winter temperatures range from 4 to 30 °F. Annual precipitation averages 20 to 26 inches. Fog and high winds are common during winter months. The Bay is ice-free from June through mid-November.

Transportation

Clark's Point, two miles north, can be reached by snow machine during winter.
Accessibility: Air service from Dillingham, or boat.
Airport Facilities: Ekuk Village Council owns a 1,200' long by 40' wide dirt/gravel airstrip.
Airline Services: Scheduled and charter flights are available from Dillingham during the summer months.
Freight: Boat.
Vessel Support: The village has a small dock on the south side. Other private docks are in use.

Facilities & Utilities

Communications:

In-State Phone: Nushagak Telephone Co-op, Inc.
Long-Distance Phone: AT&T Alascom; GCI
Internet Service Provider: None
Cable Provider: None
TV Stations: ARCS
Radio Stations: KDLG-AM
Teleconferencing: None

Electricity: Individual Generators
Fuel Availability: Diesel
Fuel Storage - Tank Owners (Capacity)**:** Columbia Ward Fisheries (190,600 gals.)
Housing: None.
Services:
Water & Sewage: No water or sewer service. Ward's Cannery has it's own water and sewer system to serve it's plant. One resident has a well.
Miscellaneous:

Spill Response Support

Contact local officials to determine possibility of using community facilities.

Economy

The Wards Cove Packing Company closed in 2002. During its peak, it employed 200 workers each summer, providing a market for about 80 commercial fishing boats and over 160 beach set net sites.

History, Culture & Demographics

The word Ekuk means "the last village down," reflecting that Ekuk is the farthest village south on the Nushagak Bay. The village is mentioned in Russian accounts of 1824 and 1828 as Village

Ekouk and Seleniye Ikuk. It is thought that Ekuk was a major Eskimo village at one time. Russians employed Natives as guides for their boats as they navigated up Nushagak Bay to the trading post at Aleksandrovsk after 1818. Before the North Alaska Salmon Company opened a cannery at Ekuk in 1903, many residents had moved to the Moravian Mission at Carmel. In addition, numerous canneries sprang up during 1888 and 1889 on the east and west sides of the bay, which drew many residents away from the village. Ekuk had a school from 1958 to 1974. Today, the cannery watchman's family is the only year-round residents. In the summer, the village comes alive with cannery crews, commercial fishing, and subsistence activities.
A federally-recognized tribe is located in the community -- the Native Village of Ekuk. The population of the community consists of 0% Alaska Native or part Native. Historically a Yup'ik Eskimo village, Ekuk is now used only as a summer commercial cannery and subsistence-use site. Many families have set net sites in Ekuk.

9770.2.10 - Ekwok

EKWOK - (Pronunciation: ECK-wock)

Population: 115 (2011 DCCED Certified Estimate)
Incorporation Type: 2nd Class City
Borough Located In: Unorganized
Regional Native Corp: Bristol Bay Native Corporation

Emergency Services
Police/VPSO: 464-3326
State Troopers (Dillingham): 842-5641
Fire: Ekwok Fire 7 EMS 464-3326
EMS: Ekwok First Responders 464-3322
Clinic: Ekwok Clinic 464-3322

Organizations with Local Offices

	Name		Phone	Fax
City	City of Ekwok		464-3311	464-3328
	Primary Contact:	City Clerk or Administrator		
Village/Tribal Council	Ekwok Village Council		464-3336	464-3378
	Primary Contact:	Administrator or Admin Assistant		
School	William "Sonny" Nelson School		464-3344	464-3318
School District	Southwest Region School District		842-5287	
Village Corporation	Ekwok Natives Limited		464-3336	464-3378
Regional Native Corporation	Bristol Bay Native Corporation		278-3602/ 800-426-3602	

Location and Climate
Ekwok is located along the Nushagak River, 43 miles northeast of Dillingham and 285 miles southwest of Anchorage.

59.349 North Latitude and -157.475 West Longitude

Sec. 35, T009S, R049W, Seward Meridian

Ekwok is in a climatic transition zone. The primary influence is maritime, although a continental climate also affects the weather. Average summer temperatures range from 30 to 66 °F; winter temperatures average from 4 to 30 °F. Precipitation averages 20 to 35 inches each year. Extremely strong winds are common during winter months. Fog is prevalent during summer months. The river is ice-free from June through mid-November.

Transportation

No outside road access. Skiffs, ATVs, and snow machines are used for local transportation to other villages.

Accessibility: Air service from Dillingham, or boat.

Airport Facilities: State-owned 3,300' long by 75' wide gravel runway. Float planes land on the Nushagak River.

Airline Services: Scheduled and charter flights available. Grant Aviation (daily scheduled flights may not be available)

Freight: Coastal Marine Transport barge from Dillingham (during ice-free months, June-November)

Vessel Support: There are no docking facilities, but a barge off-loading area exists.

Facilities & Utilities

Communications:

In-State Phone: Bristol Bay Telephone Co-op Inc.
Long-Distance Phone: GCI; Bristol Bay Telephone
Internet Service Provider: GCI
TV Stations: ARCS
Radio Stations: KAKN-FM; KDLG-AM
Teleconferencing: Alaska Teleconferencing Network

Electricity: City of Ekwok

Fuel Availability: diesel

Fuel Storage - Tank Owners (Capacity)**:**

- Southwest Region Schools (45,990 gals.)
- Ekwok Natives Ltd. (29,330)
- Alaska Power Systems (60,000)

Lodging & Accomodations: Ekwok Lodge and Maalug's Lodge.

Services:

Water & Sewage: No water service. Most homes have individual wells. Sewer service is available and serves 16 houses. The remaining house use septic systems or a flush/haul system. A washeteria is not available.

Miscellaneous: General Store: Uncle Freddies Genenal Store (464-3733)

Spill Response Support

Contact local officials to determine possibility of using community facilities.

Economy:
A few residents trap. The entire population depends on subsistence activities for various food sources. Salmon, pike, moose, caribou, duck, and berries are harvested. Summer gardens are also popular, because families do not leave the village to fish for subsistence purposes. Most residents are not interested in participating in a cash economy. In 2010, 3 residents held commercial fishing permits in Ekwok. The village corporation owns a fishing lodge two miles downriver. Gravel is mined near the community.

Culture & Demographics:
Ekwok means "end of the bluff" and is the oldest continuously-occupied Yup'ik Eskimo village on the river. Many of the earliest homes in Ekwok were located in a low flat area near the riverbank. After a severe flood in the early 1960s, villagers relocated to the current location on higher ground.

A federally-recognized tribe is located in the community -- the Ekwok Village. Ekwok is a Yup'ik Eskimo village with a fishing and subsistence lifestyle (90% of the population is Alaska Native).

9770.2.11 - Igiugig

IGIUGIG - (Pronunciation: ig-ee-UH-gig)

Population: 59 (2011 Estimated Population)
Incorporation Type: Unincorporated
Borough Located In: Lake & Peninsula Borough
Regional Native Corp: Bristol Bay Native Corporation

Emergency Services
VPSO: 533-3240
Alaska State Troopers, King Salmon: 246-3464
Fire: Igiugig Village Response Team 533-3207
EMS: Igiugig Village Response Team 533-3207
Clinic: Igiugig Village Health Clinic 533-3211

Organizations with Local Offices

	Name	**Phone**	**Fax**
Village/Tribal Council	Igiugig Village Council	533-3211	533-3217
	Primary Contact: Administrator		
School	Igiugig School	533-3220	
Village Corporation	Igiugig Native Corporation (Igiugig Electric Company)	533-3211	533-3217

Location and Climate
Igiugig is located on the Alaska Peninsula on the south shore of the Kvichak River, which flows from Iliamna Lake. It is 50 air miles northeast of King Salmon and 48 miles southwest of Iliamna.

59.328° North Latitude and -155.895° West Longitude
Sec. 08, T010S, R039W, Seward Meridian

Igiugig lies within the transitional climatic zone. Average summer temperatures range from 42 to 62 °F; winter temperatures average 6 to 30 °F. The record high is 91 °F, and the record low is -47 °F. Precipitation averages 26 inches annually, with 64 inches of snow.

Transportation
Accessibility: Air service from Iliamna and King Salmon or by boat. ATVs/Snowmachines and boats are used connect to nearby villages
Airport Facilities: The state owns and maintains a 3,000' long by 75' wide gravel runway.
Airline Services: Charter flights only are available from Iliamna and King Salmon.
Freight: Barges deliver goods from Naknek or Dillingham in the fall.
Vessel Support: A small public dock is available. Igiugig Corporation operates a barge system on Lake Iliamna.

Facilities & Utilities
Communications:
In-State Phone: Bristol Bay Telephone Co-op Inc.
Long-Distance Phone: AT&T Alascom

Internet Service Provider: GCI – available only through school; public computer lab available.
TV Stations: ARCS
Radio Stations: KDLG-AM
Teleconferencing: Alaska Teleconferencing Network; Dillingham Legislative Information Office

Electricity: Igiugig Electric Company
Fuel Availability: Diesel
Fuel Storage - Tank Owners (Capacity)**:**

- Village Council (63,900 gals.)
- Lake & Peninsula Schools (5,000)

Lodging & Accommodations:

- Alaska's Clearwater Lodge at Bristol Bay (733-7743)
- Kvichak Cabin (533-3227)
- Igiugig Boarding House (533-3200)

Services: A washeteria is available in the community.

Water & Sewage: Water and sewer service are connect to 12 homes with 2 additional homes only being connected to the sewer service. The water is from the Kvichak River.

Miscellaneous: Sayak's Lavguq (General/Grocery Store ; 533-3219)

Spill Response Support
Contact local officials to determine possibility of using community facilities.

Economy
As is typical for the region, salmon fishing is the mainstay of Igiugig's economy. In 2009, four residents held commercial fishing permits. Many travel to Naknek each summer to fish or work in the canneries. Subsistence is an important part of the residents' lifestyle. Salmon, trout, whitefish, moose, caribou, and rabbit are utilized. Some trapping occurs. Lake Iliamna is the eighth largest lake in the U.S. and the largest lake in Alaska. Trophy rainbow trout attract sport fishermen. There are seven commercial lodges that serve sports fishermen and hunters seasonally in Igiugig.

History, Culture & Demographics
Kiatagmuit Eskimos originally lived on the north bank of the Kvichak River in the village of Kaskanak and used Igiugig as a summer fish camp. At the turn of the century, these people moved upriver to the present site of Igiugig. People from Branch also moved to Igiugig as it began to develop. Today, about one-third of residents can trace their roots back to the Branch River village. A post office was established in 1934 but was discontinued in 1954. Commercial and subsistence fishing sustain the community.

A federally-recognized tribe is located in the community -- the Igiugig Village Council. The population of the community consists of 83% Alaska Native or part Native. Historically an Eskimo village, the population is now primarily Alutiiq and depends upon commercial fishing and a subsistence lifestyle. During the 2000 U.S. Census, total housing units numbered 20, and vacant housing units numbered 4. Vacant housing units used only seasonally numbered 4.

9770.2.12 - Iliamna

ILIAMNA - (Pronunciation: ill-ee-AM-nuh; a.k.a. Nilavena)

Population: 110 (2011 Alaska Dept of Labor estimate)
Incorporation Type: Unincorporated
Borough Located In: Lake & Peninsula Borough

Location and Climate:
Iliamna is located on the northwest side of Iliamna Lake, 225 miles southwest of Anchorage. It is near the Lake Clark Park and Preserve. It lies at approximately 59.754720 North Latitude and -154.906110 West Longitude. (Sec. 12, T005S, R033W, Seward Meridian.) Iliamna is located in the Iliamna Recording District.

Iliamna lies in the transitional climatic zone with strong maritime influences. Average summer temperatures range from 42 to 62 °F; winter temperatures average 6 to 30 °F. Annual precipitation averages 26 inches, with 64 inches of snowfall.

EMERGENCY SERVICES			
VPSO/Police: State Troopers Post	571-7074/1692 571-1871	**Fire:** Iliamna Volunteer FD	571-7120 571-1246/1241
Clinic: Iliamna Clinic/ Nilavena Subregional Clinic Iliamna/Newhalen Rescue Squad	571-1818/1383 571-1248/1631	**Tank Farm Owner/Operator (IDC)**	571-7122
Power Plant Operator (INNEC)	571-1259	**School Plant Operator**	571-1211

LOCAL ORGANIZATIONS AND STAKEHOLDERS			
	Name	**Phone**	**Fax**
Borough	Lake and Peninsula Borough P.O. Box 189 Naknek, AK 99613 Web http://www.theborough.com	246-4224	246-6633
School District	Lake and Peninsula Borough School District	246-4280	246-4473
Regional Native Corporation	Bristol Bay Native Corporation Web: http://www.bbnc.net	278-3602	276-3924
Village of Iliamna	President P.O. Box 286 Iliamna, AK 99606 Email: ilivc@aol.com Web: http://www.bbna.com	571-1246	571-1256

Iliamna Natives Limited	President 3201 C Street, Suite 406 Anchorage, AK 99606	571-1246	571-1256
I-N-N Electric Cooperative	P.O. Box 70 Naknek, AK 99633 Email: innoffice@nea.coop Web: http://www.arctic.net/~newhalen/Tazfolder/Tazimina.html	246-4325	246-6242

TRANSPORTATION		
ROAD:		An 8-mile gravel road connects Iliamna to Newhalen.
AIR:	Airline service available	There are two state-owned gravel airstrips; one measures 5,086' long by 100' wide, and the other is 4,800' long by 100' wide. The airstrips are located between Iliamna and Newhalen. Additional facilities include: float plane facilities at Slop Lake, East Bay, and Pike Lake, a private airstrip at the Iliamna Roadhouse, and private float plane access at Summit Lake.
WATER:	Accessible by boat	Yes. Barge services are available via the Kvichak River. A breakwater, boat harbor, and dock are available.
Local Transportation and Services		
Local Transportation:		Vehicles, ATV & Snow machines
Vehicle Rental:		No information available
Airline Services:		Iliamna Air Taxi

LOCAL SERVICES AND FACILITIES			
Lodging & Food			
Housing Facility	**Point of Contact**		**Phone**
Newhalen School	Principal		571-1211
Rainbow King Lodge			571-1277
Roadhouse Inn			571-6485
McDowell's on Lake Iliamna			229-9801
Iliamna Lake Lodge			571-1525
Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
Groceries and supplies available		All Season	571-2031
Supplies & Other Services			
	Name		Phone
General Store	IDC Store - All Season		571-2031
Hardware Store	Iliamna Trading (Partially)		571-1225
Washeteria	Iliamna Village Council - All Season		571-1246

Bank or ATM	IDC Store - All Season Iliamna Trading		571-2031 571-1225
Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**
Yes		Diesel, gas, AvGas, Jet A	
Tank Farm	**Phone**	**Fuel Available**	**Capacity**
Moody's Fuel			86,000
Village Council Clinic			2,000
Roadhouse Inn			2,000
John Swenko			7,000
Iliamna Air			10,000
Telarik Creek Lodge			5,000
Iliamna Airport Hotel			2,500
Iliaska Lodge			10,900
Iliamna Air Taxi			1,000
AK DOT/Airport			5,000
U.S. Postal Service			2,000
Rainbow King Lodge			19,000
Thomas Hedlund			4,700
Aero Maintenance			2,500
Iliamna Trading General Store			11,855
Village Council			3,000
Baptist Church			2,500
Royal AK Lodges			2,000
Iliamna Lake Lodge			3,300
FAA			3,000

Communications and Utilities	
	Name/Service Provider
Telephone (Landline)	AST&T, Alascom
Telephone (Cellular)	GCI
Internet Service Provider	TelAlaska and GCI
Electricity Provider	I-N-N Electric Cooperative
Primary Water Supply System:	Individual water wells; 85% of homes are fully plumbed.
Primary Sewage System:	Septic Systems; 85% of homes are fully plumbed.

SPILL RESPONSE SUPPORT: ADEC has an equipment conex and a Community Spill Response Agreement with the community of Iliamna.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet**
Iliamna Village Council	President		Yes
Potential Staging Areas			

Facility Name or Location	Contact (organization & phone)	Capacity/ Size
Iliamna Village Council	Tim Anelon - 571-7120	
Iliamna Development Corp.	Lorene Anelon - 571-1597	
Local Spill Response Equipment		
Facility Name or Location	**Contact (organization & phone)**	**Quantity**
Containment boom for oil spill in water	IDC - 571-7122	
Sorbent "sausage" or "pom-pom" boom	IDC - 571-7122	
Anchors for securing boom	IDC - 571-7122	
Sorbent pads	IDC - 571-7122	
Backhoe	Iliamna Village, IDC	2
Bulldozer	Iliamna Village, IDC	2
Dump truck or similar	Iliamna Village, IDC	2
Skiff with outboard	IDC - 571-7122	1

Top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill.		
Location	**Latitude & Longitude**	**Reason for protection**
Iliamna Lake		Salmon spawning area
Roadhouse Creek		Drains into Lake Iliamna

Economy:
Commercial fishing, sport fishing, and tourism are the major sources of income for the community. In 2011, 12 residents held commercial fishing permits. Many workers depart each summer to fish in Bristol Bay. Lake Iliamna is the eighth largest lake in the U.S., and tourism is increasing. However, most lodge employees are not local workers. Most residents participate in subsistence hunting and fishing activities. Salmon, trout, grayling, moose, caribou, bear, seal, porcupine, and rabbits are utilized. Northern Dynasty Minerals Ltd. is exploring the gold, copper, and molybdenum potential of Pebble Mine, 15 miles from Iliamna, but development of the mine remains controversial, due to environmental concerns.

Culture and Demographics:
In recent years, Iliamna has become a recreational and tourist attraction due to the excellent fishing at Iliamna Lake. The population is mixed, with non-Natives, Tanaina Athabascans, and Alutiiq and Yup'ik Eskimos. The sale of alcohol is prohibited in the community; importation or possession are allowed.

Prior to 1935, "Old Iliamna" was located near the mouth of the Iliamna River, a traditional Athabascan village. A post office was established there in 1901. Around 1935, villagers moved to the present location, approximately 40 miles from the old site. The post office followed. Iliamna's current size and character can be attributed to the development of fishing and hunting

lodges. The first lodge opened in the 1930s. A second lodge was built in the 1950s. During the 1970s and 80s, lots were made available by the Baptist church, and additional lodges were constructed.

9770.2.13 – Ivanof Bay

IVANOF BAY - (Pronunciation: EYE-van-off)

Population: 0 (2009 Estimated Population (not Certified))
Incorporation Type: Unincorporated
Borough Located In: Lake & Peninsula Borough
Regional Native Corp: Bristol Bay Native Corporation

Emergency Services
Police/VPSO: None
State Troopers: None
Fire: 669-2207
Medical: 907-669-2213 Ivanof Bay Clinic
Nearest Hospital: Ivanof Bay Clinic

Organizations with Local Offices

City Offices: N/A

Village Council: Ivanof Bay Village; 7926 Old Seward Highway, Suite B-5 Anchorage, AK 99518
Phone: 907-522-2263
Fax: 907-522-2363
E-mail: info@ivanofbaytribe.org
Web: http://www.ivanofbaytribe.org

Village Corporation: Bay View Incorporated; P.O. Box 233407 Anchorage, AK 99523-3407
Phone: 907-561-6493
Fax: 907-345-9017

Native Housing Authority: Bristol Bay Housing Authority; P.O. Box 50 Dillingham, AK 99576
Phone: 907-842-5956
Fax: 907-842-2784
E-mail: dmcclure@bbha.org
Web: http://www.bbha.org

Location and Climate
Ivanof Bay is located on the northeast end of the Kupreanof Peninsula, 500 miles southwest of Anchorage and 250 miles southeast of Dillingham. The community lies at approximately 55.911230° North Latitude and -159.486120° West Longitude. (Sec. 33, T049S, R066W, Seward Meridian.) Ivanof Bay is located in the Aleutian Islands Recording District. Ivanof Bay has a maritime climate characterized by cool summers, warm winters, and rainy weather. Average summer temperatures range from 39 to 60 °F; winter temperatures range from 21 to 50 °F. Precipitation averages 125 inches per year,with 58 inches of snow.

Transportation

ATVs and skiffs are the primary modes of local transportation.
Accessibility: Air service from King Salmon, or boat. Flights from King Salmon average one per week in the winter and two per week in the summer, weather permitting.
Airport Facilities: Bay View, Inc., owns a private 1,500' gravel airstrip. Ivanof Bay is accessible by float plane.
Airline Services: Flights from King Salmon average one per week in the winter and two per week in the summer, weather permitting.
Freight: Barge or airplane.
Vessel Support: There is no public dock or harbor. ATVs and skiffs are the primary modes of local transportation.

Facilities & Utilities

Communications:

In-State Phone: ACS of the Northland
Long-Distance Phone: AT&T Alascom
Internet Service Provider: School Only - GCI (www.gci.net)
Cable Provider: NONE
TV Stations: ARCS
Radio Stations: KSDP-AM; KDLG-AM
Teleconferencing: Alaska Teleconferencing Network

Electricity: Ivanof Bay Village
Fuel Availability: Diesel
Fuel Storage - Tank Owners (Capacity)**:** Lake & Peninsula Schools (21,000 gals.); Village Council (22,600); PTI Communications (4,500); A&L Fuel Sales
Housing: None.

Services:

Water & Sewage: All facilities and homes are connected to the community water system supplied by a well and surface water. Individual septic tanks are used for sewage treatment.

Miscellaneous:

Spill Response Support

Contact local officials to determine possibility of using community facilities.

Economy

Many residents trap in the winter. The people depend upon subsistence hunting and fishing and use salmon, trout, crab, clams, moose, caribou, bear, porcupine, and seals.

History, Culture & Demographics

The bay was named by Lt. Dall of the U.S. Coast and Geodetic Survey in 1880. A salmon cannery operated at this site from the 1930s to the early 1950s. A post office operated from 1952 to 1954. Several families moved from Perryville to Ivanof Bay in 1965 in search of better water sources and hunting grounds and to pursue a peaceful lifestyle with religious freedom. The school closed in the 2000-2001 year, due to insufficient enrollment.

A federally-recognized tribe is located in the community -- the Ivanof Bay Village. The population of the community consists of 95.5% Alaska Native or part Native. Ivanof Bay has traditional Alutiiq influences and practices a subsistence lifestyle. In summer, most residents leave the community to live and fish near Chignik.

9770.2.14 – King Salmon

KING SALMON - (Pronunciation: a.k.a. Sovonoski)

Population: 383 (2009 Estimated Population (not Certified))
Incorporation Type: Unincorporated
Borough Located In: Bristol Bay Borough
Regional Native Corp: Bristol Bay Native Association

Emergency Services
Police/VPSO: 246-4222
State Troopers: 246-3464
Fire: 246-4224/4222
Medical: 907-246-3322 King Salmon Health Clinic

Organizations with Local Offices

City Offices: N/A

Village Council: King Salmon Tribe; P.O. Box 68 King Salmon, AK 99613-0068
Phone: 246-3553
Fax: 246-3449
E-mail: kstvc@starband.net
Web: http://www.bbna.com

Village Corporation: None

Native Housing Authority: Bristol Bay Housing Authority; P.O. Box 50 Dillingham, AK 99576
Phone: 842-5956
Fax: 842-2784
Email: bbha@alaska.net
Web: http://www.bbha.org

Location and Climate
King Salmon is located on the north bank of the Naknek River on the Alaska Peninsula, about 15 miles upriver from Naknek. It is 284 miles southwest of Anchorage. The community lies at approximately 58.688330° North Latitude and -156.661390° West Longitude. (Sec. 23, T017S, R045W, Seward Meridian.) King Salmon is located in the Kvichak Recording District.
The climate is mainly maritime, characterized by cool, humid, and windy weather. Average summer temperatures range from 42 to 63 °F; average winter temperatures range from 29 to 44 °F. Extremes from -46 to 88 °F have been recorded. Total precipitation averages 20 inches annually, with 45 inches of snowfall. Fog is common during summer months.

Transportation
Vehicles are the primary means of local transportation; skiffs are used during summer.
Accessibility: Air service from Anchorage, or boat.
Airport Facilities: State-owned airport has an 8,901' long by 150' wide paved, lighted runway and a 4,018' long by 100' wide asphalt/gravel crosswind runway. A 4,000' stretch of the Naknek

River is designated for float planes. A seaplane base is also located at Lake Brooks, within the Katmai National Park to the east
Airline Services: King Salmon is a transportation hub for Bristol Bay, There are scheduled jet flights and charter services to and from Anchorage.
Freight: Cargo goods are delivered to Naknek by barge and trucked upriver to King Salmon via a 15-mile connecting road. During winter, an ice road provides access to South Naknek..
Vessel Support: Four docks are available on the Naknek River -- owned by the U.S. Park Service, U.S. Fish & Wildlife, Alaska State Troopers, and the Bristol Bay Borough.

Facilities & Utilities
Communications:
In-State Phone: Bristol Bay Telephone Cooperative
Long-Distance Phone: AT&T Alascom; GCI; Bristol Bay Telephone Cooperative
Internet Service Provider: Bristol Bay Telephone Cooperative, Inc. (www.bristolbay.com); GCI (www.gci.net)
Cable Provider: Bristol Bay Telephone Cooperative
TV Stations: ARCS
Radio Stations: KAKN-FM; KDLG-AM
Teleconferencing: Alaska Teleconferencing Network
Electricity: Naknek Electric Association
Fuel Availability: Diesel
Fuel Storage - Tank Owners (Capacity)**:**

Housing:
- Ponderosa Inn (246-3444)
- Rainbow Bend Cabin & Boat Rental (888-575-4249)
- Quinnat Landing Hotel
- Alaska Enchanted Lake Lodge
- Reel-M-Inn
- No See Um Lodge
- Up the Creek B&B.

Services:

Water & Sewage: 80% of households have individual wells. The borough operates a piped sewage system that serves most residents with the remaining residents using individual septic tanks.

Miscellaneous:

Spill Response Support
Contact local officials to determine possibility of using community facilities.

Economy
Government jobs, transportation, and fishing-related employment are the mainstays of the King Salmon economy. In 2009, 32 residents held commercial fishing permits. Air services employ a

large portion of the community, as King Salmon is a major air transportation point for Bristol Bay salmon. The Bristol Bay red salmon fishery is the largest in the world, although there have been relatively poor seasons, such as in the early 1970s, 1982, and 1997. Salmon prices have declined in recent years. King Salmon is also a departure point for the Katmai National Park and Preserve, which includes the McNeil River State Game Sanctuary, Brooks Camp, and the Valley of Ten Thousand Smokes. Fishing for all five species of salmon and rainbow trout are one of this area's top attractions. King Salmon Airport is the summer hub for wilderness and fishing adventures in the area. The Air Force base has been closed, although it is maintained under contract by Chugach Development Corporation.

Culture and Demographics

The Native population is a mixture of Aleuts, Indians, and Eskimos. Although King Salmon was not included in the 1972 Alaska Native Claims Settlement Act (ANCSA), the King Salmon Tribe became a federally recognized entity as of December 29, 2000. There are 24 active Native allotment claims and 2 patented claims near King Salmon. Students attend school in Naknek, 15 miles away.

Present-day tribal members are descendents of a group that was forced to relocate to King Salmon due to the eruption of Mount Katmai, on the east coast of the peninsula. In the 1930s, an air navigation silo was built at King Salmon. At the beginning of World War II, the U.S. built an Air Force base. It was maintained by the Federal Aviation Administration throughout the war. In 1949, a post office was established, and the U.S. Army Corps of Engineers constructed a road to Naknek. Other government quarters, such as National Park Service, Fish & Game, and the weather bureau, were developed. The King Salmon Inn opened in 1956. The community has grown as a government, transportation, and service center for the commercial red salmon and recreational visitor industries. In 1993, the Air Force station went into a caretaker status. It is being maintained and operated under contract for the Air Force by the Chugach Development Corporation and supports daily military activities, including Air Force, Army, Marine, and North American Air Defense (NORAD) missions and US Coast Guard law enforcement and search and rescue missions. As well, the Bristol Bay Borough and the State of Alaska are using several buildings on the base.

A federally-recognized tribe is located in the community -- the King Salmon Tribe. The population of the community consists of 30% Alaska Native or part Native. The Native population is a mixture of Aleuts, Indians, and Eskimos. Although King Salmon was not included in the 1972 Alaska Native Claims Settlement Act (ANCSA), the King Salmon Tribe became a federally recognized entity as of December 29, 2000. There are 24 active Native allotment claims and 2 patented claims near King Salmon. Students attend school in Naknek, 15 miles away.

9770.2.15 - Kokhanok
KOKHANOK - (Pronunciation: KOCK-hone-ack)

Population: 179 (2011 Estimate)
Incorporation Type: Unincorporated
Borough Located In: Lake & Peninsula Borough
Regional Native Corp: Bristol Bay Native Corporation

Emergency Services

VPSO	282-2202	**Fire:** Volunteer Fire Dept.	282-2214
Alaska State Troopers: Iliamna Post	571-1871	**EMS**: Kokhanok First Responders	282-2207/ 282-2203
		Clinic: Kokhanok Clinic	282-2203

Organizations with Local Offices

	Name	**Phone**	**Fax**
Village/Tribal Council	Kokhanok Village	282-2202	282-2264
School	Kokhanok School	282-2218	

Location and Climate
Kokhanok is located on the south shore of Iliamna Lake, 22 miles south of Iliamna and 88 miles northeast of King Salmon. The community lies at approximately 59.441600° North Latitude and -154.755140° West Longitude. (Sec. 32, T008S, R032W, Seward Meridian.) Kokhanok is located in the Iliamna Recording District.

59.442° North Latitude and -154.755° West Longitude
Sec. 32, T008S, R032W, Seward Meridian

Kokhanok lies in the transitional climatic zone. Average summer temperatures range from 40 to 64 °F; winter temperatures average 3 to 30 °F. The record high is 84 °F and the record low -47 °F. Precipitation averages 32 inches annually, with 89 inches of snowfall. Wind storms and ice fog are common during winter.

Transportation
Skiffs, ATVs, and trucks are common forms of local transportation.
Accessibility: Air service from Anchorage, Iliamna, and King Salmon, or boat.
Airport Facilities: State-owned 3,300 long by 75' wide gravel airstrip and a seaplane base **Airline Services: S**cheduled and charter air services from Anchorage, Iliamna, and King Salmon. Iliamna Air Taxi (daily scheduled flights may not be available)
Freight: Supplies delivered by barge via the Kvichak River must be lightered to shore.
Vessel Support: There are no docking facilities.

Facilities & Utilities
Communications:
In-State Phone: ACS of the Northland
Long-Distance Phone: AT&T Alascom
Internet Service Provider: School Only - GCI (www.gci.net)

Cable Provider: None
TV Stations: ARCS
Radio Stations: KGTL-AM; KBBI-AM; KDLG-AM
Teleconferencing: Alaska Teleconferencing Network

Electricity: Kokhanok Village generates power only during the summer months; in winter, electricity is purchased from the school district.
Fuel Availability: Diesel

Fuel Storage - Tank Owners (Capacity)**:**

- Village Council (58,900 gals.)
- Roehl's Ent. (3,800)
- Lake & Peninsula Schools (3,600

Housing: Lake Crest B&B (282-2262)

Services:

Water & Sewage: The village operates a piped water and sewer system that serves 35 households. The school operates its own well and water treatment facility.

Spill Response Support
Contact local officials to determine possibility of using community facilities.

Economy:
The school is the largest employer in Kokhanok. Commercial fishing has declined since several limited entry permits were sold. Some residents travel to the Bristol Bay area each summer to fish. In 2010, 9 persons held commercial fishing permits. People heavily rely on subsistence activities; many families have a summer fish camp near the Gibraltar River. Salmon, trout, grayling, moose, bear, rabbit, porcupine, and seal are utilized.

Culture & Demographics:
This fishing village was first listed in the U.S. Census in 1890 by A.B. Schanz. The community was relocated to higher ground a few years ago when the rising level of Iliamna Lake threatened several community buildings.

A federally-recognized tribe is located in the community -- the Kokhanok Village. The village has a mixed Native population, primarily Alutiiq and Yup'ik. Subsistence activities are the focal point of the culture and lifestyle. The sale of alcohol is banned in the village.

9770.2.16 - Koliganek

KOLIGANEK - (Pronunciation: koh-LIG-uh-neck)

Population: 226 (2011 Estimate)
Incorporation Type: Unincorporated
Borough Located In: Unorganized
Regional Native Corp: Bristol Bay Native Corporation

Emergency Services

VPSO	596-3418	**Fire:** Volunteer Fire Dept./ Koliganek First Responders	596-3434/596-3490
Alaska State Troopers: Dillingham Post	842-5641	**EMS**: Koliganek First Responders	596-3434/596-3490
		Clinic: Koliganek Clinic	596-3431

Organizations with Local Offices

	Name	**Phone**	**Fax**
Village/Tribal Council	New Koliganek Village Council	596-3434	596-3462
School	Koliganek School	596-3444	596-3484
Village Corporation	Koliganek Natives Limited	596-3440	596-3462

Location and Climate

Koliganek is located on the left bank of the Nushagak River and lies 65 miles northeast of Dillingham. The village hopes to get its own zip code, although it currently shares one with Dillingham.

59.729° North Latitude and -157.284° West Longitude
Sec. 21, T005S, R047W, Seward Meridian

The area is in a climatic transition zone. The primary influence is maritime, although a continental climate affects the weather. Average summer temperatures range from 37 to 66 °F; winter temperatures range from 4 to 30 °F.

Transportation

Boats and ATVs are used in the summer and snow machines in the winter. Locals travel to New Stuyahok frequently.
Accessibility: Air service from New Stuyahok, or boat.
Airport Facilities: A state-owned 3,000' long by 75' wide runway is available
Airline Services: Scheduled and charter flights available. Primary service provider is Grant Aviation (scheduled daily flights may not be available)
Freight: Goods are lightered from Dillingham.
Vessel Support: There are no docking facilities.

Facilities & Utilities

Communications:

In-State Phone: Bristol Bay Telephone Co-op Inc
Long-Distance Phone: AT&T Alascom; GCI; Bristol Bay Telephone
Internet Service Provider: GCI (www.gci.net)
Cable Provider: None
TV Stations: ARCS
Radio Stations: KAKN-FM; KDLG-AM
Teleconferencing: Alaska Teleconferencing Network

Electricity: New Koliganek Village Council, 596-3462 (Koliganek also purchases power from the school district)

Fuel Availability: Diesel

Fuel Storage - Tank Owners (Capacity)**:**

- Southwest Region Schools (60,000 gals.)
- Village Council (20,000)
- Electric Utility (60,000)

Lodging & Accomodations: Boby's B&B (596-3455)

Services:

Water & Sewage: Water and sewer service are connected to 33 homes. The water is from a central well and the sewage is treated at a community septic tank. 8 homes have individual wells and septic systems. 15 homes haul water and use honeybuckets.

Miscellaneous:

Spill Response Support

Contact local officials to determine possibility of using community facilities.

Economy:

The school and village organization provide most year-round employment. Many residents trap, and subsistence activities are an important part of the economy. Residents are employed in sales, clerical, management, professional, production, transportation, and service occupations. The town center contains the school, health clinic, two general stores, fuel storage, power generation building, and the village council building. The IGAP program operates a recycling center.

Culture & Demographics:

It is an Eskimo village first listed in the 1880 Census as "Kalignak." The name is local, recorded by the U.S. Geological Survey in 1930. Since that time, the village has moved four miles downstream from the original site.

A federally-recognized tribe is located in the community -- the New Koliganek Village Council. Koliganek is a Yup'ik Eskimo village with Russian Orthodox practices. Subsistence activities are an important part of the lifestyle.

9770.2.17 - Levelock

LEVELOCK - (Pronunciation: LEEV-lock)

Population: 88 (2009 Estimated Population, not Certified)
Incorporation Type: Unincorporated
Borough Located In: Lake & Peninsula Borough
Regional Native Corp: Bristol Bay Native Corporation

Emergency Services
Police/VPSO: 287-3087
State Troopers: 246-3464
Fire: 287-3030
Medical: Levelock Clinic 907-287-3011
Nearest Hospital: Levelock Clinic

Organizations with Local Offices

City Offices: N/A

Village Council: Levelock Village; P.O. Box 70 Levelock, AK 99625
Phone: 907-287-3030
Fax: 907-287-3032
E-mail: levelock@starband.net
Web: http://www.bbna.com

Village Corporation: Levelock Natives Limited; P.O. Box 109 Levelock, AK 99625
Phone: 907-287-3040
Fax: 907-287-3022

Native Housing Authority: Bristol Bay Housing Authority; P.O. Box 50 Dillingham, AK 99576
Phone: 907-842-5956
Fax: 907-842-2784
E-mail: dmcclure@bbha.org
Web: http://www.bbha.org

Location and Climate
Levelock is located on the west bank of the Kvichak River, 10 miles inland from Kvichak Bay. It lies 40 miles north of Naknek and 278 air miles southwest of Anchorage. It is located near the Alagnak Wild and Scenic River Corridor. The community lies at approximately 59.115000° North Latitude and -156.856670° West Longitude. (Sec. 28, T012S, R045W, Seward Meridian.) Levelock is located in the Kvichak Recording District. Levelock is in a climatic transition zone; it is primarily maritime, although the continental climate also affects the weather. Average summer temperatures range from 30 to 66 °F; winter temperatures average from 4 to 30 °F. Annual rainfall averages 26 inches, with 70 inches of snow. Fog and low clouds are common during the summer. The river is ice-free from June through mid-November.

Transportation
Accessibility: Air service or boat. In the winter, trails to surrounding villages are used.
Airport Facilities: The state owns a 3,281' long by 59' wide lighted gravel runway
Airline Services: Scheduled and charter flights are available.
Freight: Bulk goods are delivered by barge.

Vessel Support: A 110' dock and beach unloading area are available.

Facilities & Utilities

Communications:

In-State Phone: Bristol Bay Telephone Co-op Inc.
Long-Distance Phone: AT&T Alascom; GCI; Bristol Bay Telephone
Internet Service Provider: GCI (www.gci.net)
Cable Provider: None
TV Stations: ARCS
Radio Stations: KAKN-FM; KDLG-AM
Teleconferencing: Alaska Teleconferencing Network

Electricity: Levelock Electric Cooperative
Fuel Availability: Diesel
Fuel Storage - Tank Owners (Capacity)**:**

- Village Council (156,800 gals.)
- Lake & Peninsula Schools (31,500)

Housing: Levelock Natives, Ltd. Lodging

Services: A washeteria is available.

Water & Sewage: No water or sewer service. Water is supplied from individual wells and sewage is treated in individual septic systems.
Miscellaneous:

Spill Response Support

Contact local officials to determine possibility of using community facilities.

Economy

In 2009, seven residents held commercial fishing permits. Most travel to Naknek to fish or work in the canneries during the summer season. Several seasonal lodges operate in the area. The community relies upon subsistence activities for a large portion of its diet. Salmon, trout, moose, caribou, and berries are harvested.

History, Culture & Demographics

Early Russian explorers reported the presence of Levelock, which they called "Kvichak." The smallpox epidemic of 1837 killed more than half of the residents of the Bristol Bay region and left entire villages abandoned. Kvichak was mentioned during the 1890 census, although the population was not measured. A measles epidemic hit the region in 1900. A 1908 survey of Russian missions identified "Lovelock's Mission" at this site. The worldwide influenza epidemic in 1918-19 again devastated area villages. Koggiung Packers operated a cannery at Levelock in 1925-26. A large fire, attributed to a cannery worker's careless cigarette, threatened the entire village in 1926, but residents dug fire lines that saved their homes. The fire depleted the scarce wood resources used to heat homes. A second cannery operated from 1928-29. In 1930 the first school was built, and a post office was established in 1939. By this time, families had converted their homes to oil heat. Moose first appeared in the area in the 1930s. During the early 1950s, another cannery was in operation.

A federally-recognized tribe is located in the community -- the Levelock Village. The population of the community consists of 95.1% Alaska Native or part Native. Levelock is a mixed Alutiiq and Yup'ik village. Commercial fishing and subsistence activities are the focus of the community. Sharing is a way of life in this village; no one goes hungry for lack of ability to hunt or fish.

MANOKOTAK
(Pronunciation: man-noh-KOH-tuck)

Population: 450 (2011 DCCED Certified Estimate)
Incorporation Type: 2nd Class City **Borough Located In:** Unorganized

Regional Native Corp: Bristol Bay Native Corporation

Emergency Services

VPSO	289-2008	**Fire,** Volunteer Fire Dept.	289-1025
Alaska State Troopers, Dillingham Post	842-5641	**EMS**, Manokotak First Responders	289-1077
		Clinic, Manokotak Village Clinic	289-1077

Organizations with Local Offices

	Name		**Phone**	**Fax**
City	City of Manokotak Primary Contact:	Administrator	289-1027	289-1082
Village/Tribal Council	Manokotak Village		289-2067	289-1235
School				
Village Corporation	Manokotak Natives, Limited		289-1062	289-1007

Location and Climate
Manokotak is located 25 miles southwest of Dillingham on the Igushik River. It lies 347 miles southwest of Anchorage.
58.981° North Latitude and -159.058° West Longitude.
Sec. 12, T014S, R059W, Seward Meridian
Manokotak is located in a climatic transition zone. The primary influence is maritime, although the arctic climate affects the region. Average summer temperatures range from 40 to 70 °F; winter temperatures average from 4 to 30 °F. Annual precipitation averages 20 to 26 inches. Fog and high winds exist periodically through the year. The river is ice-free from June through mid-November.

Transportation
ATVs, snowmachines, and some automobiles are used for local travel. The Manokotak trail to Dillingham is used by snowmachines during winter to haul fuel.
Accessibility: Air service from Dillingham, or boat.
Airport Facilities: state-owned 3,300' long by 75' wide lighted gravel airstrip one mile to the north and a designated seaplane base.
Airline Services: Regular and charter flights are available from Dillingham.
Freight: Lighterage services deliver cargo in summer but must pull up to the mud beach.
Vessel Support: No docking facilities exist on the Igushik River.

Facilities & Utilities
Communications:
In-State Phone: Nushagak Telephone Co-op, Inc **Long-Distance Phone:** AT&T Alascom; GCI; Nushagak Telephone
Internet Service Provider: GCI (www.gci.net) **Cable Provider:** Manokotak Cable Company
TV Stations: ARCS **Radio Stations:** KDLG-AM
Teleconferencing: Alaska Teleconferencing Network
Electricity: Manokotak Power Company
Fuel Availability: Diesel
Fuel Storage - Tank Owners (Capacity/gallons)**:** Southwest Region Schools (20,000 gals.); Manokotak Natives Ltd. (91,100); Manokotak Power Co. (21,400); Army National Guard (1,500); Moravian Church (2,700); Manukutaag Trading Co. (1,459)
Housing: Lomack Rental (289-2019).
Services: Manukutaag Trading Co. (General Store/Grocery Store)
Water & Sewage: Water is derived from two wells and is stored in a 150,000-gallon water storage tank. A piped water and sewer system serves 99 households and the school's plumbing. The community has a few individual wells. Manokotak Heights, located four miles to the south, is served by a well system, but water shortages have occurred.
Miscellaneous:

Spill Response Support
Contact local officials to determine possibility of using community facilities.

Economy:
In 2010, 84 residents held commercial fishing permits for salmon and herring fisheries. Many residents also trap fox, beaver, mink, and otter. Most villagers leave Manokotak during the fishing season. Everyone depends heavily on fishing and subsistence activities and usually moves to Igushik or Ekuk each summer. Salmon, herring, sea lion, beluga whale, trout, ptarmigan, ducks, and berries are harvested. Sharing relationships exist with several area villages, especially Togiak and Twin Hills. The government provides the majority of the employment in the area.

Culture & Demographics:
Manokotak is one of the newer villages in the Bristol Bay region. It became a permanent settlement in 1946-47 with the consolidation of the villages of Igushik and Tuklung. People also migrated from Kulukak, Togiak, and Aleknagik. Igushik is now used as a summer fish camp by many of the residents of Manokotak. School was conducted in a church constructed in 1949 until a school was built in 1958-59. A post office was established in 1960. Trapping has been an attractive lure to the area, although it has declined since the 1960s. The city was incorporated in 1970. Manokotak is the fourth most poplulated village in the Dillingham census area.

A federally-recognized tribe is located in the community -- the Manokotak Village. Manokotak is a Yup'ik Eskimo village with a fishing, trapping, and subsistence lifestyle. The sale, importation,and possession of alcohol is banned in the village.
9770.2.18 - Naknek

NAKNEK - (Pronunciation: NACK-neck)

Population: 516 (2009 Estimated Population (not Certified))
Incorporation Type: Unincorporated
Borough Located In: Bristol Bay Borough
Regional Native Corp: Bristol Bay Native Corporation

Emergency Services
Police/VPSO: 246-4222
State Troopers: 246-3464
Fire: 246-4224/246-4222
Medical: Camai Community Health Center 246-4214
Nearest Hospital: Camai Community Health Center

Organizations with Local Offices

City Offices: N/A

Village Council: Naknek Native Village P.O. Box 106 Naknek, AK 99633-0106
Phone: 907-246-4210
Fax: 907-246-3563
E-mail: nnvacak@bristolbay.com
Web: http://www.bbna.com

Village Corporation: Paug-Vik Incorporated, Limited P.O. Box 61 Naknek, AK 99633
Phone: 907-246-4277
Fax: 907-246-4419
E-mail: admin@pvil.com

Native Housing Authority: Bristol Bay Housing Authority; P.O. Box 50 Dillingham, AK 99576
Phone: 907-842-5956
Fax: 907-842-2784
E-mail: dmcclure@bbha.org
Web: http://www.bbha.org

Location and Climate
Naknek is located on the north bank of the Naknek River, at the northeastern end of Bristol Bay. It is 297 miles southwest of Anchorage. The community lies at approximately 58.728330° North Latitude and -157.013890° West Longitude. (Sec. 03, T017S, R047W, Seward Meridian.) Naknek is located in the Kvichak Recording District. The climate is mainly maritime, characterized by cool, humid, and windy weather. Average summer temperatures range from 42 to 63 °F; average winter temperatures range from 29 to 44 °F. Extremes from -46 to 88 ° F have been recorded. Total precipitation averages 20 inches annually, with 45 inches of snowfall. Fog is common during summer months.

Transportation
Pickup trucks and cars are common.
Accessibility: Air service from King Salmon, boat, or a 15.5-mile road via King Salmon.

Airport Facilities: The Tibbetts Airport has a lighted 1,700' long by 60' wide gravel runway. The state-owned Naknek Airport is located one mile north of Naknek. It has a 1,950' long by 50' wide lighted gravel runway, a 1,850' long and 45' wide gravel runway, and 2,000' float plane landing area.
Airline Services: Scheduled or charter air service from King Salmon
Freight: The borough operates the cargo dock at Naknek, which is the port of Bristol Bay.
Vessel Support: It has 800' of berthing space, a concrete surface, and a couple of cranes. No commercial docking facilities are available at the canneries.

Facilities & Utilities

Communications:

In-State Phone: Bristol Bay Telephone Cooperative
Long-Distance Phone: GCI; Bristol Bay Telephone Cooperative
Internet Service Provider: Bristol Bay Telephone Cooperative, Inc. (www.bristolbay.com); GCI (www.gci.net)
Cable Provider: Bristol Bay Telephone Cooperative
TV Stations: ARCS
Radio Stations: KAKN-FM; KDLG-AM
Teleconferencing: Alaska Teleconferencing Network; Dillingham Legislative Information Office

Electricity: Naknek Electric Association
Fuel Availability: Diesel
Fuel Storage - Tank Owners (Capacity)**:**

- Naknek Electric Assoc (1,660,000 gals.)
- Naknek Engine Sales & Service (2,500)
- Trident Seafoods (31,000)
- Peninsula Auto (4,000)
- Nelbro Packing Co. (24,200)
- Paug-Vik Inc. (5,200)
- Southwestern AK Construction (6,000)
- Bristol Bay Borough (48,500)

Housing:

- Cottonwood Lodge
- Naknek Hotel/D&D Restaurant (246-4430)

Services: Taxis are available.

Water & Sewage: No water service. The majority of households have individual wells. Sewer service is available and serves most homes. The homes not served by the community sewer system have individual septic tanks.

Miscellaneous:

Spill Response Support

Contact local officials to determine possibility of using community facilities.

Economy

The economy is based on government employment, salmon fishing, and processing. Naknek has a seasonal economy as a service center for the huge red salmon fishery in Bristol Bay. In 2009, 105 residents held commercial fishing permits, and several thousand people typically flood the area during the fishing season. Millions of pounds of salmon are trucked over the Naknek to King Salmon road each summer, where jets transport the fish to the lower 48. Trident Seafoods, North Pacific Processors, Ocean Beauty, and other fish processors operate facilities in Naknek. Naknek is also the seat of the Bristol Bay Borough.

History, Culture & Demographics

This region was first settled over 6,000 years ago by Yup'ik Eskimos and Athabascan Indians. In 1821, the original Eskimo village of "Naugeik" was noted by Capt. Lt. Vasiliev. By 1880, the village was called Kinuyak. It was later spelled Naknek by the Russian Navy. The Russians built a fort near the village and fur trappers inhabited the area for some time prior to the U.S. purchase of Alaska. The first salmon cannery opened on the Naknek River in 1890. By 1900, there were approximately 12 canneries in Bristol Bay. The Homestead Act enabled canneries to acquire land for their plants and also made land available to other institutions and individuals. The parcel owned by the Russian Orthodox Church on the north bank of the River was the first land recorded in Naknek. Squatters built shelters on the church property and were eventually sold lots in what became the center of Naknek. A post office was established in 1907. Naknek has developed over the years as a major fishery center.

A federally-recognized tribe is located in the community -- the Naknek Village. The population of the community consists of 47.1% Alaska Native or part Native. Naknek is a fishing community, with a mixed population of non-Natives, Yup'ik Eskimos, Alutiiq, and Athabascans.

9770.2.19 – New Stuyahok

NEW STUYAHOK - (Pronunciation: STEW-yuh-hawk)

Population: 501 (2011 DCCED Certified Estimate)
Incorporation Type: 2nd Class City
Borough Located In: Unorganized
Regional Native Corp: Bristol Bay Native Corporation

Emergency Services

VPSO	693-3170	**Fire:** Volunteer Fire Dept.	693-3173
Alaska State Troopers: Dillingham Post	842-5641	**EMS**: New Stuyahok First Responders	693-3173
		Clinic: New Stuyahok Clinic	693-3131

Organizations with Local Offices

	Name	**Phone**	**Fax**
City	City of New Stuyahok	693-3171	693-3176
	Primary Contact:	Administrator or City Clerk	
Village/Tribal Council	New Stuyahok Village	693-3173	693-3179
School	"Chief" Ivan Blunka School	693-3144	693-3163

Village Corporation	Stuyahok Limited	693-3122	693-3148

Location and Climate

New Stuyahok is located on the Nushagak River, about 12 miles upriver from Ekwok and 52 miles northeast of Dillingham. The village has been constructed at two elevations -- one 25 feet above river level and one about 40 feet above river level.

59.452° North Latitude and -157.312° West Longitude.
Sec. 29, T008S, R047W, Seward Meridian.

New Stuyahok is located in a climatic transition zone. The primary influence is maritime, although a continental climate affects the weather. Average summer temperatures range from 37 to 66 °F; winter temperatures average 4 to 30 °F. Annual precipitation ranges from 20 to 35 inches. Fog and low clouds are common during the summer; strong winds often preclude access during the winter. The river is ice-free from June through mid-November.

Transportation

Skiffs, ATVs, and snowmachines are the prevalent forms of local transportation.
Accessibility: Air service from Dillingham, or boat.
Airport Facilities: State-owned gravel airstrip is 3,281' long by 98' wide**.** Note: The airstrip is located on a hilltop and windy conditions often preclude landing.
Airline Services: Regular and charter flights are available from Dillingham.
Freight: Goods are lightered on a regular basis during the summer.
Vessel Support: N/A.

Facilities & Utilities

Communications:

In-State Phone: Bristol Bay Telephone Co-op Inc.
Long-Distance Phone: AT&T Alascom; GCI; Bristol Bay Telephone
Internet Service Provider: GCI (www.gci.net)
Cable Provider: None
TV Stations: ARCS
Radio Stations: KAKN-FM; KDLG-AM
Teleconferencing: Alaska Teleconferencing Network; Dillingham Legislative Information Office

Electricity: AVEC
Fuel Availability: Diesel
Fuel Storage - Tank Owners (Capacity)**:**

- AVEC (84,400 gals.)
- Southwest Region Schools (57,850)
- Stuyahok, Ltd. (41,000)

Lodging & Accomodations: Lodging may be available at/through the following facilities.

- New Stuyahok Clinic (693-3131)
- City Office (693-3171); School (693-3144)
- Head Start (693-3023)
- The Traditional Council (693-3173)

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Services: Panorqukuk Store (General Store/Grocery Store)

Water & Sewage: Water is derived from a well and treated. The majority of housing and facilities, as well as the school, have complete plumbing and are connected to a piped water and sewer system.

Miscellaneous:

Spill Response Support
Contact local officials to determine possibility of using community facilities.

Economy:
The primary economic base in New Stuyahok is the salmon fishery; in 2010, 24 residents held commercial fishing permits. Many trap as well. The entire community relies upon subsistence foods. Subsistence items are often traded between communities. Salmon, moose, caribou, rabbit, ptarmigan, duck, and geese are the primary sources of meat.

Culture & Demographics:
The present location is the third site that villagers can remember. The village moved downriver to the Mulchatna area from the "Old Village" in 1918. During the 1920s and 30s, the village was engaged in herding reindeer for the U.S. government. However, by 1942, the herd had dwindled to nothing, the village had been subjected to flooding, and the site was too far inland to receive barge service. So, in 1942, the village moved downriver again to its present location. Stuyahok appropriately means "going downriver place." The first school was built in 1961. A post office was also established that year. An airstrip was built soon thereafter, and the 1960s saw a 40% increase in the village population. The city was incorporated in 1972.

A federally-recognized tribe is located in the community -- the New Stuyahok Village. New Stuyahok is a southern Yup'ik Eskimo village with Russian Orthodox influences. Residents practice a fishing and subsistence lifestyle.

9770.2.20 - Newhalen

NEWHALEN - (Pronunciation: NOO-hale-en)

Population: 189 (2011 DCCED Certified Population)
Incorporation Type: 2nd Class City
Borough Located In: Lake & Peninsula Borough
Regional Native Corp: Bristol Bay Native Corporation

Emergency Services

VPSO	571-3139	Fire: Iliamna/Newhalen Rescue Squad	571-1248/ 571-1631
Alaska State Troopers: Iliamna Post	571-1871	EMS: Iliamna/Newhalen Rescue Squad	571-1248/ 571-1631
Clinic: Newhalen Clinic	571-1231	Clinic:	571-1383/

		Iliamna Clinic Nilavena Subregional Clinic	571-1818

Organizations with Local Offices

	Name		Phone	Fax
City	City of Newhalen		571-1226	571-1540
	Primary Contact:	Administrator or City Clerk		
Village/Tribal Council	Newhalen Village		571-1410	571-1535
School	Newhalen School		571-1211	

Location and Climate

Newhalen is located on the north shore of Iliamna Lake, at the mouth of Newhalen River, 5 miles south of Iliamna and 320 miles southwest of Anchorage. An 8-mile gravel road connects Iliamna to Newhalen.

59.720° North Latitude and -154.897° West Longitude.
Sec. 28, T005S, R033W, Seward Meridian.

Newhalen lies in the transitional climatic zone. Average summer temperatures range from 42 to 62 °F; winter temperatures average 6 to 30 °F. The record high is 91 °F, and the record low is -47 °F. Annual precipitation averages 26 inches, with 64 inches of snow.

Transportation

Accessibility: Air service or boat. An 8-mile road connects Newhalen with Iliamna.
Airport Facilities: There are two state-owned gravel airstrips. One measures 5,080' long by 100' wide, and the other is 4,800' long by 150' wide; these are located between Iliamna and Newhalen.
Airline Services: Scheduled and charter air services are available. Iliamna Air Taxi (daily scheduled flights may not be available); Northern Air Cargo
Freight: Barges on the Kvichak River deliver bulk goods.
Vessel Support: N/A.
Vehicle Rental: Gram's B&B (car rental); Wilderness Cab Riverside Cab (taxi)

Facilities & Utilities

Communications:

In-State Phone: Interior Telephone Co./TelAlaska
Long-Distance Phone: AT&T Alascom
Internet Service Provider: GCI (www.gci.net)
Cable Provider: None
TV Stations: ARCS
Radio Stations: KBBI-AM; KGTL-AM; KDLG-AM
Teleconferencing: Alaska Teleconferencing Network; Dillingham Legislative Information Office

Electricity: I-N-N Electric Cooperative
Fuel Availability: Hydro; Diesel back-up
Fuel Storage - Tank Owners (Capacity):

- City Clinic (3,500 gals.)
- Nondalton Village Corp. (165,000)
- Lake & Peninsula Schools (5,000)
- City (191,700)

Housing:

- Gram's B&B (571-1232)
- Roadhouse Inn (571-6485)
- Airport Hotel
- Iliamna Lake Lodge (571-1525).

Services: The village council operates a washeteria. There are car rentals available at Gram's B&B. Taxi service is provided by Wilderness Cab and Riverside Cab.
Water & Sewage: Water is derived from a well and is treated at the washeteria. A piped water system serves all 40 homes. Most residences are fully plumbed, with individual septic systems for sewer. The city provides septic pumping services.
Miscellaneous:

Spill Response Support
Contact local officials to determine possibility of using community facilities.

Economy
Most of the employment is seasonal; many work in Bristol Bay fisheries or in Iliamna. Thousands of sport fishermen visit the area each summer for trophy rainbow trout fishing on the lake. Residents rely heavily on subsistence activities, and most families travel to fish camps during the summer. Salmon, trout, grayling, moose, caribou, rabbit, porcupine, and seal are utilized.

Culture & Demographics
The 1890 census listed the Eskimo village of "Noghelingamiut," meaning "people of Noghelin," at this location, with 16 residents. The present name is an Anglicized version of the original. The village was established in the late 1800s due to the bountiful fish and game in the immediate area. Newhalen incorporated as a city in 1971.

A federally-recognized tribe is located in the community -- the Newhalen Village. Newhalen includes Yup'ik Eskimos, Alutiiqs, and Athabascans. Most practice a subsistence and fishing lifestyle. Newhalen and Iliamna share a post office and school.

9770.2.21 - Nondalton

NONDALTON - (Pronunciation: non-DOLL-tun)

Population: 178 (2011 DCCED Estimate)
Incorporation Type: 2nd Class City
Borough Located In: Lake & Peninsula Borough
Regional Native Corp: Bristol Bay Native Corporation

Emergency Services

Police	294-2235	**Fire**	294-2238/ 294-2215

		Nondalton First Responders	
Alaska State Troopers Iliamna Post	571-1871	**EMS** Nondalton First Responders	294-2238/ 294-2215
		Clinic Nondalton Clinic	294-2238

Organizations with Local Offices

	Name		**Phone**	**Fax**
City	City of Nondalton		294-2235	294-2235
	Primary Contact:	Administrator or City Clerk		
Village/Tribal Council	Nondalton Village		294-2257	294-2234
School	Nondalton School		294-2210	
Village Corporation	Kijik Corporation (formerly Nondalton Native Corp.)		561-4487	

Location and Climate

Nondalton is located on the west shore of Six Mile Lake, between Lake Clark and Iliamna Lake, 190 miles southwest of Anchorage.

59.972° North Latitude and -154.848° West Longitude.
Sec. 30, T002S, R032W, Seward Meridian

Nondalton lies in the transitional climatic zone. Average summer temperatures range from 42 to 62 °F; winter temperatures average 6 to 30 °F. The record high is 91 °F, and the record low is -47 °F. Annual average rainfall is 26 inches, with 64 inches of snowfall.

Transportation

Accessibility: Air service or boat. Skiffs and barges are used to transport people and goods from Nondalton to Fish Camp, which connects to Iliamna via a cat road.
Airport Facilities: State-owned 2,800' long by 75' wide gravel runway services the community.
Airline Services: Scheduled and charter air services are available. Iliamna Air Taxi (daily scheduled flights may not be available)
Freight: Bulk goods are received in Iliamna then taken by a cat-trail to Fish Camp, located across from Nondalton on the east side of the lake, where they are ferried by skiff or barge to the west side.
Vessel Support: There are no docking facilities.

Facilities & Utilities

Communications:

In-State Phone: ACS of the Northland
Long-Distance Phone: AT&T Alascom; GCI
Internet Service Provider: GCI (www.gci.net)
Cable Provider: None
TV Stations: ARCS

Radio Stations: KGTL-AM; KBBI-AM
Teleconferencing: Alaska Teleconferencing Network; Dillingham Legislative Information Office

Electricity: I-N-N Electric Cooperative
Fuel Availability: Hydro; Diesel back-up
Fuel Storage - Tank Owners (Capacity)**:**

- City (26,000 gals.)
- Village Council (1,000)
- Newhalen Lodge (10,000)
- Mulchatna Lodge (2,000)
- Lake & Peninsula Schools (17,900)
- Mission Statement Lodge (3,000)

Lodging & Accomodations: Tazimna Lodging (294-2214)
Services: Taxi service to and from the airport.
Water & Sewage: An infiltration gallery at Six Mile Lake supplies the community with treated water. There are 88,000 gallons of storage capacity. Most residences are connected to the piped water and sewer system and are fully plumbed.
Miscellaneous:

Spill Response Support
Contact local officials to determine possibility of using community facilities.

Economy:
Fishing in Bristol Bay is an important source of income in Nondalton. One source of summer employment is firefighting. The community relies heavily on subsistence hunting and fishing. Many families travel to fish camp each summer. Salmon, trout, grayling, moose, caribou, bear, dall sheep, rabbit, and porcupine are utilized.

Culture & Demographics:
Nondalton is a Tanaina Indian name first recorded in 1909 by the U.S. Geological Survey. The village was originally located on the north shore of Six Mile Lake, but in 1940 growing mudflats and wood depletion in the surrounding area caused the village to move to its present location on the west shore. The post office, established in 1938, relocated with the villagers. Nondalton formed an incorporated city government in 1971.

A federally-recognized tribe is located in the community -- the Nondalton Village. It is a Tanaina Indian (Athabascan and Iliamna) village with a fishing and subsistence lifestyle. The sale of alcohol is prohibited in the community, although importation and possession are allowed.

9770.2.22 – Pedro Bay

PEDRO BAY - (Pronunciation: P-droh)

Population: 47 (2011 AK Dept of Labor Estimate)
Incorporation Type: Unincorporated
Borough Located In: Lake & Peninsula Borough
Regional Native Corp: Bristol Bay Native Corporation

Emergency Services
Police/VPSO: None
State Troopers: None
Fire: Pedro Bay Frist Responders 850-2225/2229
Medical: Pedro Bay Clinic 907-850-2229

Organizations with Local Offices
City Offices: N/A

Village Council: Pedro Bay Village
P.O. Box 4720 Pedro Bay, AK 99647-0020
Phone: 850-2225
Fax: 850-2221
E-mail: villagecouncil@pedrobay.com
Web: http://www.pedrobay.com

Village Corporation: Pedro Bay Native Corporation
1500 West 33rd Avenue, Suite 3220 Anchorage, AK 99503
Phone: 277-1500
Fax: 277-1501
Email: info@pedrobaycorp.com
Web: http://www.pedrobaycorp.com

Native Housing Authority: N/A

School District: Lake and Peninsula Borough School District
Phone: 246-4280
Fax: 246-4473

Harbormaster: 850-2225

Environmental Staff (IGAP): 850-2342

Location and Climate
Pedro Bay is located on the Alaska Peninsula, at the head of Pedro Bay and the east end of Iliamna Lake, 176 air miles southwest of Anchorage. The community lies at approximately 59.787220° North Latitude and -154.106110° West Longitude. (Sec. 33, T004S, R028W, Seward Meridian.) Pedro Bay is located in the Iliamna Recording District.

Pedro Bay lies in a transitional climatic zone with strong maritime influences. Average summer temperatures range from 42 to 62 °F; winter temperatures range from 6 to 30 °F. Annual rainfall averages 26 inches, with 64 inches of snowfall.

Transportation

Accessibility: Air service or boat. Barge service is available from Naknek via Kvichak River.
Airport Facilities: state-owned 3,000' long by 60' wide gravel airstrip.
Airline Services: Scheduled and charter air services are available.
Freight: Goods are sent by barge from Homer to Iliamna Bay on the Cook Inlet side and portaged over a 14-mile road to Pile Bay, 10 miles to the east.
Vessel Support: A dock is available.

Facilities & Utilities

Communications:

In-State Phone: GCI
Long-Distance Phone: GCI
Internet Service Provider: GCI
Cable Provider: NONE
TV Stations: ARCS
Radio Stations: KGTL-AM; KBBI-AM; KDLG-AM
Teleconferencing: Alaska Teleconferencing Network; Dillingham Legislative Information Office

Electricity: Pedro Bay Village Council (PBVC)
Fuel Availability: Gas, Diesel
Fuel Storage - Tank Owners (Capacity)**:**

- Village Council (29,500 gals.)
- Lake & Peninsula Schools (28,200)

Housing:

- PBVC Community Bldg Open all year, capacity unknown) - 850-2225
- Vacant School Building (Lake and Peninsula School District , 246-4280)

Services: A washeteria is available. No grocery store, restaurant, hardware store, or bank.
Water & Sewage: No water or sewer service. Water supply is from individual wells or from Iliamna Lake. Sewage disposal is through individual septic systems and honeybuckets.
Miscellaneous:

SPILL RESPONSE SUPPORT			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet**
Community Building	PBVC 850-2225	Unknown	Yes
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
Community Shop	PBVC 850-2225		

Transfer Facility (Landfill)	PBVC 850-2225	
Local Spill Response Equipment		
Facility Name or Location	**Contact (organization & phone)**	**Quantity**
Containment boom for oil spill in water	PBVC 850-2225	200 feet
Sorbent "sausage" or "pom-pom" boom		0 feet
Anchors for securing boom		0
Sorbent pads	Shop	2 boxes
Backhoe	PBVC 850-2225	2
Bulldozer	PBVC 850-2225	1
Dump truck or similar	PBVC 850-2225	4
Skiff with outboard	Personal boats Pedro Bay Voluntary Fire Dept	 PBVC 850-2225
Trained Spill Responders in Community (1 individual)		Yes

Limiting Factors for Spill Response: Food Supply (air freight from Anchorage); limited lodging

Top Two Sensitive Areas to Protect in the event of a Spill: Salmon spawning ponds, Pedro Creek, and Iliamna Lake.

Economy

Most residents obtain summer employment in the Bristol Bay fishery or in Iliamna Lake tourism services. Several wilderness lodges operate in Pedro Bay. In 2009, three area residents held commercial fishing permits. Most families depend heavily on subsistence activities, utilizing salmon, trout, moose, bear, rabbit, and seal.

Culture and Demographics

Pedro Bay is a Dena'ina Indian village with a subsistence lifestyle. The Dena'ina Indians have occupied this area historically. The Dena'ina warred with Russian fur traders over trade practices in the early 1800s. The community was named for a man known as "Old Pedro," who lived in this area in the early 1900s. A post office was established in the village in 1936.

A federally-recognized tribe is located in the community -- the Pedro Bay Village. The population of the community consists of 64% Alaska Native or part Native. Pedro Bay is a Dena'ina Indian village with a subsistence lifestyle.

9770.2.23 - Perryville

PERRYVILLE

Population: 122 (2009 Estimated Population-not Certified)
Incorporation Type: Unincorporated

Borough Located In: Lake & Peninsula Borough
Regional Native Corp: Bristol Bay Native Corporation

Emergency Services
Police/VPSO: 246-3464
State Troopers: 246-3464
Fire: 853-2202
Medical: Emillin Health Clinic (Perryville) 907-853-2202
Nearest Hospital: Emillin Health Clinic (Perryville)

Organizations with Local Offices
City Offices: N/A

Village Council: Native Village of Perryville
P.O. Box 89 Perryville, AK 99648
Phone: 907-853-2203
Fax: 907-853-2230
E-mail: nvproads@hotmail.com
Web: http://www.bbna.com

Village Corporation: Oceanside Native Corp.
P.O. Box 84 Perryville, AK 99648
Phone: 907-853-2300
Fax: 907-853-2301

Native Housing Authority: Bristol Bay Housing Authority
P.O. Box 50 Dillingham, AK 99576
Phone: 907-842-5956
Fax: 907-842-2784
E-mail: dmcclure@bbha.org
Web: http://www.bbha.org

Location and Climate
Perryville is located on the south coast of the Alaska Peninsula, 275 miles southwest of Kodiak and 500 miles southwest of Anchorage. The community lies at approximately 55.912780° North Latitude and -159.145560° West Longitude. (Sec. 27, T049S, R064W, Seward Meridian.) Perryville is located in the Aleutian Islands Recording District. Perryville's maritime climate is characterized by cool summers, warm winters, and rainy weather. Average summer temperatures range from 39 to 60 °F; winter temperatures average 21 to 50 °F. Low clouds, rain squalls, fog, and snow showers frequently limit visibility. Average annual precipitation is 127 inches, with 58 inches of snow.

Transportation
ATVs and skiffs are the primary means of local transportation.
Accessibility: Air service from King Salmon, or boat.
Airport Facilities: -owned 3,300' long by 75' wide gravel runway and seaplane base.
Airline Services: Scheduled and charter flights are available from King Salmon.
Freight: Cargo barges deliver fuel and supplies each spring.

Vessel Support: Cargo barges deliver fuel and supplies each spring.

Facilities & Utilities

Communications:

In-State Phone: ACS of the Northland
Long-Distance Phone: AT&T Alascom; GCI
Internet Service Provider: GCI (www.gci.net)
Cable Provider: NONE
TV Stations: ARCS
Radio Stations: KSDP-AM; KDLG-AM
Teleconferencing: Alaska Teleconferencing Network

Electricity: Native Village of Perryville
Fuel Availability: Diesel
Fuel Storage - Tank Owners (Capacity)**:**

- Lake & Peninsula Schools (21,900 gals.)
- Village Council (72,500)

Housing:
Services:
Water & Sewage: 30 homes have water service supplied from a nearby stream. There is no sewer service. Sewage disposal is mostly done by individual septic tanks.
Miscellaneous:

Spill Response Support

Contact local officials to determine possibility of using community facilities.

Economy

In 2009, seven residents held commercial fishing permits for the Chignik salmon fishery. During the summer, the majority of residents leave Perryville to fish in Chignik or Chignik Lagoon. Only a few year-round jobs are available. Some trap during the winter, and all rely heavily on subsistence food sources. Salmon, trout, marine fish, crab, clams, moose, caribou, bear, porcupine, and seal are harvested.

History, Culture & Demographics

The community was founded in 1912 as a refuge for Alutiiq people driven away from their villages by the eruption of Mt. Katmai. Many villagers from Douglas and Katmai survived the eruption because they were out fishing at the time. Captain Perry of the ship "Manning" transported people from the Katmai area to Ivanof Bay and later to the new village site. The village was originally called "Perry," but the "ville" was added to conform to the post office name, established in 1930.

A federally-recognized tribe is located in the community -- the Native Village of Perryville. The population of the community consists of 98.1% Alaska Native or part Native. The village maintains an Alutiiq culture and a subsistence lifestyle. Commercial fishing provides cash income.

9770.2.24 – Pilot Point

PILOT POINT

Population: 66 (2009 DCCED Certified Population)
Incorporation Type: 2nd Class City
Borough Located In: Lake & Peninsula Borough
Regional Native Corp: Bristol Bay Native Corporation

Emergency Services
Police/VPSO: 797-2275
State Troopers: 592-3848
Fire: 797-2200/797-2273
Medical: Pilot Point Clinic; 907-797-2212
Nearest Hospital: Bristol Bay Area Health Corporation - BBAHC (907-842-5201)

Organizations with Local Offices

City Offices: City of Pilot Point
P.O. Box 430 Pilot Point, AK 99649
Phone: 907-797-2200
Fax: 907-797-2211
E-mail: cityofpilotpoint@yahoo.com

Village Council: Native Village of Pilot Point
P.O. Box 449 Pilot Point, AK 99649
Phone: 907-797-2208; Fax 907-797-2258
E-mail: ak_diva01@yahoo.com
Web: http://www.bbna.com

Village Corporation: Pilot Point Native Corporation
2950 Telequana Wasilla, AK 99654
Phone: 907-376-0658
Fax: 907-797-2228

Native Housing Authority: N/A

Location and Climate
Pilot Point is located on the northern coast of the Alaska Peninsula, on the east shore of Ugashik Bay. The community lies 84 air miles south of King Salmon and 368 air miles southwest of Anchorage. The community lies at approximately 57.564170° North Latitude and -157.579170° West Longitude. (Sec. 29, T030S, R051W, Seward Meridian.) Pilot Point is located in the Kvichak Recording District. The area encompasses 25.4 sq. miles of land and 115.1 sq. miles of water. Pilot Point's maritime climate is characterized by cool, humid, and windy weather. Average summer temperatures range from 41 to 60 °F; average winter temperatures range from 20 to 37 °F. Low cloud cover and fog frequently limit travel. Precipitation averages 19 inches per year, with 38 inches of snowfall.

Transportation

Modes of local transport include ATVs, snowmachines, skiffs, and trucks.
Accessibility: Air service from King Salmon or boat.
Airport Facilities: state-owned 3,280' long by 75' wide gravel airstrip is available. There is a second 5,280' long by 125' wide gravel airstrip, owned by the U.S. Bureau of Land Management, located 10 miles southeast at Ugashik.
Airline Services: Air taxis provide regular flights six days a week out of King Salmon as part of the mail service.
Freight: Barge service is provided from Seattle in the spring and fall and is chartered from Naknek.
Vessel Support: Dago Creek serves as a natural harbor; a dock is available.

Facilities & Utilities

Communications:

In-State Phone: ACS of the Northland
Long-Distance Phone: AT&T Alascom; GCI
Internet Service Provider: GCI (www.gci.net); School Only - Bristol Bay Telephone Cooperative, Inc. (www.bristolbay.com)
Cable Provider: None
TV Stations: ARCS
Radio Stations: KDLG-AM
Teleconferencing: Alaska Teleconferencing Network

Electricity: Pilot Point Electrical Utility
Fuel Availability: Diesel
Fuel Storage - Tank Owners (Capacity)**:**

- Lake & Peninsula Schools (7,000 gals.)
- City (128,900)

Housing: Caribou Lookout Lodge.
Services:
Water & Sewage: No water or sewer service. Water supply is from individual wells or cisterns. Sewage disposal is served by individual septic tanks and outhouses.
Miscellaneous:

Spill Response Support

ADEC has an equipment conex and a Community Spill Response Agreement with the community of Pilot Point.

Economy

The residents of Pilot Point depend upon commercial fishing for the majority of their cash income. In 2009, 13 residents held commercial fishing permits. Up to 700 commercial boats fish in the district. Subsistence is an important part of the community lifestyle, and trapping is a source of income during the off-season. Salmon, caribou, moose, geese, and porcupine are harvested.

History, Culture & Demographics

This mixed Aleut and Eskimo community developed around a fish salting plant established by C.A. Johnson in 1889. At that time, it was called "Pilot Station," after the river pilots stationed here to guide boats upriver to a large cannery at Ugashik. In 1892, Charles Nelson opened a

saltery, which was sold to the Alaska Packer's Association in 1895. The saltery continued to expand and by 1918 had developed into a three-line cannery. Many immigrants came to work in the canneries - Italians, Chinese, and northern Europeans. Reindeer-herding experiments at Ugashik helped to repopulate the area after the devastating 1918 flu epidemic, although the herding eventually failed. A Russian Orthodox church and a Seventh Day Adventist church were built in the village. A post office was established in 1933, and the name was changed to Pilot Point at that time. The deterioration of the harbor forced the cannery to close in 1958. Pilot Point incorporated as a city in 1992.

A federally-recognized tribe is located in the community -- the Native Village of Pilot Point. The population of the community consists of 86% Alaska Native or part Native. There is a history of ethnic diversity in Pilot Point. The community is primarily of Alutiiq and Yup'ik ancestry. Inhabitants practice a fishing and subsistence lifestyle.

9770.2.25 – Port Alsworth

PORT ALSWORTH - Other Names: aka Tanalian

Population: 156 (2011 AK Dept of Labor Estimate)
Incorporation Type: Unincorporated
Borough Located In: Lake & Peninsula Borough
Regional Native Corp: Cook Inlet Region, Inc.

Emergency Services
Police/VPSO: N/A
State Troopers: 571-1871 (Iliamna)
Fire: Port Alsworth First Responder, 850-2225
Medical: Port Alsworth First Responders, 850-2225
Nearest Hospital: N/A

Organizations with Local Offices

City Offices: N/A

Village Council: N/A

Village Corporation: Tanalian Incorporated
2425 Merrill Field Dr. Anchorage, AK 99501
Phone: 907-333-1228

Native Housing Authority: N/A

School District: Lake and Peninsula Borough School District
Phone: 246-4280
Fax: 246-4473

Location and Climate
Port Alsworth is on the east shore of Lake Clark at Hardenburg Bay, 22 miles northeast of Nondalton. It lies in the Lake Clark National Park and Preserve. The community lies at approximately 60.202500° North Latitude and -154.312780° West Longitude. (Sec. 04, T001N, R029W, Seward Meridian.) Port Alsworth is located in the Iliamna Recording District.
It lies in the transitional climatic zone. Average summer temperatures range from 42 to 62 °F; winter temperatures range from 6 to 30 °F. Annual rainfall averages 26 inches, with 70 inches of snowfall.

Transportation
Accessibility: Air service.
Airport Facilities: There are two privately-owned and -operated airstrips in the area: a 4,200' and 100' wide gravel airstrip and a 3,000' long by 100' wide dirt/gravel airstrip operated by Glen Alsworth
Airline Services: Privately owned and operated airstrips.
Freight: N/A.

Vessel Support: N/A

Facilities & Utilities

Communications:

In-State Phone: ACS of the Northland
Long-Distance Phone: AT&T Alascom
Internet Service Provider: School Only - GCI (www.gci.net)
Cable Provider: None
TV Stations: ARCS Radio Stations:N/A
Teleconferencing: Alaska Teleconferencing Network

Electricity: Tanalian Electric Cooperative
Fuel Availability: Diesel
Fuel Storage - Tank Owners (Capacity):

- Lake & Peninsula Air (5,500 gals.)
- Lake Clark National Park (20,955)
- Lake & Peninsula Schools (15,000)
- Lake Clark Air (8,000)
- Alaska Wilderness Lodge (6,000)
- Alaska Lake Clark Air/Lodge (6,000)
- Fishing Unltd. (4,300)

Housing:

- Island Lodge (349-3195)
- Alaska's Clark Inn (781-2224)
- The Wilder House B&B
- Alaska's Homestead Inn (781-2261)

Services:

Water & Sewage: No water or sewer service. Water supply is from either individual wells or hauled to home from a nearby source. Sewage disposal is served by individual septic systems and outhouses.

Miscellaneous:

Spill Response Support

Contact local officials to determine possibility of using community facilities.

Economy

Port Alsworth offers several lodges and outfitters/guides for summer recreational enthusiasts. In 2009, two residents held commercial fishing permits. The 2006-2010 American Community Survey (ACS) estimated 48 residents as employed. The public sector employed 29.2% of all workers.

Culture and Demographics

Port Alsworth's population is primarily non-Native. Originally a native village, a post office was established in 1950. The population of the community consists of 22.1% Alaska Native or part Native. Port Alsworth's population is primarily non-Native.

9770.2.26 – Port Heiden

PORT HEIDEN - (Pronunciation: HIGH-dun; a.k.a. Meshik)

Population: 98
Incorporation Type: 2nd Class City
Borough Located In: Lake & Peninsula Borough
Regional Native Corp: Bristol Bay Native Corporation

Emergency Services
State Troopers: 842-5641
Fire: 837-2209/2222
Medical: Port Heiden Clinic; 907-837-2208
Nearest Hospital: Bristol Bay Area Health Corporation - BBAHC (907-842-5201)]

Organizations with Local Offices

City Offices: City of Port Heiden
P.O. Box 49050 Port Heiden, AK 99549
Phone: 907-837-2209
Fax: 907-837-2248
E-mail: city.portheiden@gmail.com

Village Council: Native Village of Port Heiden
P.O. Box 49007 Port Heiden, AK 99549
Phone: 907-837-2296
Fax: 907-837-2297
E-mail: lcarlson79@starband.net
Web: http://www.bbna.com

Village Corporation: N/A

Native Housing Authority: Bristol Bay Housing Authority
P.O. Box 50 Dillingham, AK 99576
Phone: 907-842-5956
Fax: 907-842-2784
E-mail: dmcclure@bbha.org
Web: http://www.bbha.org

Location and Climate
Port Heiden is 424 miles southwest of Anchorage, at the mouth of the Meshik River, on the north side of the Alaska Peninsula. It lies near the Aniakchak National Preserve and Monument. The community lies at approximately 56.948390° North Latitude and -158.629020° West Longitude. (Sec. 27, T037S, R059W, Seward Meridian.) Port Heiden is located in the Kvichak Recording District. The area encompasses 50.7 sq. miles of land and 0.7 sq. miles of water. Port Heiden has a maritime climate, with cool summers, relatively warm winters, and rain. Snowfall averages 58 inches per year. January temperatures average 25 °F, and July temperatures average 50 °F.

Transportation

Autos, ATVs, and snowmachines are the local means of transportation.
Accessibility: Air service.
Airport Facilities: State-owned airport consists of a lit gravel 5,000' long by 100' wide runway and a 4,000' long by 100' wide lighted gravel crosswind runway.
Airline Services: N/A
Freight: A boat haul-out, a beach off-loading area, and marine storage facilities are available. Cargo from Seattle is delivered twice yearly by a BIA-chartered barge and is lightered and offloaded on the beach.
Vessel Support: There is a natural boat harbor but no dock. A boat haul-out, a beach off-loading area, and marine storage facilities are available.

Facilities & Utilities
Communications:

In-State Phone: ACS of the Northland
Long-Distance Phone: GCI
Internet Service Provider: GCI (www.gci.net)
Cable Provider: None
TV Stations: ARCS
Radio Stations: KDLG-AM
Teleconferencing: Alaska Teleconferencing Network

Electricity: Port Heiden Utilities
Fuel Availability: Diesel
Fuel Storage - Tank Owners (Capacity):

- Lake & Peninsula Schools (15,000)
- City (467,500)
- Village Council (55,000)
- AK DOT (5,000)
- Airport (10,000)

Housing:

- Firehall
- Johnny Christiansen's Bunkhouse
- Carol's B&B
- K&B Lodge
- Carlson's Lodge.

Services:
Water & Sewage: No water or sewer service. Most households use individual wells and septic tank systems.
Miscellaneous:

Spill Response Support

Contact local officials to determine possibility of using community facilities.

Economy

Commercial fishing and government jobs provide the majority of cash income. In 2009, 12 residents held commercial fishing permits. Subsistence harvests of salmon, other fish, and

marine mammals average 109 pounds per person. Game, birds, plants, and berries are also an important part of villagers' diets.

History, Culture & Demographics

The old village of Meshik was located at the current site of Port Heiden. Influenza epidemics during the early 1900s forced residents to relocate to other villages. During World War II, Fort Morrow was built nearby and 5,000 personnel were stationed at the base. The fort was closed after the war. A school was established in the early 1950s, which attracted people from surrounding villages. Port Heiden incorporated as a city in 1972. The community relocated inland, because storm waves had eroded much of the old townsite and threatened to destroy community buildings.

A federally-recognized tribe is located in the community -- the Native Village of Port Heiden. The population of the community consists of 78.2% Alaska Native or part Native. Port Heiden is a traditional Alutiiq community, with a commercial fishing and subsistence lifestyle.

9770.2.27 – Portage Creek

PORTAGE CREEK - (a.k.a. Ohgsenakale)

Population:7 (2009 Estimated Population (not Certified))
Incorporation Type: Unincorporated
Borough Located In: Unorganized
Regional Native Corp: Bristol Bay Native Corporation

Emergency Services
Police/VPSO:N/A
State Troopers: 842-5641
Fire: N/A
Medical: N/A
Nearest Hospital: N/A

Organizations with Local Offices

City Offices: N/A

Village Council: Portage Creek Village (aka: Ohgsenakale)
1327 E. 72nd, Unit B Anchorage, AK 99518
Phone: 907-277-1105
Fax: 907-277-1104
E-mail: ciugtaq@yahoo.com
Web: http://www.bbna.com

Village Corporation: N/A

Native Housing Authority: Bristol Bay Housing Authority
P.O. Box 50 Dillingham, AK 99576
Phone: 907-842-5956
Fax: 907-842-2784
E-mail: dmcclure@bbha.org
Web: http://www.bbha.org

Location and Climate
Portage Creek is located at the mouth of Portage Creek, a tributary of the Nushagak River, 29 miles southeast of Dillingham. The community lies at approximately 58.900160° North Latitude and -157.661530° West Longitude. (Sec. 01, T015S, R051W, Seward Meridian.) Portage Creek is located in the Bristol Bay Recording District. Portage Creek is located in a climatic transition zone. The primary influence is maritime, although a continental climate affects the weather. Average summer temperatures range from 30 to 66 °F; winter temperatures range from well below 0 to 30 °F. Annual precipitation ranges from 20 to 35 inches. Fog and low clouds are common during the summer. The river is ice-free from June through mid-November.

Transportation
Snowmachines are used for winter travel.

Accessibility: Chartered air transport and skiffs.
Airport Facilities: State-owned 1,470' long by 60' wide gravel airstrip, maintained only during summer months, and seaplanes may land on the Nushagak River.
Airline Services: charter air service
Freight: Cargo goods are lightered to the beach.
Vessel Support: there are no docking facilities.

Facilities & Utilities

Communications:

In-State Phone: Nushagak Telephone Co-op, Inc.
Long-Distance Phone: AT&T Alascom
Internet Service Provider: School Only - GCI (www.gci.net)
Cable Provider: None
TV Stations: ARCS
Radio Stations: KYMG-FM; KDLG-AM
Teleconferencing: N/A

Electricity: Individual Generators
Fuel Availability: Diesel
Fuel Storage - Tank Owners (Capacity): N/A
Housing:
Services:
Water & Sewage: No water or sewer service. A central well exists but it is rusty so water is hauled from downriver by residents. Honeybuckets are used for sewage disposal.
Miscellaneous:

Spill Response Support

Contact local officials to determine possibility of using community facilities.

Economy

Everyone depends to some extent on subsistence activities for various food sources. Most families have fish camps at Ekuk or Lewis Point. Salmon, moose, caribou, duck, geese, and berries are harvested. An exchange relationship exists between Portage Creek and the coastal communities; walrus seal, and herring roe are sought. The Portage Creek General Store and Lodge operates during the summer months.

History, Culture & Demographics

This site was used by the Yup'ik Eskimos as an overnight summer camp. Portage Creek was so named because it was used to portage boats from the Nushagak River to the Kvichak River. In this way, travelers could avoid the open waters of Bristol Bay and the long trip around Etolin Point. The village was permanently settled in 1961 by some families from Koliganek and other villages up the Nushagak River. A BIA school was established in 1963, and, during the winter of 1964-65, 11 families lived in Portage Creek. In 1965 the village was served by a local, scheduled air carrier. Through the mid-1980s, Portage Creek was an active community, but the population has since declined.

A federally-recognized tribe is located in the community -- the Portage Creek Village (aka Ohgsenakale). The population of the community consists of 86.1% Alaska Native or part Native.

The village is a popular recreational fishing and camping site from May through July and a hunting location for Yup'ik residents.

9770.2.28 – South Naknek

SOUTH NAKNEK - (Pronunciation: NACK-neck; a.k.a. Qinuyang)

Population: 68 (2009 Estimated Population (not Certified))
Incorporation Type: Unincorporated
Borough Located In: Bristol Bay Borough
Regional Native Corp: Bristol Bay Native Corporation

Emergency Services
Police/VPSO: 246-4222
State Troopers: 246-3464
Fire: 246-4224/246-4222
Medical: South Naknek Health Clinic; 907-246-6546
Nearest Hospital: South Naknek Health Clinic; 907-246-6546

Organizations with Local Offices
City Offices: N/A

Village Council: South Naknek Village
P.O. Box 70029 South Naknek, AK 99670
Phone: 907-246-8614
Fax: 907-246-8613
E-mail: snvc@starband.net
Web: http://www.bbna.com/

Village Corporation: Alaska Peninsula Corporation
111 West 16th Ave. Suite 101; Anchorage, AK 99501-5109
Phone: 907-274-2433
Fax: 907-274-8694

Native Housing Authority: Bristol Bay Housing Authority
P.O. Box 50 Dillingham, AK 99576
Phone: 907-842-5956
Fax: 907-842-2784
E-mail: dmcclure@bbha.org
Web: http://www.bbha.org

Location and Climate
South Naknek is located on the south bank of the Naknek River on the Alaska Peninsula, 297 miles southwest of Anchorage. It lies just west of the Katmai National Park and Preserve. The community lies at approximately 58.715560° North Latitude and -156.998060° West Longitude. (Sec. 11, T017S, R047W, Seward Meridian.) South Naknek is located in the Kvichak Recording District. The climate is mainly maritime and is characterized by cool, humid, and windy weather. Average summer temperatures range from 42 to 63 °F; average winter

temperatures range from 29 to 44 °F. Extremes from -46 to 88 °F have been recorded. Total precipitation averages 20 inches annually, with 45 inches of snowfall. Fog is common during summer months.

Transportation

Trucks, cars, ATVs, snowmachines, and boats are used for local travel.
Accessibility: Air service or boat.
Airport Facilities: There are two state-owned lighted gravel runways. One is 2,264' long by 60' wide, and the other is 3,314' long by 60' wide. The PAF Cannery airport lies three miles to the southeast. It has a 750' long by 30' wide dirt strip and a 650' long by 75' wide crosswind strip.
Airline Services: Scheduled and charter flight services are available. A 3,000' designated stretch of the Naknek River is used by float planes.
Freight: The frozen river provides an ice road to Naknek and King Salmon in winter. There is an unmaintained dirt road to New Savonoski. The borough operates a mid- and high-tide cargo dock at South Naknek with 200' of berth space to accommodate barges.
Vessel Support: The borough operates a mid- and high-tide cargo dock at South Naknek with 200' of berth space to accommodate barges.

Facilities & Utilities

Communications:

In-State Phone: Bristol Bay Telephone Co-op Inc.
Long-Distance Phone: GCI; AT&T
Internet Service Provider: Bristol Bay Telephone Cooperative, Inc. (www.bristolbay.com); GCI (www.gci.net)
Cable Provider: Not Available
TV Stations:N/A
Radio Stations: KAKN-FM; KDLG-AM
Teleconferencing: N/A

Electricity: Naknek Electric Association
Fuel Availability: Diesel
Fuel Storage - Tank Owners (Capacity):

- Kodiak Ventures (150,100 gals.)
- Bristol Bay Schools (24,000)
- Trident Seafoods (78,000)
- Peter Pan Seafoods (15,000)

Housing: Nielsen Enterprises (907-246-6552).
Services:
Water & Sewage: Water and sewer service are available however, the majority of homes use individual wells and septic systems.
Miscellaneous:

Spill Response Support

Contact local officials to determine possibility of using community facilities.

Economy

Commercial fishing and salmon processing are the mainstays of South Naknek's economy. In 2009, 28 residents held commercial fishing permits. Trident Seafoods operates in South Naknek. A second processing facility, owned by Wards Cove Packing, closed in 2002. Most other

employment is in public services. A few people trap, and most residents depend on subsistence hunting and fishing. Salmon, trout, caribou, rabbit, porcupine, and seal are utilized.

History, Culture & Demographics

This area was first settled over 6,000 years ago and was historically Sugpiaq Aleut territory. The Sugpiaqs traveled between Katmai and the Naknek River, pursuing seasonal food sources. South Naknek was settled permanently after the turn of the century as a result of salmon cannery development. Some villagers relocated from New and Old Savonoski, near the "Valley of Ten Thousand Smokes." This is one of the many villages along the coast where Laplanders were brought in to herd reindeer. The herds were purchased in the 1930s by the BIA for the local Native economy.

A federally-recognized tribe is located in the community -- the South Naknek Village. The population of the community consists of 83.9% Alaska Native or part Native. South Naknek is a traditional Sugpiaq village with a fishing and subsistence lifestyle.

9770.2.29 – Togiak

TOGIAK - (Pronunciation: TOAG-ee-ack)

Population: 820 (2009 DCCED Certified Population)
Incorporation Type: 2nd Class City
Borough Located In: Unorganized
Regional Native Corp: Bristol Bay Native Corporation

Emergency Services

Police/VPSO: 493-5212
State Troopers: 842-5641
Fire: 493-5212 or 911
Medical: Togiak Sub-Regional Health Clinic 907-493-5511
Nearest Hospital: Togiak Sub-Regional Health Clinic 907-493-5511

Organizations with Local Offices

City Offices: City of Togiak
P.O. Box 190 Togiak, AK 99678
Phone: 907-493-5820
Fax: 907-493-5932
E-mail: ctyoftog@unicom-alaska.com
Web: http://www.cityoftogiak.org

Village Council: Traditional Village of Togiak
P.O. Box 310 Togiak, AK 99678-0310
Phone: 907-493-5003
Fax: 907-493-5005
E-mail: tuyuryaq14@gmail.com OR
togiakadmin@bbna.com
Web: http://www.bbna.com

Village Corporation: Togiak Natives Corporation
P.O. Box 150 Togiak, AK 99678
Phone: 907-493-5520
Fax: 907-493-5554

Native Housing Authority: Bristol Bay Housing Authority
P.O. Box 50 Dillingham, AK 99576
Phone: 907-842-5956
Fax: 907-842-2784
E-mail: dmcclure@bbha.org
Web: http://www.bbha.org

Location and Climate

Togiak is located at the head of Togiak Bay, 67 miles west of Dillingham. It lies in Togiak National Wildlife Refuge and is the gateway to Walrus Island Game Sanctuary. The community lies at approximately 59.061940° North Latitude and -160.376390° West Longitude. (Sec. 12, T013S, R067W, Seward Meridian.) Togiak is located in the Bristol Bay Recording District. The area encompasses 45.2 sq. miles of land and 183.3 sq. miles of water. Togiak is located in a climatic transition zone; however, the arctic climate also affects this region. Average summer temperatures range from 37 to 66 °F; winter temperatures average 4 to 30 °F. Precipitation averages 20 to 26 inches annually. Fog and high winds are prevalent during the winter. The bay is ice-free from June through mid-November.

Transportation

Skiffs, autos, ATVs, and snowmachines are used for local transportation.
Accessibility: Air service from Dillingham, or boat.
Airport Facilities: state-owned 4,400' long by 75' wide lighted gravel airstrip with a 981' long by 59' wide crosswind airstrip is available.
Airline Services: Scheduled and chartered flights are dispatched from Dillingham.
Freight: Freight is brought in by air or barge and lightered to shore.
Vessel Support: There are no docking facilities.

Facilities & Utilities

Communications:

In-State Phone: United Utilities, Inc.
Long-Distance Phone: AT&T Alascom; United Utilities, Inc.; Nushagak
Internet Service Provider: United Utilities, Inc.
Cable Provider: Frontier Cable, Inc.
TV Stations: ARCS
Radio Stations: KDLG-AM
Teleconferencing: Alaska Teleconferencing Network; Dillingham Legislative Information Office

Electricity: AVEC
Fuel Availability: Diesel
Fuel Storage - Tank Owners (Capacity)**:**

- City (239,900 gals.)
- AVEC (135,700)

- Southwest Region Schools (59,400)
- Village Council (1,000)
- Alaska Commercial Co. Store (2,000)
- Army National Guard (2,000)
- Moravian Church (1,900)
- Togiak Lumber (1,700)
- BBNA Head Start Bldg. (1,000)

Housing:

- Haul-Out Inn (Bruce Foerch)
- Togiak River Lodge (493-5464)
- City
- School

Services:

Water & Sewage: Water and sewer service is available. Water is derived from a well. A small number of homes are not connected to water or sewer service. Those homes use individual wells and septic tanks.

Miscellaneous:

Spill Response Support

Contact local officials to determine possibility of using community facilities.

Economy

Togiak's economic base is primarily commercial salmon, herring, and herring roe-on-kelp fisheries. In 2009, 224 residents held commercial fishing permits; fishermen use flat-bottom boats for the shallow waters of Togiak Bay. There is one on-shore fish processor and several floating processing facilities near Togiak. The entire community depends heavily on subsistence activities. Salmon, herring, seal, sea lion, whale, and walrus are among the species harvested. A few residents trap.

History, Culture & Demographics

In 1880 "Old Togiak" or "Togiagamute" was located across the bay and had a population of 276. Heavy winter snowfalls made wood-gathering difficult at Old Togiak, so gradually people settled at a new site on the opposite shore, where the task was easier. Many residents of the Yukon-Kuskokwim region migrated south to the Togiak area after the devastating influenza epidemic in 1918-19. A school was established in an old church in 1950. A school building and a National Guard armory were constructed in 1959. Togiak was flooded in 1964, and many fish racks and stores of gas, fuel oil, and stove oil were destroyed. Three or four households left Togiak after the flood and developed the village of Twin Hills upriver. The city government was incorporated in 1969.

A federally-recognized tribe is located in the community -- the Togiak Traditional Council. The population of the community consists of 92.7% Alaska Native or part Native. Togiak is a traditional Yup'ik Eskimo village with a fishing and subsistence lifestyle. The sale, importation, and possession of alcohol are banned in the village.

9770.2.30 – Twin Hills

TWIN HILLS

Population: 79 (2011 AK Dept of Labor Estimate)
Incorporation Type: Unincorporated
Borough Located In: Unorganized
Regional Native Corp: Bristol Bay Native Corporation

Emergency Services
Police/VPSO: 525-4821
State Troopers: N/A
Fire: Code Red; Twin Hills First Responder Group 525-4821
Medical: Julius Pleasant Health Center (Twin Hills); 525-4326

Organizations with Local Offices

City Offices: N/A

Village Council: Twin Hills Village
P.O. Box TWA Twin Hills, AK 99576-8996
Phone: 525-4821
Fax: 9525-4822
E-mail: lil_angels03@yahoo.com
Web: http://www.bbna.com

Village Corporation: Twin Hills Native Corporation
P.O. Box TWA Twin Hills, AK 99576-8996
Phone: 525-4327
Fax: 525-4820

Native Housing Authority: Bristol Bay Housing Authority
P.O. Box 50 Dillingham, AK 99576
Phone: 842-5956
Fax: 842-2784
E-mail: dmcclure@bbha.org
Web: http://www.bbha.org

School District: Southwest Region School District
Phone: 842-5287
Fax: 842-5428

Regional Native Corporation: Bristol Bay Native Corporation
Phone: 278-3602
Fax: 276-3924.
Web: http://www.bbnc.net

Location and Climate

Twin Hills is located near the mouth of the Twin Hills River, a tributary of the Togiak River, 386 miles southwest of Anchorage. The community lies at approximately 59.079170° North Latitude and -160.275000° West Longitude. (Sec. 03, T013S, R066W, Seward Meridian.) Twin Hills is located in the Bristol Bay Recording District.

The area experiences a transitional climate that is primarily maritime, although the arctic climate also affects this region. Average summer temperatures range from 37 to 66 °F; winter temperatures average 4 to 30 °F. Annual precipitation ranges from 20 to 26 inches. Fog and high winds are prevalent during winter months. The Togiak River is ice-free from June through mid-November.

Transportation

Cars, ATVs, and snowmachines are used for local transportation. Residents drive along the beach to access the Togiak Fisheries cannery. A winter trail for snowmachines connects Twin Hills with Togiak.

Accessibility: Air service from Dillingham or boat.

Airport Facilities: state-owned 3,000' long by 60' wide lighted gravel runway on a ridge east of the village.

Airline Services: Scheduled or charter air service from Dillingham

Freight: Most cargo is delivered by air.

Vessel Support: There is a boat landing area but no docking facilities; bulk goods must be lightered to shore.

Facilities & Utilities

Communications:

In-State Phone: United Utilities, Inc.
Long-Distance Phone: United Utilities, Inc.
Internet Service Provider: United Utilities, Inc.
Cable Provider: None
TV Stations: ARCS
Radio Stations: KDLG-AM
Teleconferencing: Alaska Teleconferencing Network

Electricity: Twin Hills Village Council

Fuel Availability: Diesel

Fuel Storage - Tank Owners (Capacity):

- Village Council (29,400 gals.)
- Southwest Region Schools (31,300)
- Togiak Fisheries Inc. (127,500)

Housing:

Services: A coin-operated washeteria is available.

Water & Sewage: Water and sewer service is available. Water supply is from a submersible pump and sewage treatment is a disposal lagoon on the far west side of town. Some homes use individual wells and septic tanks.

SPILL RESPONSE SUPPORT
The following facilities may be available to support a spill response. Contact local communities for additional information.

No trained responders in the community.			
3 Hazwoper certified staff (generator operator, fuel delivery operator)			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet**
Twin Hills Council Office	525-4821		Yes
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
None			
Local Spill Response Equipment			
Facility Name or Location	**Contact (organization & phone)**	Quantity	
Containment boom for oil spill in water		None	
Sorbent "sausage" or "pom-pom" boom		None	
Anchors for securing boom		None	
Sorbent pads	525-4821	Yes	
Backhoe	525-4821	1	
Bulldozer	525-4821	1	
Dump truck or similar		2	
Skiff with outboard	525-4821	1	
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc. All of the above.			
Top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill.			
Location	**Latitude & Longitude**	**Reason for protection**	
General marine vicinity SW of Twin Hills		Fish, waterfowl, geese	
River and Bay		Sea mammals	

Economy

Steady employment is limited to those working for the village council and post office. In 2009, seven residents held commercial fishing permits, primarily for salmon, herring, herring roe on kelp, or sac roe. Fishermen use special flat-bottomed boats for the shallow waters of Togiak Bay. Togiak Fisheries and other cash buyers provide a market for fishermen. The community depends heavily on subsistence activities for various food sources. Seal, sea lion, walrus, whale, salmon, clams, geese, and ducks are harvested. An exchange relationship exists between Twin Hills, Togiak, and Manokotak. Seal oil is exchanged for blackfish. Handicrafts also supplement incomes.

Culture and Demographics:

Twin Hills is a traditional Yup'ik Eskimo village with a fishing and subsistence lifestyle. The sale, importation, and possession of alcohol is banned in the village.

The village was established in 1965 by families who moved from Togiak to avoid the recurrent flooding there. Some residents migrated from Quinhagak on Kuskokwim Bay. The people have strong cultural ties to the Yukon-Kuskokwim region, because many of their ancestors migrated to Togiak following the 1918-19 influenza epidemic. School was first conducted in the church during 1967-68. A school building was constructed in 1972, but it burned in 1976. A new school was built in 1978. A post office was established around 1977, although there have been some interruptions of service.

A federally-recognized tribe is located in the community -- the Twin Hills Village. The population of the community consists of 94.2% Alaska Native or part Native. Twin Hills is a traditional Yup'ik Eskimo village with a fishing and subsistence lifestyle. The sale, importation, and possession of alcohol is banned in the village.

9770.2.31 - Ugashik

UGASHIK - (Pronunciation: yoo-GASH-ick)

Population: 12 (2011 AK Dept of Labor Estimate)
Incorporation Type: Unincorporated
Borough Located In: Lake & Peninsula Borough
Regional Native Corp: Bristol Bay Native Corporation

Emergency Services
Police/VPSO: None
State Troopers: None
Fire: Volunteer Fire Truck Village Equipment Building 338-7611
Medical: None

Organizations with Local Offices

City Offices: N/A

Village Council: Ugashik Village; 2525 Blueberry Rd, Suite 205, Anchorage, AK 99503
Phone: 907-338-7611
Fax: 907-338-7659
E-mail: ugashikoffice4@alaska.net
Web: http://www.bbna.com

Village Corporation: N/A

Native Housing Authority: Bristol Bay Housing Authority; P.O. Box 50 Dillingham, AK 99576
Phone: 907-842-5956
Fax: 907-842-2784
E-mail: dmcclure@bbha.org
Web: http://www.bbha.org

Borough: Lake and Peninsula Borough, P.O. Box 189, Naknek, AK 99613
Phone: 246-4224
Fax: 246-6633
Web: http://www.theborough.com

School District: Lake and Peninsula Borough School District
Phone: 246-4280
Fax: 246-4473

Regional Native Corporation: Bristol Bay Native Corporation
Phone: 278-3602
Fax: 276-3924.
Web: http://www.bbnc.net

Location and Climate

Ugashik is located on the northwest coast of the Alaska Peninsula, 16 miles up the Ugashik River. The community lies at approximately 57.513060° North Latitude and -157.397500° West Longitude. (Sec. 09, T031S, R050W, Seward Meridian.) Ugashik is located in the Kvichak Recording District.

Ugashik's maritime climate is characterized by cool, humid, and windy weather. The average summer temperatures range from 41 to 60 °F; winter temperatures average 12 to 37 °F. Annual precipitation averages 19 inches, 38 inches of snow.

Transportation

ATVs and skiffs are the primary means of local transportation.
Accessibility: Air service or boat.
Airport Facilities: 5,280' gravel airstrip at Ugashik Bay, owned by the U.S. Bureau of Land Management, Division of Lands. It is approximately 12 miles from the village of Ugashik. There is a 3,200' gravel airstrip in the village. There is also a state-owned 3,100' long by 60' wide gravel runway available.
Airline Services: N/A
Freight: Barged freight is brought in from Naknek.
Vessel Support: There is also a barge landing.

Facilities & Utilities

Communications:

In-State Phone: ACS Radio telephone
Long-Distance Phone: ACS Radio telephone
Internet Service Provider: HughesNet
Cable Provider: None - Satellite Dish
TV Stations: ARCS
Radio Stations: KDLG-AM
Teleconferencing: N/A

Electricity: Individual Generators
Fuel Availability: Diesel
Fuel Storage - Tank Owners (Capacity)**:** Briggs Way Cannery (17,000 gals.)

Housing:

- Ugashik Community Center; 338-7611 (Anchorage); 797-2331 (Local); Open all year, Capcity: 3
- Ugashik Narrows Resort, 797-2266.

Services:

Water & Sewage: No water or sewer service. Water supply is from individual wells and sewage disposal is served by septic tanks.

SPILL RESPONSE SUPPORT			
The following facilities may be available to support a spill response. Contact local communities for additional information.			
No trained responders in the community			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet**
Ugashik Community Center	797-2331 (Local)		Yes
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
Equipment Bldg next to Community Center	797-2331 (Local)		
Local Spill Response Equipment			
Facility Name or Location	**Contact (organization & phone)**	Quantity	
Containment boom for oil spill in water	797-2331	300 feet	
Sorbent "sausage" or "pom-pom" boom		0 feet	
Anchors for securing boom		2	
Sorbent pads		4-5 bags	
Backhoe		1	
Bulldozer		1	
Dump truck or similar		2	
Skiff with outboard		11	
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc. **Limited Food Supply, Lack of Lodging**			
What are the <u>top two</u> sensitive areas (*<u>environmental</u> or <u>cultural</u>*) to be protected in case of an oil spill?			

Location	Latitude & Longitude	Reason for protection
Ugashik River		Valuable Local Resource

Economy

In 2009, four residents held commercial fishing permits. Subsistence activities provide food sources, including salmon, trout, grayling, moose, caribou, and bear.

History, Culture & Demographics

It is a traditional site of the Alutiiq; however very few people now live in Ugashik year-round. Some of the village's people live in nearby Pilot Point on the coast. Tribal members live throughout Alaska, California, and Washington. Commercial fishing, fish processing, and subsistence activities sustain residents of the area.

Yup'ik Eskimos and Aleuts jointly occupied the area historically. This Aleut village was first recorded in 1880 as "Oogashik." In the 1890s, the Red Salmon Company developed a cannery, and Ugashik became one of the largest villages in the region. The 1919 flu epidemic decimated the population. The cannery has continued to operate under various owners. The Briggs Way Cannery opened in 1963. The village has a small year-round population.

A federally-recognized tribe is located in the community -- the Ugashik Traditional Council. The population of the community consists of 81.8% Alaska Native or part Native. It is a traditional site of the Alutiiq; however very few people now live in Ugashik year-round. Some of the village's people live in nearby Pilot Point on the coast. Tribal members live throughout Alaska, California, and Washington. Commercial fishing, fish processing, and subsistence activities sustain residents of the area.

Contents

9770.3 – Cook Inlet

The Cook Inlet Geographic Zone encompasses the Matanuska-Susitna Borough, the Municipality of Anchorage, and the Kenai Peninsula Borough. Regional organizations exist for all three political subdivisions. Most major organizations are listed below.

Boroughs

Borough	Organization	Phone
Municipality of Anchorage Borough	Municipal Clerk	343-4311
	Emergency Management	343-1401
Kenai Peninsula Borough	Borough Office	262-4441
	Emergency Management	262-4910
Matanuska / Susitna Borough	Borough Office	861-7801
	Department of Emergency Services	861-8000

Regional Native Corporations

CORPORATIONS	ADDRESS	PHONE	FAX	WEBSITE
Chugach Alaska Corporation *Region includes southern Kenai Peninsula*	3800 Centerpoint Drive, Suite 1200 Anchorage, Alaska 99503	563-8866	563-8402	http://www.chugach.com
Cook Inlet Region, Inc. (CIRI) *Region includes remainder of Cook Inlet Subarea*	725 E. Fireweed Lane, Suite 800, Anchorage, AK 99503	274-8638	274-8836	http://www.ciri.com/

School Districts

ORGANIZATION	ADDRESS	PHONE	FAX	WEBSITE
Anchorage School District	5530 East Northern Lights Blvd, Anchorage, AK 99504	742-4000	742-4318	http://www.asd.k12.ak.us
Chugach Schools (Whittier School)	9312 Vanguard Dr., #100, Anchorage, AK 99507	522-7400	522-3399	http://www.chugachschools.com/
Kenai Peninsula School District	148 N. Binkley St., Soldotna, AK 99669	714-8888	262-9645	http://www.kpbsd.k12.ak.us
Matanuska-Susitna School District	501 N Gulkana St Palmer, AK 99645	746-9255	761-4076	http://www.matsuk12.us

Regional Economic Development

ORGANIZATION	ADDRESS	PHONE	FAX	WEBSITE/EMAIL
Anchorage Convention & Visitors Bureau	524 West 4th Ave., Anchorage, AK 99501	276-4118	278-5559	http://www.anchorage.net

Anchorage Economic Development Corporation	510 L Street, Suite 603 Anchorage, AK 99501	258-3700	258-6646	http://aedcweb.com
Kenai Peninsula Economic Development District	14896 Kenai Spur Hwy, Kenai, AK 99611	283-3335	283-3913	http://www.kpedd.org
Kenai Peninsula Tourism Marketing Council	35571 Kenai Spur Hwy. Soldotna, AK 99669	262-5229	262-5212	http://www.kenaipeninsula.org
Mat-Su Convention & Visitors Bureau	7744 E. Visitors View Court Palmer, AK 99645	746-5000		http://www.alaskavisit.com
Mat-Su Resource Conservation & Development	991 N Hermon Rd Ste 250 Wasilla, Alaska 99654	373-1016	373-1013	info@matsudevelopment.org http://matsudevelopment.org/

Housing Authorities

ORGANIZATION	ADDRESS	PHONE	FAX	WEBSITE
Alaska Finance Housing Corp.	4300 Boniface Parkway, Anchorage, AK 99504	330-8452	338-9218	www.ahfc.us
Association of Alaska Housing Authorities	4300 Boniface Parkway, Anchorage, AK 99504	338-3970	338-4904	cdushkin@aahaak.org www.aahaak.org
Cook Inlet Housing Authority	3510 Spenard Rd., # 201 Anchorage, AK 99503	793-3000	793-3075	cgore@cookinlethousing.org www.cookinlethousing.org
North Pacific Rim Housing Authority	8300 King Street, Anchorage, AK 99518	562-1444	562-1445	olen@nprha.com www.nprha.com

Regional Health Corporations

ORGANIZATION	ADDRESS	PHONE	FAX	WEBSITE
Alaska Native Health Board	4000 Ambassador Drive, Suite 101, Anchorage, AK 99508	562-6006	563-2001	http://www.anhb.org

Alaska Native Tribal Health Consortium	4000 Ambassador Drive ¤ Anchorage, AK 99508	563-2662		http://www.anthctoday.org/
Chugachmiut	1840 Bragaw Street, Suite 110, Anchorage, AK 99508	562-4155	563-2891	http://www.chugachmiut.org/
Southcentral Foundation	4501 Diplomacy, Anchorage, AK 99508	729-4955	729-5000	http://www.southcentralfoundation.org/

9770.3.1 – Alexander Creek

	ALEXANDER CREEK
Location and Climate	Alexander is located on the Susitna River Delta, which flows into Cook Inlet, near the mouth of Alexander Creek, 27 miles northwest of Anchorage across Cook Inlet. It lies at approximately Latitude 61.4218 Longitude -150.5999 Alexander Creek falls within the transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers. **Alexander Creek is a remote location with few year-round residents, with access primarily by air (no road access). Goods and services can be obtained in Anchorage and transported to this location as necessary.*
History, Culture, & Demographics	Alexander Creek, with the Native name Tuqentnu (originally translated as Taguntna Creek), empties into the Susitna River just a few miles from its mouth in Cook Inlet. The historical Alexander Creek Village, known as Tuqen Kaq by its original Alaska Native inhabitants, is located just over 27 miles northwest of Anchorage, Alaska. The community was first noted as a small Indian village in 1898 by the U.S. Geological Survey. Tuqen Kaq was a large village with abundant resources. But the whooping cough, measles and influenza epidemics in the early 1900's decimated the Native population and after the influenza epidemic of 1918, the few survivors of the Alexander Creek Village moved to Tyonek. By 1939 the Alexander Creek site had been re-occupied by Native families. The village of Alexander Creek became a popular location for sport fishing during and after World War II because of its easy accessibility from Anchorage. The residential population is mostly Alaska Native; there is an increasing population of recreational-use cabin owners who are not native. Census information is not tracked for this community.

	Population fluctuates seasonally (summer and winter residents). Members of Alexander Creek have been working on becoming a federally-recognized tribe; however, they are recognized under ANCSA.	
Economy		
Subsistence	Hunting and fishing are important local activities and food sources, particularly for members of the Alexander Creek, Inc. who have land allotments in the area.	
Population	None available, few (if any) year-round residents.	
Borough Located In	Matanuska-Susitna Borough	
Incorporation Type	Unincorporated	
Native Entities	**Regional:**	Cook Inlet Regional, Inc. (Anchorage)
	Profit:	Alexander Creek, Incorporated
	Nonprofit:	
	Tribe:	(Alexander Creek is not a federally recognized tribe)

EMERGENCY SERVICES	
State Troopers	Palmer Trooper Post: 745-2131
Fire	None
Medical	None

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Cook Inlet Regional, Inc. (CIRI)	725 E. Fireweed Lane, Suite 800, Anchorage, AK 99503	274-8638 297-8836 (fax)	www.chugach-ak.com info@ciri.com
Alexander Creek, Incorporated	8128 Cranberry Street Anchorage, AK 99502	242-0263	

TRANSPORTATION	
Accessibility	Alexander Creek is an isolated community accessible only by air or water. Primary access is via floatplane.

FACILITIES & UTILITIES

Alexander Creek is an isolated location, comprised primarily of recreational cabins and few year-round residents. There are no known facilities or utilities at this location. Contact Alexander Creek, Inc. for information on available facilities or equipment in the area.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Contact Alexander Creek, Inc. to identify any potential facilities (cabins) that may be available for use in the area.
Potential Staging Areas	None identified.

Local Spill Response Equipment	None identified

9770.3.2 – Anchor Point

		ANCHOR POINT
Location and Climate	Anchor Point is located on the Kenai Peninsula at the junction of the Anchor River and its north fork, 14 miles northwest of Homer. It lies at mile 156 of the Sterling Highway. Latitude 59.7767 Longitude -151.8314 Anchor Point falls within the gulf coast transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers. **Anchor Point relies on Homer for many supplies and services. Please refer to the Homer community profile for facilities and services.*	
History, Culture, & Demographics	In the summer of 1778, Captain James Cook and crews of the Resolution and Discovery sailed into the Inlet looking for a Northwest Passage and gave Anchor Point its name after losing a kedge anchor to the awesome tidal currents. A post office was established in 1949. Anchor Point has a visitor's center, a chamber of commerce, the Two Rivers Coalition (an organization formed to examine the watershed).	
Economy		
Subsistence	Hunting and fishing are important local activities and food sources.	
Population	2,059 (2014 Department of Labor Estimate)	
Borough Located In	Kenai Peninsula Borough	
Incorporation Type	Unincorporated	
Native Entities	**Regional:**	Cook Inlet Region, Inc. (CIRI)
	Profit:	
	Nonprofit:	
	Tribe:	

EMERGENCY SERVICES	
State Troopers	Anchor Point Trooper Post, 235-8239
Fire	Anchor Point Volunteer Fire Department and Rescue, 235-6700
Medical	Anchor Point Health Center, 226-2238 Nearest Hospital in Homer: South Peninsula Hospital, 235-8101

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Anchor Point Chamber of Commerce	P.O. Box 610 Anchor Point, AK 99556	235-2600	http://www.anchorpointchamber.org/

TRANSPORTATION

Accessibility	The Sterling Highway provides access to Anchorage. A boat launch/retrieval service is available at the mouth of Anchor River; however, the boat launch is seasonal, but small boats may be launched in the river. Additional information can be found in the following website: http://dnr.alaska.gov/parks/units/anchoriv.htm. Nearby Homer offers an airport, state ferry access, and docking and boat launching facilities (See the Homer Community Profile).

FACILITIES & UTILITIES		
Telephone	Alaska Communications and GCI.	**COMMUNICATIONS**
Wireless and Internet Service Provider	Broadband internet and cell phone service is available. Cellular service available from AT&T, GCI, and Verizon. Internet service available from Alaska Communications and GCI. Wi-Fi available at Anchor Point Library.	
TV Stations	See Part III, M. Media	
Radio Stations	See Part III, M. Media	
Cable Provider	DISH, GCI	
Teleconferencing	Anchor Point Library	
Electricity	Homer Electric Association	
Fuel	Local gas stations with gasoline, diesel and propane.	
Fuel Storage		
Housing	Anchor River Inn. Multiple hotels and accomodations available in Homer, AK.	
Water & Sewage	Anchor Point Water Treatment System	
Miscellaneous	Landfill and Refuse: Soldotna KPB Central Landfill School: Chapman School K-8	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Contact Chamber of Commerce for potential facilities. Anchor Point Public Library
Potential Staging Areas	
Local Spill Response Equipment	ADEC Spill Response Equipment Conex locations in Kenai and Homer.

9770.3.3 – Anchorage/Municipality of Anchorage

ANCHORAGE/ MUNICIPALITY OF ANCHORAGE	
Location and Climate	Anchorage, the most populated municipality in Alaska, is located in southcentral Alaska at the head of Cook Inlet. It is 3 hours' flight time from Seattle. Latitude 61.2181 Longitude -149.9003 Anchorage falls within the transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers. *The municality of Anchorage includes the communities of Chugiak, Eagle River, Eklutna, Girdwood, Indian, Joint Base Elmendorf-Richardson, Peters Creek and Portage. See the community profiles for

	these locations for additional information specific to these communities.	
History, Culture, & Demographics	Construction began in 1914 on a federal railroad from the port of Seward, 126 miles south of Anchorage, through the coalfields of Interior Alaska, to the gold claims near Fairbanks, 358 miles to the north. The midpoint construction headquarters was Anchorage, and, by July of 1915, thousands of job seekers and opportunists had poured into the area, living in a tent city on the banks of Ship Creek near the edge of the present downtown. City of Anchorage was incorporated in 1920. From 1939 to 1957, major military impacts and government construction of roads, airports, and harbors throughout Alaska contributed to the growth of Anchorage. The port was completed by the early 1960s. The Greater Anchorage Area Borough was formed in 1964. The Good Friday earthquake in 1964 destroyed a large part of the city. During the 1970s, the development of the Prudhoe Bay oilfields and the Trans-Alaska Pipeline brought rapid growth to Anchorage; population, office space, and housing tripled within a ten-year period. On Sept. 15, 1975, the city and borough governments were unified, along with the cities of Girdwood and Glen Alps. Anchorage has a history of cultural diversity. Many residents participate in nearby recreational and subsistence activities. Anchorage has over 162 parks, including 10 large reserves. Recreation activities include downhill and cross-country skiing, ice hockey, fishing, golf, swimming, hiking, biking, and camping. The George Sullivan Sports Arena, Alaska Performing Arts Center, Egan Convention Center, and many other facilities host cultural and entertainment events.	
Economy	Anchorage is the commercial and transportation hub for the state.	
Subsistence	Hunting fishing (including clamming) are important local activities and food sources.	
Population	300,549 (2014 DCCED Commissioner Certified Figure)	
Borough Located In	Municipality of Anchorage	
Incorporation Type	Unified Home Rule Borough	
Native Entities	**Regional:**	Cook Inlet Region, Inc. (CIRI)
	Profit:	Eklutna, Inc.
	Nonprofit:	Cook Inlet Tribal Council, Incorporated (Regional Non-profit)
	Village:	

EMERGENCY SERVICES	
Police	Anchorage Police Department, 786-8900
Fire	Anchorage Fire Department, 267-4936
Medical	Multiple medical clinics are located in Anchorage Nearest Hospitals in Anchorage: Alaska Regional Hospital (276-1131);

	Providence Hospital (562-2211); Alaska Native Medical Center (563-2662)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Alaska Native Health Board, Incorporated (Community Non-profit)	1840 Bragaw Street, Suite 220, Anchorage, AK 99508	562-6006/ 563-2001 (fax)	http://www.anhb.org
Alaska Native Tribal Health Consortium	4000 Ambassador Drive, Anchorage, AK 99508	729-1900/ 729-1901 (fax)	http://www.anthctoday.org
Anchorage Chamber of Commerce	1016 West Sixth Avenue, Suite 303, Anchorage, AK 99501	272-2401/ 272-4117 (fax)	http://www.anchoragechamber.org
Anchorage Convention and Visitors Bureau	524 West 4th Ave., Anchorage, AK 995012-122	276-4118/ 278-5559 (fax)	
Anchorage Economic Development Corporation	510 L Street, Suite 603, Anchorage, AK 99501	258-3700/ 258-6646 (fax)	http://www.aedcweb.com
Cook Inlet Housing Authority	3510 Spenard Rd, Suite 201, Anchorage, AK 99503	793-3000/ 793-3075 (fax)	http://www.cookinlethousing.org cgore@cookinlethousing.org
Cook Inlet Region, Incorporated (ANCSA Regional Corporation)	P.O. Box 93330, Anchorage, AK 99509-3330	274-8638/ 279-8836 (fax)	http://www.ciri.com info@ciri.com
Cook Inlet Tribal Council, Incorporated (Regional Native Non-profit)	3600 San Jeronimo Dr, Anchorage, AK 99508	793-3600/ 793-3422 (fax)	http://www.citci.com info@citci.org
Eklutna, Inc. (ANCSA Village Corporation/ major landowner)	16515 Centerfield Dr #201 Eagle River, AK 99577	696-2828	www.eklutnainc.com
Municipality of Anchorage (City Hall)	PO Box 196650, Anchorage, AK 99501	343-4311/ 343-4313 (fax)	http://www.muni.org wwmasmc@muni.org

TRANSPORTATION	
Accessibility	Anchorage is the transportation hub of Alaska. The Glenn and Seward Highways connect Anchorage to the North, East and South. The Alaska

	Railroad has a large Anchorage Terminal. The Anchorage International Airport has extensive passenger and cargo service. The Port of Anchorage is the major port for Alaska.
Airport Facilities	Anchorage International Airport and multiple small plane airports
Airline Services	Major passenger and cargo providers, charter and scheduled flights.
Freight	Air, rail, vessel and truck.
Vessel Support:	Port of Anchorage www.portofalaska.com

FACILITIES & UTILITIES		
Telephone	Alaska Communications and GCI	**COMMUNICATIONS**
Wireless and Internet Service Provider	Broadband internet and cell phone service is available. Cellular service available from AT&T, GCI, and Verizon. Internet service available from Alaska Communications and GCI.	
TV Stations	See Part III, M. Media	
Radio Stations	See Part III, M. Media	
Cable Provider	DISH, GCI	
Teleconferencing		
Electricity	Municipal Light and Power, Chugach Electric Association	
Fuel	Multiple fuel service providers	
Fuel Storage		
Housing	Hundreds of hotel rooms available, however, at peak tourist season (June-August) availability may be limited. Non-traditional lodging options may need to be explored, including university dormitories, military housing, or vacation rental homes.	
Water & Sewage	Alaska Water and Wastewater Utility	
Miscellaneous		

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	ADEC and EPA have local facilities capable of supporting a small-moderate sized command. Hotel conference rooms may be available. Conference rooms are also available at the Denaina Center, Egan Center, University of Alaska and Loussac Library. Additional facilities include: o Anchorage Emergency Operations Center (343-1400) o State Emergency Coordination Center (428-7000)
Potential Staging Areas	Multiple locations. Potential sites include: EPA Response Warehouse, ADEC Response Warehouse, Alaska DOT/State Trooper facility at Tudor and Boniface; facilities on JBER, Anchorage International Airport.
Local Spill Response Equipment	ADEC Spill Response Containers; Navy SUPSALV. CISPRI and Chadux have equipment warehouses in Anchorage.

9770.3.4 – Big Lake

	BIG LAKE
Location and Climate	Big Lake is a community on the shore of Big Lake, 13 miles southwest of Wasilla, in the Chugach Mountains. It lies adjacent to Houston and Knik-Fairview. Latitude 61.5256 Longitude -149.9415 Big Lake falls within the transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers. **Big Lake relies on Wasilla for many supplies and services. Please refer to the Wasilla community profile for facilities and services.*
History, Culture, & Demographics	Early inhabitants were the Athabascan Dena'ina Natives. Around 1899, the Boston and Klondike Company made the first sled trail north into the Talkeetna Mountains from Knik via Big Lake. Homesteaders in 1929 and after World War II settled Big Lake. Materials were transported from Pittman Railroad Station over eleven miles of rough trail. By 1959, a number of lodges and several children's camps were operating on the lake, and at least 300 cottages and camps were owned by individuals. Lake-front lots became accessible in the 1960s and 1970s, with the expansion of roads and power. In June 1996, the "Miller's Reach" wildfire destroyed more than 37,500 acres in the Big Lake and Houston area, including 433 buildings and homes valued at $8.9 million. Low housing costs, the semi-rural lifestyle, and a 45-minute commute to Anchorage have supported growth in the Mat-Su Valley. Boating and fishing are extremely popular on the lake during the summer months. High school students attend Houston Middle and High Schools.
Economy	
Subsistence	Hunting and fishing are important local activities and food sources.
Population	3,575 (2014 Department of Labor Estimate)
Borough Located In	Matanuska-Susitna Borough
Incorporation Type	Unincorporated
Native Entities	**Regional:** Cook Inlet Region, Inc. (CIRI)

EMERGENCY SERVICES	
Troopers	Palmer/Mat-Su West Alaska State Trooper Post (745-2131)
Fire	Big Lake Volunteer Fire Department (892-7750) West Lakes Fire Department (861-8081)
Medical	*See Wasilla Community Profile for nearest medical clinics* Nearest Hospital in Wasilla: Mat-Su Regional Medical Center (861-6000)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Big Lake Chamber of Commerce	P.O. Box 520067 Big Lake, AK 99652	892-6109 892-6189 (fax)	http://www.biglakechamber.org

TRANSPORTATION	
Accessibility	Big Lake Road is accessible from mile 52 of the George Parks Highway. State-owned gravel airstrip and float plane docks are available. Several boat launches and a marina support recreational watercraft.
Airport Facilities	Big Lake Airport: 2,450-feet gravel runway. Beaver Lake Seaplane Base (5000-feet, water)
Airline Services	None identified
Freight	None identified
Vessel Support:	Big Lake South boat launch facility, State Recreational Site that is managed and maintained by State Parks. It is located at mile 5.2 South Big Lake Road.

FACILITIES & UTILITIES		
Telephone	GCI and Matanuska Telephone Association (MTA)	**COMMUNICATIONS**
Wireless and Internet Service Provider	Broadband internet and cell phone service is available. Cellular service available from AT&T, GCI, MTA, and Verizon. Internet service available from GCI and MTA. Wi-Fi available at Big Lake Public Library.	
TV Stations		
Radio Stations		
Cable Provider	DISH, GCI	
Teleconferencing	Big Lake Public Library	
Electricity	Matanuska Electric Association	
Fuel	Multiple fuel service providers	
Fuel Storage		
Housing	Lodging available in Palmer or Wasilla; additional hotels in Anchorage and Eagle River.	
Water & Sewage		
Miscellaneous	Palmer MSB Central Landfill Big Lake Elementary (PK-5th)	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Contact Big Lake Chamber of Commerce or Mat-Su Borough for available facilities.
Potential Staging Areas	None Identified
Local Spill Response Equipment	ADEC Spill Response Equipment Conex location in Wasillla.

9770.3.5 – Butte

BUTTE	
Location and Climate	Butte is located south of Palmer in the Mat-Su Borough, between mile 9 and mile 16 of the Old Glenn Highway. It lies at the foot of Bodenberg Butte, east of a Matanuska River, 42 miles north of Anchorage. Latitude 61.5422 Longitude -149.0333.

	Butte falls within the transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers. **Butte relies on palmer for many supplies and services. Please refer to the Palmer community profile for facilities and services.*
History, Culture, & Demographics	Athabascan Dena'ina Natives traveled through the Butte area on a winter trail from Eklutna up the Knik River to the Copper River. A large Dena'ina village called Hutnaynut'l, or "burnt over," existed in the Bodenburg area. The first farm was homesteaded in 1917 by John Bodenburg. In 1935, 25 tracts were settled in the Butte area by the Matanuska Colonists, around "Camp 10" along Bodenburg Loop Road. More land was settled after World War II. Several saw mills operated between 1940 and 1970. Low housing costs, the semi-rural lifestyle, and a reasonable commute to Anchorage have supported growth in the Mat-Su Valley. 'The Butte' is a large suburban settlement. Students are bused to Palmer for middle and high school.
Economy	
Subsistence	Hunting and fishing are important local activities and food sources.
Population	3,418 (2014 Department of Labor Estimate)
Borough Located In	Matanuska-Susitna Borough
Incorporation Type	Unincorporated
Native Entities	**Regional:** Cook Inlet Region, Inc. (CIRI)

EMERGENCY SERVICES	
Troopers	Palmer/Mat-Su West Alaska State Trooper Post (745-2131)
Fire	Butte Volunteer Fire Department (745-4221)
Medical	Refer to Palmer Community Profile for nearest clinic Nearest Hospital in Wasilla: Mat-Su Regional Medical Center (861-6000)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Butte Community Council	P.O. Box 3713 Palmer, AK 99645	745-1672	http://buttecc.org/

TRANSPORTATION	
Accessibility	Butte lies along the Old Glenn Highway. A public airstrip, owned and operated by the Butte Airman's Association, is available. The railroad and other means of transportation are also accessible in Palmer and Anchorage.
Airport Facilities	Butte Municipal Airport (1,806-gravel runway); larger and better condition airport facilities located in Palmer, Chugiak and Anchorage.

FACILITIES & UTILITIES		
Telephone	GCI and Matanuska Telephone Association (MTA)	8

Wireless and Internet Service Provider	Broadband internet and cell phone service is available. Cellular service available from AT&T, GCI, MTA, and Verizon. Internet service available from GCI and MTA.	
TV Stations		
Radio Stations		
Cable Provider	DISH, GCI	
Teleconferencing		
Electricity	Matanuska Electric Association	
Fuel	Multiple fuel service providers	
Fuel Storage		
Housing	Lodging available in Palmer or Wasilla; additional hotels in Anchorage and Eagle River.	
Water & Sewage		
Miscellaneous	School: Butte Elementary, PK thru 5	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	
Potential Staging Areas	
Local Spill Response Equipment	ADEC Spill Response Equipment Conex location in Wasilla.

9770.3.6 - Chickaloon

	CHICKALOON
Location and Climate	The unincorporated community of Chickaloon is located within the Matanuska-Susitna Borough, northeast of the community of Sutton. Its western boundary is in the vicinity of the Kings River and its eastern boundary is in the vicinity of Purinton Creek (Between Mile 66 and 90 of the Glenn Highway). The Talkeetna Mountains lie to the northwest, and the Chugach Mountains and Matanuska River lie to the southeast. The Chickaloon River and the Kings River are the two major tributaries to the Matanuska River. There are several lakes within the area: Fish Lake, Drill Lake, Bonnie Lake, Harrison Lake, and Long Lake. Latitude 61.7967 Longitude -148.4628. Chickaloon falls within the transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers. **Chickaloon relies on Palmer for many supplies and services. Please refer to the Palmer community profile for facilities and services.*
History, Culture, & Demographics	Traditionally, Chickaloon territory was a center of trade for copper, sheep, and goats from the north and salmon, beluga, and fur seals from the south. The Ahtna, and formerly the Dena'ina, Athabascans of Chickaloon traveled extensively within the Copper River and Cook Inlet areas. The Chickaloon River was named after Chief Chiklu, the last Denai'ina chief in this area. What is now the community of Chickaloon was once a primary fishing camp of Chickaloon Village. Nay'dini'aa Na' is the Ahtna name for the original settlement of Chickaloon Village on

	the north bank above the mouth of the Chickaloon River. An 1898 army exploration party located a vein of high-quality coal near the Chickaloon River. The deposits were hard to reach, and there was little interest in them until a railroad was built to Interior Alaska. During the winter of 1913-1914, an Alaskan freighter named Jack Dalton used the frozen Matanuska River to haul the first test coal from the Chickaloon coal deposits. When construction of the Alaska Railroad was approved in 1914, the plan included a spur line to the Chickaloon coal field. From 1915 to 1922, the U.S. Navy sponsored a coal mining boom in Chickaloon drainage, which had a negative impact on Chickaloon Village, especially with respect to their once-valued fishing camp. At the same time, it provided an opportunity for jobs and the development of Chickaloon. Coal mining also took place in the area around Sutton, at the Wishbone Hill Naval Coal Reserve, Coal Creek, and Carbon Creek. Like so many other Alaska mining towns, Chickaloon grew quickly and almost as quickly declined. By 1925, the navy had halted coal development in Chickaloon, and the land reverted to public domain and was opened to homesteaders by 1958. Today, local businesses provide employment for community residents and serve the needs of residents and visitors alike. Today, local businesses provide employment for community residents and serve the needs of residents and visitors alike. Many Chickaloon Village Tribal members remain in Chickaloon, and others live in Sutton and surrounding communities. The tribally-owned and -operated Ya Ne Dah Ah ('Ancient Teachings') School, located in Moose Creek, serves tribal members living in Chickaloon and surrounding communities. The indigenous language is Ahtna.	
Economy	Local retail businesses and government provide the majority of employment - some positions are in the Palmer/Wasilla area, while others travel to the North Slope. Subsistence is an important activity for both native and non-native residents. There is high local interest in agricultural activities. Several guides cater to a variety of recreational activities.	
Subsistence	Fishing, hunting, gathering, and trading are important activities for both Athabascan and non-Native residents.	
Population	232 (2014 Department of Labor Estimate)	
Borough Located In	Unorganized	
Incorporation Type	Unincorporated	
Native Entities	**Regional:**	Cook Inlet Region, Inc. (CIRI)
	Profit:	Chickaloon-Moose Creek Native Association, Incorporated
	Village:	Chickaloon Native Village (Federally Recognized Tribe)

EMERGENCY SERVICES	
State Troopers	Palmer/Mat-Su West Trooper Post: 745-2131
Fire	Chickaloon Fire Service, Inc.: 351-2360
Medical	Nearest Hospital in Wasilla: Mat-Su Regional Medical Center (861-6000)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Chickaloon Community Council, Incorporated	P.O. Box 1145 Chickaloon, AK 99674	745-3480	http://www.chickaloooncommunitycouncil.org
Chickaloon Native Village	P.O. Box 1105 Chickaloon, AK 99674	745-0749 745-0709 (fax)	http://www.chickaloon.org cvadmin@chickaloon.org
Chickaloon-Moose Creek Native Association, Incorporated	P.O. Box 875046 Wasilla, AK 99687	373-1145 373-1183 (fax)	http://www.chickaloon.org

TRANSPORTATION	
Accessibility	Chickaloon is accessible by the statewide highway system, on the Glenn Highway
Airport Facilities	Castle Mountain Airstrip, private turf airstrip
Freight	Freight is brought in via highway from Anchorage or Palmer.

FACILITIES & UTILITIES		
Telephone	GCI and Matanuska Telephone Association (MTA)	**COMMUNICATIONS**
Wireless and Internet Service Provider	Broadband internet and cell phone service is available. Cellular service available from AT&T, GCI, MTA, and Verizon. Internet service available from GCI and MTA. Wi-Fi available at Sutton Public Library.	
TV Stations		
Radio Stations		
Cable Provider	DISH, GCI	
Teleconferencing	Sutton Public Library	
Electricity	Matanuska Electric Association	
Fuel	Nearest gas stations in Sutton.	
Fuel Storage		
Housing	Lodging available in Palmer or Wasilla; additional hotels in Anchorage and Eagle River.	
Water & Sewage		
Miscellaneous		

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Contact Chickaloon Native Village for information on available facilities.
Potential Staging Areas	

Local Spill Response Equipment	ADEC Spill Response Equipment Conex location in Wasilla.

9770.3.7 – Chugiak

		CHUGIAK
Location and Climate	Chugiak is located 21 miles north of Anchorage, along the Glenn Highway between miles and . It is located between Eagle River to the south, and Eklutna to the north, and between Knik Arm to the west and the Chugach Mountains to the east. It is currently one of the main sites of suburban expansion near Anchorage, and often included as part of the Chugiak-Eagle River area. To the north are the smaller unincorporated communities of Birchwood, Peters Creek and Eklutna which are often referred to by name, but are served by the Chugiak Post Office, with Chugiak addresses. Latitude 61.3889 Longitude -149.4819 Chugiak falls within the transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers. **Chugiak relies on Anchorage for many supplies and services. Please refer to the Anchorage community profile for facilities and services.*	
History, Culture, & Demographics	The name "Chugiak" comes from a Dena'ina word meaning "place of many places". Chugiak was first heavily settled in the 1950s, primarily by former military personnel who had served in Alaska during World War II and homesteaded here. It is part of the Municipality of Anchorage.	
Economy	The majority of residents commute to Anchorage or Joint Base Elmendorf Richardson.	
Subsistence	Hunting and fishing are important local activities and food sources, although most of these activities in the vicinity of Chugiak, occur in Chugach State Park or on Joint Base Elmendorf Richardson.	
Population	5,463 (Alaska Population Estimates by Census Tract, July 2013 Estimate)	
Borough Located In	Municipality of Anchorage	
Incorporation Type	Unincorporated	
Native Entities	**Regional:**	Cook Inlet Region, Inc. (CIRI)
	Profit:	Eklutna, Inc.

EMERGENCY SERVICES	
Police	Anchorage Police Department, 786-8900
Fire	Chugiak Volunteer Fire Department, 688-2686
Medical	Multiple medical clinics are located in Eagle River Nearest Hospitals in Anchorage: Alaska Regional Hospital (276-1131); Providence Hospital (562-2211); Alaska native Medical Center (563-2662)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Chugiak-Eagle River Chamber of Commerce	PO Box 770353 Eagle River, AK 99577	694-4702 694-1205 (fax)	http://cer.org/index.php
Eklutna, Inc. (major landowner)	16515 Centerfield Dr #201 Eagle River, AK 99577	696-2828	www.eklutnainc.com

TRANSPORTATION	
Accessibility	Chugiak is located approximately 21 miles northeast of Anchorage on the Glenn Highway. The Alaska Railroad corridor runs the community near
Airport Facilities	Birchwood Airport, public airport, 4010' asphalt
Airline Services	None identified.
Freight	Freight is available via the highway from Anchorage.
Vessel Support:	

FACILITIES & UTILITIES		
Telephone	GCI and Matanuska Telephone Association (MTA)	**COMMUNICATIONS**
Wireless and Internet Service Provider	Broadband internet and cell phone service is available. Cellular service available from AT&T, GCI, MTA, and Verizon. Internet service available from Alaska Communications, GCI and MTA.	
TV Stations	Multiple location stations produced in Anchorage, AK.	
Radio Stations	Multiple location stations produced in Anchorage, AK.	
Cable Provider	GCI.	
Teleconferencing	Chugiak-Eagle River Library	
Electricity	Chugach Electric Association and Matanuska Electric Association	
Fuel	Multiple gas stations providing gasoline, diesel, and propane. Heating fuel also available via multiple vendors.	
Fuel Storage		
Housing	Multiple housing options available in Eagle River and Anchorage, AK.	
Water & Sewage	Anchorage Water and Wastewater Utility; many locations are served by well and septic systems.	
Miscellaneous	The area is served by 2 elementary schools, 1 middle school and 1 high school. Additional public schools are located in Eagle River and Anchorage.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Command Posts would likely be located in Anchorage, AK. Local facilities may be available; contact the Chamber of Commerce (694-4702), Eagle River/Chugiak Parks and Recreation (343-1500), Municipality of Anchorage and Anchorage School District (742-4000).
Potential Staging Areas	

Local Spill Response Equipment	ADEC Spill Response equipment is located in Anchorage.

9770.3.8 – Clam Gulch

		CLAM GULCH
Location and Climate	Located on the Kenai Peninsula, Clam Gulch lies on the Sterling Highway 24 miles south of the City of Kenai. Latitude 60.2311 Longitude -151.3936. Clam Gulch falls within the gulf coast transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers. **Clam Gulch relies on Soldotna and Kenai for many supplies and services. Please refer to the Soldotna and City of Kenai community profile for facilities and services.*	
History, Culture, & Demographics	Reported in 1947 by Barnes and Cobb of the U.S. Geological Survey, it was named after the Clam Gulch Ravine. A post office was established in 1950. Clam Gulch is best characterized as a roadside development with a primarily non-Native population.	
Economy	A post office is in Clam Gulch. The Kenai area economy provides a variety of employment opportunities. Recreational activities and tourism are an important to the local economy. Clam Gulch is visited by tourists who participate in clam digging on the beach during low tides. There is a State Recreation Area with a large campground and access to the clamming beaches. In the winter there are many 'poker runs' by snow-machine enthusiasts and in the past Clam Gulch has been the half-way point for the Tustumena 200 Sled Dog Race.	
Subsistence	Hunting fishing (including clamming) are important local activities and food sources.	
Population	232 (2014 Department of Labor Estimate)	
Borough Located In	Kenai Peninsula Borough	
Incorporation Type	Unincorporated	
Native Entities	**Regional:**	Cook Inlet Region, Inc. (CIRI)

EMERGENCY SERVICES	
State Troopers	Ninilchik Trooper Post, 567-3660
Fire	Central Emergency Services, 262-4792
Medical	Nearest Hospital in Soldotna: Central Peninsula Hospital (714-4404)

TRANSPORTATION	
Accessibility	The Sterling Highway provides access to Anchorage and beyond. Nearby Kenai offers an airport and docking facilities. Hackney Landing Seaplane Base is a private seaplane landing 4 miles north of Clam Gulch but is located on State land/water.

FACILITIES & UTILITIES		
Telephone	Alaska Communications and GCI.	90

Wireless and Internet Service Provider	Broadband internet and cell phone service is available. Cellular service available from AT&T, GCI, and Verizon. Internet service available from Alaska Communications and GCI. Wi-Fi available at Kasilof Public Library.	
TV Stations		
Radio Stations		
Cable Provider	DISH, GCI	
Teleconferencing	Kasilof Public Library	
Electricity	Homer Electric Association	
Fuel	Local gas stations with gasoline, diesel and propane in Kasilof and Soldotna.	
Fuel Storage		
Housing	Clam Gulch Lodge (260 – 3778). Multiple hotels and other accommodations in Soldotna. Many small businesses offer rental cabins and B&Bs nearer Clam Gulch.	
Water & Sewage		
Miscellaneous	Nearest schools are located in Kasilof to the North and Ninilchik to the south.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	
Potential Staging Areas	
Local Spill Response Equipment	ADEC Spill Response Equipment Conex locations in Kenai and Homer.

9770.3.9 – Cohoe

	COHOE ***Pronunciation koh' hoe***
Location and Climate	Cohoe is located on the Kenai Peninsula on the west bank of the Kasilof River, 13 miles south of the City of Kenai on the Sterling Highway. Latitude 60.3680 Longitude -151.3086 Cohoe falls within the gulf coast transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers. **Cohoe relies on Soldotna and Kenai for many supplies and services. Please refer to the Soldotna and City of Kenai community profile for facilities and services.*
History, Culture, & Demographics	Victor Holm constructed a cabin in Cohoe in 1890. Holm sailed from Finland to Alaska to make his home. The cabin and many of Holm's handmade items still remain; the cabin is listed on the National Register of Historic Places. Cohoe was originally an agricultural settlement where a post office was established in 1950. Cohoe is best characterized as a roadside development.
Economy	
Subsistence	Hunting and fishing are important local activities and food sources.

Population	1,394 (2014 Department of Labor Estimate)	
Borough Located In	Unorganized	
Incorporation Type	Kenai Peninsula Borough	
Native Entities	**Regional:**	Cook Inlet Region, Inc. (CIRI)

EMERGENCY SERVICES	
State Troopers	Soldotna Trooper Post (262-4453)
Fire	Central Emergency Services (262-4792)
Medical	Nearest Hospital in Soldotna: Central Peninsula Hospital (714-4404)

TRANSPORTATION	
Accessibility	The Sterling Highway provides access to Anchorage. Kenai offers an airport and docking facilities.

FACILITIES & UTILITIES	
Telephone	Alaska Communications and GCI.
Wireless and Internet Service Provider	Broadband internet and cell phone service is available. Cellular service available from AT&T, GCI, and Verizon. Internet service available from Alaska Communications and GCI. Wi-Fi available at Kasilof Public Library.
Fuel	Local gas stations with gasoline, diesel and propane in Kasilof and Soldotna.
Housing	Multiple hotels and other accommodations in Soldotna. Many small businesses offer rental cabins and B&Bs nearer Cohoe.
Miscellaneous	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	
Potential Staging Areas	
Local Spill Response Equipment	ADEC Spill Response Equipment Conex locations in Kenai and Homer.

9770.3.10 – Cooper Landing

	COOPER LANDING
Location and Climate	Cooper Landing is at the west end of Kenai Lake on a stretch of the Sterling Highway (Milepost 45-53), 30 miles northwest of Seward in the Chugach Mountains (Latitude 60.4900 Longitude -149.8342) Cooper Landing falls within the gulf coast transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers. **Cooper Landing relies on Soldotna for many supplies and services. Please refer to the Soldotna community profile for facilities and services.*

History, Culture, & Demographics	Between 1848 and 1851, Russian engineer P. Doroshin found gold in the area. Cooper Landing was named for Joseph Cooper, a miner who discovered gold here in 1884. Cooper Creek was first recorded in 1898 by the U.S. Geological Survey. In 1900, the census found 21 miners and 1 wife living at Cooper Creek. The Riddiford Post Office began operations in 1924, and the Riddiford School opened in 1928. In 1938, a road was constructed to Seward. In 1948, a road to Kenai was opened, and by 1951 residents could drive to Anchorage. The Cooper Landing Community Club was first formed in 1949. The Cooper Lake Hydroelectric Facility was constructed in 1959-60. The Cooper Landing Community Club is the community's civic organization. The population of the area nearly doubles each summer to support tourism businesses and activities. K'Beq' Interpretive Site, cultural site, located at milepost 52.6 of the Sterling Highway, Cooper Landing, Alaska, directly across from the entrance to the Russian River Campground. Jointly managed by Chugach National Forest and Kenaitze Indian Tribe	
Economy	The economy of the area is diverse. Tourism-related employment and seasonal businesses provide the majority of employment. The 86-room Kenai Princess Lodge accommodates Princess cruise ship passengers and other tourists. Chugach Electric Association and the School District are significant employers.	
Subsistence	Hunting and fishing are important local activities and food sources.	
Population	295 (2014 Department of Labor Estimate)	
Borough Located In	Kenai Peninsula Borough	
Incorporation Type	Unincorporated	
Native Entities	**Regional:**	Cook Inlet Region, Inc. (CIRI)
	Village:	Kenaitze Indian Tribe

EMERGENCY SERVICES	
State Troopers	Cooper Landing Trooper Post (595-1233)
Fire	Cooper Landing Volunteer Fire Department (595-1800)
Medical	Nearest Hospital in Soldotna: Central Peninsula Hospital (714-4404)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Cooper Landing Chamber of Commerce and Visitors Bureau	P.O. Box 809 Cooper Landing, AK 99572	595-8888 595-8888 (fax)	http://www.cooperlandingchamber.com
Cooper Landing Community Club	P.O. Box 508 Cooper Landing, AK 99572	595-3094	
Cooper Landing Community Library	Mile .8 Bean Creek Road	595-1241	

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
	Cooper Landing, AK 99572		

TRANSPORTATION	
Accessibility	The Sterling Highway provides access to Anchorage and beyond. Kenai offers air transportation and docking facilities. There is a state-owned and a privately-owned boat launch available. The state-owned Quartz Creek Airport provides a gravel runway, and float planes may land at Cooper Lake.
Airport Facilities	Quartz Creek Airport, 2,200 ft. x 60 ft. gravel runway
Freight	Via Highway

FACILITIES & UTILITIES		
Telephone	Alaska Communications and GCI.	**COMMUNICATIONS**
Wireless and Internet Service Provider	Broadband internet and cell phone service is available. Cellular service available from AT&T, GCI, and Verizon. Internet service available from Alaska Communications and GCI. Wi-Fi available at Cooper Landing Public Library.	
TV Stations		
Radio Stations		
Cable Provider	DISH, GCI	
Teleconferencing	Cooper Landing Public Library	
Electricity	Chugach Electric Association	
Fuel	Local gas stations with gasoline, diesel and propane.	
Fuel Storage		
Housing	Multiple small B&B and cabin rentals and larger Kenai Princess Lodge located in Cooper Landing, many are open seasonally.	
Water & Sewage		
Miscellaneous		

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Cooper Landing Community Library
Potential Staging Areas	
Local Spill Response Equipment	ADEC Spill Response Equipment Conex locations in Seward and Kenai.

9770.3.11 – Crown Point

	CROWN POINT
Location and Climate	Crown Point is on the Kenai Peninsula on the Seward Highway and at mile 24.5 of the Alaska Railroad. It lies between Kenai Lake and Lower Trail Lake, 22 miles north of Seward in the Chugach Mountains

	(Latitude 60.4222 Longitude -149.3667).Crown Point falls within the gulf coast maritime climate zone, characterized by a rainy atmosphere, long, cold winters, and mild summers. **Crown Point relies on Seward for many supplies and services. Please refer to the Seward community profile for facilities and services.*
History, Culture, & Demographics	U.S. Geological Survey agents reported a railroad station called "Trail Lake Station" at this site in 1912. Crown Point includes approximately 40 homes near Kenai Lake.
Economy	
Subsistence	Hunting and fishing are important local activities and food sources.
Population	71 (2014 Department of Labor Estimate)
Borough Located In	Unorganized
Incorporation Type	Unincorporated
Native Entities	**Regional:** Cook Inlet Region, Inc. (CIRI)

EMERGENCY SERVICES	
State Troopers	Crown Point Trooper Post (288-3346)
Fire	Moose Pass Volunteer Fire and EMS Crown Point Unit (288-3666)
Medical	Nearest Hospital in Seward: Providence Seward Medical and Care Center (224-5205)

TRANSPORTATION	
Accessibility	The Seward and Sterling Highways provide access to Anchorage and beyond. The Lawing Airport serves Crown Point, in addition to the nearby Kenai and Seward airport and docking facilities.
Airport Facilities	Lawing Airport
Freight	Freight service available via highway or railroad.

FACILITIES & UTILITIES		
Please see the Seward Community Profile for information on facilities, services and utilities.		
Telephone	Alaska Communications and GCI.	
Wireless and Internet Service Provider	Broadband internet and cell phone service is available. Cellular service available from AT&T, GCI, and Verizon. Internet service available from Alaska Communications and GCI.	
Miscellaneous		

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	
Potential Staging Areas	
Local Spill Response Equipment	ADEC Spill Response Equipment Conex located in Seward.

9770.3.12 – Curry

	CURRY
Location and Climate	Curry is an unincorporated area north of Talkeetna, and along the Alaska Railroad corridor. It is not road accessible, and the majority of lands are owned by the State or Borough. **Curry relies on Talkeetna for many supplies and services. Please refer to the Palmer community profile for facilities and services.*
History, Culture, & Demographics	
Economy	Chase residents are devoted to self-sufficiency, living a subsistence lifestyle supplemented by public assistance payments.
Subsistence	Yes, see above.
Population	(2014 Department of Labor Estimate)
Borough Located In	Unorganized
Incorporation Type	Unincorporated
Native Entities	**Regional:** Cook Inlet Region, Inc. (CIRI)

EMERGENCY SERVICES	
Troopers	Palmer/Mat-Su West Trooper Post: 745-2131
Fire	No local service.
Medical	Nearest Hospital in Wasilla: Mat-Su Regional Medical Center (861-6000)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**

TRANSPORTATION	
Accessibility	Chase is accessible via the Alaska Railroad or via air, although no airstrips are identified.

FACILITIES & UTILITIES		
	There are no local facilities or utilities.	

9770.3.13 – Eagle River

	EAGLE RIVER
Location and Climate	Eagle River is located within the Municipality of Anchorage, between Fort Richardson and the Chugach State Park. The area north of Fort Richardson to the municipal boundary includes Eagle River, Chugiak, Birchwood, Peters Creek, Thunderbird Falls, and Eklutna (Latitude 61.3222 Longitude -149.5667). Eagle River falls within the transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers. **Eagle River relies on Anchorage for many supplies and services. Please refer to the Anchorage community profile for facilities and services.*
History, Culture, & Demographics	The name Eagle River was first reported in 1939 by the U.S. Geological Survey. The Eagle River/Chugiak area was settled by homesteaders and

	prospered on agricultural activities. The Eagle River Post Office was established in 1961. In spite of local opposition, Chugiak and Eagle River became annexed to the Municipality of Anchorage, when the City of Anchorage and the Greater Anchorage Area Borough were unified in 1975. Many residents participate in nearby recreational and subsistence activities.	
Economy	Eagle River is the shopping hub between Anchorage, Palmer, and Wasilla. Major stores are Wal-Mart, Fred Meyer and Carrs Safeway. Many residents commute to Anchorage or Joint Base Elmendorf Richardson.	
Subsistence	Hunting and fishing are important local activities and food sources, although most of these activities in the vicinity of Eagle River, occur in Chugach State Park or on Joint Base Elmendorf Richardson.	
Population	6,062 (Alaska Population Estimates by Census Tract, July 2013 Estimate)	
Borough Located In	Municipality of Anchorage	
Incorporation Type	Unincorporated	
Native Entities	**Regional:**	Cook Inlet Region, Inc. (CIRI)
	Profit:	Eklutna, Inc.
	Nonprofit:	Cook Inlet Tribal Council, Incorporated (Regional Non-profit)

EMERGENCY SERVICES	
Police	Anchorage Police Department, 786-8900
Fire	Anchorage Fire Department, 267-4936 Chugiak Volunteer Fire Department, 688-2686 South Fork (Eagle River) Volunteer Fire Department, 696-8414
Medical	Multiple medical clinics are located in Eagle River Nearest Hospitals in Anchorage: Alaska Regional Hospital (276-1131); Providence Hospital (562-2211); Alaska native Medical Center (563-2662)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Alaska Star (Newspaper)	16941 N. Eagle River Loop Eagle River, AK 99577	694-2727 694-1545 (fax)	http://www.alaskastar.com
Chugiak-Eagle River Chamber of Commerce	PO Box 770353 Eagle River, AK 99577	694-4702 694-1205 (fax)	http://cer.org/index.php
Eagle River Valley Community Council	P.O. Box 772812 Eagle River, AK 99577	694-2426	http://www.communitycouncils.org/servlet/content/11.html

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Eklutna, Inc. (major landowner)	16515 Centerfield Dr #201 Eagle River, AK 99577	696-2828	www.eklutnainc.com

TRANSPORTATION	
Accessibility	Eagle River is located approximately 21 miles northeast of Anchorage on the Glenn Highway with access to the same transportation infrastructure as Anchorage.
Airport Facilities	Nearest faciltiies at Anchorage International Airport (Anchorage) and Birchwood Airport (Chugiak)
Airline Services	None identified.
Freight	Freight is available via the highway from Anchorage.

FACILITIES & UTILITIES	
Telephone	Alaska Communications, GCI and Matanuska Telephone Association (MTA)
Wireless and Internet Service Provider	Broadband internet and cell phone service is available. Cellular service available from AT&T, GCI, MTA, and Verizon. Internet service available from Alaska Communications, GCI and MTA.
TV Stations	Multiple location stations produced in Anchorage, AK.
Radio Stations	Multiple location stations produced in Anchorage, AK.
Cable Provider	GCI.
Teleconferencing	Chugiak-Eagle River Public Library
Electricity	Chugach Electric Association and Matanuska Electric Association
Fuel	Multiple gas stations providing gasoline, diesel, and propane. Heating fuel also available via multiple vendors.
Fuel Storage	
Housing	Multiple housing options available in Eagle River and Anchorage, AK.
Water & Sewage	Anchorage Water and Wastewater Utility; many locations are served by well and septic systems.
Miscellaneous	Eagle River has numerous public, parochial and charter school programs available for K-12 grades. The public school district is the Anchorage School District (ASD).

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Command Posts would likely be located in Anchorage, AK. Local facilities may be available; contact the Chamber of Commerce (694-4702), Eagle River/Chugiak Parks and Recreation (343-1500), Municipality of Anchorage and Anchorage School District (742-4000).
Potential Staging Areas	
Local Spill Response Equipment	ADEC Spill Response equipment is located in Anchorage.

9770.3.14 – Eklutna

	EKLUTNA ***Pronunciation ee kloot' nuh***	
Location and Climate	Eklutna is located at the head of the Knik Arm of Cook Inlet, at the mouth of the Eklutna River, 25 miles northeast of Anchorage. It is within the boundaries of the Municipality of Anchorage. In addition to the Native Village of Eklutna, west of the Glenn Highway, there are residential areas up Eklutna Lake Road and near Thunderbird Falls (Latitude 61.4545/Longitude -149.3545). Eklutna falls within the transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers. **Eklutna relies on Anchorage for many supplies and services. Please refer to the Anchorage community profile for facilities and services.*	
History, Culture, & Demographics	The Eklutna area was the site of many Athabascan villages as little as 800 years ago. Today's residents are descendants of the Danaina tribe. Russian Orthodox missionaries arrived in the 1840s. A railroad station was built in 1918. The Eklutna Power House supplies hydroelectric power to Anchorage. Eklutna is 2 communities: an Athabascan village and a primarily non-native community located off of Thunderbird Falls and Eklutna Lake Road. Eklutna Village has approximately 65 residents. Village residents practice a subsistence lifestyle and the Russian Orthodox religion is prevalent. The indigenous language is Dena'ina, although English is the primary language of residents. A federally recognized tribe is located at Eklutna: Eklutna Native Village. Eklutna, Incorporated is the ANCSA village/urban Corporation, and in a major landowner in the area.	
Economy	The Matanuska Electric Association Eklutna Power House (hydroelectric) and Eklutna Generation Station (natural gas) supplies hydroelectric power to Anchorage and the Mat-Su. Local residents are most likely to find employment in the urban area of nearby Eagle River or Anchorage.	
Subsistence	Hunting and fishing are important local activities and food sources.	
Population	54 (ANVSA July 2013 estimate)	
Borough Located In	Unorganized	
Incorporation Type	Unincorporated	
Native Entities	**Regional:**	Cook Inlet Region, Inc. (CIRI)
	Profit:	Eklutna, Inc.
	Nonprofit:	Cook Inlet Tribal Council, Incorporated (Regional Non-profit)
	Village:	Native Village of Eklutna

EMERGENCY SERVICES	
Police	Anchorage Police Department, 786-8900
Fire	Chugiak Volunteer Fire Department, 688-2686

Medical	Eklutna Village Clinic (688-6031); Multiple medical clinics are located in Eagle River Nearest Hospitals in Anchorage: Alaska Regional Hospital (276-1131); Providence Hospital (562-2211); Alaska native Medical Center (563-2662)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Eklutna Native Village	26339 Eklutna Village Road Chugiak, AK 99567	688-6020 688-6021 (fax)	http://www.eklutna-nsn.gov nve@eklutna-nsn.gov
Eklutna, Incorporated	16515 Centerfield Dr. #201 Eagle River, AK 99577	696-2828 696-2845 (fax)	http://www.eklutnainc.com

TRANSPORTATION	
Accessibility	The village lies on the highway between Anchorage and Palmer and therefore has ready access to a variety of transportation services in those communities. Two privately-owned airstrips, as well as the Alaska Railroad system, are located in the area.

FACILITIES & UTILITIES		
Telephone	Alaska Communications, GCI and Matanuska Telephone Association (MTA)	**COMMUNICATION**
Wireless and Internet Service Provider	Broadband internet and cell phone service is available. Cellular service available from AT&T, GCI, MTA, and Verizon. Internet service available from Alaska Communications, GCI and MTA.	
TV Stations		
Radio Stations		
Cable Provider	GCI.	
Teleconferencing	Chugiak-Eagle River Public Library	
Electricity	Chugach Electric Association and Matanuska Electric Association	
Fuel	Gasoline stations in Chugiak and Eagle River.	
Fuel Storage		
Housing	Multiple hotels and accommodations available in Eagle River and Anchorage, AK.	
Water & Sewage	Well and septic systems	
Miscellaneous		

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Command Posts would likely be located in Anchorage, AK. Local facilities may be available; contact the Chamber of Commerce (694-4702), Eagle River/Chugiak Parks and Recreation (343-1500), Municipality of Anchorage and Anchorage School District (742-4000).

Potential Staging Areas	
Local Spill Response Equipment	ADEC Spill Response equipment is located in Anchorage.

9770.3.15 – Fox River

		FOX RIVER
Location and Climate	Fox River is located on the north shore of Kachemak Bay, 24 miles northeast of Homer at the end of East End Road (Latitude 59.8616/Longitude -151.0197). Fox River falls within the gulf coast transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers. **Fox River relies on Homer for many supplies and services. Please refer to the Homer community profile for facilities and services.*	
History, Culture, & Demographics	Fox River was reported by Dall of the U.S. Geological Survey in 1895 and may have been named for Theodore Fox, Vice President of North Pacific Mining and Transportation Company, which operated in Kachemak Bay in 1894. The population of Fox River frequently commutes to Homer for supplies and services.	
Economy	The school provides employment, and many residents commute to Homer for jobs.	
Subsistence	Hunting and fishing are important local activities and food sources.	
Population	644 (2014 Department of Labor Estimate)	
Borough Located In	Kenai Peninsula Borough	
Incorporation Type	Unincorporated	
Native Entities	**Regional:**	Cook Inlet Region, Inc. (CIRI)

EMERGENCY SERVICES	
State Troopers	Anchor Point Trooper Post, 235-8239
Fire	
Medical	Nearest Hospital in Homer: South Peninsula Hospital, 235-8101

TRANSPORTATION	
Accessibility	East End Road provides access to Homer, which is 17 miles away. The Sterling Highway in Homer provides access to Anchorage and beyond. Homer offers an airport, harbor and docking facilities, and a state ferry landing.

FACILITIES & UTILITIES		
Please see the Homer Community Profile for information on facilities, services and utilities.		
Telephone	Alaska Communications and GCI.	
Wireless and Internet Service Provider	Broadband internet and cell phone service is available. Cellular service available from AT&T, GCI, and Verizon. Internet service available from Alaska Communications and GCI.	

Miscellaneous	Voznesenka School is a public school in Fox River, Alaska. It has 108 students in grades PK and K-12. (235-8549)

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	
Potential Staging Areas	
Local Spill Response Equipment	ADEC Spill Response Equipment Conex located in Homer.

9770.3.16 – Fritz Creek

	FRITZ CREEK	
Location and Climate	Location Fritz Creek is located 7 miles northeast of Homer, on the north shore of Kachemak Bay, off of East End Road. It lies at the foot of Bald Mountain (Latitude 59.7484/Longitude -151.2778). Fritz Creek falls within the gulf coast transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers. **Fritz Creek relies on Homer for many supplies and services. Please refer to the Homer community profile for facilities and services.*	
History, Culture, & Demographics	The local name was first reported in 1904 by R.W. Stone of the U.S. Geological Survey. Fritz Creek residents rely on Homer for most supplies and services.	
Economy	Nearby Homer offers fishing, fish processing and a relatively diverse economy.	
Subsistence	Hunting and fishing are important local activities and food sources.	
Population	2,024 (2014 Department of Labor Estimate)	
Borough Located In	Kenai Peninsula Borough	
Incorporation Type	Unincorporated	
Native Entities	**Regional:**	Cook Inlet Region, Inc. (CIRI)

EMERGENCY SERVICES	
State Troopers	Anchor Point Trooper Post, 235-8239
Fire	Kachemak Emergency Service, 235-9811
Medical	Nearest Hospital in Homer: South Peninsula Hosptial, 235-8101

TRANSPORTATION	
Accessibility	East End Road provides access to Homer, which is 7 miles away. The Sterling Highway in Homer provides access to Anchorage and beyond. Homer offers an airport, harbor and docking facilities, and a state ferry landing.

FACILITIES & UTILITIES	
Please see the Homer Community Profile for information on facilities, services and utilities.	

Miscellaneous	Broadband internet and cell phone service is available.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	
Potential Staging Areas	
Local Spill Response Equipment	ADEC Spill Response Equipment Conex located in Homer.

9770.3.17 – Funny River

	FUNNY RIVER	
Location and Climate	Funny River is located on the Kenai Peninsula, approximately 15 miles east of Soldotna along the Kenai River, from River mile 29 to 45, off of Funny River Road (Latitude 60.4827/Longitude -150.8463). Funny River falls within the gulf coast transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers. **Funny River relies on Soldotna for many supplies and services. Please refer to the Soldotna community profile for facilities and services.*	
History, Culture, & Demographics	Funny River is the local name of a nearby stream, first published in 1904 by the U.S. Geological Survey. Homesteading and farming expanded to the Funny River area during the late 1950s and early 1960s. Funny River Road originated as a bulldozed trail from Soldotna to the homesteads. A paved road now connects Funny River with Soldotna. The community is primarily non-Native; however, a large portion of the land in this area is owned by Alaska Native corporations (primarily Cook Inlet Region, Inc.)	
Economy	Most Funny River residents who are employed commute to Soldotna, Kenai and Nikiski, where they work in retail businesses or service operations associated with the oil or tourism industries. There are several farms in the area with cattle or pack horses, and one alpaca ranch. Sport fishing is the major attraction in this area of the peninsula.	
Subsistence	Hunting and fishing are important local activities and food sources.	
Population	877 (2014 Department of Labor Estimate)	
Borough Located In	Kenai Peninsula Borough	
Incorporation Type	Unincorporated	
Native Entities	**Regional:**	Cook Inlet Region, Inc. (CIRI)

EMERGENCY SERVICES	
State Troopers	Ninilchik Trooper Post, 567-3660
Fire	Central Emergency Services, 262-4792
Medical	Nearest Hospital in Soldotna: Central Peninsula Hospital (714-4404)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Funny River Chamber of Commerce and Community	35850 Pioneer Access Road Soldotna, AK 99669		

TRANSPORTATION	
Accessibility	The Soldotna and Kenai airports serve local air traffic. The Sterling Highway provides access to Anchorage and other destinations.

FACILITIES & UTILITIES	
Please see the Soldotna Community Profile for information on facilities, services and utilities.	
Miscellaneous	Broadband internet and cell phone service is available.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	
Potential Staging Areas	
Local Spill Response Equipment	ADEC Spill Response Equipment Conex located in Kenai.

9770.3.18 – Girdwood

	GIRDWOOD
Location and Climate	Girdwood is located on Turnagain Arm in the Municipality of Anchorage, 35 miles southeast of downtown Anchorage off of the Seward Highway. The area is accessed by the Seward Highway. Girdwood is bordered on three sides by the Chugach State Park and Chugach National Forest (Latitude 60.9417/Longitude -149.1667). Girdwood falls within the transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers. **Girdwood relies on Anchorage for many supplies and services. Please refer to the Anchorage community profile for facilities and services.*
History, Culture, & Demographics	The community was named for James E. Girdwood, who staked a claim at Crow Creek in 1896. The Girdwood post office was established in 1907. In 1951, the Seward Highway was completed, linking Anchorage to the Kenai Peninsula. The City of Girdwood was formed during the 1960s, but the community was unified with the City of Anchorage and the Greater Anchorage Area Borough in 1975. Residents enjoy the rural lifestyle of Girdwood. Girdwood is home to the Alyeska Ski Resort. It is frequented by Anchorage and Kenai residents during winter months and tourists during summer months.
Economy	Local employment includes the school, business, and leisure and hospitality services, including the Alyeska Resort. It is Alaska's most

	popular ski resort area. Several artists live in the area. Some residents commute to Anchorage. There are many seasonal-use homes in Girdwood.
Subsistence	Hunting and fishing are important local activities and food sources.
Population	2,694 (Alaska Population Estimates by Census Tract, July 2013 Estimate)
Borough Located In	Municipality of Anchorage
Incorporation Type	Unincorporated
Native Entities	**Regional:** Cook Inlet Region, Inc. (CIRI)

EMERGENCY SERVICES	
State Troopers	Girdwood Trooper Post, 783-0972 (scheduled for closure in 2016) Anchorage Police Department, 786-8900
Fire	Girdwood Volunteer Fire & Rescue, 783-2511
Medical	Girdwood Medical Clinic, (783-1355) 131 Lindblad Avenue, Girdwood, Alaska, 99587Nearest Hospitals in Anchorage: Alaska Regional Hospital (276-1131); Providence Hospital (562-2211); Alaska native Medical Center (563-2662)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Girdwood Chamber of Commerce	P.O. Box 1313 Girdwood, AK 99587		http://www.girdwoodchamber.com/
Girdwood Community Council	P.O. Box 870390 Girdwood, AK 99587	272-8401 274-3698 (fax)	
Scott and Wesley Gerrish Neighborhood Library	250 Egloff Drive Girdwood, AK 99587	343-4024	
Turnagain Times (newspaper)	P.O. Box 1044 Girdwood, AK 99587	783-1135 783-1136 (fax)	

TRANSPORTATION	
Accessibility	Nearby Anchorage provides a number of transportation options. Girdwood is 38 miles on the Seward highway from Anchorage. Girdwood has a gravel airstrip.

FACILITIES & UTILITIES		
Telephone	Alaska Communications, GCI	
Wireless and Internet Service Provider	Cellular phone service coverage is limited in some developed areas of the valley. Service available from AT&T, GCI, Verizon. Internet service available from Alaska Communications and GCI.	
TV Stations	See Part III, M. Media	

FACILITIES & UTILITIES		
Radio Stations	Glacier City Radio, KEUL 88.9 FM, 754 2489	
Cable Provider	GCI	
Teleconferencing	Girdwood Public Library	
Electricity	Chugach Electric Association	
Fuel	Fuel is available at the Tesoro gas station located at the intersection of the Seward and Alyeska Highways.	
Fuel Storage		
Housing	Alyeska Resort and Hotel	
Water & Sewage	Anchorage Water and Wastewater Utilty	
Miscellaneous	Girdwood Elementary School	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	
Potential Staging Areas	
Local Spill Response Equipment	ADEC Spill Response Equipment Conex located in Anchorage.

9770.3.19 – Halibut Cove

	HALIBUT COVE
Location and Climate	Halibut Cove is in the Kachemak Bay State Park on the Kenai Peninsula. It lies on the south shore of Kachemak Bay, 12 miles across the inlet from the Homer Pit (Latitude 59.5977/Longitude -151.2238). Halibut Cove is located in the Homer Recording District. Halibut Cove falls within the gulf coast maritime climate zone, characterized by a rainy atmosphere, long, cold winters, and mild summers.
History, Culture, & Demographics	The Cove was named by W.H. Dall of the U.S. Coast & Geodetic Survey in 1880. Between 1911 and 1928, Halibut Cove had 42 herring salteries and a population of over 1,000, according to one resident. From 1928 to 1975, the population stayed around 40, mostly fishermen. The contemporary community of Halibut Cove is primarily an artist colony. Several artists live and work in Halibut Cove, attracting visitors and apprentices to their galleries and studios.
Economy	Seasonal, businesses rely heavily on tourism and many residents are self-employed. In 2010, 13 residents held commercial fishing permits
Subsistence	Hunting and fishing are important local activities and food sources.
Population	76 (2010 U.S. Census)
Borough Located In	Unorganized
Incorporation Type	Unincorporated

EMERGENCY SERVICES

Alaska State Troopers	Ninilchik Post (567-2046), Anchor Point Trooper Post (235-8239)
Fire	
Medical	Nearest Hospital: South Peninsula Hospital (235-8586, Homer)

TRANSPORTATION	
Accessibility	Halibut cove is an isolated community accessible only by water (boat or float plane). A private ferry service provides the majority of the transportation.
Airport Facilities	None identified.
Airline Services	None identified.
Freight	None identified.
Vessel Support:	Halibut Cove has a small boat harbor and dock

FACILITIES & UTILITIES		
Telephone	Alaska Communications and GCI	**COMMUNICATIONS**
Wireless and Internet Service Provider	Broadband internet and cell phone service is available. Cellular service available from AT&T, GCI, and Verizon. Internet service available from Alaska Communications and GCI.	
TV Stations		
Radio Stations		
Cable Provider	None	
Electricity	Homer Electric Association, Inc., Gerry Willard Generation Plant (Seldovia)	
Fuel		
Fuel Storage	**Tank Owner: / Number of Tanks: / Tank Capacity:**	
Housing	Several lodges, B&Bs, and rental cabins	
Water & Sewage	Halibut Cove residents derive water from a central water source or have water delivered. In addition, 20% of homes have individual wells. Half of the residences in Halibut Cove are fully plumbed and have individual septic systems, while the other half use outhouses (NOAA, 2011)	
Miscellaneous	The community does not have a landfill, or a refuse collection service established. No public schools identified.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	None identified.
Potential Staging Areas	None identified.
Local Spill Response Equipment	None identified.

9770.3.20 – Happy Valley

HAPPY VALLEY

Location and Climate	Happy Valley lies on the west coast of the Kenai Peninsula on the Sterling Highway, 22 miles northwest of Homer (Latitude 59.9358/Longitude -151.7372). Happy Valley is located in the Homer Recording District. Happy Valley falls within the gulf coast transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers.
History, Culture, & Demographics	The local name was reported and published by the U.S. Geological Survey in 1950.
Economy	Happy Valley is characterized as a "roadhouse economy." Many of its residents work in larger southern Kenai Peninsula communities or commute to Alaska's oil regions, and seasonal construction jobs.
Subsistence	Hunting and fishing are important local activities and food sources.
Population	566 (2014, Department of Labor Estimate)
Borough Located In	Kenai Peninsula Borough
Incorporation Type	Unincorporated

EMERGENCY SERVICES	
Alaska State Troopers	Ninilchik Post (567-2046), Anchor Point Trooper Post (235-8239)
Fire	Anchor Point Volunteer Fire Department and Rescue (235-6700)
Medical	Anchor Point Health Center (226-2238) Nearest Hospital in Homer: South Peninsula Hospital (235-8101)

TRANSPORTATION	
Accessibility	The Sterling Highway provides access to Anchorage. A boat launch/retrieval service is available at the mouth of Anchor River. Nearby Homer offers an airport, state ferry access, and docking and boat launching facilities (See the Homer Community Profile).
Airport Facilities	None identified.
Airline Services	None identified.
Freight	None identified.
Vessel Support:	None identified.

FACILITIES & UTILITIES		
Telephone	Alaska Communications and GCI.	**COMMUNICATIONS**
Wireless and Internet Service Provider	Broadband internet and cell phone service is available. Cellular service available from AT&T, GCI, and Verizon. Internet service available from Alaska Communications and GCI. Wi-Fi available at Anchor Point Library.	
TV Stations		
Radio Stations		
Cable Provider	Dish, GCI	
Electricity	Homer Electric Association, Inc.	

Fuel	Local Gas stations with gasoline, diesel and propane (See Ninilchik and Anchor Point)	
Housing	Several lodges in area. Multiple hotels and accommodations available in surrounding communities (See Ninilchik, Anchor Point, and Homer.)	
Water & Sewage	The majority of homes use individual water wells and septic tank systems. The remainder of residences haul or have water delivered, and use privies. 60% of homes are fully plumbed. Many homes in this area are only used seasonally.	
Miscellaneous	Refuse hauled to the Borough-operated Central Landfill, a class I landfill (ADEC # SW1A006-16) in Soldotna. The borough also operates a Transfer Station in Homer, which accepts Hazardous wastes, and recycling. No schools located in the community.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	None identified
Potential Staging Areas	None identified
Local Spill Response Equipment	ADEC Spill Response Equipment Conex locations in Kenai and Homer.

9770.3.21 – City of Homer

	CITY OF HOMER
Location and Climate	Homer is located on the north shore of Kachemak Bay on the southwestern Kenai Peninsula. The Homer Spit, a 4.5-mile long bar of gravel, extends from the Homer shoreline. It is 227 road miles south of Anchorage, at the southern-most point of the Sterling Highway (Latitude 59.6434/Longitude -151.5555). Homer falls within the gulf coast maritime climate zone, characterized by a rainy atmosphere, long, cold winters, and mild summers. This area lacks prolonged periods of freezing weather at low altitudes and is characterized by cloudiness and frequent fog. The combination of heavy precipitation and low temperatures at high altitudes in the coastal mountains of southern Alaska accounts for the numerous mountain glaciers.
History, Culture, & Demographics	The Homer area has been home to Kenaitze Indians for thousands of years. In 1895 the U.S. Geological Survey arrived to study coal and gold resources. Prospectors bound for Hope and Sunrise disembarked at the Homer Spit. The community was named for Homer Pennock, a gold mining company promoter, who arrived in 1896, built living quarters for his crew of 50 on the Spit and mined the beach sands along Cook Inlet, from Homer to Ninilchik. The Homer post office opened shortly thereafter. In 1899, Cook Inlet Coal Fields Company built a town and dock on the Spit, a coal mine at Homer's Bluff Point, and a 7-mile-long railroad which carried the coal to the end of Homer Spit. Various coal mining operations continued until World War I, and settlers continued to trickle into the area, some to homestead in the 1930s and 40s, others

	to work in the canneries built to process Cook Inlet fish. Coal provided fuel for homes, and there is still an estimated 400 million tons of coal deposits in the vicinity of Homer. The City government was incorporated in March 1964. After the Good Friday earthquake in 1964, the Homer Spit sunk approximately 4 to 6 feet, and several buildings had to be relocated. While commercial and sport fishing are the center of the economic activity, Homer has a large community of artists.
Economy	Homer is primarily a fishing, fish processing, trade and service center, and enjoys a considerable seasonal tourist industry. Approximately 10 cruise ships dock in Homer each summer. Sport fishing for halibut and salmon contributes significantly to the economy. In 2014, 1266 area residents held commercial fishing permits. The fish dock is equipped with cold storage facilities, ice manufacturing, and a vacuum fish-loading system. The Alaska Islands and Ocean Visitor Center is popular for tourism and also serves as the headquarters for the Alaska Maritime National Wildlife Refuge and Kachemak Bay National Estuarine Research Reserve. The National Park Service maintains a regional office. Government and health care are major employers. During summer months, the population swells with tourists, as well as students and others seeking fishery employment.
Subsistence	Hunting and fishing are important local activities and food sources.
Population	5,003 (2010 U.S. Census)
Borough Located In	Kenai Peninsula Borough
Incorporation Type	1st Class City

EMERGENCY SERVICES	
Police Department	235-3150
Alaska State Troopers	Anchor Point Post (235-8239)
Fire	Homer Volunteer Fire Department (235-3155); Kachemak Emergency Services (235-9811)
Medical	Multiple health clinics in community. Nearest Hospital: South Peninsula Hospital (235-8586, Homer)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of Homer	491 East Pioneer Ave. Homer AK 99603	235-8121 235-3143 (fax)	http://www.cityofhomer-ak.gov/
Chamber of Commerce	201 Sterling Hwy Homer, AK 99603	235-7740 235-8766 (fax)	http://www.homeralaska.org/
Port Of Homer	4311 Freight Dock Rd. Homer, AK 99603	907-235-3160 235-3152 (fax)	http://www.cityofhomer-ak.gov/port

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Kachemak Bay Research Reserve	95 Sterling Hwy, Ste. 2 Homer, AK 99603	235-6377/4799 235-4794 (fax)	http://www.adfg.alaska.gov/index.cfm?adfg=kbrr.home
Homer Electric Association	3977 Lake Street Homer, AK 99603	235-8551 235-3313 (fax)	http://www.homerelectric.com/

TRANSPORTATION	
Accessibility	Homer is accessible by the Sterling Highway to Anchorage, Fairbanks, Canada and the lower 48 states. It is often referred to as "The End of the Road," because it lies at the terminus of the Sterling Highway.
Airport Facilities	The State owns and operates the Homer Airport, with a 6,700- foot asphalt runway and float plane basin, and a seaplane base at Beluga Lake. There are four additional private landing strips in the vicinity.
Airline Services	Numerous air services, including, but not limited to: Ravn Alaska; Kachemak Air Service; Bald Mountain Air; Beluga Lake Float Plane Service;; Maritime Helicopters; Stellar Air; Smokey Bay Air; Emerald Air Service
Freight	Air, vessel, truck
Vessel Support:	The deep-water dock can accommodate 30-foot drafts, and 340-foot vessels. There is a boat harbor with moorage for 750 vessels, and a 5-lane boat launch ramp. The Alaska Marine Highway and local ferry services provide water transportation.

FACILITIES & UTILITIES		
Telephone	Alaska Communications, and GCI	**COMMUNICATIONS**
Wireless and Internet Service Provider	Broadband internet and cell phone service is available. Cellular service available from AT&T, GCI, and Verizon. Internet service from Alaska communications and GCI	
TV Stations		
Radio Stations		
Cable Provider	DISH, GCI	
Teleconferencing		
Electricity	Provided by Homer Electric Association. Homer Electric Assoc. operates the Bradley Lake Hydroelectric Plant and is part owner of the Alaska Electric Generation & Transmission Cooperative, which operates a gas turbine plant in Soldotna. It also purchases electricity from Chugach Electric.	
Fuel	Local Gas stations with gasoline, diesel and propane	
Housing	Numerous hotels, lodges, B&B's, and rental properties. Locations include, but are not limited to: Land's End Resort; Best Western Bidarka Inn; Driftwood Inn & RV Park; Alaska's Pioneer Inn; Bay View Inn; Heritage Hotel-Lodge; Tutka Bay Lodge; Seaside Farms; Ocean	

	Shores Motel; Billikin; numerous B&Bs; Homer Spit Campground/RV Park; Land's End RV Park; Ocean View RV park; Island Watch B&B
Water & Sewage	Over 90% of homes are fully plumbed. Water is supplied by a dam and 35-acre reservoir at Bridge Creek, is treated, stored in a five 100,000-gallon tank, and piped to the majority of homes in the City. The system provides 2 million gallons per day. Others residents use individual wells or have water delivered to home tanks. City sewage is piped to a deep shaft sewer treatment plant; capacity is 1.4 million gallons per day.
Miscellaneous	Refuse is collected by Alaska Waste, a private firm, and hauled to the Borough-operated Central Landfill, a class I landfill (ADEC # SW1A006-16). The borough also operates a Transfer Station in Homer, which accepts Hazardous wastes, and recycling. Eight schools are located in the community, attended by approximately 1,383 students.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Contact City of Homer for available facilities
Potential Staging Areas	Airport, and other government facilities.
Local Spill Response Equipment	ADEC Spill Response Equipment Conex locations in Kenai and Homer CISPRI maintains a response equipment depot in Homer and a sea otter rehabilitation facility in Seldovia. Add- Seldovia to the ADEC connex locations. Seldovia maintains a volunteer oil spill response organization with trained responders and equipment.

9770.3.22 – Hope

	HOPE
Location and Climate	Hope lies on the northern end of the Kenai Peninsula, on the south shore of the Turnagain Arm of Cook Inlet. The community lies on the 17-mile Hope Highway, northwest of the Sterling Highway, near the mouth of Resurrection Creek (Latitude 60.916/Longitude -149.633) Hope is located in the Seward Recording District. Hope falls within the gulf coast transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers.
History, Culture, & Demographics	"Hope City" was a mining camp for Resurrection Creek, established in 1896; the Hope post office began operating in 1897. Portions of the town were destroyed in the 1964 earthquake. There are two community associations. Many of the homes are vacation or weekend get-a-ways for Anchorage and Kenai residents. Tourism peaks in the summer.
Economy	The school and local retail businesses provide the only employment in Hope. Some mining activities continue today. A small sawmill is used by the community.
Subsistence	Hunting and fishing are important local activities and food sources.
Population	196 (2014 Department of Labor Estimate)
Borough Located In	Kenai Peninsula Borough
Incorporation Type	Unincorporated

EMERGENCY SERVICES	
Alaska State Troopers	Cooper Landing Post (595-1233)
Fire	Hope/ Sunrise Volunteer Fire Department (782-3436)
Medical	Nearest Hospitals: Central Peninsula Hospital (714-4404, Soldotna); Providence Seward Medical and Care Center (224-5205, Seward)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Post Office	19059 Logman Ln Hope AK,99605	782-3352 782-3747 (fax)	
Hope Community Library	18487 A Avenue Hope, AK 99605	782-3121 235-8766 (fax)	

TRANSPORTATION	
Accessibility	Hope is accessible by a 16-mile road off the Sterling highway. Nearby Anchorage and the Kenai area offer a variety of transportation services.
Airport Facilities	A state-owned 2,000-foot long by 90-foot wide gravel airstrip is available.
Airline Services	None identified.
Freight	Truck

Vessel Support:	None identified.

FACILITIES & UTILITIES		
Telephone	Alaska Communications, and GCI	**COMMUNICATIONS**
Wireless and Internet Service Provider	Broadband internet and cell phone service is available. Cellular service available from AT&T, GCI.	
TV Stations		
Radio Stations		
Cable Provider	None.	
Teleconferencing		
Electricity	Chugach Electric Association	
Fuel	Gas stations in nearby communities with gasoline, diesel and propane (See Cooper Landing and Girdwood).	
Housing	Several privately-owned campgrounds, lodges, and B&Bs	
Water & Sewage	Approximately one-fourth of homes use individual water wells and septic tank systems, and are fully plumbed. The school operates its own well water system. Many homes in this area are used only seasonally.	
Miscellaneous	Refuse hauled to the Borough-operated Central Landfill, a class I landfill (ADEC # SW1A006-16). The borough operates a transfer site in Hope, which accepts household wastes, and recycling. One school in the community, attended by approximately 22 students.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	None-Identified
Potential Staging Areas	Contact privately-owned campgrounds.
Local Spill Response Equipment	ADEC Spill Response Equipment Conex locations in Kenai, Seward, and Anchorage

9770.3.23 – Houston

	HOUSTON
Location and Climate	Houston is located north of Wasilla in the Mat-Su Borough, 29 miles north of Anchorage. It lies on the George Parks Highway, at mile 174.9 of the Alaska Railroad (Latitude 61.633/Longitude -149.833). Houston is located in the Palmer Recording District. Houston falls within the transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers. Winds are frequently lower than the Palmer/Wasilla area, with daily averages ranging from 0 to 6 mph.
History, Culture, & Demographics	Herning Trail (now Willow Creek Sled Trail) was used for freighting supplies to the Willow Creek Mining District. "Houston Siding" was first listed on a blueprint map of the Alaska Railroad in 1917. A railroad spur was constructed to the Janios & Athens coal mine, which supplied coal

	to Anchorage and the LaTouche Mining Co. in Prince William Sound. In the mid-1920s, the Heaven brothers operated a mink farm at mile 60. In 1953-54, gravels roads and power lines were extended west of Wasilla, and Houston was quickly settled. In 1966, Houston became an incorporated city. In June 1996, the "Miller's Reach" wildfire destroyed more than 37,500 acres in the Houston and Big Lake area, including 433 buildings and homes valued at $8.9 million. Houston is home to a number of popular recreation sites, including Bonnie Lake, Finger Lake and Long Lake. There are several community organizations, such as Mid-Valley Seniors and the Homesteaders Community Center.
Economy	Residents are employed in the nearby Wasilla/Palmer area, and some commute to Anchorage. In 2009, one resident held a commercial fishing permit. Houston is a popular fishing center for anglers on the Little Susitna River and area lakes, and there are businesses that perform hospitality services
Subsistence	Hunting and fishing are important local activities and food sources.
Population	1,965 (2014 DCCED Commissioner Certified Figure)
Borough Located In	Matanuska-Susitna Borough
Incorporation Type	2nd Class City

EMERGENCY SERVICES	
Alaska State Troopers	
Fire	Houston Volunteer Fire Department (892-6457); Mat-Su Borough Emergency Services, Ambulance (861-8123, Willow)
Medical	Nearest Hospitals: Mat-Su Regional Medical Center (861-6620, Palmer), Providence Alaska Medical Center (212.3111, Anchorage), Alaska Regional Hospital (276-1131, Anchorage)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of Houston	P.O. Box 940027 Houston AK, 99694	892-6869 892-7677 (fax)	http://www.houston-ak.gov/
Chamber of Commerce	P.O. Box 356 Houston, AK 99603	892-6812 892-6813 (fax)	http://www.houstonakchamber.com

TRANSPORTATION	
Accessibility	Houston is accessible by the Parks Highway to Anchorage and beyond
Airport Facilities	A privately-owned turf airstrip
Airline Services	None identified.
Freight	Truck
Vessel Support:	None identified.

FACILITIES & UTILITIES		
Telephone	Alaska Communications, and GCI	**COMMUNICATIONS**
Wireless and Internet Service Provider	Broadband internet and cell phone service is available. Cellular service available from AT&T, GCI, and Verizon. Internet service from Alaska communications and GCI	
TV Stations		
Radio Stations		
Cable Provider	DISH, GCI	
Teleconferencing		
Electricity	Matanuska Electric Association	
Fuel	Local Gas stations with gasoline, diesel and propane	
Housing	Several privately-owned campgrounds, lodges, and B&Bs	
Water & Sewage	60% of residents have individual wells, septic tanks, and complete plumbing. The school uses its own well water system. The remainder haul water and use outhouses. A number of homes in this area are used only seasonally.	
Miscellaneous	Refuse hauled to the Borough-operated Central Landfill, a class I landfill (ADEC # SW1A007-20) in Palmer. The borough also operates a Transfer Station in Willow which accepts Hazardous wastes, and recycling. Two schools in the community, attended by approximately 117 students.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	None identified.
Potential Staging Areas	None identified.
Local Spill Response Equipment	ADEC Spill Response Equipment Conex locations in Sutton and Wasilla

9770.3.24 – Jakolof Bay

	JAKOLOF BAY
Location and Climate	Jakolof Bay is on the Kenai Peninsula, in the Kachemak Bay State Park, 6.5 miles northeast of Seldovia (Latitude 59.4659/Longitude -151.5378). Jakolof Bay is located in the Seldovia Recording District. Jakolof Bay falls within the gulf coast maritime climate zone, characterized by a rainy atmosphere, long, cold winters, and mild summers.
History, Culture, & Demographics	The local name was first reported in 1915 by the U.S. Geological Survey. Jakolof Bay is connected by road with Seldovia but neither community is otherwise accessible by road to the outside world.
Economy	Local businesses and timber provide the majority of employment. Oyster farming occurs in the area. A university research center is located nearby as well.
Subsistence	Hunting and fishing are important local activities and food sources.
Population	40 (2000 census)

Borough Located In	Kenai Peninsula Borough
Incorporation Type	Unincorporated

EMERGENCY SERVICES	
Police Department	None.
Alaska State Troopers	Ninilchik Post (567-3660)
Fire	Homer Volunteer Fire Department (235-3155); Kachemak Emergency Services (235-9811)
Medical	Nearest hospitals: South Peninsula Hospital (235-8586, Homer); Central Peninsula Hospital (714-4404, Soldotna)

TRANSPORTATION	
Accessibility	Limited access by air or sea (See Seldovia)
Airport Facilities	An 1,000- feet long by 35-feet wide public gravel airstrip along beach (tidal affected)
Airline Services	None-identified
Freight	Various water taxi services to and from Homer and Seldovia
Vessel Support:	Small dock

FACILITIES & UTILITIES		
Telephone	Alaska Communications, and GCI	**COMMUNICATIONS**
Wireless and Internet Service Provider	Cell phone service is available. Cellular service available from AT&T, GCI.	
TV Stations		
Radio Stations		
Cable Provider	None.	
Teleconferencing		
Electricity	Homer Electric Association	
Fuel	See Seldovia	
Housing	Several privately-owned campgrounds, lodges, and B&Bs. See Seldovia.	
Water & Sewage	The majority of homes haul water and use privies. A few residents have individual wells and septic systems. One-third of homes are fully plumbed. Many homes in this area are used only seasonally.	
Miscellaneous	No waste or refuse services (See Seldovia). No state - operated schools reported	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	None identified
Potential Staging Areas	None identified.
Local Spill Response Equipment	ADEC Spill Response Equipment Conex locations in Homer, Kenai, and Seldovia

9770.3.25 – Kachemak

	KACHEMAK
Location and Climate	Kachemak is on the East Road, adjacent to Homer, on the Kenai Peninsula. It is on the northern shore of Kachemak Bay (Latitude 59.6771/Longitude -151.4199). Kachemak is located in the Homer Recording District. Kachemak falls within the gulf coast maritime climate zone, characterized by a rainy atmosphere, long, cold winters, and mild summers.
History, Culture, & Demographics	According to W.H. Dall of the U.S. Coast & Geodetic Survey, "Ka" means water, "chek" means cliff, and "mak" is a suffix meaning high, great or large. It is a Native name, first published in 1847 on a Russian Hydrological chart. The city was incorporated in 1961.
Economy	Nearby Homer offers a variety of employment opportunities. There are few businesses within the city boundaries; supplies and services are provided by Homer.
Subsistence	Hunting and fishing are important local activities and food sources.
Population	483
Borough Located In	Kenai Peninsula Borough
Incorporation Type	2nd Class City

EMERGENCY SERVICES	
Police Department	235-3150 (contract)
Alaska State Troopers	Anchor Point Post (235 8239)
Fire	Homer Volunteer Fire Department (235-3155, contract); Kachemak Emergency Services (235-9811)
Medical	Nearest hospitals: South Peninsula Hospital (235-8586, Homer); Central Peninsula Hospital (714-4404, Soldotna)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of Kachemak	P.O. Box 958 Homer AK 99603	253-8897 235-8854	kachemak@xyz.net

TRANSPORTATION	
Accessibility	The Sterling Highway provides access to Anchorage and beyond. Nearby, Homer offers an airport, harbor/dock, and State Ferry access.
Airport Facilities	See Homer
Airline Services	See Homer
Freight	Air, vessel, truck
Vessel Support:	See Homer

FACILITIES & UTILITIES		
Telephone	Alaska Communications, and GCI	

Wireless and Internet Service Provider	Broadband internet and cell phone service is available. Cellular service available from AT&T, GCI, and Verizon. Internet service from Alaska communications and GCI	
TV Stations		
Radio Stations		
Cable Provider	DISH, GCI	
Teleconferencing	Alaska Communications, and GCI	
Electricity	Homer Electric Association	
Fuel	Local Gas stations with gasoline, diesel and propane	
Fuel Storage	See Homer.	
Housing	Several lodges and B&Bs (See Homer).	
Water & Sewage	Residents haul water, have water delivered to home storage tanks, or have individual wells and/or cisterns. The City of Homer provides some homes with piped sewer, and the remainder use individual septic tank systems or privies. Approximately 75% of households are fully plumbed. Some homes in this area are used only seasonally.	
Miscellaneous	Refuse is collected by Alaska Waste, a private firm, and hauled to the Borough-operated Central Landfill, a class I landfill (ADEC # SW1A006-16) in Soldotna. The borough also operates a Transfer Station in Homer, which accepts Hazardous wastes, and recycling. Two schools in the community, attended by approximately 527 students.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	See Homer
Potential Staging Areas	See Homer
Local Spill Response Equipment	ADEC Spill Response Equipment Conex locations in Homer, Kenai, and Seldovia

9770.3.26 – Kalifornsky

	KALIFORNSKY
Location and Climate	Kalifornsky is located on the Kenai Peninsula on the east shore of Cook Inlet. This area lies on Kalifornsky Beach Road, and is not locally considered a community. It lies off the Sterling Highway, 10 miles south of the City of Kenai (Latitude 60.4866/ Longitude -151.1426). Kalifornsky is located in the Kenai Recording District. Kalifornsky falls within the gulf coast transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers.
History, Culture, & Demographics	The village of Kalifonsky was first noted in 1916 by the U.S. Coast and Geodetic Survey. The family name "Kalifornsky" is attributed to a Dena'ina Indian who worked at the Fort Ross colony in California between 1812 and the 1820s; "Kali" means fishermen. Peter Kalifornsky, now deceased, was born in the village and was the last fluent speaker of the Lower Cook Inlet dialect of the Dena'ina language.

Economy	Nearby Kenai and Soldotna offer a variety of employment opportunities. Kalifornsky Beach Road is well-traveled by Kenai River sport fishing enthusiasts. The economy of the area is diverse: oil and gas processing, timber, commercial and sport fishing, government, retail businesses and tourism-related services provide employment.
Subsistence	Hunting and fishing are important local activities and food sources.
Population	8,534 (2015 Department of Labor Estimate)
Borough Located In	Kenai Peninsula Borough
Incorporation Type	CDP

EMERGENCY SERVICES	
Police Department	
Alaska State Troopers	Soldotna Post (262-4453)
Fire	Borough Central Emergency Services (CES) (262-4792/4453)
Medical	Nearest Hospital: Central Peninsula Hospital (714-4404, Soldotna)

TRANSPORTATION	
Accessibility	The Sterling Highway provides access to Anchorage and beyond.
Airport Facilities	See Kenai and Soldotna
Airline Services	See Kenai and Soldotna
Freight	Air, vessel, truck
Vessel Support:	See Kenai and Soldotna

FACILITIES & UTILITIES		
Telephone	Alaska Communications, and GCI	**COMMUNICATION**
Wireless and Internet Service Provider	Broadband internet and cell phone service is available. Cellular service available from AT&T, GCI, and Verizon. Internet service from Alaska communications and GCI	
TV Stations		
Radio Stations		
Cable Provider	DISH, GCI	
Teleconferencing	Alaska Communications, and GCI	
Electricity	Homer Electric Association	
Fuel	Local Gas stations with gasoline, diesel and propane	
Fuel Storage	See Kenai and Soldotna	
Housing	Several lodges and B&Bs (See Kenai and Soldotna).	
Water & Sewage	All homes are connected to individual water wells and septic tank systems and are fully plumbed. The schools also have well systems. Many houses in this area are used only seasonally.	
Miscellaneous	Refuse is collected by Alaska Waste, a private firm, and hauled to the Borough-operated Central Landfill, a class I landfill (ADEC # SW1A006-16). The landfill also accepts Hazardous wastes, and recycling. One school in the community, attended by approximately 390 students.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	See Kenai or Soldotna
Potential Staging Areas	See Kenai or Soldotna
Local Spill Response Equipment	ADEC Spill Response Equipment Conex locations in Homer, Kenai, and Seldovia

9770.3.27 – Kasilof

	KASILOF
Location and Climate	Kasilof is located on the east shore of Cook Inlet on the Kenai Peninsula. It lies on the Sterling Highway, 12 miles south of the City of Kenai (Latitude 60.3249/Longitude -151.2568). Kasilof is located in the Kenai Recording District. Kasilof falls within the gulf coast transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers.
History, Culture, & Demographics	Kasilof was an agricultural settlement of Kenaitze Indians, which grew around a stockade built by the Russian Kolomin of the Lebedef-Lastochkin Company. A partial excavation of the area in 1937 found 31 well-preserved houses. Kasilof is a geographic location on the Kenai Peninsula, rather than a community. Most residents now are non-Native.
Economy	The economy of the Kenai area is diverse: oil and gas processing, timber, commercial and sport fishing, government, retail businesses and tourism-related services provide employment. In 2009, 122 Kasilof residents held commercial fishing permits.
Subsistence	Hunting and fishing are important local activities and food sources.
Population	560 (2015 Department of Labor Estimate)
Borough Located In	Kenai Peninsula Borough
Incorporation Type	CDP

EMERGENCY SERVICES	
Police Department	None.
Alaska State Troopers	Soldotna Post (262-4453)
Fire	Borough Central Emergency Services (CES) Fire/Rescue/EMT (262-4792/4453)
Medical	Multiple clinics in nearby communities (See Kenai, Soldotna, Homer) Nearest Hospital: Central Peninsula Hospital (714-4404, Soldotna)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Cohoe/Kasilof Community Council, Inc.	P.O. Box 592 Kasilof AK 99610		
Public Library	PO Box 176 Kasilof, AK 99610	260-3959	http://kasilofpubliclibrary.org/
Post Office	23758 Kalifornsky Beach Rd Kasilof, AK 99610	262-7458	http://www.uspspostoffices.com/ak/kasilof/kasilof
Kasilof Regional Historic Association	P.O. Box 3 Kasilof, AK 99610	262-2999	http://www.kasilofhistoricalsociety.org/
Tustamena 200	P.O. Box 220 Kasilof, AK 99610	394-1318	http://tustumena200.com/

TRANSPORTATION	
Accessibility	The Sterling Highway provides access to Anchorage and beyond.
Airport Facilities	The State owns and operates the 2,165-foot gravel airstrip, and there are three additional private airstrips in the vicinity. See Kenai and Soldotna
Airline Services	See Kenai and Soldotna
Freight	Air, truck
Vessel Support:	There is a boat launch at the Kasilof River. See Kenai, Soldotna, and Homer

FACILITIES & UTILITIES		
Telephone	Alaska Communications, and GCI	**COMMUNICATION**
Wireless and Internet Service Provider	Broadband internet and cell phone service is available. Cellular service available from AT&T, GCI, and Verizon. Internet service from Alaska communications and GCI	
TV Stations		
Radio Stations		
Cable Provider	DISH, GCI	
Teleconferencing	Alaska Communications, and GCI	
Electricity	Homer Electric Association	
Fuel	Local Gas stations with gasoline, diesel and propane	
Fuel Storage	See Kenai, Soldotna, and Homer	
Housing	Several lodges and B&Bs (See Kenai, Soldotna, Homer).	
Water & Sewage	The majority of homes use individual water wells and septic tanks and are fully plumbed. The school operated its own well water and treatment system.	
Miscellaneous	Borough-operated Central Landfill, a class I landfill (ADEC # SW1A006-16) in Soldotna. The borough also operates a refuse transfer site is available at mile 110.4 Sterling Highway in Kasilof. The landfill also accepts Hazardous wastes, and recycling	

FACILITIES & UTILITIES	
	There is one school located in the community, attended by 181 students

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	See Kenai and Soldotna
Potential Staging Areas	See Kenai and Soldotna
Local Spill Response Equipment	ADEC Spill Response Equipment Conex locations in Homer and Kenai

9770.3.28 – City of Kenai

	CITY OF KENAI
Location and Climate	Kenai is located on the Kenai Spur Highway along the western coast of the Kenai Peninsula, fronting Cook Inlet, and on the western boundary of the Kenai National Wildlife Refuge. It is approximately 65 air miles and 155 highway miles southwest of Anchorage via the Sterling Highway (Latitude 60.5537/Longitude -151.2546). Kenai falls within the gulf coast transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers.
History, Culture, & Demographics	Prior to Russian settlement, Kenai was a Dena'ina Athabascan Indian village. Russian fur traders first arrived in 1741, at which time, about 1,000 Dena'ina lived in the village of Shk'ituk't, near the River, and the traders called the people "Kenaitze," or "Kenai people." In 1791, a fortified Russian trading post, Fort St. Nicholas, was constructed for fur and fish trading, the second permanent Russian settlement in Alaska. In 1849, the Holy Assumption Russian Orthodox Church was established. A post office was established in 1899. Through the 1920s, commercial fishing was the primary activity. In 1940, homesteading enabled the area to develop. The first dirt road from Anchorage was constructed in 1951. In 1957, oil was discovered at Swanson River, 20 miles northeast of Kenai - the first major Alaska oil strike. The city was incorporated in 1960. In 1965, offshore oil discoveries in Cook Inlet fueled a period of rapid growth. Kenai has been a growing center for oil exploration, production and services since that time. Alaska Natives represent 12% of the population; a federally recognized tribe is located in the community – the Kenaitze Indian Tribe.
Economy	In 1965, offshore oil discoveries in Cook Inlet fueled a period of rapid growth. Kenai has been a growing center for the oil and gas industry since that time, providing services and supplies for Cook Inlet's oil and natural gas drilling and exploration. Tesoro Alaska's oil refining operations and the now-closed Unocal urea plant are located in north Kenai. Both in-state and out-of-state visitors, especially for sport fishing along the Kenai River, provide a significant tourism industry. Other

	important economic sectors include sport, subsistence and commercial fishing, fish processing, timber and lumber harvesting, agriculture, transportation services, construction and retail trade. Approximately 222 area residents hold commercial fishing permits. The largest employers are the borough school district, Peak Oilfield Services, Tesoro Alaska, the borough, and Central Peninsula General Hospital. Logging of spruce bark beetle-killed timber is a growing industry in the area.	
Subsistence	Hunting and fishing are important local activities and food sources.	
Population	7,229 (2015 DCCED Commissioner Certified Figure)	
Borough Located In	Kenai Peninsula Borough	
Incorporation Type	Home Rule City	
Native Entities	**Regional:**	Cook Inlet Region, Inc.
	Profit:	CIRI Inc.
	Village:	Kenai Natives Association

EMERGENCY SERVICES	
Police Department	City Police Department (283-7879)
Alaska State Troopers	Soldotna Detachment (283-8590)
Fire	City Fire Department (283-7666); Kachemak Emergency Services (235-9811) Civil Air Patrol; Borough Central Emergency Services (CES) Fire/Rescue/EMT (262-4792/4453)
Medical	Multiple clinics within community Nearest Hospital: Central Peninsula Hospital (714-4404, Soldotna)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of Kenai	210 Fidalgo Ave, # 200 Kenai AK, 99611	283-7535 283-3014 (fax)	www.ci.kenai.ak.us
Chamber of Commerce	402 Overland Kenai AK 99611	283-7978 283-2230 (fax)	info@kenaichamber.org www.kenaichamber.org
Visitor and Convention Bureau	11471 Kenai Spur Hwy., Kenai AK, 99611	283-1991 283-2230 (fax)	www.visitkenai.com/
Kenai Natives Association	215 Fidalgo Ave, #203 Kenai AK 99611	283-4851 283-4854 (fax)	
Kenaitze Indian Tribe	P.O.Box 988 Kenai AK, 99611	283-3633 283-3052 (fax)	www.kenaitze.org/
Peninsula Clarion (newspaper)	P.O. Box 3009 Kenai AK 99611	283-3633 283-3052 (fax)	www.peninsulaclarion.com

TRANSPORTATION	
Accessibility	Homer is accessible by the Sterling Highway to Anchorage and beyond.
Airport Facilities	The City-owned Kenai Municipal Airport provides a 7,575' asphalt runway, a 1,000' turf strip, a float plane strip, and helicopter service. A Flight Service Station is available. Float plane facilities are also available at Island Lake and Arness Lake. There are five additional privately-owned airstrips in the vicinity.
Airline Services	Numerous air services, including, but not limited to: Ravn Alaska; Grant Aviation; Southcentral Air (freight); Alaska West Air; Justin Tyme Air Service; Kenai Air Alaska; Kenai Aviation; White's Air Service; 4W Air
Freight	Air, truck
Vessel Support:	The Kenai City Dock and boat ramp are located near the mouth of the Kenai River. There are also a number of private commercial fish processing docks, but no boat moorage.

FACILITIES & UTILITIES		
Telephone	Alaska Communications, and GCI	**COMMUNICATIONS**
Wireless and Internet Service Provider	Broadband internet and cell phone service is available. Cellular service available from AT&T, GCI, and Verizon. Internet service from Alaska communications and GCI	
TV Stations		
Radio Stations		
Cable Provider	DISH, GCI	
Teleconferencing	Alaska Teleconferencing Network; Kenai Peninsula Legislative Information Office	
Electricity	Provided by Homer Electric Association.	
Fuel	Gasoline and diesel	
Housing	Numerous hotels, Lodges, and B&Bs. Including, but not limited to: Katmai Hotel; Kenai King's Inn; Uptown Motel; Kenai Merit Inn; Harborside Cottages; Alicia's Eagle Rock Lodge; Daniels Lake Lodge; Tanglewood B&B; Summit Lake Lodge; Overland RV Park; Betty's RV Park; Beluga Lookout RV Park	
Water & Sewage	Water is supplied by three artesian wells, is treated and piped to 75% of households. A fourth well is under construction. Sewage is piped and receives secondary treatment. The remaining 25% of households use individual water wells and septic systems.	
Miscellaneous	Refuse is collected by Alaska Waste, a private firm, and hauled to the Borough-operated Central Landfill, a class I landfill (ADEC # SW1A006-16) in Soldotna. The borough also operates a Transfer Station, which accepts Hazardous wastes, and recycling. There are 5 schools located in the community, attended by approximately 1,963 students. Natural gas from Enstar is primarily used for home heating purposes	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Contact City of Kenai for available facilities
Potential Staging Areas	Airport, and other government facilities.
Local Spill Response Equipment	ADEC Spill Response Equipment Conex locations in Kenai and Homer

9770.3.29 – Kenai Peninsula Borough

	KENAI PENINSULA BOROUGH
Location and Climate	The Kenai Peninsula Borough is comprised of the Kenai Peninsula, Cook Inlet, and a large unpopulated area northeast of the Alaska Peninsula. The borough includes portions of the Chugach National Forest, Kenai National Wildlife Refuge, Kenai Fjords National Park, and portions of the Lake Clark and Katmai National Park. The twin cities of Kenai and Soldotna are the population centers of the borough, approximately 65 air miles south of Anchorage. The Kenai Peninsula Borough is split between the transitional and maritime climate zones. The region experiences cold winters and a drier, transitional climate toward the western end, and a strong maritime influence on its eastern end.
History, Culture, & Demographics	The Kenaitze Indians (Dena'ina) have occupied the Peninsula historically. The City of Kenai was founded in 1791 as a Russian fur trading post. In the early 1900s cannery operations and construction of the railroad spurred development. The Kenai Peninsula was the site of the first major Alaska oil strike, in 1957, and has been a center for exploration and production since that time. The borough was incorporated as a second-class borough in 1964. The Kenai River is a major sport fishing location for both state residents and tourists. The river is world renowned for trophy king and silver salmon, so the Peninsula is well-traveled by sportsmen during summer months.
Economy	The borough economy is diverse. Off-shore oil and gas production in Cook Inlet and downstream production primarily take place north of Kenai. In-state, out-of-state, and overseas travelers visit the Kenai Peninsula for sport fishing and other recreational activities. Other important economic sectors include commercial fishing and fish processing. In 2009, 1,407 borough residents held commercial fishing permits, which allow fishing for salmon, cod, halibut, and other species. Retail centers have developed in the Soldotna, Kenai, Homer, and Seward areas.
Subsistence	Hunting and fishing are important local activities and food sources.
Population	57,763 (2015 DCCED Commissioner Certified Figure)
Borough Located In	N/A
Incorporation Type	Second Class Borough
Native Entities	See individual communities for Native Entities

EMERGENCY SERVICES	
Police Department	Some local communities (Kenai, Soldotna, etc.) have local police departments, all other areas of the borough are covered by the Department of Public Safety via several AST posts.
Alaska State Troopers	Soldotna Detachment (262-4453)
Fire	Borough Central Emergency Services (CES) Fire/Rescue/EMT (262-4792) See individual communities within the borough for additional information
Medical	Multiple clinics within community as well as hospitals located in Homer, Seward, and Soldotna. See additional information listed under these communities for additional information.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Kenai Peninsula Borough	144 N. Binkley Street Soldotna AK, 99669	262-4441 262-1892 (fax)	jblankenship@kpb.us
Kenai Peninsula Borough Assembly	144 N. Binkley Street Soldotna AK, 99669	714-2160 714-2388 (fax)	http://www.kpb.us/assembly-clerk jblankenship@kpb.us

TRANSPORTATION	
Accessibility	Most communities within the borough are accessible by the Sterling Highway to Anchorage and points beyond. These same communities and most others are also accessible by air and/or water through numerous airports harbors and other private docks.
Airport Facilities	See individual communities for airport information
Airline Services	Scheduled and charter small plane, airlines, and helicopter services are available.
Freight	Air, truck, water
Vessel Support:	The State Ferry serves Homer

FACILITIES & UTILITIES		
Telephone	Numerous hard lined and cellular companies provide service across the borough.	**COMMUNICATIONS**
Wireless and Internet Service Provider	Broadband internet and cell phone service is available. Cellular service available from AT&T and GCI among others.	
TV Stations		
Radio Stations		
Cable Provider	DISH, GCI	
Teleconferencing	Alaska Teleconferencing Network; Kenai Peninsula Legislative Information Office	
Electricity	Provided by Homer Electric Association, Chugach Electric Association, and others including private generation.	
Fuel	Gasoline, diesel, propane	

FACILITIES & UTILITIES	
Fuel Storage	The borough has small fuel tanks servicing buildings and schools in areas where natural gas is not available. See individual communities for additional information.
Housing	Numerous hotels, lodges, campgrounds, and B&Bs. See individual communities for additional information.
Water & Sewage	Public and/or private water supplies and sewage are available across most of the borough.
Miscellaneous	The borough operates the Central Peninsula Landfill, a class I landfill (ADEC # SW1A006-16) near Soldotna. The borough also operates several transfer station. The Central Peninsula Borough Landfill accepts Hazardous wastes on specified days, and also provides for recycling wastes. There are 43 schools located in the community, attended by approximately 9,150 students. Natural gas provided to portions of the borough is a primary source of heat in areas where available.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Contact Kenai Peninsula Borough or local communities for available facilities.
Potential Staging Areas	Airport, and other government facilities.
Local Spill Response Equipment	Emergency response equipment owned by CISPRI is located at and nearby their office in Nikiski. Additional spill response resources are held by several companies and cities within the borough. ADEC Spill Response Equipment Conex locations are in Seward, Homer, and near Soldotna.

9770.3.30 – Knik-Fairview

KNIK-FAIRVIEW ***Formerly Knik, and not to be confused with Knik River***	
Location and Climate	Knik-Fairview is on the northwest bank of the Knik Arm of Cook Inlet, 37 road miles northwest of Anchorage in the Mat-Su Borough. It lies south of Wasilla, Big Lake and Meadow Lakes, off of Knik-Goose Bay Road and Fairview Loop Road (Latitude 61.5169/Longitude -149.59373). Knik-Fairview falls within the transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers.
History, Culture, & Demographics	Knik is a Dena'ina (Tanaina) Athabascan Indian name meaning "fire," which originally applied to several villages at the head of Cook Inlet. A Russian Orthodox mission was in Knik as early as 1835. The primary village was listed as "Kinik" in the 1880 U.S. Census. Gold found in Interior Alaska in 1908 brought prospectors and supplies to disembark at Knik. Construction of the Iditarod Trail brought mail from Knik to Nome and shipments of gold by dog team to meet the boat at Knik. At its peak between 1913 and 1915, the town was home to 500 people during the summer and 1,000 during the winter. For a while, more

	Dena'ina lived in Knik than did white settlers and miners. When the Alaska Railroad bypassed Knik in 1915, most residents relocated to Anchorage and Wasilla. Camp 13 of the Matanuska Colony, with 6 farms, was established along Fairview Road in 1935. Land was also homesteaded by veterans after World War II and the Korean War. Most of the historic docks and commercial district were destroyed in the 1960s when Knik-Goose Bay Road was constructed. This community is relatively large, with 6,146 total housing units as of July 1, 2015. Knik, a check-point for the Iditarod Sled Dog Race, is called the "Dog Mushing Center of the World." High-school students are bused to Wasilla. Low housing costs, the semi-rural lifestyle, and a tolerable commute to Anchorage have supported new growth in this portion of the Mat-Su Valley.	
Economy	59% of residents (6,683) employed in 2014. 84% employed in private sector, 9% local government.	
Subsistence	Hunting and fishing are important local activities and food sources.	
Population	17,617 (2015 Department of Labor Estimate)	
Borough Located In	Matanuska-Susitna Borough	
Incorporation Type	Unincorporated (Census Designated Place)	
Native Entities	**Regional:**	None

EMERGENCY SERVICES	
State Troopers	Palmer/Mat-Su West Alaska State Trooper Post (745-2131)
Fire	Borough Fire Department
Medical	Auxiliary health care provided by Valley Hospital clinic in Wasilla (352-2888) or hospital in Palmer (746-8600) or Anchorage Hospitals. Local emergency service is provided by volunteers.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Knikatnu, Incorporated (Village Corporation)	P.O. Box 872130, Wasilla, AK 99687	376-2845 376-2847 (fax)	knikcorp@gci.net
Knik Tribal Council (Village Council)	P.O. Box 877885, Wasilla, AK 99687	373-7991 373-2161 (fax)	kniktribe@matonline.net
Friends of Old Knik	HC 30 Box 5480-B, Knik, AK 99654	373-2161	
Knik-Fairview Community Council (Non-Profit Corporation)	P.O. Box 877291,Wasilla, AK 99687-7476	376-7056 (William Johnson)	KFCC@pobox.mtaonline.net

TRANSPORTATION

Accessibility	The George Parks Highway, Glenn Highway, and other local roads connect the area to Anchorage, the remainder of the state, and Canada. The Alaska Railroad serves the Fairbanks to Seward route. The Wasilla and Palmer airports provide scheduled commuter and air taxi services. Float planes land at Wasilla Lake, Jacobsen Lake, and Lake Lucille. There are ten additional private airstrips in the vicinity. Commercial jet flights are operated out of Anchorage International Airport.

FACILITIES & UTILITIES		
Telephone	Matanuska Telephone Association	**COMMUNICATIONS**
Wireless and Internet Service Provider	Available	
TV Stations	KAKM, KTUU, KIMO, KTVA, KYES, K25FM, K27FJ, K50EP, K39EP, K43EY, K44EQ, K46EN, K49EE, K52FI, K53FN, K63FT, K64FA, K65GM, K67GT, K68FF	
Radio Stations	**AM Stations:** KENI, KFQD, KBYR, KTZN, KUDO, KHAR, KSLD, KCHU, KJNP, KSRM, KBBI, KGTL, KIAM **FM Stations:** KFAT, KRPM, KNIK, KGOT, KASH, KQEZ, KNBA, KSKA, KEAG, KDBZ, KWHL, KYMG, KRUA, KATB, KAFC	
Cable Provider		
Teleconferencing		
Electricity	Matanuska Electric Association	
Fuel	None identified.	
Fuel Storage	None identified.	
Housing	Unknown	
Water & Sewage	Unknown	
Miscellaneous	The borough operates the Palmer Matanuska-Susitna Borough Central Landfill, a class I landfill (ADEC # SW1A001-16). The borough also operates several transfer station. The borough landfill accepts hazardous wastes. There are 2 schools located in the community, attended by approximately 914 students.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	
Potential Staging Areas	
Local Spill Response Equipment	

9770.3.31 – Lazy Mountain

LAZY MOUNTAIN

Location and Climate	The community lies at the base of 3,720-foot Lazy Mountain, 3 miles east of Palmer in the Mat-Su Borough. It lies east of the Matanuska River, off the Old Glenn Highway. It is approximately 45 miles from Anchorage (Latitude 61.6283/Longitude -149.0460). Lazy Mountain is located in the Palmer Recording District. Lazy Mountain falls within the transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers.
History, Culture, & Demographics	Around 1900, "Palmer's Upper House," a boat-accessible trading post, was located on the east side of the Matanuska River, just upriver from today's Matanuska River Bridge on the Old Glenn Highway. George Palmer's store catered to Dena'ina Athabascans who traded with the Ahtna from Copper River. The area was homesteaded as early as 1915, when the railroad brought employment. Lazy Mountain Children's Home operated from 1947 until the early 1960s. At one time, the Mat-Su Borough established a ski lift and warm-up hut at the Lazy Mountain recreation area. It has since been dismantled. Lazy Mountain is a large developed area outside of Palmer. Most residents are non-Native. Students are bused to schools in Butte or Palmer. As of July 1, 2015 there were 677 total housing units (Alaska Gazetteer).
Economy	51% of population (582) employed in 2014. 75% employed in private sector, 14% local government, 10% state government (2014)
Subsistence	Hunting and fishing are important local activities and food sources.
Population	1,578 (2015 Department of Labor Estimate)
Borough Located In	Organized
Incorporation Type	Unincorporated (Census Designated Place)
Native Entities	**Regional:** None

EMERGENCY SERVICES	
State Troopers	Palmer/Mat-Su West Alaska State Trooper Post, 453 South Valley Way, Palmer, AK 99645 Phone: 745-2131; Fax: 269-5465
Fire	Mat-Su Borough Emergency Services (861-8000)
Medical	Lazy Mountain Public Health Nursing - Mat-Su Itinerant Nursing; 3223 East Parks Hwy, Suite3, Wasilla, AK 99654 Phone: 352-6600 Fax: 376-3096

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Lazy Mountain Community Council	16005A E. Shawn Sr Palmer, AK 99645	775-0223	

TRANSPORTATION	
Accessibility	The George Parks Highway, Glenn Highway, and other local roads connect the area to Anchorage, the remainder of the state, and

	Canada. The Alaska Railroad serves the Fairbanks to Seward route. The Wasilla and Palmer airports provide scheduled commuter and air taxi services. Float planes land at Wasilla Lake, Jacobsen Lake, and Lake Lucille. There are ten additional private airstrips in the vicinity. Commercial jet flights are operated out of Anchorage International Airport.
Airport Facilities	The Lazy Mountain Area is served by numerous private airports.
Airline Services	Scheduled and charter small plane, airlines, and helicopter services are available.
Freight	Air, truck, water
Vessel Support:	The State Ferry serves Homer

FACILITIES & UTILITIES		
Telephone	GCI and Matanuska Telephone Association (MTA)	**COMMUNICATIONS**
Wireless and Internet Service Provider	Broadband internet and cell phone service is available. Cellular service available from AT&T, GCI, MTA, and Verizon. Internet service available from GCI and MTA.	
TV Stations		
Radio Stations		
Cable Provider	DISH, GCI	
Teleconferencing		
Electricity	Matanuska Electric Association	
Fuel		
Fuel Storage		
Housing	Unknown	
Water & Sewage	Unknown	
Miscellaneous	The borough operates the Palmer Matanuska-Susitna Borough Central Landfill, a class I landfill (ADEC # SW1A001-16). The borough also operates several transfer station. The borough landfill accepts hazardous wastes. There are 3 schools located in the community, attended by approximately 1,688 students.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	
Potential Staging Areas	
Local Spill Response Equipment	

9770.3.32 – Matanuska-Susitna Borough

	MATANUSKA-SUSITNA BOROUGH
Location and Climate	The borough is comprised of the lush farmlands of the Matanuska and Susitna Valleys, approximately 40 miles northeast of Anchorage (Latitude 61.6811/Longitude -149.0913) The area encompasses

	24681.50 sq. miles of land and 578.30 sq. miles of water. Matanuska-Susitna Borough falls within the transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers.
History, Culture, & Demographics	By 1920, gold, coal mining, and construction of the Alaska railroad sustained the local population. The Matanuska Valley was settled by homesteaders who led an agricultural lifestyle in the 1930s. Construction of the statewide road system and the rich farmlands fueled population growth. Today, Borough residents enjoy a more rural lifestyle close to metropolitan Anchorage. Low housing costs, the rural lifestyle, and a reasonable commute to Anchorage for employment and services has made the Mat-Su Borough one of the fastest growing areas of Alaska in recent years.
Economy	The economy is diverse, and residents are employed in a variety of retail, professional, and government occupations. Top employers are Mat-Su schools, Valley Hospital, Wal-Mart, Carrs/Safeway, and Fred Meyer. About one-third of the borough's labor force commutes to Anchorage for employment.
Subsistence	Hunting and fishing are important local activities and food sources.
Population	100,178 (2015 DCCED Commissioner Certified Population)
Borough Located In	Matanuska-Susitna Borough
Incorporation Type	Second Class Borough
Native Entities	See individual communities for Native Entities

EMERGENCY SERVICES	
Police Department	Wasilla Police Department (352-5401)
State Troopers	Palmer/Mat-Su West Alaska State Trooper Post, 453 South Valley Way, Palmer, AK 99645 Phone: 745-2131; Fax: 269-5465
Fire	Mat-Su Borough Emergency Services (861-8000)
Medical	Mat-Su Regional Medical Center (861-6000)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Matanuska-Susitna Borough	350 East Dahlia Ave. Palmer, AK 99645	861-7801	http://www.matsugov.us/
Mat-Su Convention and Visitors Bureau, Incorporated	501 N. Gulkana St Palmer, AK 99645	746-5000	http://www.matsugov.us/

TRANSPORTATION	
Accessibility	The Matanuska-Susitna Borough can be accessed via the Glenn Highway, George Parks Highway, and Denali Highway. There are four public transit providers operating throughout the borough and

TRANSPORTATION	
	connecting to Anchorage. Ocean access is provided through Port MacKenzie, at the head of Cook Inlet along the Knik Arm. The port includes a 1250' trestle dock with -60 feet of water at low tide, and a 500 foot bulkhead barge dock with -20 feet of water at low tide. The docks are configured to handle bulk commodities. A 32-mile rail extension is being completed to connect the port to the Alaska Railroad mainline. The Alaska Railroad bisects the Matanuska-Susitna Borough on its way from Anchorage to Fairbanks. There are over 180-miles of rail within the borough along which passengers can board or disembark at "whistle stops".
Airport Facilities	The borough has the highest concentration of public and private airports in the nation. With 10 public airports and over 200 private airports, over 1,000 aircraft, more pilots per capita than most of the rest of Alaska and the nation, and millions of dollars of economic impacts to the region's economy, aviation is vitally important to the economy of the region and lifestyle of its residents. The borough contains over 200 airports concentrated primarily along the road system. The largest concentration of airports occurs between the Cities of Wasilla and Palmer, but the Willow and Talkeetna areas also have a significant number of airports. Most of the airports are privately owned and operated and used for travel, sightseeing, and recreation. There are also public airports at Palmer, Wasilla, and Talkeetna. The borough has many active floatplane lake and some of these lakes have been registered with the Federal Aviation Administration (FAA). Virtually all lakes large enough are used for floatplane operations at some time during the year. There are over 2,000 miles of hiking, snowshoeing, skiing, snowmobiling, and ATV trails throughout the borough.
Freight	Air, truck, railroad
Vessel Support:	None

FACILITIES & UTILITIES		
Telephone	GCI and Matanuska Telephone Association (MTA)	**COMMUNICATION**
Wireless and Internet Service Provider	Broadband internet and cell phone service is available. Cellular service available from AT&T, GCI, MTA, and Verizon. Internet service available from GCI and MTA. See specific communities for internet service provider.	
TV Stations		
Radio Stations		
Cable Provider	DISH, GCI	
Teleconferencing	See individual communities for more information.	
Electricity	Matanuska Electric Association	
Fuel	Local Gas stations with gasoline, diesel and propane	
Fuel Storage		
Housing	See individual communities for more information.	

Water & Sewage	See individual communities for more information.
Miscellaneous	The borough operates the Palmer Matanuska-Susitna Borough Central Landfill, a class I landfill (ADEC # SW1A001-16). The borough also operates several transfer station. The borough landfill accepts hazardous wastes. There are 45 schools located in the borough.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	See individual communities for more information.
Potential Staging Areas	See individual communities for more information.
Local Spill Response Equipment	ADEC Spill Response Equipment Conex locations in Wasilla, Sutton, and Talkeetna.

9770.3.33 – Meadow Lakes

	MEADOW LAKES	
Location and Climate	Meadow Lakes lies between the Little Susitna River and the Alaska Railroad, off of the George Parks Highway. It is west of Wasilla, continuing east and northeast of Houston. It is accessed by Pittman Road, Church Road, and Schrock Road. It is approximately 45 miles from Anchorage (Latitude 61.6243/Longitude -149.6036). Meadow Lakes falls within the transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers.	
History, Culture, & Demographics	The area has served as a transportation corridor since around 1906, when the first of the trails leading out of Knik to the Gold Mines in the Willow Creek Mining District, the Carle Wagon Road, was constructed. This is now the Wasilla-Fishhook Road. In 1917, Pittman was established on the Alaska Railroad at Mile 166.5, and a water station was added in 1920. Homesteaders settled the area after World War II, and the area continued to develop after a Department of Natural Resources land disposal during the mid-1960s. Low housing costs, the semi-rural lifestyle, and employment in Palmer, Wasilla and Anchorage have supported growth in the Mat-Su Valley.	
Economy	The Wasilla/Palmer area and Anchorage employ individuals in a wide variety of federal, state, local and private sector jobs.	
Subsistence		
Population	8,381 (2015 Department of Labor Estimate)	
Borough Located In	Matanuska-Susitna Borough	
Incorporation Type	Unincorporated	
Native Entities	**Regional:**	None

EMERGENCY SERVICES	
State Troopers	Palmer/Mat-Su West Alaska State Trooper Post, 453 South Valley Way, Palmer, AK 99645

	Phone: 745-2131; Fax: 269-5465
Fire	Mat-Su Borough Emergency Services (861-8000)
Medical	Mat-Su Regional Medical Center (861-6000); Meadow Lakes Public Health Nursing – Mat-Su Itinerant Nursing (352-6600)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Meadow Lakes Community Council Incorporated	1210 N. Kim Drive, Ste. B Wasilla, AK 99645	352-3737	
Meadow Lakes Public Health Nursing – Mat-Su Itinerant Nursing	3223 East Parks Highway, Suite 3 Wasilla, AK 99654	352-6600	

TRANSPORTATION	
Accessibility	The area is connected to the statewide highway system via the George Parks Highway. Nearby Palmer, Wasilla, and Anchorage offer air services. A turf runway can be used in the summer time only.
Airport Facilities	A 1300' by 200' turf runway can be used in the summer time only. Nearby Palmer and Wasilla offer air service. Float planes can access Meadow Lake.
Airline Services	
Freight	
Vessel Support	

FACILITIES & UTILITIES		
Telephone	**Matanuska Telephone Association** (In-State): **AT&T** (Long Distance): 1-800-288-2020 / www.att.com	**COMMUNICATIONS**
Wireless and Internet Service Provider		
TV Stations		
Radio Stations		
Cable Provider		
Teleconferencing		
Electricity	Provided by Matanuska Electric Association	
Fuel		
Fuel Storage		
Housing		
Water & Sewage	Approximately 80% of homes use individual water wells, septic systems, and are fully plumbed; the remainder haul water from a safe source and use outhouses. A large number of homes in the area are for seasonal use.	
Miscellaneous	There are 3 schools located in the community, attended by 839 students. Refuse is collected by a private firm or hauled to the borough landfill in Palmer.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	
Potential Staging Areas	
Local Spill Response Equipment	

9770.3.34 – Moose Pass

	MOOSE PASS
Location and Climate	Moose Pass is located 26 miles north of Seward on the Kenai Peninsula. It is on the southwest shore of Upper Trail Lake, off the Seward Highway, at mile 29.3 of the Alaska Railroad (Latitude 61.4864/Longitude -149.3683). Moose Pass falls within the gulf coast maritime climate zone, characterized by a rainy atmosphere, long, cold winters, and mild summers. This zone lacks prolonged periods of freezing weather at low altitudes and is characterized by cloudiness and frequent fog. The combination of heavy precipitation and low temperatures at high altitudes in the coastal mountains of southern Alaska accounts for the numerous mountain glaciers. There is little to no freezing weather, moderate precipitation, occasional high winds, and frequent cloud cover and fog. Severe storms are common from December through February.
History, Culture, & Demographics	The community was first named in 1912 as a station on the Alaska Railroad. The name is reportedly derived from a mail carrier's team of dogs that in 1903 had considerable trouble gaining the right-of-way from a moose. A post office was established in 1928.
Economy	The State Division of Forestry and local businesses provide most employment. The community is not within an easy commute of either Seward or Kenai. In 2009, two residents held commercial fishing permits.
Subsistence	None
Population	226 (2015 Department of Labor Estimate)
Borough Located In	Kenai Peninsula Borough
Incorporation Type	Unincorporated
Native Entities	**Regional:** None

EMERGENCY SERVICES	
Closest Police	Seward Police Department 224-3338
Closest State Troopers	Cooper Landing 595-1233
Fire	Borough/Moose Pass Vol. Fire/EMS (288-3666/8665); Moose Pass Fire Hall

Medical	Auxiliary health care is provided by Moose Pass Volunteer Fire/EMS (288-3666/8665); Seward General Hospital (224-5205) or Central Peninsula Hospital (262-4404) in Soldotna.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
	None listed		

TRANSPORTATION	
Accessibility	The Seward and Sterling Highways provide access to Anchorage.
Airport Facilities	Nearby Seward offers an airport. Seaplanes land at Summit Lake.
Airline Services	Scenic Mountain Air
Freight	Nearby Seward offers a railroad, harbor/dock facilities.
Vessel Support:	Nearby Seward offers a, harbor/dock facilities and State Ferry access.

FACILITIES & UTILITIES		
Telephone	**In-State:** Interior Telephone Co./TelAlaska **Long Distance:** AT&T Alascom; GCI	**COMMUNICATIONS**
Wireless and Internet Service Provider	Seward Internet Services (www.seward.net)	
TV Stations	ARCS	
Radio Stations	KSWD-AM; KYAK-AM; KFQD-AM	
Cable Provider	None	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Provided by Chugach Electric Association.	
Fuel		
Fuel Storage		
Housing	Moose Pass RV Park; Trail Lodge; Summit Lake Lodge	
Water & Sewage	The majority of homes use individual water wells and septic tank systems; over 50% of households are fully plumbed. The school operates is own water system. The remainder of residences haul or have water delivered, and use privies. Many homes in this area are used only seasonally.	
Miscellaneous	There is one school located at 31810 Eepot Rd Moose Pass, AK attended by 11 students.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	
Potential Staging Areas	
Local Spill Response Equipment	

	NANWALEK ***(nan-WAH-leck); formerly English Bay***	
Location and Climate	Nanwalek is located at the southern tip of the Kenai Peninsula, southwest of Seldovia and east of Port Graham (Latitude 59.3544/Longitude -151.9202). Nanwalek falls within the gulf coast maritime climate zone, characterized by a rainy atmosphere, long, cold winters, and mild summers.	
History, Culture, & Demographics	Originally the site of a Russian Trading Post called Alexandrovsk, the village was later called "Odinochka," meaning "a person living in solitude." A Russian Orthodox Church was built in the community in 1870. In 1930, a replacement Church was constructed, and it is a designated national historic site. In 1991, locals changed the community name of English Bay to Nanwalek, meaning "place by lagoon." Many of the current residents are of mixed Russian and Sugpiaq (Alutiiq) lineage. Villagers speak Sugtestun, a dialect of Eskimo similar to Yup'ik. Subsistence activities are a large part of the culture.	
Economy	The school, subsistence activities, and summer employment at the Port Graham cannery provide income. Six residents hold commercial fishing permits. The community is working on a project to reestablish the local sockeye run, which has been very low in recent years.	
Subsistence		
Population	294 (2015 Department of Labor Estimate)	
Borough Located In	Kenai Peninsula Borough	
Incorporation Type	U1	
Native Entities	**Regional:**	Chugach Alaska Corporation
	Profit:	English Bay Corporation (Homer)
	Village:	Native Village of Nanwalek (Federally Recognized Tribe)

EMERGENCY SERVICES	
State Trooper	Ninilchik Alaska State Trooper Post (567-3660)
VPSO	Charles Harselle (281-2206 or vpsohartzell@hotmail.com)
Fire	Nanwalek Volunteer Fire Department (281-2274)
Medical	Local hospitals or health clinics include Nanwalek Health Clinic (281-2250/2251). Auxiliary health care is provided by Nanwalek First Responders & Clinic (281-2250).

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
English Bay Corporation	1637 Stanton Avenue Anchorage, AK 99508	562-4703 281-2220 (fax)	
Native Village of Nanwalek	P.O. Box 8028 Nanwalek, AK 99603-6628	281-2274 281-2252 (fax)	nanwalek@yahoo.com

TRANSPORTATION	
Accessibility	Nanwalek is not accessible by road. Boats are the primary means of transportation locally.
Airport Facilities	A State-owned 1,850' gravel airstrip is available.
Airline Services	N/A
Freight	
Vessel Support:	The State ferry provides service to nearby Seldovia.

FACILITIES & UTILITIES		
Telephone		**COMMUNICATIONS**
Wireless and Internet Service Provider	None	
TV Stations	See Part III, M. Media	
Radio Stations	See Part III, M. Media	
Cable Provider	None	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Provided by Homer Electric Association.	
Fuel		
Fuel Storage	**Tank Owners** (27,016 gallon oil storage tank 12,409 gallon gas storage tank) 5,000 gallon containment tank for overflow	
Housing		
Water & Sewage	Water is derived from a surface stream and is treated; a new surface water source is under development. Nanwalek has a piped water and sewer system which serves all homes in the village; most are completely plumbed. The village needs a larger water storage tank, water treatment, new water and sewer mains, new fire hydrants, and a landfill expansion.	
Miscellaneous	The **Nanwalek School is** located in the community at 63550 Alexandrovsky St Nanwalek, AK 99603-9999, **Phone:** (907) 281-2210 attended by 78 (2015) students.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	
Potential Staging Areas	
Local Spill Response Equipment	ADEC Spill Response Equipment Conex locations in Seldovia and Homer.

9770.3.36 – Nikiski

	NIKISKI
Location and Climate	Nikiski is located on the Kenai Peninsula, 9 miles north of the City of Kenai, off of the Sterling Highway. It is also known as Port Nikiski and Nikishka (Latitude 60.7346/Longitude -151.2969). Nikiski falls within

	the gulf coast transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers.	
History, Culture, & Demographics	Traditionally a Kenaitze Indian territory, the area was homesteaded in the 1940s, and grew with the discovery of oil on the Kenai Peninsula in 1957. By 1964, oil-related industries located here included Unocal, Phillips 66, Chevron and Tesoro.	
Economy	Nikiski is the site of a Tesoro Alaska oil refinery, where Cook Inlet and some North Slope crude oil is processed into mainly jet fuel, gasoline, and diesel. Agrium, Inc. ceased operations several years ago after once employing approximately 500 residents at its fertilizer plant, producing 1 million tons of urea and 600,000 tons of ammonia annually. Timber, commercial and sport fishing, government, retail businesses, and tourism-related services also provide employment.	
Subsistence	Hunting and fishing are important local activities and food sources.	
Population	4,553 (2015 Department of Labor Estimate)	
Borough Located In	Kenai Peninsula Borough	
Incorporation Type	CDP	
Native Entities		Kenai Natives Association Kenaitze Indian Tribe
		Salmantof Native Association

EMERGENCY SERVICES	
Alaska State Troopers	Soldotna Detachment (262-4453)
Fire	Borough/Nikiski Fire Dept./EMS/Rescue (776-6401-Station1, 776-6402-Station2)
Medical	Multiple clinics within community Nearest Hospital: Central Peninsula Hospital (714-4404, Soldotna)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Kenai Peninsula Borough	144 N. Binkley Street Soldotna AK, 99669	262-4441 262-1892 (fax)	jblankenship@kpb.us
Kenai Natives Association	215 Fidalgo Ave,#203 Kenai AK 99611	283-4851 283-4854 (fax)	
Kenaitze Indian Tribe	P.O. Box 988 Kenai AK, 99611	283-3633 283-3052 (fax)	www.kenaitze.org/
Salmantof Native Association	230 Main Street Loop Kenai, AK 99611	283-7864	info@salamatof.com

TRANSPORTATION	
Accessibility	Nikiski is accessible by the Sterling Highway to Anchorage and points beyond. Also accessible by air and water through numerous airports and harbors.
Airport Facilities	In addition to private runways and helipads, an airport at nearby Kenai provides airport facilities.

Airline Services	Scheduled and charter small plane, airlines, and helicopter services are locally available.
Freight	Air, truck, water
Vessel Support:	Two docks exist in Nikiski, and the area is supported by additional docks in Kenai, Homer, and Seward.

FACILITIES & UTILITIES		
Telephone	Numerous hard lined and cellular companies provide service.	**COMMUNICATIONS**
Wireless and Internet Service Provider	Broadband internet and cell phone service is available. Cellular service available from AT&T and GCI among others.	
TV Stations		
Radio Stations		
Cable Provider	DISH, GCI	
Teleconferencing	Alaska Teleconferencing Network; Kenai Peninsula Legislative Information Office	
Electricity	Provided by Homer Electric Association	
Fuel	Gasoline, diesel, and propane	
Fuel Storage	No community fuel tanks	
Housing	Numerous hotels, Lodges, Campgrounds, and B&Bs available in Nikiski and nearby communities (Kenai and Soldotna).	
Water & Sewage	Mainly private water supplies and septic systems are utilized throughout Nikiski.	
Miscellaneous	There are 2 schools located in the community, attended by 783 students. The borough operates the Central Peninsula Landfill, a class I landfill (ADEC # SW1A006-16) near Soldotna. The borough also operates a transfer facility is located in Nikiski on Poolside Avenue. The Central Peninsula Borough Landfill accepts Hazardous wastes on specified days, and also provides for recycling. Natural gas provided to portions of the community is a primary source of heat in areas where available.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Numerous potential command posts exist in Nikiski and the nearby area including CISPRI, local schools, and other public and private offices and buildings.
Potential Staging Areas	Numerous lay down yards, private lots, and docks are available.
Local Spill Response Equipment	Emergency response equipment owned by CISPRI is located at and nearby their office in Nikiski. Additional spill response resources are held by companies including Hilcorp, Tesoro, and ASRC in the Nikiski area. An ADEC Spill Response Equipment Conex is nearby between Soldotna and Kenai.

	NIKOLAEVSK
Location and Climate	Nikolaevsk is located on the Kenai Peninsula, inland near Anchor Point. It lies on a road leading from North Fork Road and the Sterling Highway. It was named to honor St. Nicholas, the patron saint of the town's church (Latitude 59.8119/Longitude -151.6106). Nikolaevsk falls within the gulf coast maritime climate zone, characterized by a rainy atmosphere, long, cold winters, and mild summers.
History, Culture, & Demographics	Nikolaevsk is the location of a settlement of "Russian Old Believers," whose ancestors settled in Woodburn, Oregon after the Bolshevik Revolution of 1917 forced them out of Russia. The first Old Believer settlers on the Kenai Peninsula received a grant from the Tolstoy Foundation in New York and purchased land there in 1967. The community includes Russian Orthodox, Russian Old Believers (Old Right Believers) and some non-Russian people, living in three distinct settlements. The Old Believers in this area lead a family-oriented, self-sufficient, separatist lifestyle. They use modern utilities, and food sources are from gardening, fishing, hunting, and cattle. The first school opened in 1972 and until 1980, students attended classes through the ninth grade, then began their adult lives; many students now go on to complete their education. Families are typically very large (8 to 12 children.) Traditional clothing is worn, Russian is the first language, and the church dictates that males do not shave. Boys typically marry at age 15 or 16, while girls are married at 13 or 14. As growth occurred during the 1980s and 1990s, additional settlements have developed in the area.
Economy	Many residents are employed in the Anchor Point and Homer areas , primarily in fishing and construction. The Fefelov Mercantile, a general store and post office, is the only year-round business and provides groceries, fabric, and other items.
Subsistence	None
Population	276 (2015 Department of Labor Estimate)
Borough Located In	Kenai Peninsula Borough
Incorporation Type	CDP
Native Entities	**Regional:** None

EMERGENCY SERVICES	
State Troopers	Ninilchik Alaska State Trooper Post (567-3660)
Fire	Certified Community Volunteers & Fire Truck; Borough Rescue/EMT
Medical	Auxiliary health care is provided by Anchor Point Fire/EMS (235-6700/2427); South Peninsula Hospital (235-8101) in Homer.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Nikolaevsk Community Council, Inc.	P.O. Box 5062 Nikolaevsk, AK 99556	235-2731 235-2941 (fax)	ncws@alaska.net

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Nikolaevsk Public Health Nursing – Homer Itinerant Nursing	195 east Bunnell Ave., Suite C Homer, AK 99603	235-8857 235-7090 (fax)	www.hss.state.ak.us/dph/nursing/

TRANSPORTATION	
Accessibility	The Sterling Highway provides access to Anchorage.
Airport Facilities	Nearby Homer offers an airport.
Airline Services	
Freight	
Vessel Support:	Nearby Homer offers harbor/docking facilities and a State Ferry landing.

FACILITIES & UTILITIES		
Telephone	**In-State Phone:** ACS of the Northland **Long-Distance Phone:** AT&T Alascom; United Utilities	**COMMUNICATIONS**
Wireless and Internet Service Provider	Alaska Communications	
TV Stations		
Radio Stations		
Cable Provider	None	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Provided by Homer Electric Association.	
Fuel		
Fuel Storage		
Housing		
Water & Sewage	A new water treatment building, water mains and household water service lines were installed in 1997. The majority of homes are fully plumbed - 49 residents, the school and community-wide fire hydrants are connected to the water system. 80% of households use septic tanks for sewage disposal. Two subdivisions (Nahodka and Kluchevaya) are located outside of the main hub of Nikolaevsk. They have an independent water system that taps two local springs; they do not want to be connected to the new water system. The community has asked for funding to remedy failing individual septic tanks.	
Miscellaneous	There is one school located in the community, attended by 64 students.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	
Potential Staging Areas	

Local Spill Response Equipment	

9970.3.38 – Ninilchik

		NINILCHIK
Location and Climate	Ninilchik lies on the west coast of the Kenai Peninsula on the Sterling Highway, 38 miles southwest of the City of Kenai and 188 road miles from Anchorage. The community lies between mileposts 119 and 144 of the Sterling Highway; a business center has developed between Ninilchik River and Deep Creek (Latitude 60.0432/Longitude -151.6758). Ninilchik falls within the gulf coast transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers.	
History, Culture, & Demographics	The Kenai Peninsula was historically used by Dena'ina Indians for fur-farming and fishing. The Dena'ina word "Niqnilchint" means "lodge by the river." In the 1820s, the Russian American Fur Company, burdened by a number of elderly, disabled and sick employees who could not safely return to Russia, established self-sustaining retirement settlements in Alaska. The Transfiguration of Our Lord Russian Orthodox Church was constructed in 1846. In 1896, a Russian village school was built, and a post office established in 1925. The 1940s brought homesteaders to the area and in 1949 the Berman Packing Company began fish canning operations. The Sterling Highway reached Ninilchik a year later, and the current Ninilchik school built the next year. Alaska Natives represent 17% of the population; the Village Ninilchik, a federally recognized tribe, is a traditional Athabascan Native village, although the majority of the population is non-Native. The village association is actively involved in local issues.	
Economy	Fishing, retail businesses, tourism, timber, and oil and gas comprise the majority of private sector activities in Ninilchik. Declining fish prices, fish processing, and timber harvesting have affected income opportunities. King Salmon fishing on Deep Creek and Ninilchik River lure thousands of sport fishermen to Ninilchik between late May and late June. Both saltwater and freshwater sport fishing occur seasonally in the area.	
Subsistence	Residents of Ninilchik hunt, fish and gather for the following food sources in and around Ninilchik: salmon, halibut, waterfowl, bear, clams and berries.	
Population	849 (2015 Department of Labor Estimate)	
Borough Located In	Kenai Peninsula Borough	
Incorporation Type	CDP	
Native Entities	**Regional:**	Cook Inlet Region, Incorporated
	Nonprofit:	Cook Inlet Tribal Council, Incorporated
	Profit:	Ninilchik Natives Association, Incorporated

	Village:	Ninilchik Village (Federally Recognized Tribe)

EMERGENCY SERVICES	
State Troopers	Ninilchik Alaska State Trooper Post (567-3660)
Fire	Ninilchik Emergency Services (567-3342)
Medical	Ninilchik Emergency Services (567-3342) Ninilchik Community Clinic (567-3970)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Chamber of Commerce	P.O. Box 39164 Ninilchik, AK 99639	567-3571 (fax)	ninilchikchamber@gmail.com
Ninilchik Native Association	P.O. Box 39130 Ninilchik, AK 99639	567-3866 567-3867 (fax)	http://www.nnai.net
Ninilchik Traditional Council	P.O. Box 39070 Ninilchik, AK 99639	567-3313 567-3308 (fax)	ntc@ninilchiktribe-nsn.gov
Cook Inlet Tribal Council	3600 San Jeronimo Dr Anchorage, AK 99508	793-3600 793-3422 (fax)	info@citci.org http://www.citci.com/
Cook Inlet Region	P.O. Box 93330 Anchorage, AK 99509	274-8638 279-8836 (fax)	info@ciri.com http://www.ciri.com/

TRANSPORTATION	
Accessibility	The Sterling Highway provides access to Anchorage and beyond.
Airport Facilities	A State-owned 2,400' dirt/gravel airstrip is located in Ninilchik. Homer also offers an airport.
Airline Services	None identified
Freight	None identified
Vessel Support:	Boat launching from this location occurs during the summer months. Launching from this location is not possible without assistance by tractor and is weather and surf dependent. Nearby Homer also offers harbor/docking facilities and State Ferry access. Boats are launched from Deep Creek beach.

FACILITIES & UTILITIES		
Telephone	Alaska Communications and GCI.	**COMMUNICATIONS**
Wireless and Internet Service Provider	Broadband internet and cell phone service is available. Cellular service available from AT&T, GCI, and Verizon. Internet service available from Alaska Communications and GCI.	
TV Stations		
Radio Stations		
Cable Provider	DISH, GCI, DirecTV	
Teleconferencing	Alaska Communications and GCI	
Electricity	Homer Electric Association	
Fuel	Gasoline and diesel	

Fuel Storage	
Housing	Multiple hotels and other accommodations in Soldotna and Homer. Many small businesses offer rental cabins and B&Bs in Ninilchik.
Water & Sewage	The majority of homes use individual water wells or have water delivered. Two-thirds of all residences have individual septic systems and full plumbing; others use outhouses. The school operates its own well and water treatment facility. Many homes in this area are used only seasonally. The village has requested funding to construct a piped sewer system for homes in the Old Ninilchik Subdivision. Lots are too small for both individual wells and septic systems.
Miscellaneous	There is one school located in the community, attended by 164 students. A borough refuse transfer site is located in Ninilchik, at mile 138.5 Sterling Highway. Soldotna Kenai Peninsula Borough Central Landfill is nearest landfill

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	See Homer
Potential Staging Areas	See Homer
Local Spill Response Equipment	ADEC Spill Response Equipment Conex locations in Homer, Kenai, and Seldovia

9770.3.39 – Palmer

	PALMER
Location and Climate	Palmer is located in the center of the lush farmlands of the Matanuska Valley, 42 miles northeast of Anchorage on the Glenn Highway (Latitude 61.5934/Longitude -149.1093). Palmer falls within the transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers.
History, Culture, & Demographics	Two groups of Athabascans -- the Ahtna and Dena'ina -- have lived in this region for centuries. George Palmer, a trader who came to Knik in 1875, established a trading post on the Matanuska River around 1890. A railway siding was constructed in Palmer in 1916. In 1935, Palmer became the site of one of the most unusual experiments in US history: the Matanuska Valley Colony. A New Deal relief agency planned an agricultural colony in Alaska and 203 families, mostly from the upper MiddleWest, were invited to join the Colony, arriving in Palmer in the early summer of 1935. Although the failure rate was high, many descendants still live in the Mat-Su Valley today. The City of Palmer was formed in 1951. Construction of the statewide road system, and rapid development of Anchorage, has fueled growth in the Mat-Su valley.
Economy	Many residents commute to Anchorage for employment. Palmer's economy is based on a diversity of retail and other services and city, borough, state, and federal government. Some light manufacturing occurs. In 2009, 74 residents held commercial fishing permits. Palmer is

	home to 200 musk ox whose underwool (qiviut) is knitted into garments by Alaska Native women from several rural villages. Between 2,500 and 3,500 garments are created each year by these women and sold by an Anchorage cooperative. The 75-acre musk ox farm is also a tourist attraction. The university has an Agricultural and Forestry Experiment Station Office and a district Cooperative Extension Service office here. The university's Matanuska Research Farm is also located in Palmer. The valley is renowned for the annual Alaska State Fair, where local farmers produce award-winning vegetables.
Subsistence	
Population	6,135 (2015 DCCED Commissioner Certified Population)
Borough Located In	Matanuska-Susitna Borough
Incorporation Type	Home Rule City

EMERGENCY SERVICES	
Police ***State Troopers***	City Police Dept. (within city limits) (745-4811) State Troopers Post (745-2131)
Fire	City Fire Dept (745-3271); Borough Ambulance; Borough Public Safety Bldg
Medical	Local hospitals or health clinics include Valley Hospital (746-8600). Auxiliary health care is provided by Palmer Ambulance Service (373-8800/745-4811); Mat-Su Borough Dive Rescue Team (373-8800); Valley Transport Service (373-8800).

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Chamber of Commerce	550 S. Alaska St, Suite 101 PO Box 45 Palmer, AK 99645	745-2880 - office 354-2886 - cell 746-4164 - fax	director@palmerchamber.org http://www.palmerchamber.org
City of Palmer	231 W. Evergreen Ave., Palmer, AK 99645	745-3271 745-0930 (fax)	citymgr@alaska.net jbower@palmerak.org

TRANSPORTATION	
Accessibility	Palmer lies on the Glenn Highway.
Airport Facilities	Two paved airstrips, one at 6,009' long by 100' wide and the other at 3,617' long by 75' wide. There are seven additional privately-owned airstrips in the vicinity. Float planes may land at nearby Finger Lake or Wolf Lake.
Airline Services	Commercial airlines serve the Anchorage International Airport, but the Palmer Municipal Airport supports private and chartered services and air cargo.
Freight	The Alaska Railroad connects Palmer to Whittier, Seward or Anchorage for ocean freight delivery.

Vessel Support:	

FACILITIES & UTILITIES		
Telephone	AT&T (Long Distance): 1-800-288-2020 / www.att.com	**COMMUNICATIONS**
Wireless and Internet Service Provider	ACS Internet (www.acsalaska.net); Arctic.Net/TelAlaska, Inc. (www.arctic.net); AT&T WorldNet (www.worldnet.att.net); Chugach.Net (www.chugach.net); Core Communications (www.corecom.net); Custom CPU (www.customcpu.com); GCI (www.gci.net); MTA Online (www.mtaonline.com); Sinbad Network Communications (www.sinbad.net)	
TV Stations	KAKM; KIMO; KTBY; KTUU; KTVA; KYES	
Radio Stations	KCHU Public Radio: 835-4665 (office) / 835-4671 (news) / news@kchu.org / www.kchu.org	
Cable Provider	KSKA-FM; KATB-FM	
Teleconferencing	Alaska Teleconferencing Network	
Electric Utility	Matanuska Electric Association, P.O. Box 2929, Palmer, AK 99645, Phone 745-3231, Fax 745-9328; E-mail meacontact@mea.coop ; Web http://mea.coop	
Fuel	Gasoline and diesel	
Fuel Storage	(Number of Tanks and Capacity)**:** Service Oil & Gas (6 @ 45,000 gals.)	
Housing	Valley Hotel, Pioneer Motel and Apartments; Gold Miner's Hotel; Colony Inn; Fairview Motel; Majestic Valley Wilderness Lodge; Sheep Mountain Lodge; Motherlode Lodge; Mountain View RV Park; Town & Country RV; Homestead RV Park; Matanuska River Park; Tara Dells B&B; Pollen's B&B; Iditarod House B&B; Prickley Rose Garden Inn B&B	
Water & Sewage	A surface water collection system with a dam, treatment, and storage capacity of 50,000 gallons, allows for piped distribution most homes. Approximately 80 % of the resident's homes are fully plumbed. Sewage is piped to a 20,000-gallon community septic tank; some homes use individual septic tanks; some homes use individual septic tanks.	
Miscellaneous	There are 7 schools located in the community, attended by 2,699 students. The Mat-Su Borough operates the landfill outside the city limits of Palmer. A sludge disposal site is also available.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Contact IRA council for available facilities (573-5131)
Potential Staging Areas	
Local Spill Response Equipment	

9770.3.40 – Port Graham

	PORT GRAHAM
Location and Climate	The community is located at the southern end of the Kenai Peninsula on the shore of Port Graham. It is adjacent to Nanwalek, 7.5 miles southwest

	of Seldovia, and 28 air miles from Homer (Latitude 59.3515/Longitude -151.8322). Port Graham falls within the gulf coast maritime climate zone, characterized by a rainy atmosphere, long, cold winters, and mild summers.	
History, Culture, & Demographics	The earliest known settlers were Russians from the nearby trading post at Nanwalek. In 1850, the Russian-American Co. established a coal mine at Port Graham, but it was not economical and lasted only a few years. Port Graham became the site of a cannery and wharf and, in 1911, Aleuts from Nanwalek moved to the community many to work at the cannery. A post office operated between 1938 and 1961. The cannery burned in 1960, but rebuilt in 1968 and later sold to the village corporation in 1983. A pink salmon hatchery began operations in 1991, but in 1998, the hatchery and salmon processing plant were destroyed by fire. The hatchery and processing plant were rebuilt and re-opened in June 1999. The cannery continues to be the main economic activity in the community, employing residents of Nanwalek as well. A federally recognized tribe is located in the community -- the Native Village of Port Graham. Alaska Natives represent 88% of the population. Port Graham is a traditional Sugpiaq village with a fishing and subsistence lifestyle.	
Economy	A $4.5 million fish cannery opened on June 19, 1999; the former plant and salmon hatchery were destroyed by fire in January 1998. Locals organized funding to rebuild the facilities; insurance covered only part of the loss. The cannery provides seasonal employment for 70 Port Graham and Nanwalek residents. Red salmon fry are raised for area lakes, and pink salmon are raised for the cannery. Approximately 13 residents hold commercial fishing permits.	
Subsistence		
Population	177 (2015 Department of Labor Estimate)	
Borough Located In	Kenai Peninsula Borough	
Incorporation Type	Unincorporated	
Native Entities	**Regional:**	Chugach Alaska Corp
	Profit:	Port Graham Corporation
	Village:	Village of Port Graham

EMERGENCY SERVICES	
Police State Troopers	State VPSO (235-0577)
Fire	Port Graham Volunteer Fire/EMS (284-2224)
Medical	Local hospitals or health clinics include Port Graham Health Clinic (284-2241). Auxiliary health care is provided by Port Graham EMS (284-2227/2262); flight to South Peninsula Hospital (235-8101) in Homer.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Village of Port Graham	P.O. Box 5510, Port Graham, AK 99603	Phone 284-2227, Fax 284-2222	pnorman@starband.net PortGraham@smtp.ak.bia.gov
Port Graham Corporation	P.O. Box 5569, Port Graham, AK 99603,	Phone 284-2212, Fax 284-2219	

TRANSPORTATION	
Accessibility	Port Graham is not accessible by road. There is a 4-mile trail to Nanwalek.
Airport Facilities	A state-owned 1,975' long by 45' wide dirt/gravel airstrip is available.
Airline Services	Commercial airlines serve the Anchorage International Airport, but the Palmer Municipal Airport supports private and chartered services and air cargo.
Freight	
Vessel Support:	Community offers docking facilities.

FACILITIES & UTILITIES		
Telephone	ACS	**COMMUNICATIONS**
Wireless and Internet Service Provider	ACS, GCI WorldNet (www.worldnet.att.net); Chugach.Net (www.chugach.net); Core Communications (www.corecom.net); Custom CPU (www.customcpu.com); GCI (www.gci.net); MTA Online (www.mtaonline.com); Sinbad Network Communications (www.sinbad.net)	
TV Stations	KAKM; KIMO; KTBY; KTUU; KTVA; KYES	
Radio Stations	KSRM-AM; KWHQ-FM; KBBI-AM; KGTL-AM	
Cable Provider	None	
Teleconferencing	Alaska Teleconferencing Network	
Electric Utility	Homer Electric Association.	
Fuel	Gasoline and diesel	
Fuel Storage	(Number of Tanks and Capacity)**:** Petro Marine (10 @ 70,000 gals.)	
Housing	Bunk house owned by Port Graham Corporation; J&L Scenic Wilderness Adventures 284-2327	
Water & Sewage	Water is derived from a surface source, is treated and stored in a 50,000-gal. redwood tank. Port Graham has a piped water system and sewage disposal in a community septic tank. A sludge lagoon was recently completed. 66 homes and facilities are served by the system; almost 90% of households are fully plumbed. Port Graham Corporation operates the washeteria.	
Miscellaneous	There is one school located in the community, attended by 15 students.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	
Potential Staging Areas	
Local Spill Response Equipment	USCG DRAT Container http://www.uscg.mil/d17/D17%20Divisions/drm/DRAT/DRATpage.asp ADEC maintains a spill response connex in Seldovia. Seldovia maintains a volunteer oil spill response organization with trained responders and equipment.

9770.3.41 - Primrose

	PRIMROSE
Location and Climate	Primrose is on Kenai Lake, off of the Seward Highway, at mile 18.4 of the Alaska Railroad. It lies 15 miles north of Seward (Latitude 60.3576/Longitude -149.3526). Primrose falls within the gulf coast maritime climate zone, characterized by a rainy atmosphere, long, cold winters, and mild summers.
History, Culture, & Demographics	Primrose was first listed as a flag stop on the Alaska Railroad in 1919.
Economy	The Seward area provides employment in the transportation industry, service sector, and state government.
Subsistence	
Population	66 (2015 Department of Labor Estimate)
Borough Located In	Kenai Peninsula Borough
Incorporation Type	Unincorporated

EMERGENCY SERVICES	
Police	None
State Troopers	Seward AKST Post
Fire	Moose Pass Volunteer Fire and EMS
Medical	Seward General Hospital (224-5205).

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
None			

TRANSPORTATION	
Accessibility	The Seward and Sterling Highways provide access to Anchorage and the statewide highway system. Nearby Seward offers an airport, railroad, and docking facilities
Airport Facilities	
Airline Services	
Freight	

Vessel Support:	

FACILITIES & UTILITIES	
Telephone	**AT&T** (Long Distance): 1-800-288-2020 / www.att.com
Water & Sewage	65% of homes use individual water wells and septic tank systems and are fully plumbed. The remainder of residences haul or have water delivered, and use privies. Many homes in this area are used only seasonally.
Miscellaneous	There are no state operated schools located in the community.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	None listed
Potential Staging Areas	None listed
Local Spill Response Equipment	None listed

9770.3.42 - Ridgeway

	RIDGEWAY
Location and Climate	Ridgeway is located on the Sterling Highway on the Kenai Peninsula, between the cities of Kenai, Soldotna, and Sterling (Latitude 60.5313/Longitude -151.0811). Ridgeway falls within the gulf coast transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers.
History, Culture, & Demographics	The area has historically been the home of Kenaitze Indians, although it was developed by non-Natives for the rich resources of the Kenai Peninsula. Alaska Natives represent 8% of the population. Ridgeway is a geographic area between two very large cities on the peninsula and most residents are non-Native.
Economy	The economy of the Kenai area is diverse: oil and gas processing, timber, commercial and sport fishing, government, retail businesses and tourism-related services provide employment.
Subsistence	
Population	2,205 (2015 Department of Labor Estimate)
Borough Located In	Kenai Peninsula Borough
Incorporation Type	Unincorporated

EMERGENCY SERVICES	
Police ***State Troopers***	None Soldotna AKST Post 907-262-4453
Fire	Borough Central Emergency Services (CES) Fire/Rescue/EMT (262-4792/4453)
Medical	Auxiliary health care is provided by Central Emergency Services (262-4792/4453) and Central Peninsula Hospital in Soldotna.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
None			

TRANSPORTATION	
Accessibility	There is access to the Sterling Highway that connects to the Alaska road system. Transportation facilities include a dock and airport.
Airport Facilities	MacKey's Lake is in the area to serve floatplanes.

FACILITIES & UTILITIES	
Telephone	**AT&T** (Long Distance): 1-800-288-2020 / www.att.com; GCI
Wireless and Internet Service Provider	GCI; AT&T
Electric Utility	Provided by Homer Electric Association.
Water & Sewage	Approximately 90% of homes use individual water wells and septic tank systems, and are fully plumbed.
Miscellaneous	There are no state operated schools located in the community.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	None listed
Potential Staging Areas	None listed
Local Spill Response Equipment	None listed

9770.3.43 - Salamatof

	SALAMATOF
Location and Climate	Salamatof is on the Kenai Peninsula, on the east shore of Cook Inlet at the mouth of Salamatof Creek, 5.5 miles northwest of the City of Kenai (Latitude 60.6177/Longitude -151.3334). Salamatof falls within the gulf coast transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers.
History, Culture, & Demographics	Salamatof was first reported in 1911 by the U.S. Geological Survey as a Dena'ina Indian village. A federally recognized tribe is located in the community -- the Village of Salamatof. Alaska Natives, mostly Athabascan, represent 22% of the population.
Economy	Salamatof is attempting to develop a lake-resort area. The economy of the Kenai area is diverse: oil and gas processing, timber, commercial and sport fishing, government, retail businesses and tourism-related services provide employment.
Population	1,163 (2015 Department of Labor Estimate)
Borough Located In	Kenai Peninsula

Incorporation Type	Unincorporated	
Native Entities	**Regional:**	
	Profit:	Salamatof Native Assoc., Inc., P.O. Box 2682, Kenai, AK 99611, Phone 283-3745, Fax 283-6470; Web: www.salamatof.com/
	Nonprofit:	
	Village:	Village of Salamatof, P.O. Box 2682, Kenai, AK 99611, Phone 283-7864, Fax 283-6470 E-mail snainc@alaska.com

EMERGENCY SERVICES	
State Trooper	Soldotna AKST 262-4453
Fire	Borough Central Emergency Services (CES) Fire/Rescue/EMT (262-4792/4453)
Medical	Auxiliary health care is provided by Central Emergency Services (262-4792/4453) and Central Peninsula Hospital (262-4404) in Soldotna.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
None			

TRANSPORTATION	
Accessibility	The Sterling Highway provides access to Anchorage and beyond.
Airport Facilities	Float planes can land at Arness Lake and Lower Salamatof. Kenai offers an airport and docking facilities.
Airline Services	None identified
Freight	None identified
Vessel Support	None identified

FACILITIES & UTILITIES		
Telephone	**AT&T** (Long Distance): 1-800-288-2020 / www.att.com	**COMMUNICATIONS**
Wireless and Internet Service Provider	**GCI:** 1-800-800-4800 / www.gci.net	
Cable Provider	GCI	
Electricity	Homer Electric Association	
Fuel	Gasoline and diesel	
Water & Sewage	The majority of homes use individual water wells and septic tanks, and the remainder are connected to Kenai's piped water and sewer system. Almost all households are fully plumbed. Many homes in this area are used only seasonally.	
Miscellaneous	There are no state operated schools located in the community.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*

Potential Command Posts	None identified
Potential Staging Areas	None identified
Local Spill Response Equipment	None identified

9770.3.44 - Seldovia

		SELDOVIA
Location and Climate	Seldovia is on the Kenai Peninsula on the south shore of Kachemak Bay, a 15-minute flight across from Homer. Flight time to Anchorage is 45 minutes (Latitude 59.4387/Longitude -151.7150). Seldovia falls within the gulf coast maritime climate zone, characterized by a rainy atmosphere, long, cold winters, and mild summers.	
History, Culture, & Demographics	Native residents are mixed Dena'ina Indian, Aleut and Sugpiaq Eskimo (also known as Alutiiq). The name Seldovia is derived from "Seldevoy," a Russian word meaning "herring bay." Between 1869 and 1882, a trading post was located here, and a post office established in 1898. The village developed around commercial fishing and fish processing. The City of Seldovia incorporated in 1945. Seldovia is an Alutiiq village. Alaska Natives represent 23% of the population and a federally recognized tribe is located in the community. Commercial fishing and subsistence are an integral part of the local culture.	
Economy	Seldovia is a commercial fishing center; shellfish farming also occurs. In 2015, 40 residents held commercial fishing permits. Tourism is increasing.	
Population	226 (2015 DCCED Commissioner Certified Population)	
Borough Located In	Kenai Borough	
Incorporation Type	First Class City	
Native Entities	**Regional:**	
	Profit:	Seldovia Native Association, Inc., P.O. Drawer L, Seldovia, AK 99663, Phone 234-7625, Fax 234-7637 E-mail snai@snai.com Web http://www.snai.com
	Village:	Village Tribe, P.O. Drawer L, Seldovia, AK 99663, Phone 234-7898, Fax 234-7637, E-mail svt@svt.org Web http://www.svt.org/

EMERGENCY SERVICES	
VPSO	none
Fire	City Volunteer Fire/Rescue/Ambulance - 234-7812 SVT Barabara Heights Fire Department 435-7875
Medical	Local hospitals or health clinics include Seldovia Health Clinic (2347825). Auxiliary health care is provided by Seldovia Volunteer Fire & Rescue

	(234-7812/235-3150); flight to South Peninsula Hospital in Homer.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Chamber of Commerce	Seldovia Chamber of Commerce	234-7612	Email president@seldoviachamber.org Web www.seldoviachamber.org
City	City of Seldovia	234-7643	Email info@cityofseldovia.com Web http://www.cityofseldovia.com

TRANSPORTATION	
Accessibility	Isolated community accessible only by air or water. The State Ferry System connects to Homer, where the Sterling Highway enables road access. Seldovia Bay Ferry makes two trips per day Thursday through Monday from Homer during the summer season. Alaska Marine Highway Ferry System provides weekly ferry service
Airport Facilities	State-owned 1,845' gravel airstrip and seaplane base are available.
Airline Services	Smokey Bay Air;
Freight	None identified
Vessel Support:	A harbor and boat haul-out facilities are available.

FACILITIES & UTILITIES		
Telephone	**AT&T** (Long Distance): 1-800-288-2020 / www.att.com	**COMMUNICATIONS**
Wireless and Internet Service Provider	**GCI:** 1-800-800-4800 / www.gci.net	
TV Stations	KAKM; KTBY; KTUU; KTVA	
Radio Stations	KPEN-FM; KWVV-FM	
Cable Provider	None	
Teleconferencing	Alaska Teleconferencing Network; Valdez Legislative Information Office	
Electricity	Homer Electric Association (800-478-8551)	
Fuel	Gasoline and heating oil	
Fuel Storage	**Tank Owner:** Seldovia Fuels, Delta Western / **Number of Tanks:** 3 / **Tank Capacity:** 384,000 gals.	
Housing	Central Suites of Seldovia , Coal House Bungalow, Harbor's Edge Vacation Rental, Laid Back Inn...Seldovia, Sea Parrot Inn, Seldovia Fishing Adventures B&B, The Seldovia Harbor Inn, Seldovia Rowing Club, Bridge Keepers Inn	
Water & Sewage	Water is derived from the Fish Creek Reservoir, is treated, stored in a tank, and distributed via water mains. Sewage is piped to a community septic tank for primary treatment, then discharges to an ocean outfall. Approximately 175 homes and facilities are served by the system; all homes are completely plumbed. Individual wells have been unable to	

	produce potable water. $4.2 million in grants were provided to construct a water storage tank and water treatment plant in Seldovia.
Miscellaneous	There is one school located in the community, attended by 47 students. A borough-operated landfill is available.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Multi-purpose Room (capacity 100, Internet), 234-7643
Potential Staging Areas	State Ferry dock, 234-7643 Cannery property, 234-7643 Caravan staging area, 234-7802
Local Spill Response Equipment	Approximately 26 Hazwoper-qualified individuals. Contact SOS, Spill Response Organization (234-7400) for availability of containment boom (over 2000'), Sorbent boom (150 bags), anchors (4 systems), and sorbent pads (5 bales) ADEC Response Container https://dec.alaska.gov/spar/PPR/local_resp.htm

9770.3.45 - Seward

	SEWARD
Location and Climate	Seward is situated on Resurrection Bay on the east coast of the Kenai Peninsula, 125 highway miles south of Anchorage. It lies at the foot of Mount Marathon and is the gateway to the Kenai Fjords National Park. Bear Creek and Lowell Point are adjacent to Seward (Latitude 60.1300/Longitude -149.4433). Seward falls within the gulf coast maritime climate zone, characterized by a rainy atmosphere, long, cold winters, and mild summers. This zone lacks prolonged periods of freezing weather at low altitudes and is characterized by cloudiness and frequent fog. The combination of heavy precipitation and low temperatures at high altitudes in the coastal mountains of southern Alaska accounts for the numerous mountain glaciers.
History, Culture, & Demographics	While sailing from Kodiak to Yakutat, Russian fur trader and explorer Alexander Baranof found unexpected shelter from a storm in Resurrection Bay and named it for the Russian feast day. The first settlers came in the 1890's, and in 1903 work began on construction of a railroad. .Seward became an incorporated city in 1912. By 1960, Seward was the largest community on the Peninsula. Tsunamis from the 1964 earthquake destroyed the railroad terminal and killed several residents. Alaska Natives represent 21% of the population; Seward is primarily a non-Native community, although the Qutekcak Tribe is very active within the community.
Economy	As an ice-free harbor and as the southern terminus for the Alaska Railroad and road link to Anchorage and the Interior, Seward has long been a transportation center. The economy has diversified with tourism, commercial fishing, ship services and repairs, oil and gas development, a coal export facility for Usibelli Mine, a State Prison, and the University of

	Alaska's Institute of Marine Sciences. Seward has become an important supply center for Interior Alaska. Tourist facilities include the new $52 million Alaska SeaLife Center, the Kenai Fjords National Park visitor center, and the Chugach Heritage Center, which is housed in the historic train depot downtown. In 2002, 81 residents held commercial fishing permits. Over 320,000 cruise ship passengers visit Seward annually. Seward's annual Fourth of July celebration and its grueling Mount Marathon race attracts participants and visitors worldwide.	
Population	2,740 (2015 DCCED Commissioner Certified Population)	
Borough Located In	Kenai Peninsula	
Incorporation Type	Home Rule City	
Native Entities	**Regional:**	
	Profit:	Grouse Creek Corporation, P.O. Box 723, Seward, AK 99664, Phone 224-5902
	Nonprofit:	Mount Marathon Native Assoc., P.O. Box 995, Seward, AK 99664, Ph 224-3118, Fax 224-5874
	Village:	Qutekcak Native Tribe, P.O. Box 1467, Seward, AK 99664, Ph 224-3118, Fax 224-5874; E-mail tribaladmin@qutekcak.net Web http://www.qutekcak.net

EMERGENCY SERVICES	
Police VPSO	City Police Dept. (within city limits) (224-3338); City
Fire	City Volunteer Fire/EMS/Ambulance (224-3345/3338); Bear Creek Fire Hall
Medical	Providence Seward Medical Center (224-5205/3490). Auxiliary health care provided by Bear Creek Volunteer Fire & Rescue, Inc. (224-3345/3338); Seward Volunteer Ambulance Corps (224-3987).

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Chamber of Commerce	P.O. Box 749, Seward, AK 99664	224-8051 224-5353 (fax)	visitseward@seward.net http://www.seward.com
City	P.O. Box 167, Seward, AK 99664	224-4038 224-3331 (fax)	clerk@cityofseward.net http://www.cityofseward.net/
Media, Seward Phoenix	315 Fourth Ave, Seward, AK 99664	224-8070 224-3157 (fax)	rhowell@alaskanewspapers.com http://www.alaskanewspapers.com
TRANSPORTATION			

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Accessibility		Seward is connected to the Alaska Highway system by the Seward Highway.	
Airport Facilities		Two paved runways are utilized, at 4,240 and 2,300 feet.	
Airline Services		FS Air; Scenic Mountain Air; Kenai Air Alaska; Alaska Aerial Tours. Daily air services and charters are available at the State-owned airport.	
Freight		The Alaska Railroad provides over 1.4 billion pounds of cargo transit each year, importing cargo for the Interior and exporting coal to the Pacific Rim. A railroad depot was completed in the fall of 1997.	
Vessel Support:		Port serves cruise ships, the State Ferry, cargo barges and ocean freighters from Seattle and overseas. The small boat harbor has moorage for 650 boats, and two boat launch ramps.	

FACILITIES & UTILITIES		
Telephone	**AT&T** (Long Distance): 1-800-288-2020 / www.att.com	**COMMUNICATIONS**
Wireless and Internet Service Provider	**GCI:** 1-800-800-4800 / www.gci.net ACS Internet (www.acsalaska.net); GCI (www.gci.net); Seward Internet Services (www.seward.net)	
TV Stations	ARCS; KUAC; KYAC	
Radio Stations	KSKA-FM; KWVV-FM; KPEN-FM; KFSH-AM; KPFN-FM; KSWD-AM	
Cable Provider	GCI Cable, Inc.	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Provided by Seward Electric System. Seward Electric System purchases power from Chugach Electric, and owns five standby diesel generators.	
Fuel Storage	**Tank Owners** (Number of Tanks and Capacity)**:** Shoreside Petroleum (6 @ 120,000 gals.); City (40,000); Other (68,000)	
Housing	Seward Best Western Hotel; Best Western Hotel Seward; Harborview Inn; Marina Motel; Breeze Inn Motel; Murphy's Motel; Van Gilder Hotel; Resurrection Roadhouse; Seward Windsong Lodge; Taroka Inn; Crown Point Lodge; Kenai Fjords Wilderness Lodge; over 30 Bed & Breakfast facilities; Bear Creek RV Park; A Creekside RV Park; City of Seward RV Park; Miller's Landing RV Park.	
Water & Sewage	Water is supplied by nine wells, and is treated and distributed throughout Seward. Sewage is collected via pipes to a secondary treatment lagoon. Almost all homes are fully plumbed.	
Miscellaneous	There are 4 schools located in the community, attended by 295 students. The borough provides solid waste disposal. The borough refuse transfer facility is located on Hemlock Street in Seward.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	None listed
Potential Staging Areas	None listed
Local Spill Response Equipment	https://dec.alaska.gov/spar/PPR/lra/Conex_Map.htm \ http://www.uscg.mil/d17/D17%20Divisions/drm/DRAT/DRATpage.asp

9770.3.46 - Skwentna

	SKWENTNA
Location and Climate	Skwentna lies on the south bank of the Skwentna River at its junction with Eight Mile Creek, 70 air miles northwest of Anchorage in the Mat-Su Borough. It lies in the Yentna River Valley (Latitude 61.9662/Longitude -151.1957). Skwentna falls within the transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers.
History, Culture, & Demographics	Dena'ina Athabascans have fished and hunted along the Skwentna and Yentna Rivers for centuries. In 1908, an Alaska Road Commission crew blazed a trail from Seward to Nome, going through Old Skwentna from the Susitna River to Rainy Pass. Many roadhouses were later constructed along the trail to the Innoko Mining District, including the Old Skwentna Roadhouse. Prospectors, trappers and Indians often used sled dogs to transport goods over the trail. A post office opened in 1937, an airstrip built after World War II, and in 1950, the U.S. Army established a radar station at Skwentna and a recreation camp at Shell Lake, 15 air miles from Skwentna. In the 1960s, State land disposals increased settlement. Alaska Natives represent 7% of the population. Skwenta residents are scattered over a large area of land. It has a number of seasonal-use homes owned by Anchorage residents. There is a small local store, and residents use snowmachines or aircraft to travel to the post office.
Economy	Employment is provided through local lodges, the post office, and the airstrip
Population	36 (2015 Department of Labor Estimate)
Borough Located In	Matanuska-Susitna Borough
Incorporation Type	Unincorporated

EMERGENCY SERVICES	
VPSO	State VPSO (573-2046)
Fire	State VPSO (573-2046)
Medical	Chenega Bay Health Clinic (573-5129). Auxiliary care provided by Chenega Bay EMS.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Community Council	Skwentna Community Council, P. O. Box 24, Skwentna, AK 99667		

TRANSPORTATION	
Accessibility	There is no road access from the George Parks Highway – residents are dependent upon air travel.
Airport Facilities	A State-owned 3,400' gravel airstrip is available in Skwentna or at 8 Mile Strip. A private airstrip and float plane access are located at Alexander Lake.
Airline Services	None listed
Freight	None listed
Vessel Support:	None listed

FACILITIES & UTILITIES		
Telephone	**MTA; AT&T** (Long Distance): 1-800-288-2020 / www.att.com	**COMMUNICATIONS**
Wireless and Internet Service Provider	**GCI:** 1-800-800-4800 / www.gci.net	
TV Stations	KAKM; KIMO; KTUU; KYES	
Radio Stations	None listed	
Cable Provider	satellite	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Provided by individual generators.	
Fuel	Gasoline and diesel	
Fuel Storage	**Tank Owner:** Village Council / **Number of Tanks:** 4 / **Tank Capacity:** (2) 12,000 gals, (2) 3,000 gals	
Housing	Northwoods Lodge; Barony Lodge (345-7291); Shell Lake Lodge (733-2817); Skwentna Roadhouse (733-2722)	
Water & Sewage	A number of homes have individual water wells, but very few are fully plumbed. Outhouses are the primary means of sewage disposal. Nearly 90% of the homes in Skwentna are used only seasonally.	
Miscellaneous	There is one school located in the community, attended by 11 students. There is no central electric system. Funds have been provided to purchase a community refuse incinerator, however, the community is undecided on a refuse solution. An unpermitted dump site near the airport is currently being used by several families, but most residents burn and bury their own refuse.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	None listed
Potential Staging Areas	None listed

Local Spill Response Equipment	None listed

9970.3.47 - Soldotna

	SOLDOTNA
Location and Climate	Soldotna is on the Kenai Peninsula, 150 highway miles south of Anchorage, at the junction of the Sterling and Kenai Spur Highways. It lies 10 miles inland from Cook Inlet and borders the Kenai River (Latitude 60.4918/Longitude -151.0691). Soldotna falls within the gulf coast transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers.
History, Culture, & Demographics	The Peninsula has historically been the home to Kenaitze Indians, and was developed by non-Natives for its rich resources, including fish, timber and oil. Soldotna was named for a nearby stream: either from a Russian word meaning “soldier” or an Indian word meaning "stream fork." The first homesteaders were World War II veterans in 1947. That same year, the Sterling Highway right-of-way was constructed from Cooper Landing to Kenai and Soldotna was the site for the bridge crossing the Kenai River. A post office opened in 1949, with stores and a community center shortly thereafter, as development continued because of Soldotna’s strategic location at the Sterling-Kenai Spur Highway junction. In 1957, oil was discovered in the Swanson River region, bringing new growth and development. Soldotna was incorporated as a city in 1960. Alaska Natives represent 7% of the population.
Economy	The area economy is highly diverse. Many Soldotna residents are employed in oil industry services for Cook Inlet oil drilling and exploration.. Oil refining operations occur north of Kenai in Nikiski. Tourism is estimated at a $95 million per year industry on the Peninsula. The Kenai Convention and Visitors Bureau receives about 800 visitors a day during July. Other important economic sectors include sport, subsistence and commercial fishing, fish processing, government, timber and lumber, agriculture, transportation services, construction and retail trade. The Kenai River offers top trophy king salmon fishing during June and July. In 2009, 143 area residents held commercial fishing permits. Soldotna hosts the Central Peninsula General Hospital, the Kenai Peninsula Community College, the State Troopers' Headquarters, the Kenai National Wildlife Refuge, and the borough and school district offices.
Population	4,319 (2015 DCCED Commissioner Certified Population)
Borough Located In	Kenai Peninsula Borough
Incorporation Type	First Class City

EMERGENCY SERVICES	
Police	City Police Dept. (within city limits) (262-4334)
AKST	State Troopers Post (262-4453)

Fire	Borough Central Emergency Services (CES) Fire/Rescue/EMT (262-4792/4453)
Medical	Central Peninsula General Hospital (262-4404).) is a qualified Acute Care facility and provides Critical Care Air Ambulance Service. Auxiliary health care is provided by Central Emergency Services (262-4792/4453). Emergency Services have highway, airport, and floatplane access. Emergency service is provided by 911 Telephone Service and paid EMS Service.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Greater Soldotna Chamber of Commerce	44790 Sterling Hwy., Soldotna, AK 99669	262-9814 262-3566 (fax)	info@soldotnachamber.com,
City of Soldotna	177 North Birch Street, Soldotna, AK 99669	262-9107 262-1245 (fax)	tfahning@ci.soldotna.ak.us http://www.ci.soldotna.ak.us

TRANSPORTATION	
Accessibility	The Soldotna Municipal Airport provides facilities for charter services and local air traffic. The Sterling Highway provides access to Anchorage, the George Parks and Alcan highways.
Airport Facilities	The paved runway is 5,000' in length. The Kenai Municipal Airport, located 10 miles away, offers scheduled flights and float plane facilities. Seaplanes may also land at nearby Mackeys Lakes. There are four additional private landing strips in Soldotna, and a heliport for medical emergencies at Central Peninsula General Hospital.
Airline Services	Clearwater Air, Inc.; Natron Air; Rotor Air Alaska, Inc.; Talon Air Service; Mavrik Air; High Adventure Air
Freight	None listed
Vessel Support:	None listed

FACILITIES & UTILITIES		
Telephone	ACS **; GCI; AT&T, Verizon** (Long Distance): 1-800-288-2020 / www.att.com	**COMMUNICATIONS**
Wireless and Internet Service Provider	**AT&T, Verizon, GCI:** 1-800-800-4800 / www.gci.net **HughesNet:** 1-866-687-7094 / www.isatelliteinternet.com	
TV Stations	KAKM; KIMO; KTBY; KTUU; KTVA; KYES	
Radio Stations	KWHQ-FM; KSRM-AM; KWVV-FM; KPEN-FM; KKIS-FM; KSLD-AM	
Cable Provider	GCI	
Teleconferencing	Alaska Teleconferencing Network;	
Electricity	Provided by Homer Electric Association. Homer Electric Assoc. operates the Bradley Lake Hydroelectric Project and is part owner of the Alaska	

	Electric Generation & Transmission Cooperative, which operates a gas turbine plant in Soldotna. It also purchases electricity from Chugach Electric.
Housing	Best Western King Salmon Motel & RV Park; Soldotna Inn; Riverside House; Kenai River Lodge/Motor Inn; Soldotna B&B; Posey's Kenai River Hideaway; Orca Lodge; Kenai River Retreat; Across the River RV Park; River Quest RV Park; Big Eddy Campground
Water & Sewage	All homes are completely plumbed. Water is derived from four wells, is treated, stored, and piped throughout the community. A new million-gallon steel tank and a second 500,000-gal. tank, built in the 1970s, now provide sufficient capacity. Piped sewage receives secondary treatment with an activated sludge process; effluent discharges into the Kenai River. Individual wells and septic tanks are used by a few households outside of the core area.
Miscellaneous	There are 10 schools located in the community, attended by 3,542 students. The borough has a Class-1 regional landfill and baling facility at mile 98.5 Sterling Highway in Soldotna. Recycling and hazardous waste disposal are available. Natural gas from Enstar is primarily used by residents for home heating.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	None listed
Potential Staging Areas	None listed
Local Spill Response Equipment	None listed

9770.3.48 - Sterling

	STERLING
Location and Climate	Sterling is located on the Sterling Highway at the junction of the Moose and Kenai Rivers, 18 miles east of the City of Kenai (Latitude 60.5370/Longitude -150.7970). Sterling falls within the gulf coast transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers.
History, Culture, & Demographics	The Kenai Peninsula has been the home of the Kenaitze Indians for hundreds of years. Sterling is a community that apparently had its name formalized in 1954 when a post office was established. An archaeological site, containing prehistoric house pits, has been discovered at the Isaac Walton Campground.
Economy	The community caters to the sport fishing industry and summer influx of recreational enthusiasts. The economy of the Kenai area is diverse: oil and gas processing, timber, fishing, government, retail and tourism-related services provide employment. 20 residents hold commercial fishing permits.
Population	5,992 (2015 Department of Labor Estimate)

Borough Located In	Kenai Peninsula Borough
Incorporation Type	Unincorporated

EMERGENCY SERVICES	
VPSO	None listed
Fire	Borough Central Emergency Services (CES) Fire/Rescue/EMT (262-4792/4453)
Medical	Auxiliary health care is provided by Central Emergency Services (262-4792/4453); Central Peninsula Hospital in Soldotna.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Sterling Community Club	P.O. Box 15 Sterling, AK 99672	907-262-9811	merkes@ptialaska.net

TRANSPORTATION	
Accessibility	The Sterling Highway provides access to Anchorage. Nearby Kenai and Soldotna offer airports and docking facilities.
Airport Facilities	There is a 2,500' private airstrip in Sterling, and a private seaplane base at Scout Lake.
Airline Services	None listed
Freight	None listed
Vessel Support:	There are two privately-operated boat launches.

FACILITIES & UTILITIES		
Telephone	ACS **; GCI; AT&T, Verizon** (Long Distance): 1-800-288-2020 / www.att.com	**COMMUNICATIONS**
Wireless and Internet Service Provider	**AT&T, Verizon, GCI:** 1-800-800-4800 / www.gci.net **HughesNet:** 1-866-687-7094 / www.isatelliteinternet.com	
TV Stations	KAKM; KIMO; KTBY; KTUU; KTVA; KYES	
Radio Stations	KWHQ-FM; KSRM-AM; KWVV-FM; KPEN-FM; KKIS-FM; KSLD-AM	
Cable Provider	GCI	
Teleconferencing	Alaska Teleconferencing Network;	
Electricity	Provided by Homer Electric Association. Homer Electric Assoc. operates the Bradley Lake Hydroelectric Project and is part owner of the Alaska Electric Generation & Transmission Cooperative, which operates a gas turbine plant in Soldotna. It also purchases electricity from Chugach Electric.	
Housing	Bing Brown's Motel & RV Park; Sterling House B&B; Rivershore Fish Camp; Big Sky Charter & Fish Camp; Scout Lake Inn; Sterling Gifts & Campground; Angler's Lodge & Fish Camp; Cast Away Riverside RV Park & Cabins	

Water & Sewage	Occupied houses use individual water wells and septic tank systems, and are fully plumbed. The school operates its own well water system. Many homes in this area are used only seasonally.
Miscellaneous	There is one school located in the community, attended by 139 students. The borough provides a refuse transfer facility at mile 85 Sterling Highway.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	None listed
Potential Staging Areas	None listed
Local Spill Response Equipment	None listed

9770.3.49 – Sutton-Alpine

	SUTTON-ALPINE
Location and Climate	Sutton-Alpine is between miles 52 and 72 of the Glenn Highway, 11 miles northeast of Palmer in the Mat-Su Borough. The area is accessed by Chickaloon Way and Jonesville Road (Latitude 61.7159/Longitude -148.8784). Sutton-Alpine falls within the transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers.
History, Culture, & Demographics	Ahtna and Dena'ina Athabascan Indians have occupied this territory for centuries. Ahtna and Dena'ina Athabascan Indians have occupied this territory for centuries. During the Russian fur trading era, Ahtna transported pelts from the Dena'ina along the Matanuska River to Copper Fort in the east. Sutton was founded around 1918 as a station on the Matanuska Branch of the Alaska Railroad, for coal export purposes. The railroad went through Sutton to the Chickaloon Mine. The Sutton Coal Washery operated from 1920 to 1922. Sutton was the base camp for construction of the Glenn Highway from 1941 to 1945. The post office was established in 1948. Coal from the privately-owned Evan Jones mine, Jonesville and Eska mines fueled the Sutton and Palmer economies until 1968, when the military bases in Anchorage converted their power systems to oil and coal mining ceased. During the 1980s, several large tracts of land were subdivided, fueling growth. Approximately 26% of the population are Alaska Native or part Native. Middle and high school students are bused to Palmer.
Economy	Alpine Historical Park, an open-air museum, features relics and historic buildings from the coal washery. The local stores, lodges, restaurant, library, post office, and school provide income. The Palmer/Wasilla area and Anchorage offer a variety of employment opportunities. In 2009, three residents held commercial fishing permits. The Palmer Correctional Center is located nearby.
Population	1,419 (2015 Department of Labor Estimate)

Borough Located In	Matanuska-Susitna Borough
Incorporation Type	Unincorporated

EMERGENCY SERVICES	
VPSO	None listed
Fire	Borough/Sutton Volunteer Fire/EMS/Ambulance (373-8800/745-4811)
Medical	Auxiliary health care is provided by Sutton Volunteer Fire/EMS Dept. (373-8800/745-4811) and Valley Hospital in Palmer.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Chamber of Commerce	P.O. Box 24, Sutton, AK 99674	745-4527 746-6359 (Fax)	
Alpine Civic Club & Community Council	P.O. Box 3444, Sutton, AK 99674	745-1006	gdr@mtaonline.net

TRANSPORTATION	
Accessibility	Sutton accesses the state highway system from the Glenn Highway. Transportation facilities are also available nearby in Palmer.
Airport Facilities	There is a 1,450' public gravel airstrip at the Jonesville Mine, owned by the Canadian Mine & Smeltering Co., and two additional private strips in the area.
Airline Services	Glacier Air (Matanuska Glacier)
Freight	None listed

FACILITIES & UTILITIES		
Telephone	**MTA**	**COMMUNICATIONS**
Wireless and Internet Service Provider	**At&T; GCI:** 1-800-800-4800 / www.gci.net	
TV Stations	KAKM; KIMO; KTUU; KYES	
Radio Stations	KNBZ-FM; All Anchorage AM stations	
Cable Provider	None	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Matanuska Electric Association	
Housing	Alaska Creative Adventures; River's Edge Recreation/RV Park	
Water & Sewage	Occupied homes have individual water wells and septic systems, and are fully plumbed. The school operates its own well water system.	
Miscellaneous	There is one school located in the community, attended by 73 students.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*

Potential Command Posts	None listed
Potential Staging Areas	None listed
Local Spill Response Equipment	https://dec.alaska.gov/spar/PPR/Ira/Conex_Map.htm

9970.3.50 - Talkeetna

	TALKEETNA	
Location and Climate	Located at the junction of the Talkeetna and Susitna Rivers, it lies 115 miles north of Anchorage at mile 226.7 of the Alaska Railroad. The paved Talkeetna Spur Road runs 14 miles east off the George Parks Highway at milepost 98.7 (Latitude 62.3176/Longitude -150.1081). Talkeetna falls within the transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers.	
History, Culture, & Demographics	The Talkeetna and Chulitna Rivers join the Susitna River at Talkeetna, a Dena'ina (Tanaina) Indian word meaning "river of plenty." Talkeetna was settled as a mining town with an Alaska Commercial Co. trading post in 1896. A gold rush to the Susitna River brought prospectors to the area, and by 1910, Talkeetna was a riverboat steamer station, supplying miners and trappers in the Cache Creek, Iron Creek, and Broad Creek districts. In 1915, Talkeetna was chosen as the headquarters for the Alaska Engineering Commission building the Alaska Railroad, and the community population peaked near 1,000. World War I and completion of the railroad in 1919 dramatically decreased the population. Talkeetna has since developed as an aviation and supply base for Mount McKinley expeditions. Talkeetna is popular for its recreational fishing, hunting, boating, flightseeing, skiing and dog mushing. Local businesses provide services to Mount McKinley climbers. Several of its old log buildings are now historical landmarks, and Talkeetna was placed on the National Register of Historic Places in April 1993. State land disposals and homestead programs helped the community grow.	
Economy	As the take-off point for fishing and flightseeing trips, and a staging area for Mount McKinley climbing expeditions, Talkeetna provides air taxi, helicopter, outfitters, and related services. In 2009, nine area residents held commercial fishing permits.	
Population	859 (2015 Department of Labor Estimate)	
Borough Located In	Matanuska-Susitna Borough	
Incorporation Type	Unincorporated	
Native Entities	**Regional:**	
	Profit:	Gold Creek-Susitna 733-2329

EMERGENCY SERVICES	
VPSO	None listed
Fire	Borough Fire & Ambulance
Medical	Local hospitals or health clinics include Sunshine Community Health Center. Auxiliary health care is provided by Talkeetna Ambulance Service (376-8800/745-4811); Valley Hospital (746-8600) in Palmer.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Chamber of Commerce	P.O. Box 334 Talkeetna, AK 99676	733-2330 7335051 (fax)	info@talkeetnachamber.org http://www.talkeetnachamber.org
Talkeetna Community Council	P.O. Box 608 Talkeetna, AK 99676	733-2566	tccsecretary@yahoo.com http://www.tkacouncil.org/

TRANSPORTATION	
Accessibility	Talkeetna is accessible by a road off the George Parks Highway
Airport Facilities	There are two state-owned runways: one is an asphalt paved and 3,500' long by 75' wide runway; the other is a 480' long by 85' wide gravel strip. Another airstrip in the vicinity is owned by the U.S. Bureau of Land Management.
Airline Services	Hudson Air Service; K2 Aviation; Talkeetna Air Taxi; Doug Geeting Aviation; ERA Helicopters; McKinley Air Service; Peak Dodger Flight Service
Freight	Alaska Railroad depot
Vessel Support:	None listed

FACILITIES & UTILITIES		
Telephone	**AT&T** (Long Distance): 1-800-288-2020 / www.att.com	**COMMUNICATIONS**
Wireless and Internet Service Provider	**AT&T , GCI:** 1-800-800-4800 / www.gci.net **HughesNet:** 1-866-687-7094 / www.isatelliteinternet.com	
TV Stations	Satellite	
Radio Stations	**KCHU Public Radio:** 835-4665 (office) / 835-4671 (news) / news@kchu.org / www.kchu.org	
Cable Provider	None	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Matanuska Electric Association.	
Housing	Mt. McKinley Princess Lodge; Talkeetna Motel; Talkeetna Alaskan Lodge; Talkeetna Roadhouse; Latitude 62 Lodge/Motel; Fairview Inn; Swiss-Alaska Inn; Paradise Lodge; Moose Dropping Inn B&B; Denali View B&B; H&H Lakeview Lodge/RV Park; Montana Creek Campgrounds; Talkeetna River Adventures RV Park	
Water & Sewage	The majority of residents have individual wells, septic tanks, and complete plumbing. A piped water and sewer system is maintained by the Talkeetna Water & Wastewater Utility. The high school operates its own water system. Over 30% of homes are used only seasonally.	
Miscellaneous	There is one school located in the community, attended by 90 students. Middle and high school students are bused to schools at milepost 98 in the Susitna Valley. A borough-operated refuse transfer station is	

	located at mile 11.5 Talkeetna Spur Road. A sludge disposal site is available locally.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	None listed
Potential Staging Areas	None listed
Local Spill Response Equipment	https://dec.alaska.gov/spar/PPR/lra/Conex_Map.htm

9970.3.51 – Trapper Creek

	TRAPPER CREEK
Location and Climate	Trapper Creek lies between mile 107 and 133 of the George Parks Highway, in the Mat-Su Borough. It lies about 17 miles north of the Talkeetna Spur Road and west of the junction of the Chulitna, Susitna, and Talkeetna Rivers (Latitude 62.3163/Longitude -150.2339). Trapper Creek falls within the transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers.
History, Culture, & Demographics	The area is Dena'ina Athabascan Indian territory. Once gold was discovered on Cache Creek in 1906, prospectors traveled up the Susitna River to Susitna Station, and overland past Trapper Creek to Cache Creek. In 1920, the Alaska Road Commission started construction of a wagon road to Cache Creek from Talkeetna. Federal homesteading began here in 1948. In 1959, the "Fifty-Niners," a group of settlers from Detroit, Michigan, moved to Talkeetna and then on to Trapper Creek to find homesteads. They lived in trailers and tents before building log cabins. The Parks Highway opened as far as Trapper Creek in 1967, and was completed in 1971. Alaska Natives represent 11% of the population. Trapper Creek developed from homesteading through the 1960s, as well as some recent new subdivisions. Recreation, hunting, snow machining, and dog mushing are popular activities.
Economy	Subsistence and sporting activities are an integral part of the lifestyle. Some residents are retired. Those who are employed work in a variety of industries, such as education, transportation, and construction. In 2009, five residents held commercial fishing permits. A variety of transportation means are available in Wasilla, Palmer, and Anchorage. ERA Aviation operates a private heliport in Trapper Creek.
Population	475 (2015 Department of Labor Estimate)
Borough Located In	Matanuska-Susitna Borough
Incorporation Type	Unincorporated

EMERGENCY SERVICES

VPSO	None listed
Fire	Borough Fire & Ambulance
Medical	Auxiliary health care is provided by Trapper Creek Ambulance Service (373-8800/745-4811) and Valley Hospital (746-8600) in Palmer.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Trapper Creek Community Council	P.O. Box 13021, Trapper Creek, AK 99683	733-6506	Trappercreek2010@gmail.com

TRANSPORTATION	
Accessibility	Trapper Creek is accessible from the George Parks Highway. A variety of transportation means are available in Wasilla, Palmer and Anchorage.
Airport Facilities	Several private airstrips are in the vicinity.
Airline Services	None listed
Freight	None listed
Vessel Support	None listed

FACILITIES & UTILITIES		
Telephone	Matanuska Telephone Assoc.	**COMMUNICATIONS**
Wireless and Internet Service Provider	**AT&T, GCI:** 1-800-800-4800 / www.gci.net	
TV Stations	ARCS; KAKM; KIMO; KTUU; KYES	
Radio Stations	KTNA-FM; KSKA-FM; KYAK-AM; KFQD-AM	
Cable Provider	None	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Matanuska Electric Association	
Housing	Trapper Creek Inn & General Store/RV Park; Trapper Creek Trading Post/Cabins; The Forks Roadhouse; Mary's McKinley View Lodge; McKinley Foothills B&B; North Country B&B; Denali View Chalets	
Water & Sewage	The majority of occupied homes use individual wells and septic tanks. A large number of homes in this area are used only seasonally. The school operates its own permitted well water system.	
Miscellaneous	There is one school located in the community, attended by 23 students. A borough refuse transfer station is located at mile 15.3 of the Parks Highway.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	None listed
Potential Staging Areas	None listed
Local Spill Response Equipment	None listed

9970.3.52 – Tyonek

	TYONEK	
Location and Climate	Tyonek lies on a bluff on the northwest shore of Cook Inlet, 43 miles southwest of Anchorage. Tyonek is not located directly on the Kenai Peninsula (Latitude 61.0681/Longitude -151.1434). Tyonek falls within the gulf coast transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers.	
History, Culture, & Demographics	Tyonek is a Dena'ina (Tanaina) Athabascan Indian village. In 1778 Captain Cook observed that the Upper Cook Inlet Athabascans possessed iron knives and glass beads, likely from indirect trade with the Russians. Between 1836 and 1840, half of the region's Indians died from a smallpox epidemic. The Alaska Commercial Company had a major outpost in Tyonek by 1875 and by 1880, a total of 117 residents, including 109 Athabascans, 6 "creoles" and 2 whites. After gold was discovered at Resurrection Creek in the 1880s, Tyonek became a major disembarkment point for goods and people. A saltery was established in 1896 at the mouth of the Chuitna River north of Tyonek. In 1915, the Tyonek Reservation (also known as Moquawkie Indian Reservation) was established. The devastating influenza epidemic of 1918-19 left few survivors among the Athabascans. The village was moved to its present location atop a bluff when the old site near Tyonek Timber flooded in the early 1930s. The population declined when Anchorage was founded. In 1965, the federal court ruled that the Bureau of Indian Affairs (BIA) had no right to lease Tyonek Indian land for oil development without permission of the Indians themselves. The tribe subsequently sold rights to drill for oil and gas beneath the reservation to a group of oil companies for $12.9 million. The reservation status was revoked with the passage of the Alaska Native Claims Settlement Act in 1971. Beluga, a site near Tyonek, is owned by Chugach Electric Association and provides some electricity for Anchorage. Alaska Natives represent 95% of the population; a federally recognized tribe is located in the community. Tyonek is a Dena'ina Indian village practicing a subsistence lifestyle.	
Economy	Subsistence activities provide salmon, moose, beluga whale, and waterfowl. In 2009, 16 residents held commercial fishing permits. Tyonek offers recreational fishing and hunting guide services. Some residents trap during winter. The North Foreland Port Facility at Tyonek is the preferred site for export of Beluga coal.	
Population	175 (2015 Department of Labor Estimate)	
Borough Located In	Kenai Peninsula Borough	
Incorporation Type	Unincorporated	
Native Entities	**Regional:**	
	Profit:	Tyonek Native Corporation, (Anchorage)
	Village:	Native Village of Tyonek (Federally Recognized Tribe)

EMERGENCY SERVICES	
VPSO	State VPSO (235-0577)
Fire	Borough/Village Volunteer Fire; Fire Station
Medical	Local hospitals or health clinics include Tyonek Health Clinic (583-2461). Auxiliary health care is provided by Tyonek Volunteer Rescue Squad (583-2201/2271); flight to Anchorage hospitals.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Village Corporation	Tyonek Native Corporation, 1689 C Street #219, Anchorage, AK 99501	272-0707 274-7125 (fax)	bperatrovich@tyonek.com
Village Council	Village of Tyonek, P.O. Box 82009, Tyonek, AK 99682	583-2271 583-2442 (fax)	tyonek@aitc.org
TRANSPORTATION			
Accessibility	The village is not accessible by road. A local road connects to nearby Beluga. Barges deliver heavy goods to the village.		
Airport Facilities	Permission is required to land at the local 3,000' gravel airstrip, owned by the Village of Tyonek, although regularly-scheduled flights are available. A State-owned 4,100' gravel airstrip is available at Nikolai Creek, and a 2,400' gravel airstrip, owned by Arco Alaska, is located at Beluga.		
Airline Services	None listed		
Freight	None listed		
Vessel Support:	None listed		

FACILITIES & UTILITIES		
Telephone	Matanuska Telephone Assoc.	**COMMUNICATIONS**
Wireless and Internet Service Provider	None listed	
TV Stations	KYES; KAKM	
Radio Stations	All Anchorage stations; KSRM-AM; KWHQ-FM	
Cable Provider	None	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Chugach Electric Association	
Fuel	None listed	
Fuel Storage	**Tank Owner:** Village / **Number of Tanks:** 2 / **Tank Capacity:** (2) 4,000 gals	
Housing	Village guest house	
Water & Sewage	A piped water and sewer system serves the entire community -- approximately 90 homes and facilities. Water is derived from Second	

	Lake, is treated and stored in a 175,000-gal. tank. Back-up water supplies are available from a lake near the airport. The community wants to develop a groundwater source. A small coin-operated washeteria, with one washer and dryer, is available.
Miscellaneous	There is one school located in the community, attended by 30 students.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	None listed
Potential Staging Areas	None listed
Local Spill Response Equipment	None listed

9970.3.53 - Wasilla

	WASILLA
Location and Climate	Wasilla is located midway between the Matanuska and Susitna Valleys, on the George Parks Highway. It lies between Wasilla and Lucille Lakes, 43 miles north of Anchorage (Latitude 61.5845/Longitude -149.4339). Wasilla falls within the transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers.
History, Culture, & Demographics	Wasilla was named after a respected local Dena'ina Indian chief. In the Dena'ina Athabascan Indian dialect, "Wasilla" is said to mean "breath of air." The townsite was established in 1917 at the intersection of the Carle Wagon Road (now Wasilla-Fishhook Road) and the newly-constructed Alaska Railroad. It was a supply base for gold and coal mining in the region through World War II. The Matanuska-Susitna valley was settled by many Colony homesteaders in the 1930s. Construction of the George Parks Highway through Wasilla in the early 1970s provided direct access to Anchorage, enabling families to live in Wasilla and commute to Anchorage for employment. The city incorporated in 1974. Alaska Natives represent 9% of the population.
Economy	Approximately 30% of the Wasilla workforce commutes to Anchorage. The local economy is diverse, and residents are employed in a variety of city, borough, state, federal government, retail, and professional service positions. Tourism, agriculture, wood products, steel and concrete products are part of the economy. In 2009, 164 area residents held commercial fishing permits. Wasilla is home to the Iditarod Trail Committee and Iron Dog (snowmachine) Race
Population	8,468 (2015 DCCED Commissioner Certified Population)
Borough Located In	Matanuska-Susitna Borough
Incorporation Type	1st class city

EMERGENCY SERVICES	
Police	City Police Dept. (911/352-5401)

AKST	Anchorage Post: 248-1410
Fire	City Volunteer Fire Dept (373-8831); Trunk Road Fire Dept (745-2494); Borough Ambulance Lakes-Bogard Road Fire Dept (745-2228); Meadow Lakes Fire Dept (376-9790)
Medical	Local hospitals or health clinics include Matanuska Health Care and private medical practices. Auxiliary health care is provided by Glacier View First Responders (373-8800/745-4811); Valley Hospital (746-8600), located 10 miles away in Palmer; Mat-Su Borough Dive Rescue Team (373-8800); Valley Transport Service (373-8800); and Wasilla Ambulance Service (373-8800/745-4811).

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Chamber of Commerce	East Railroad Avenue, Wasilla, AK 99654	376-1299 373-2560 (fax)	contact@wasillachamber.org
City	290 East Herning Ave., Wasilla, AK 99654	583-2271 583-2442 (fax)	tyonek@aitc.org
Media	The Frontiersman 5751 East Mayflower Court Wasilla, AK 99654	376-5225	
Regional Development	351 West Parks Hwy. #100, Wasilla, AK 99654	373-1062 373-1064 (fax)	matsurcd@mtaonline.net
TRANSPORTATION			
Accessibility	The George parks highway, Glenn highway, and other local roads connect the city to anchorage, the remainder of the state and Canada. The Alaska railroad serves Wasilla on the Fairbanks to Seward route.		
Airport Facilities	A city airport, with a paved 3,700' long by 75' wide airstrip, provides scheduled commuter and air taxi services. There are ten additional private airstrips in the vicinity.		
Airline Services	Grasshopper Aviation; Bean Air. Scheduled commuter and air taxi services are available. Float planes land at Wasilla Lake, Jacobsen Lake and Lake Lucille. Commercial jet flights are operated out of Anchorage International Airport, approximately 50 miles away.		
Freight	None listed		
Vessel Support	None listed		

FACILITIES & UTILITIES		
Telephone	Matanuska Telephone Assoc. GCI, AT&T	8

Wireless and Internet Service Provider	GCI, AT&T, Verizon
TV Stations	KAKM; KIMO; KTBY; KTUU; KTVA; KYES
Radio Stations	KMBQ-FM
Cable Provider	Rogers Cable systems of Alaska
Teleconferencing	Alaska Teleconferencing Network, Mat-Su Legislative Information Office
Electricity	Matanuska Electric Assoc.
Housing	Lake Lucille Inn; Mat-Su Resort; Alaska Kozey Cabins; Best View RV Park; Green Ridge Camper Park; The Wind Break Hotel/Cafe; Agate Inn; Alaskan View Motel; Shady Acres B&B; Susitna Dog Tours & B&B; Valley Country Store & Motel
Water & Sewage	The majority of homes use individual water wells and septic systems, although the City operates a piped water and sewer system. Water is provided by a well at Spruce Avenue and two at Iditarod School, with a 2.3 million gallon storage capacity.
Miscellaneous	There are 15 schools located in the community, attended by 6,901 students. The borough landfill is located in Palmer. Piped natural gas is primarily used for home heating.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	None listed
Potential Staging Areas	None listed
Local Spill Response Equipment	https://dec.alaska.gov/spar/PPR/lra/Conex_Map.htm

9770.3.54 - Whittier

WHITTIER ***(Note: While Whittier is not included in the Cook Inlet Subarea but in the Prince William Sound Subarea, the town is immediately adjacent to the subarea perimeter. Therefore, emergency services are listed here in the event of an incident occurring near this location.)***	
Location and Climate	Whittier is on the northeast shore of the Kenai Peninsula, at the head of Passage Canal. It is on the west side of Prince William Sound, 60 miles southeast of Anchorage (Latitude 60.7744/Longitude -148.6883). Whittier falls within the gulf coast maritime climate zone, characterized by a rainy atmosphere, long, cold winters, and mild summers.
History, Culture, & Demographics	Passage Canal was once the quickest route from Prince William Sound to Cook Inlet. Chugach Indians would portage to Turnagain Arm in search of fish. Nearby Whittier Glacier was named for the American poet John Greenleaf Whittier, and was first published in 1915 by the U.S. Coast & Geodetic Survey. A port and railroad terminus were constructed by the U.S. Army for transport of fuel and other supplies into Alaska during World War II. The railroad spur and two tunnels were completed in 1943, and the Whittier Port became the entrance for troops and dependents of

	the Alaska Command. The huge buildings that dominate Whittier began construction in 1948. The 14-story Hodge Building (now Begich Towers) was built for Army bachelors quarters and family housing, with 198 apartments. The Buckner Building, completed in 1953, had 1,000 apartments and was once the largest building in Alaska. It was called the "city under one roof," with a hospital, bowling alley, theater, gym, swimming pool and shops for Army personnel. Whittier Manor was built in the early 1950s by private developers as rental units for civilian employees. The Port remained an active Army facility until 1960; at that time, the population was 1,200. Whittier Manor was converted to condominiums in 1964; Begich Towers now houses the majority of residents, as the Buckner Building is no longer occupied. The City was incorporated in 1969. Residents enjoy sport-fishing, commercial fishing and subsistence activities. The 2010 U.S. Census data showed 5.45% of the population are Alaska Native or part Native. The 2010 U.S. Census data also showed there were 280 total housing units, and 166 were vacant, of which 104 of these units are used only seasonally. The median household income was $46,250, per capita income was $31,624 and 13.96% of residents were living below the poverty level.	
Economy	The city, school, local services and summer tourism support Whittier. Tours, charters and sport fishing in Prince William Sound attract seasonal visitors. Ten residents hold commercial fishing permits.	
Subsistence	A small portion of Whittier residents practice the subsistence lifestyle.	
Population	253 (2015 DCCEC Commissioner Certified Population)	
Borough Located In	Unorganized	
Incorporation Type	2nd Class City	
Native Entities	**Regional:**	Chugach Alaska Corporation
	Nonprofit:	Chugachmiut

EMERGENCY SERVICES	
Police	City Police (472-2340)
Fire	City Volunteer Fire Department (472-2340); City Fire Hall, City Ambulance
Medical	The City of Whittier Medical Clinic (472-2303) is a qualified Emergency Care Center. Auxiliary health care provided by Whittier Volunteer Ambulance Corps (Clinic 472-2303/472-2340).
Harbormaster	472-2375; Alyeska/SERVS (472-2473)

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Chugach Alaska Corporation	3800 Centerpoint Drive, Ste, 700 Anchorage, AK 99503	561-2668 562-5258 (fax)	www.chugach-ak.com

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of Whittier	P.O. Box 608 Whittier, AK 99693	472-2327 472-2404 (fax)	www.whittieralaska.gov info@whittieralaska.gov
Eastern Aleutian Tribes, Incorporated	3380 C Street, Suite 100 Anchorage, AK 99503	277-1440 277-1446 (fax)	www.eatribes.org (Native Health Care Provider)
Greater Whittier Chamber of Commerce	P.O. Box 607 Whittier, AK 99693	278-2493 278-2491 (fax)	www.whittieralaskachamber.org
Municipality of Anchorage	6325 West 6th Ave., Suite 250 Anchorage, AK 99501	343-4311 343-4313 (fax)	www.muni.org (Landfill Operator)
PWS Economic Development District	2207 Spenard Road, Suite 207 Anchorage, AK 99503	222-2440 222-2411 (fax)	www.pwsedd.org

TRANSPORTATION	
Accessibility	Whittier is an ice-free port and is accessible by road, rail, ferry, boat and aircraft. To enter Whittier by vehicle, you must pass through the state maintained tunnel and pay a $12.00 roundtrip toll to enter (1-877-611-2586 / http://dot.alaska.gov/creg/whittiertunnel/schedule.shtml). Whittier has a 1480' by 58' gravel airstrip that accommodates charter aircraft and a city-owned seaplane dock available for passenger transfer.
Airport Facilities	The State-owned 1,480-foot gravel airstrip accommodates charter aircraft, and a City-owned seaplane dock is available for passenger transfer.
Airline Services	None listed
Freight	None listed
Vessel Support	None listed

FACILITIES & UTILITIES		
Telephone	**Local Service:** Yukon Telephone (472-2300 / www.yukontel.com) **Long Distance:** GCI (1-800-800-4800 / www.gci.com)	**COMMUNICATIONS**
Wireless and Internet	GCI (1-800-800-4800 / www.gci.com)	
TV Stations	None	
Radio Stations	KCHU-AM	
Cable Provider	Supervisions Cable TV	
Teleconferencing	Alaska Teleconferencing Network; Valdez Legislative Information Office	
Electricity	Provided by Chugach Electric Association	

Fuel	Gasoline, diesel, and propane.
Fuel Storage	Shoreside Petroleum Inc. (48,000 gals.); Department of Defense.
Housing	June's Whittier B&B Suites, Anchor INN; Sportsman's Inn; Tent/RV Park
Water & Sewage	Water is derived from wells and a reservoir. Water storage capacity is 1.2 million gallons. The entire community is served by a piped water and sewer system, and over 95% of homes are fully plumbed. The older portions of the City sewer system need replacement.
Miscellaneous	Refuse is hauled out by a private contractor to Anchorage - the landfill has been closed. An oil and hazardous waste recycling center was completed in 1998.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Begich Towers Cullum Room; City Library; Whittier Historical & Fine Arts Museum; Whittier Community School
Potential Staging Areas	None identified
Local Spill Response Equipment	ADEC spill response conex (see page B-72 for an inventory of spill response assets). SERVS 14 emergency response equipment conexes are located behind Long Dock. Additional emergency response equipment is located near the HarborMaster's office and the USCG maintains equipment in the railroad yard. Shoreside Petroleum has their own cleanup equipment that they manage and maintain. Shoreside provides fuel for the City of Whittier, cruise ships, and fishing vessels in the small boat harbor. The Harbormaster and the Fishing Vessel Administrator are responsible for the deployment of the SERVS equipment in a crisis. Currently both positions are held by the same person.

9770.3.55 - Willow

	WILLOW
Location and Climate	Willow is located in the Mat-Su Borough, between mile 60 and 80.7 of the George Parks Highway, north of Houston. Its western boundary is the Susitna River (Latitude 61.7381/Longitude -150.0441). Willow falls within the transitional climate zone, characterized by a semi-arid atmosphere, long, cold winters, and mild summers.
History, Culture, & Demographics	Dena'ina Athabascan Indians have occupied this area historically, living in semi-permanent villages. The permanent community got its start when gold was discovered on Willow Creek in 1897. Supplies and equipment were brought in by boat to Knik. From there, a 26-mile summer trail went northwest, up Cottonwood Creek, and across Bald Mountain to Willow Creek. The winter sled trail went north, crossing the present line of the Alaska Railroad at Houston, and up the west end of Bald Mountain for 30 miles. This trail, dubbed the "Double Ender Sled Trail," is still being used by skiers, hunters, backpackers and snowmobile enthusiasts. The sleds then followed a trail along Willow Creek in an easterly direction, now Hatcher Pass Road. The Talkeetna Trail also passed through Willow

	and was used by dog teams and pack horses. Cabins to accommodate freighters and mail carriers were located at Nancy Lake, Willow and other points north. This route was the forerunner of the Parks Highway. During construction of the Alaska Railroad, surveyors, construction crews, homesteaders and other settlers came to Willow. A Railroad station house was constructed in 1920. During World War II, a radar warning station and airfield were built. The Trail's End Lodge, built in 1947, subsequently became a post office in 1948. By 1954, Willow Creek was Alaska's largest gold mining district, with a total production approaching 18 million dollars. Land disposals, homestead subdivisions, and completion of the George Parks Highway in 1972 fueled growth in the area. In 1976, Alaskans selected Willow for their new State capital site. However, funding to enable the capital move was defeated in the November 1982 election.	
Economy	Many Willow residents are self-employed in a variety of businesses, including lodging, guiding and charter services, and retail stores. There are two saw mills and one prefabricated wood-building manufacturer. Some residents are employed in Palmer, Wasilla, or Anchorage. In 2009, 19 residents held commercial fishing permits. Capitol Speedway attracts stockcar racing enthusiasts from the entire state.	
Population	2,000 (2015 Department of Labor Estimate)	
Borough Located In	Matanuska-Susitna Borough	
Incorporation Type	Unincorporated	
Native Entities	**Regional:**	
	Profit:	Montana Creek Native Assoc., HC 89, Box 520, Willow, AK 99688; 733-

EMERGENCY SERVICES	
Police	City Police Dept. (911/352-5401)
AKST	Anchorage Post: 248-1410
Fire	City Volunteer Fire Dept (373-8831); Trunk Road Fire Dept (745-2494); Borough Ambulance Lakes-Bogard Road Fire Dept (745-2228); Meadow Lakes Fire Dept (376-9790)
Medical	Local hospitals or health clinics include Matanuska Health Care and private medical practices. Auxiliary health care is provided by Glacier View First Responders (373-8800/745-4811); Valley Hospital (746-8600), located 10 miles away in Palmer; Mat-Su Borough Dive Rescue Team (373-8800); Valley Transport Service (373-8800); and Wasilla Ambulance Service (373-8800/745-4811).

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Chamber of Commerce	P.O. Box 0183, Willow, AK 99688	495-6800 495-5858 (fax)	mail@willowchamber.org

			http://www.willowchamber.org
Community Non-Profit	Willow Area Community Organization, P.O. Box 1027, Willow, AK 99688	495-6633	chair@waco-ak.org http://www.waco-ak.org/

TRANSPORTATION	
Accessibility	From the George parks highway, the area has access to the statewide highway system and the transportation facilities of Wasilla, palmer and anchorage.
Airport Facilities	There are two public airstrips: one is a state-owned 4,400' long by 75' wide gravel airstrip at mile 69.7 Parks Highway and the other is at Deshka Landing and owned by the Alaska Department of Natural Resources. There are five additional private strips and a seaplane base at Kashwitna Lake.
Airline Services	Willow Air Service; Sustina Air Service
Freight	None listed
Vessel Support:	None listed

FACILITIES & UTILITIES		
Telephone	Matanuska Telephone	**COMMUNICATIONS**
Wireless and Internet Service Provider	GCI, AT&T, Verizon	
TV Stations	KAKM; KIMO; KTUU; KYES	
Radio Stations	KTNA-FM; KNBZ-FM	
Cable Provider		
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Matanuska Electric Assoc.	
Housing	Willow Trading Post Lodge; Ruth Lake Lodge; Pioneer Lodge/RV Campground; Willow Island Resort/RV Park; Sheep Creek Lodge; Chandalar RV Park; Cline's Caswell Lake B&B; Camp Caswell RV Park; Susitna Landing & Campground; Alaskan Host B&B; Gigglewood Lakeside Inn; Nancy Lake B&B; Willow Winter Park B&B	
Water & Sewage	Nearly all of the occupied homes in Willow use individual water wells and septic tanks, and are fully plumbed. Approximately 60% of the homes in this area are used only seasonally. The school operates its own water system.	
Miscellaneous	There are 2 schools located in the community, attended by 150 students. A borough refuse transfer site is available on Willow-Fishhook Road, about 2 miles off the Parks Highway.	

SPILL RESPONSE SUPPORT
(Contact local officials to determine possibility of using community facilities.)

Potential Command Posts	None listed
Potential Staging Areas	None listed
Local Spill Response Equipment	None listed

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9770.4 – Kodiak

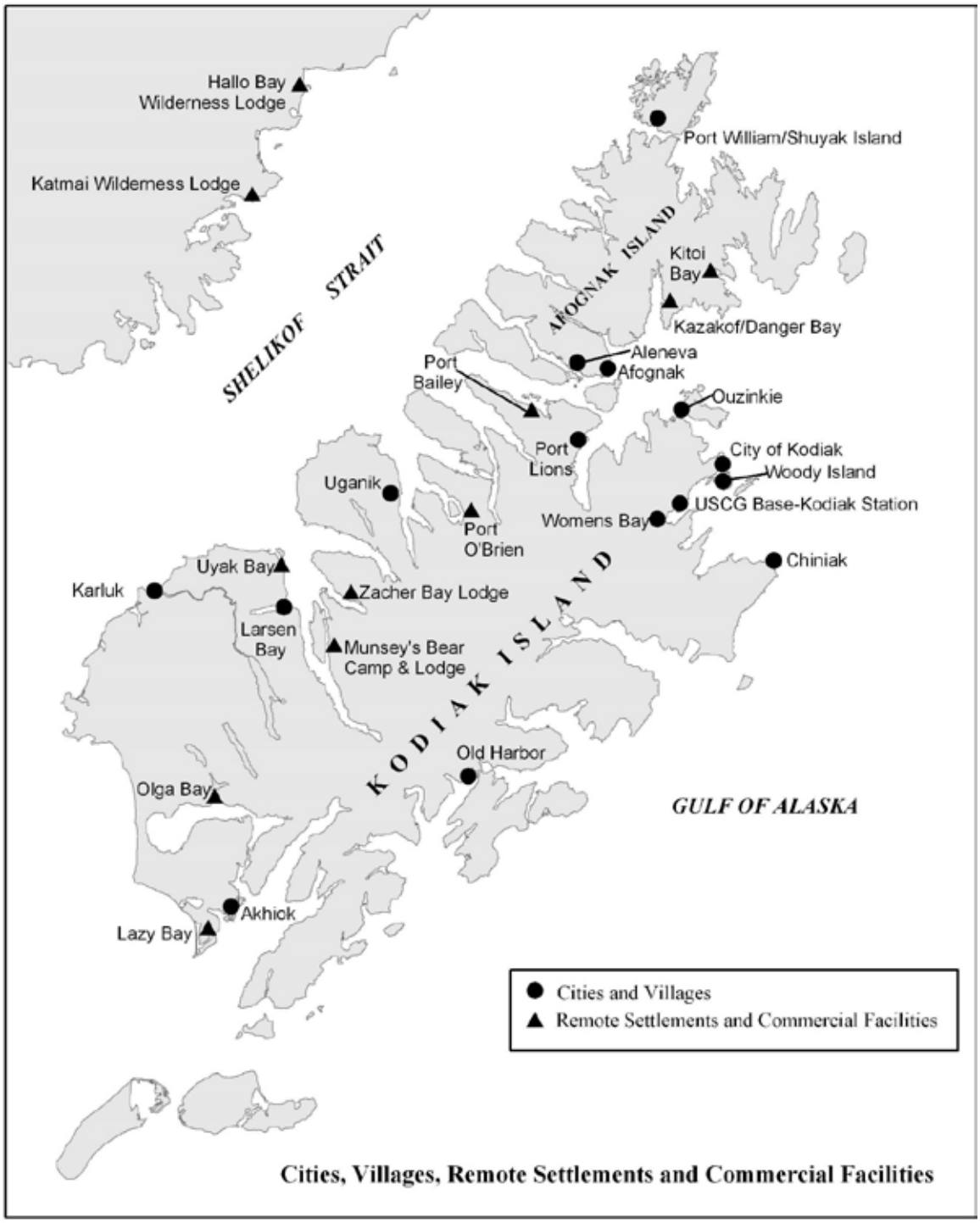

Figure 1 - Kodiak Subarea Communities

Remote Settlements and Commercial Facilities

The following locations have seasonal populations that may fluctuate widely, but should still be considered in the event of a spill incident:

- Ben Thomas Logging Camp (Kazakof/Danger Bay)
- Big Sandy Logging Camp
- Hallo Bay Wilderness Lodge
- Katmai Wilderness Lodge
- Kitoi Bay Hatchery
- Lazy Bay/Alitak Cannery
- Munsey's Bear Camp & Lodge
- Olga Bay Cannery
- Port Bailey Cannery
- Uyak Bay (Parks) Cannery
- Zacher Bay Lodge (Cannery) - Uyak Bay

The following presents regional organizational information for the Kodiak Subarea:

(The area code for all phone and fax numbers is 907, unless otherwise indicated)

Borough:

Kodiak Island Borough, 710 Mill Bay Road, Kodiak, AK 99615
Phone: 486-9310; *Fax*: 486-9391;
E-mail: info@kib.co.kodiak.ak.us *Web*: www.kodiakak.us

Regional Native Corporation:

Koniag, Incorporated
Anchorage Office: 4300 B Street, Suite 407, Anchorage, AK 99503
Phone: 561-2668; *Fax:* 562-5258
Kodiak Office: 202 Center Ave, Kodiak AK 99615
Phone: 486-2530; *Fax:* 486-3325
E-Mail: wanderson@koniag.com *Web:* http://www.koniag.com

School District:

Kodiak Island Borough School District, 722 Mill Bay Road, Kodiak, AK 99615;
Phone: 486-9210; *Fax*: 486-9277;
E-Mail: smcdonald01@kodiakschools.org *Web*: www.kodiak.k12.ak.us

Regional Development:

Southwest Alaska Municipal Conference, 3300 Arctic Blvd. #203, Anchorage, AK 99503
Phone: 562-7380; *Fax:* 562-0438
E-mail: mcatsi@swamc.org *Web:* http://www.southwestalaska.com

Housing Authority:

Kodiak Island Housing Authority, 3137 Mill Bay Road, Kodiak, AK 99615;
Phone: 486-8111; *Fax*: 486-4432;
E-mail: kiha@kiha.org *Web:* http://www.kiha.org

Regional Health Corporation:

Kodiak Area Native Association, 3449 E. Rezanof Drive, Kodiak, AK 99615
Phone: 486-9800; *Fax*: 486-9898 *Web*: http://www.kanaweb.org

9770.4.01 – Kodiak Island Borough
KODIAK ISLAND BOROUGH

Population: 6,088 (2005 State Demographer est.)
Borough Located In: Kodiak Island Borough
Incorporation Type: Borough
Regional Native Corp: N/A

Emergency Services
City of Kodiak Police 486-8000
State Troopers: Kodiak Post, 486-4121
City of Kodiak Fire: 486-8040
Medical:

- Alutiq Health Clinic, 486-9825
- Kodiak Community Health Center, 486-9557
- U.S. Coast Guard Rockmore-King Medical Clinic (emergency care hospital), 486-5757

Hospital: Providence Kodiak Island Medical Center, 486-3281

Organizations with Local Offices

Borough Offices: Kodiak Island Borough
710 Mill Bay Road, Kodiak, AK 99615
Phone: 486-9310;
Fax: 486-9391
E-Mail: info@kib.co.kodiak.ak.us
Website: http://www.kodiakak.us/

Native Housing Authority: Kodiak Island Housing Authority
3137 Mill Bay Road, Kodiak, AK 99615
Phone: 486-8111
Fax: 486-4432
Email: kiha@kiha.org
Website: http://www.kiha.org/

School District: Kodiak Island Borough School District
722 Mill Bay Road, Kodiak, AK 99615;
Phone: 486-9210
Fax: 486-9277
E-Mail: smcdonald01@kodiakschools.org
Web: www.kodiak.k12.ak.us

Location and Climate
The Kodiak Island Borough encompasses Kodiak Island in the Gulf of Alaska, its nearby islands, and a portion of the mainland on the Alaskan Peninsula along Shelikof Straits. Kodiak Island, the "Emerald Isle," is the largest island in Alaska, second only to Hawaii in the U.S. The Kodiak National Wildlife Refuge encompasses nearly 1.9 million acres on Kodiak and Afognak Islands. The climate is dominated by a strong marine influence, with minimal freezing weather, moderate precipitation, and frequent cloud cover and fog. Severe storms are common from December through February.

Transportation

Accessibility: Kodiak is accessible by air and sea.
Airport Facilities: The State-owned Kodiak Airport provides three asphalt runways. These runways measure: 7,562' long by 150' wide; 5,398' long by 150' wide; and, 5,011' long by 150' wide. Kodiak Municipal Airport offers a 2,475' long by 40' wide paved runway.
Airline Services: Three scheduled airlines serve Kodiak with several daily flights, and a number of air taxi services provide flights to other communities on the island. City-owned seaplane bases at Trident Basin and Lilly Lake serve floatplane traffic.
Freight: The Alaska Marine Highway System operates a ferry service to and from Seward and Homer to Kodiak. Travel time to Homer by ferry is approximately 12 hours.
Vessel Support: The Port of Kodiak includes two boat harbors with 600 boat slips and three commercial piers – the ferry dock, city dock and container terminal. Boat launch ramps and vessel haul-outs are also available. A $20 million breakwater on Near Island provides another 60 acres of mooring space at St. Herman Harbor. The replacement of the 32-year-old float system at the St. Paul Inner Harbor downtown was completed in 2000.

Facilities & Utilities

Communications:

In-State Phone: ACS of the Northland
TV Stations: ARCS, KMXT-LPTV;
Long-Distance Phone and Internet Service Providers: AT&T Alascom; GCI (www.gci.net); ACS of the Northland; ACS Internet (www.acsalaska.net); AT&T WorldNet, (www.worldnet.att.net)
Radio Stations: KMXT-FM; KVOK-AM/KRXX-FM; KWVV; KPEN
Cable Provider: GCI Cable, Inc.; Communications Unlimited, Inc., Kodiak-Kenai Cable Co. (in conjunction with expansion of cellphone service, company is bringing broadband connections to all Native villages).
Teleconferencing: Alaska Telecon. Network; Legislative Information Office; GCI Cable, Inc; AT&T Alascom

Electricity: Kodiak Electric Association, hydro-, diesel- and wind-power generation.
Fuel Storage - Tank Owners (Capacity)**:**

- Kodiak Electric (40,000 gals.)
- Western Alaska Fisheries (80,000)
- US Coast Guard Support Center (1,598,000)
- U.S. DOT/FAA/Woody Island (54,000)
- Kodiak Oil Sales Inc. (1,719,000)
- Petro Marine Services (1,932,000)

Housing:

- Shelikof Lodge, 486-4141
- Best Western 888-563-4254
- Inlet Guest Rooms 486-4004
- Multiple bed and breakfast inns

Services: Several restaurants, Safeway and Wal-Mart Stores, sporting goods and hardware stores.
Water & Sewage: The majority of households (>99%) are on public water and sewer systems.

Spill Response Support

Contact local officials at the applicable town or village to determine what may be available and practicable for use.

Economy

Fishing, fish processing, retail, services and the health care industries are the key employers. The Coast Guard, city, borough, State and federal agencies also provide employment. Over 700 borough residents hold commercial fishing permits. Subsistence activities and sport fishing are prevalent. The Kodiak Chamber of Commerce provides economic development services to the area (www.kodiak.org). The Kodiak Launch Complex, a $38 million low-Earth orbit launch facility on 27 acres near Chiniak, 45 miles from the City of Kodiak, is the only commercial launch range in the U.S. that is not co-located with a federal facility. The KLC launched its first payload in November 1998, and various agencies/businesses continue to contract the facility for a variety of launches.

History, Culture & Demographics

Kodiak Island has been inhabited since 8,000 B.C. Russian fur trappers first settled there in 1792, and sea otter pelts became the primary incentive for Russian exploration. Kodiak was the first capital of Russian Alaska, but the capital was later moved to Sitka when Alaska was purchased by the U.S. in 1867. Since the Aleutian Campaign of World War II, several branches of the military have maintained a presence in Kodiak. The 1960s brought growth in commercial fisheries and fish processing. The borough was incorporated in 1963. The population of the community consists of 18% Alaska Native or part Native. The Island culture is grounded in commercial and subsistence fishing activities and is primarily non-Native. A Russian Orthodox Church seminary is based in Kodiak, one of the two existing seminaries of this kind in the U.S. U.S. Coast Guard facilities and land occupy a significant portion of the borough.

9770.4.02 - Afognak

AFOGNAK

Population: 0, abandoned village site
Incorporation Type: Unincorporated
Borough Located In: Kodiak Island Borough
Regional Native Corp: Koniag, Inc.

Emergency Services

No local services are available.
State Troopers: Kodiak Post, 486-4121
Nearest Hospital: Providence Kodiak Island Medical Center, 486-3281

Organizations with Local Offices

(These organizations represent the former residents of Afognak and Afognak's tribal members)

Village Council: Native Village of Afognak
204 E. Rezanof Drive, Suite 100, Kodiak, AK 99615
Phone: 486-6357
Fax: 486-6529
Email: tribe@afognak.net

Village Corporation: Afognak Native Corporation
215 Mission Road, Suite 212, Kodiak, Alaska 99615
Toll Free: 800-770-6014
Phone: 486-6014
Fax 486-2514.

Location and Climate

This traditional Alutiiq (Russian-Aleut) village was located on Afognak Bay, on the southwest coast of Afognak Island, north of Kodiak Island. It lies at approximately 58.008° North Latitude and 152.767° West Longitude. (Sec. 13, T025S, R022W, Seward Meridian.) Afognak is located in the Kodiak Recording District. The Kodiak Archipelago is warmed by the Japanese current. The climate is similar to Southeast Alaska, with less precipitation. January temperatures range from 14 to 46 degrees Fahrenheit; July temperatures vary from 39 to 76 degrees Fahrenheit. Average annual rainfall is 74 inches.

Transportation

Accessibility: Transportation is provided by float plane from Kodiak. Float Plane access is found in various areas around the island.

Facilities & Utilities:

There are no local facilities, except for a few lodges.

Housing: Afognak Native Corp. operates a few wilderness hunting and fishing lodges, contact the corporation for possible housing options (see above & Afognak Wilderness Lodge, 486-6442). The Afognak Island State park has two restored US Forest Service cabins: one at Pillar Lake, the other at Laura Lake (486-6339).

Spill Response Support

Contact tribal officials to determine potential facilities for use in spill response.

Economy

The economy is based on minor tourism, subsistence and logging activities.

History, Culture & Demographics

Afognak was one of ten permanent settlements founded by the Russian-American Co. between 1770 and 1799. The village name was derived from Afognak Island, and was first reported in 1839 by Sub-Lt. Mikhail Murashev. The Census of 1890 noted a series of settlements along the beach, including Rutkovsky village, a group of retired employees of the Russian American Company. A post office was maintained intermittently from 1888 to 1958. The Good Friday earthquake of 1964 generated a tsunami, which destroyed the village. A new village was constructed on the northeast coast of Kodiak Island, called Port Lions, and the residents of Afognak moved there permanently in December 1964. The abandoned village of Afognak does not have a resident population. Many of the former residents and their descendants are members of the Native Village of Afognak. There are a few small logging camps and fishing lodges on Afognak Island. Aleneva, a Russian Old Believers community has been established elsewhere on Afognak Island.

9770.4.03 – Akhiok

AKHIOK - (Pronunciation: AH-key-ock)

Population: 35 (2007 State Demographer est.)
Incorporation Type: 2nd Class City
Borough Located In: Kodiak Island Borough
Regional Native Corp: Koniag, Incorporated.

Emergency Services
Police/VPSO: 836-2213/2205
State Troopers: Kodiak Post, 486-4121
Fire: Akhiok VFD, 836-2213
Medical: Akhiok Health Clinic, 836-2230
Nearest Hospital: Providence Kodiak Island Medical Center, 486-3281

Organizations with Local Offices

City Offices: City of Akhiok
P.O. Box 5050, Akhiok, AK 99615
Phone: 836-2229

Village Council: Native Village of Akhiok
P.O. Box 5030, Akhiok, AK 99615-5030
Phone: 836-2312/2313
Email: akhiok_tribal@yahoo.com

Village Corporation: Akhiok/Kaguyak Inc.
1400 W. Benson Blvd., #425, Anchorage, AK 99503
Phone: 258-0604
OR Ayakulik Inc.
3741 Richmond #5, Anchorage, AK 99514
Phone: 279-7911

Native Housing Authority: [Insert Name, Address, Phone, Fax, Email, Web – as available]

Location and Climate
Akhiok is located at the southern end of Kodiak Island at Alitak Bay, 80 miles southwest of the City of Kodiak, and 340 miles southwest of Anchorage. It lies at approximately 56.946° North Latitude and 154.170° West Longitude. (Sec. 28, T037S, R031W, Seward Meridian.) The climate of the Kodiak Islands is dominated by a strong marine influence. There is little freezing weather, moderate precipitation, and frequent cloud cover and fog. Severe storms are common from December through February. Annual precipitation is 35 inches. Temperatures generally remain within a narrow range of 25 to 54 degrees F.

Transportation
Accessibility: Air service from Kodiak, or boat.

Airport Facilities: State-owned gravel runway 3,320' in long by 60' wide, and a private seaplane base at Moser Bay
Airline Services: Scheduled or charter air service from Kodiak; Island Air Service offers regular passenger service.
Freight: Barge (sporadic service) or airplane.
Vessel Support: Barge services are sporadic. A breakwater and boat launch are available, but the existing dock is a temporary structure.

Facilities & Utilities
Communications:
In-State Phone: ACS of the Northland
Long-Distance Phone: AT&T Alascom
Internet Service Provider: None
Cable Provider: None
TV Stations: ARCS
Radio Stations: KMXT-FM
Teleconferencing: Alaska Teleconferencing Network
Electricity: City of Akhiok; diesel power
Fuel Availability: Marine gas, diesel, gasoline.
Fuel Storage - Tank Owners (Capacity)**:**
- City (108,000 gals.)
- Ward Cove Packing/Alitak

Housing: Arrange for accommodations at Community Building by contacting City of Akhiok, 836-2323. No other facilities or services here.

Services: Nearest store at Alitak cannery site, 7 miles by boat. No restaurants.

Water & Sewage: Water is derived from a dam and reservoir on a small stream, is treated and stored. Akhiok provides a piped gravity water and sewer system that serves all 25 homes in the community. The community is currently boiling its drinking water -- a new water source is needed.

Miscellaneous: There is one school in the community attended by 16 students. A new landfill site is under development.

Spill Response Support
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
- Akhiok School; 836-2203
- City Office Building; 836-2229
- Community Building; 836-2323

Potential Staging Areas:
- Akhiok School; 836-2203
- Airport
- Equipment storage warehouse; contact city: 836-2229

Local Spill Response Equipment: One conex; check with local officials for location and access.

Economy

Public sector employment and seasonal work provide cash flow in the community. Five residents hold commercial fishing permits. Almost all of Akhiok's residents depend heavily on subsistence fishing and hunting, including salmon, crab, shrimp, clams, ducks, seal, deer, bear, rabbit, berries and plants. The community is interested in developing a fish smokery and cold storage facility. Since January 2003, each Akhiok shareholder received $200,000 from sales of a $36 million trust fund provided in the Exxon Valdez oil spill settlement.

History, Culture & Demographics

The original village of Kashukugniut was occupied by Russians in the early 19th century. The community was originally a sea otter hunting settlement, located at Humpy Cove. The name Akhiok was reported in the 1880 Census. In 1881, residents relocated to the present site at Alitak Bay. The community's Russian Orthodox church, Protection of the Theotokos Chapel, built around 1900 at the site of an earlier structure, is now on the National Register of Historic places. A post office was established in 1933; the city incorporated in 1972. Residents of nearby Kaguyak relocated to Akhiok after the 1964 earthquake and tsunami destroyed their village. A federally-recognized tribe is located in the community -- the Native Village of Akhiok; Kodiak Island Inter-Tribal Council. The population of the community consists of 94% Alaska Native or part Native. Akhiok is an Alutiiq village dependent upon fishing and subsistence activities.

9770.4.04 - Aleneva

ALENEVA

Population: 48 (2007 DOL Estimated Population)
Incorporation Type: Unincorporated
Borough Located In: Kodiak Island Borough
Regional Native Corp: N/A

Emergency Services

No local emergency services in community or on island.
State Troopers: Kodiak Post, 486-4121
Nearest Hospital: Providence Kodiak Island Medical Center, 486-3281

Organizations with Local Offices

No local organizations listed in community database.

Location and Climate

Aleneva is located on the southern coast of Afognak Island, north of Kodiak Island, along the shore of Raspberry Strait, across from Little Raspberry Island. It lies at approximately 58.014° North Latitude and 152.909° West Longitude (Sec. 18, T025S, R022W, Seward Meridian.). The Kodiak Archipelago is warmed by the Japanese current. The climate is similar to Southeast Alaska, with less precipitation. January temperatures range from 14 to 46 degrees Fahrenheit. July temperatures range from 39 to 76 degrees Fahrenheit. Average annual rainfall is 74 inches.

Transportation

Accessibility: Transportation is provided by float plane from Kodiak. There are no public facilities.
Airline Services: Charter aircraft from Kodiak.
Freight: Via float plane.
Vessel Support: There are no public facilities.

Facilities & Utilities

No public services available. Electricity is provided by Individual Generators. There are no state operated schools located in the community.

Spill Response Support

Contact local officials to determine possibility of using community facilities.
Potential Command Posts: None identified.
Potential Staging Areas: None identified.
Local Spill Response Equipment: None identified.

Economy

There are a few small logging camps on Afognak Island, but no other source of employment. The economy is based on subsistence activities and some commercial fishing.

History, Culture & Demographics

The Census of 1890 noted a series of settlements along the beach, including Rutkovsky village, a group of retired employees of the Russian American Company. A post office was maintained intermittently from 1888 to 1958. The Good Friday earthquake of 1964 generated a tsunami, which destroyed the village. Aleneva is currently a settlement of "Russian Old Believers," whose ancestors settled in Woodburn, Oregon after the Bolshevik Revolution of 1917 forced them out of Russia. The first Old Believer settlers in Alaska received a grant from the Tolstoy Foundation in New York and purchased land on the Kenai Peninsula in 1967. Russian Old Believers have established various settlements in Alaska, including Aleneva.

The population of the community consists of 2% Alaska Native or part Native. The Old Believers in this area lead a family-oriented, self-sufficient lifestyle. They use modern utilities, and food sources are from gardening, small livestock, fishing and hunting. Families are typically very large (8 to 12 children.) Traditional clothing is worn, Russian is the first language, and the church dictates that males do not shave. Boys typically marry at age 15 or 16, while girls are married at 13 or 14.

9770.4.05 - Chiniak

CHINIAK - (Pronunciation: CHEE-nee-uk)

Population: 42 (2007 State Demographer est.)
Incorporation Type: Unincorporated
Borough Located In: Kodiak Island Borough
Regional Native Corp: N/A

Emergency Services

Police/VPSO: None
State Troopers: Kodiak Post, 486-4121
Fire: Chiniak EMS, 486-9800/9827
Medical:
Nearest Hospital: Providence Kodiak Island Medical Center, 486-3281

Organizations with Local Offices
None

Location and Climate
The community, located 45 miles southeast of the City of Kodiak, on the easternmost point of Kodiak Island, lies at approximately 57.617° North Latitude and 152.164° West Longitude. (Sec. 33, T029S, R018W, Seward Meridian.) The climate of the Kodiak Islands is dominated by a strong marine influence, with little freezing weather, moderate precipitation, and frequent cloud cover and fog. Severe storms are common from December through February, with annual precipitation of 60 inches. January temperatures range from 14 to 46 degrees Fahrenheit, July from 39 to 76 degrees Fahrenheit.

Transportation
Accessibility: Via road or boat. Chiniak can be reached by road from Kodiak, 45 miles away. Kodiak offers jet service, float plane services, ferry service and boat rentals.
Airport Facilities: An old airstrip may be used for emergency landings.
Airline Services: Float plane charter service from Kodiak.
Freight: Via road from Kodiak or float plane
Vessel Support: Anchorage and dock at Thumb's Up Bay

Facilities & Utilities
Communications:
In-State Phone: ACS of the Northland
Long-Distance Phone: AT&T Alascom
Internet Service Provider: ACS Internet (www.acsalaska.net)
TV Stations: ARCS
Radio Stations: KMXT-FM; KVOK-AM/KRXX-FM
Cable Provider: Starband Satellite
Teleconferencing: None
Electricity: Kodiak Electric Association, hydro and diesel power
Fuel Availabilty: None.
Fuel Storage - Tank Owners: N/A
Housing: None available.
Services: None available.
Water & Sewage: Approximately 60% of homes in Chiniak have individual wells, septic systems, and plumbing; the remainder hauls treated water from the Chiniak School.
Miscellaneous: One school is located in the community, attended by 17 students. Refuse is hauled to the borough landfill in Kodiak.

Spill Response Support
Contact local officials to determine possibility of using community facilities.
Potential Command Posts: School (486-8323) or library

Potential Staging Areas: School or the former landing strip
Local Spill Response Equipment: None identified.

Economy
The school, post office and local roadhouses are the primary year-round employers. There are no stores or gas stations in Chiniak. Several residents commute to Kodiak for employment. Many work in construction, fishing, or other seasonal industries outside of the community. Four residents hold commercial fishing permits. The Kodiak Launch Complex, a 27-acre low-Earth orbit launch complex operated by the Alaska Aerospace Dev. Corp., lies nearby at Cape Narrow; the complex is the only commercial launch range in the U.S. that is not co-located with a federal facility; the $38-million KLC launched its first payload in November 1998.

History, Culture & Demographics
Named "Cape Greville" in 1778 by Capt. Cook, Chiniak is an Alutiiq (Russian-Aleut) name first reported in 1888 by Lt. Comdr. Tanner, USN, of the steamer Albatross. During the mid-1950s, an Air Force White Alice Radar Tracking Station was constructed in Chiniak. The population of the community consists of 4% Alaska Native or part Native. This community is active in local issues and planning through the Chiniak Community Forum. There is a library and school.

9770.4.06 - Karluk

KARLUK - (Pronunciation: KAR-luck)

Population: 27 (2007 State Demographer est.)
Incorporation Type: Unincorporated
Borough Located In: Kodiak Island Borough
Regional Native Corp: Koniag, Incorporated

Emergency Services
VPSO: 241-2209
State Troopers: Kodiak Post, 486-4121
Fire: Karluk Village Response Team, 241-2222
Medical: Karluk Health Clinic, 241-2212
Nearest Hospital: Providence Kodiak Island Medical Center, 486-3281

Organizations with Local Offices

Village Council: Native Village of Karluk
P.O. Box 22, Karluk, AK 99608
Phone: 241-2218
Fax: 241-2208
Tribal council: 241-2224
Village Council President e-mail: A96lynn@aol.com

Location and Climate
Karluk is located on the west coast of Kodiak Island, on the Karluk River, 88 air miles southwest of Kodiak and 301 miles southwest of Anchorage. It lies at approximately 57.570° North Latitude

and 154.454° West Longitude. (Sec. 17, T030S, R032W, Seward Meridian.) The climate of the Kodiak Islands is dominated by a strong marine influence. There is little freezing weather, moderate precipitation, and frequent cloud cover and fog. Severe storms and winds are common from December through February. Annual precipitation is 23 inches. Temperatures generally range from 25 to 56 Fahrenheit.

Transportation

Accessibility: Karluk is accessible by air and water.
Airline Services: Kodiak Island Air Service – scheduled & chartered flights from Kodiak
Airport Facilities: State-owned gravel airstrip (2,000' long by 50' wide) or a seaplane base at Karluk Lake.
Freight: Aircraft or barge
Vessel Support: Barge service is available twice a month from Kodiak, and goods are lightered to shore by skiff.

Facilities & Utilities

Communications:

In-State Phone: ACS of the Northland
Long-Distance Phone: AT&T Alascom
Internet Service Provider: None
TV Stations: ARCS
Radio Stations: KMXT-FM
Cable Provider: Starband Satellite
Teleconferencing: Alaska Teleconferencing Network

Electricity: Alutiq Power Company, operated by Village Council; diesel powered
Fuel Availability: None
Fuel Storage - Tank Owners (Capacity)**:** Village Council (50,000 gals.)
Housing: No year-round overnight accommodations or restaurant available at the village. Accommodations in summer at Karluk Lodge, located across Karluk Lagoon from the village.
Services: Limited groceries, first-aid supplies and hardware available at small store operated by tribal council; most supplies obtained from Kodiak. No banking services, Laundromat, rental transportation, major repair services, moorage facilities nor fuel available.
Water & Sewage: A piped water and community septic system was constructed in 1978. Water is supplied by a creek, treated and stored in a 50,000-gallon tank. All occupied homes are fully plumbed. A feasibility study is needed to examine alternatives for water treatment, sewage disposal and solid waste.
Miscellaneous: The one school in the community is often closed for the year. There is no refuse collection service, and the landfill is a temporary, unpermitted site.

Spill Response Support

Contact local officials to determine possibility of using community facilities.

Potential Command Posts:

- Karluk School (241-2220)
- tribal offices
- community hall (241-2217)

Potential Staging Areas:

- Karluk School (241-2220)

Local Spill Response Equipment: None identified.

Economy

While fish processing was the primary source of livelihood at one point and most still depend upon the fishing industry for livelihood, today many residents participate in other types of work, as well as subsistence hunting and fishing activities. Salmon, trout, ducks, seals, deer, berries and plants are harvested.

History, Culture & Demographics

The mouth of the Karluk River is thought to have been populated by Natives for more than 7,000 years; 36 archaeological sites exist in the area. Russian hunters established a trading post here in 1786; at that time, the village was located on both sides of the Karluk River, in the area of Karluk Lagoon. Between 1790 and 1850, many tanneries, salteries and canneries were established in the area. By 1900, Karluk was known for having the largest cannery and the greatest salmon stream in the world. A post office was established in 1892. In the early 1900s, more canneries were constructed by the Alaska Packers Association, but over-fishing of the area forced the canneries to close in the late 1930s. After a severe storm in January 1978, the village council decided to relocate the community to the present site, upstream on the south side of the lagoon. HUD constructed 23 houses at the new community location. The Ascension of Our Lord Russian Orthodox Chapel, built in 1888, is a national historic site. A few high school students attend Mount Edgecumbe in Sitka. A federally-recognized tribe is located in the community -- the Native Village of Karluk; Kodiak Island Inter-Tribal Council. The population of the community consists of 96% Alaska Native or part Native. Karluk is an Alutiiq village with a fishing and subsistence lifestyle. The school was closed during the 1999/2000 year and again for the 2002/2003 year due to low enrollment.

9770.4.07 - Kodiak

KODIAK

Population: 5,691 (2007 State Demographer est.)
Incorporation Type: Home Rule City
Borough Located In: Kodiak Island Borough
Regional Native Corp: Koniag, Incorporated

Emergency Services

Police: City Police Dept., 486-8000
State Troopers: Kodiak Post, 486-4121
Fire: Kodiak Area Fire & Rescue, 486-8040
Medical:

- Alutiiq Health Clinic, 486-9825
- Kodiak Community Health Center, 486-9557
- U.S. Coast Guard Rockmore-King Medical Clinic, 487-5757

Nearest Hospital: Providence Kodiak Island Medical Center, 486-3281 *(This hospital and the USCG clinic are acute care facilities.)*

Organizations with Local Offices

Government Organizations:

City Offices: City of Kodiak
710 Mill Bay Road, Kodiak, AK 99615
Phone: 486-8640
Fax: 486-8600
Email: manager@city.kodiak.ak.us
Web Page: http://www.city.kodiak.ak.us

Borough Offices: Kodiak Island Borough
710 Mill Bay Road, Kodiak, AK 99615
Phone: 486-9310
Fax: 486-9391
E-Mail: info@kib.co.kodiak.ak.us
Website: http://www.kodiakak.us/

School District: Kodiak Island Borough School District
722 Mill Bay Road, Kodiak, AK 99615
Phone: 486-9210
Fax: 486-9277
E-Mail: smcdonald01@kodiakschools.org
Web: www.kodiak.k12.ak.us

Native Organizations & Tribes:

Regional Native Corporation: Koniag, Inc. *(Also represents merged corporations of Karluk and Larsen Bay)*
Anchorage Office: 4300 B Street, Suite 407, Anchorage, AK 99503
Phone: 561-2668
Fax: 562-5258
E-Mail:, wanderson@koniag.com
Web: http://www.koniag.com

Kodiak Office: 202 Center Ave., Suite 201, Kodiak, AK 9915
Phone: 486-2530
Fax: 486-3325

Village Council: Shoonaq' Tribe of Kodiak
312 W Marine Way, Kodiak, AK 99615
Phone: 486-4449
Fax: 486-3361
E-Mail: tribe@ptialaska.net

Native Housing Authority: Kodiak Island Housing Authority
3137 Mill Bay Road, Kodiak, AK 99615;
Phone: 486-8111

Fax: 486-4432
Email: kiha@kiha.org
Website: http://www.kiha.org/

Regional Health Corporation: Kodiak Area Native Association
3449 E. Rezanof Drive, Kodiak, AK 99615
Phone: 486-9800
Fax: 486-9898
Web: http://www.kanaweb.org

Economy & Industry Organizations:

Chamber of Commerce: Kodiak Chamber of Commerce
100 E. Marine Way, #300, Kodiak, AK 99615
Phone: 486-5557
Fax: 486-7605
E-Mail: chamber@kodiak.org
Web: http://www.kodiak.org/

Urban Corporation: Natives of Kodiak, Inc.
215 Mission Rd. #201, Kodiak, AK 99615
Phone: 486-3606, (800) 648-8462
Fax: 486-2745
E-Mail: nokcak@ptialaska.net
(One of four Urban Corporations established in ANCSA. The only one in Kodiak)

Village Corporation: Shuyak, Inc.
P.O. Box 727, Kodiak, AK 99615
Phone: 486-3842
Fax: 486-5097

Village Corporation: Litnik, Inc.
P.O. Box 1962, Kodiak, AK 99615
Phone: 486-4833

Visitor Industry: Kodiak Island Convention & Visitors Bureau
100 Marine Way , Kodiak, AK 99615
Phone: 486-4782
Fax: 486-6545
E-Mail: visit@kodiak.org
Web: http://www.kodiak.org

Media/ Newspaper: Kodiak Daily Mirror
1419 Selig Street, Kodiak, AK 99615
Phone: 486-3227
Fax: 486-3088
E-Mail: jbrooks@kodiakdailymirror.com
Web: http://www.kodiakdailymirror.com

Electric Utility: Kodiak Electric Association
P.O. Box 787, Kodiak, AK 99615-0787
Phone: 486-7700
Fax: 486-7720
E-Mail: dscott@keaconnect.net;
Web: http://www.kodiakelectric.com

Location and Climate

The City of Kodiak is located near the northeastern tip of Kodiak Island in the Gulf of Alaska, 252 air miles south of Anchorage, a 45-minute flight and a 4-hour flight from Seattle. It lies at approximately 57.789° North Latitude and 152.402° West Longitude. (Sec. 32, T027S, R019W, Seward Meridian.) Kodiak Island, "the Emerald Isle," is the largest island in Alaska, second only to Hawaii in the U.S. Kodiak National Wildlife Refuge encompasses nearly 1.9 million acres on Kodiak and Afognak Islands. The climate of the Kodiak Islands has a strong marine influence, little freezing weather, moderate precipitation, occasional high winds, and frequent cloud cover and fog. Severe storms are common from December through February. Annual rainfall is 67 inches, and snowfall averages 78 inches. January temperatures range from 14 to 46; July temperatures vary from 39 to 76.

Transportation

Accessibility: Kodiak is accessible by air and water.
Airport Facilities: The State-owned Kodiak Airport provides three asphalt runways. These runways measure: 7,562' long by 150' wide; 5,398' long by 150' wide; and, 5,011' long by 150' wide. Kodiak Municipal Airport offers a 2,475' long by 40' wide paved runway. City-owned seaplane bases at Trident Basin and Lilly Lake serve floatplane traffic.
Airline Services: Alaska Air, Era Aviation, Island Air Service provide daily scheduled flights between Anchorage and Kodiak, as well as several other major towns. Charter service may also be available from these airlines. Multiple air charter companies provide service between Kodiak and other island communities on both a scheduled and charter basis.
Freight: The Alaska Marine Highway System operates a ferry service to and from Seward and Homer. Travel time to Homer by ferry is 12 hours.
Vessel Support: The Port of Kodiak includes two boat harbors with 600 boat slips and three commercial piers – the ferry dock, city dock and container terminal. Boat launch ramps and vessel haul-outs are also available. A breakwater on Near Island provides another 60 acres of mooring space at St. Herman Harbor.

Facilities & Utilities

Communications:

In-State Phone: ACS of the Northland
Long-Distance Phone: AT&T Alascom; CGI
Internet Service Provider: ACS Internet (www.acsalaska.net); AT&T WorldNet (www.worldnet.att.net); GCI (www.gci.net); Starband Satellite
TV Stations: ARCS; KXMT-LPTV; K11UQ
Cable Provider: GCI Cable, Inc.
Radio Stations: KMXT-FM; KVOK-AM/KRXX-FM; KWVV; KPEN
Teleconferencing: Alaska Teleconferencing Network; Legislative Information Office

Electricity: Kodiak Electric Association; hydro and diesel

Fuel Availability: Several fueling stations are located in Kodiak, providing gasoline, diesel and jet fuel. Additional fuels (heating oil, propane) are available from Petro Marine or Kodiak Oil Sales.

Fuel Storage - Tank Owners (Capacity)**:**

- Kodiak Electric (40,000 gals.)
- Western Alaska Fisheries (80,000)
- Other (150,000)
- US Coast Guard Support Center (1,598,000)
- U.S. DOT/FAA/Woody Island (54,000)
- Kodiak Oil Sales Inc. (1,719,000)
- Petro Marine Services (1,932,000)

Housing:

- Shelikof Lodge, 486-4141
- Best Western, 888-563-4254
- Inlet Guest Rooms, 486-4004
- There are approximately 30 "bed and breakfast" establishments.

Services: A Safeway grocery store, Wal-Mart, several hardware and general merchandise stores, car and boat repair services, and a variety of restaurants serve the community. There are three rental car agencies; taxi services are available. Tourism-based van & bus sight-seeing and tour companies operate out of Kodiak.

Water & Sewage: Pillar Creek and Monashka Creek Reservoirs provide water, which is stored and distributed by pipe throughout the area. All homes are fully plumbed. The piped system has been expanded to Miller Point and Spruce Cape, to replace individual wells and septic tanks in those areas. Piped sewage is processed in a treatment plant.

Miscellaneous: The community has 7 schools, attended by 2,252 students. Refuse collection services are provided by the borough; the landfill is located 6 miles north of the city at Monashka Bay.

Spill Response Support

Contact local officials to determine possibility of using community facilities.

Potential Command Posts: city hall, borough offices, community centers, schools.

- KIB Assembly Chambers, Kodiak Island Borough Building, 710 Mill Bay Rd;
  Contact KIB Clerk: 486-9311
- Kodiak City Manager's Office, KIB Bldg., 710 Mill Bay Rd.; 486-8640
- Kodiak Inn conference room, 236 W. Rezanof Dr.; 486-5712.
- National Guard Armory, 125 11th Ave.; 486-3433
- Kodiak High School, Rezanof Dr.; 486-9211
- Bayside Volunteer Fire Dept. Training Building, 4606 Rezanof Dr. East; 486-4536

Potential Staging Areas:

- USCG Air Station-Base/Lash Dock - various locations (See Kodiak Station & Women's Bay profiles)
- National Guard Armory; 125 Powell Avenue; 486-3433
- Kodiak Airport; 486-8060
- St. Paul's Harbor (City of Kodiak), 403 Marine Way; 486-8080
- SeaLand Terminal; 486-5795

Port Facilities: Sea-Land Service, Inc. 486-5795; Harbormaster: 486-8080

- Pier 1/Ferry Dock - 204 feet long. 28 foot draft (MLLW). Water & bulk fuel services. (486-3800)
- Pier 2/City Dock - 360 feet long by 64 feet wide. 38 foot draft (MLLW). Used for loading & unloading of commercial freight vessels and mooring of fishing vessels. Bulk fuel, water, covered warehouse, 20 & 90 ton cranes and forklifts. (486-5795)
- Pier 3/Container Terminal - 490 feet long by 64 feet wide. 38 foot draft (MLLW). Water and 30-ton Gantry crane available. (486-5795)
- Small boat harbors - Slips for 600 commercial and recreational vessels. Maximum vessel length: 120 feet. (486-8080)

Local Spill Response Equipment: ADEC and Kodiak Island Borough response equipment conexes; contact KIB: 486-9310.

Economy

The Kodiak economy is based on fishing, seafood processing, retail services and government. Adaptability and diversification in a variety of fisheries has enabled the Kodiak economy to develop and stabilize. Approximately 665 area residents hold commercial fishing permits, and numerous fish processing companies operate here year-round. The largest processors include Trident, Ocean Beauty, North Pacific, and Western Processors. The hospital and the city also rank among the top employers. The largest U.S. Coast Guard station sits ten miles south of the city. The Kodiak Launch Complex, a $38 million low-Earth orbit launch facility on 27 acres, lies at Cape Narrow near Chiniak; operated by the Alaska Aerospace Dev. Corp., it is the only commercial launch range in the U.S. that is not co-located with a federal facility. The KLC launched its first payload in November 1998, and launches planned over the next five years could be worth up to $40 million. The Kodiak Chamber of Commerce provides economic development services to the area (www.kodiak.org).

History, Culture & Demographics

The island has been inhabited for the past 8,000 years. The first non-Native contacts were in 1763, by the Russian Stephen Glotov, and in 1792 by Alexander Baranov, a Russian fur trapper. Sea otter pelts (which could be sold in China for the equivalent of $45,000 each in today's dollars) were the primary incentive for Russian exploration, and a settlement was established at Chiniak Bay, the site of present-day Kodiak. At that time, there were over 6,500 Sugpiaqs (Koniags) in the area and the island was called "Kikhtak," but later was known as "Kadiak," the Inuit word for island. Kodiak became the first capital of Russian Alaska, and Russian colonization had a devastating effect on the local Native population. By the time Alaska became a U.S. Territory in 1867, the Koniag region Eskimos had almost disappeared as a viable culture. Alutiiq (Russian-Aleut) is the present-day Native language. The intensive sea otter fur harvesting eventually led to the near extinction of the species.

In 1882, a fish cannery opened at the Karluk spit, sparking development of commercial fishing in the area. The "Town of Kodiak" was incorporated in 1940. Fort Abercrombie was constructed in 1939, and later became the first secret radar installation in Alaska. During the Aleutian Campaign of World War II, the Navy and the Army built and expanded bases on the island. After the war, commercial and residential development continued, and the 1960s brought growth in commercial fisheries and fish processing. The 1964 earthquake and subsequent tidal wave virtually leveled downtown Kodiak; the fishing fleet, processing plant, canneries, and 158 homes

were destroyed – $30 million in damage. The infrastructure was rebuilt, and by 1968 Kodiak had become the largest fishing port in the U.S. in terms of dollar value. The Magnusson Act in 1976 extended the U.S. jurisdiction of marine resources to 200 miles offshore, which reduced competition from the foreign fleet, and over time, allowed Kodiak to develop a groundfish processing industry.

A federally-recognized tribe is located in the community -- the Shoonaq' Tribe of Kodiak; Kodiak Island Inter-Tribal Council (tribal contractor). Kodiak is primarily non-Native; the population of the community consists of 13% Alaska Native or part Native, and the majority of the Native population is Alutiiq. Filipinos are a large subculture in Kodiak due to their work in the canneries. The local cultures surround commercial and subsistence fishing activities. The Coast Guard comprises a significant portion of the community, and there is a large seasonal population change. A Russian Orthodox Church seminary, one of two existing seminaries in the U.S., is based in Kodiak. A branch of the University of Alaska Anchorage, Kodiak College is located in the City of Kodiak.

9770.4.08 – Kodiak Station

KODIAK STATION

Population: 1,817 (2007 State Demographer est.)
Incorporation Type: Unincorporated
Borough Located In: Kodiak Island Borough
Regional Native Corp: N/A

Emergency Services
Police: Military Police
State Troopers: Kodiak Post, 486-4121
VPSO:
Village Police Officer (contract):
Fire: USCG Kodiak Fire & Rescue, 487-5808
Medical: U.S. Coast Guard Rockmore-King Medical Clinic, 487-5757
Nearest Hospital: Providence Kodiak Island Medical Center, 486-3281

Organizations with Local Offices: No city or borough offices.

Location and Climate
Kodiak Station, located on the western shore of Kodiak Island, south and adjacent to the City of Kodiak, lies at approximately 57.738130° North Latitude and -152.503680° West Longitude. (Sec. 21, T028S, R020W, Seward Meridian. The climate is dominated by a strong marine influence – little freezing weather, moderate precipitation, and frequent cloud cover and fog. Severe storms are common from December through February. Annual precipitation is 60 inches. January temperatures average 14 to 46; July temperatures vary from 39 to 76.

Transportation
Accessibility: Kodiak Station is adjacent to the city of Kodiak and regular access to the city exists via air or water. See the Kodiak Community Profile, above, for transportation options.

Airport Facilities: The Coast Guard uses the State-operated Kodiak Airport for transportation of personnel and materials.
Vessel Support: The Station has private docking facilities for large cutters and fishing vessels.

Facilities & Utilities

Communications:

In-State Phone: ACS
Long-Distance Phone: AT&TAlascom; GCI
TV Stations: ARCS
Internet Service Provider:
Radio Stations: KVOK-AM/KRXX-FM; KMXT-FM; KPEN-FM; KWVV-FM
Teleconferencing: Alaska Teleconferencing Network
Cable Provider: GCI Cable, Inc.

Electricity: Kodiak Electric Association hydro plant
Fuel Availability: *(See Kodiak Community Profile)*
Fuel Storage - Tank Owners (Capacity)**:** N/A
Housing: *(See Kodiak Community Profile)*
Services: *(See Kodiak Community Profile)*
Water & Sewage: The USCG operates its own piped water and sewer system. Water is derived from a surface source and treated. All homes and facilities are fully plumbed.
Miscellaneous: The borough operates the local landfill.

Spill Response Support

Contact USCG, City of Kodiak, and Kodiak Island Borough officials to determine possibility of using community and/or Station facilities.

Potential Command Posts:

* USCG MSD Kodiak, Building #10, ISC Kodiak; 487-5750
* USCG ISC Kodiak, various locations; 487-5760

Potential Staging Areas: LASH Terminal; Koniag Corp. uplands

* USCG MSD Kodiak, Building #10, ISC Kodiak; 487-5750
* Lash Corp. dock and warehouse space; 487-3215
* Warehouse, hangar, or tarmac space at USCG base; 487-5760

Local Spill Response Equipment: USCG ISC Kodiak; 487-5500. USCG Seventeenth District Response Advisory Team, Juneau; 463-2807.

Economy

Kodiak Station residents are Coast Guard members or civilian support personnel and their families. The Kodiak Chamber of Commerce provides economic development services to the area (www.kodiak.org).

History, Culture & Demographics

This large tract of military property on Kodiak Island has been occupied since the World War II Aleutian Campaign. Originally an Army Base, it has also served as a Naval Base, but Kodiak Station is presently a U.S. Coast Guard Base. (The Air Force has also been active on Kodiak – they built a tracking station at Chiniak after the war.) The population of the community consists

of 3% Alaska Native or part Native. Kodiak Station houses around 2,000 military and their families. The base is self-contained, providing its own water and sewer systems. However, many Coast Guard families live off-base in the surrounding area.

9770.4.09 – Larsen Bay

LARSEN BAY

Population: 83 (2007 DCCED Certified Population)
Incorporation Type: 2nd Class City
Borough Located In: Kodiak Island Borough
Regional Native Corp: Koniaq, Inc.

Emergency Services

VPSO: State VPSO, 847-2262
State Troopers: Kodiak Post, 486-4121
Fire: Volunteer Fire Department, 847-2262
Medical: Larsen Bay Health Clinic & Larsen Bay Village Response Team , 847-2208
Nearest Hospital: Providence Kodiak Island Medical Center, 486-3281

Organizations with Local Offices

City Offices: City of Larsen Bay
Phone: 847-221
Fax: 847-2239
Email: cityoflarsenbay@aol.com

Village Council: Larsen Bay Tribal Council
Phone: 847-2207
Fax: 847-2307
Email: nativeoflarsenbay@starband.net

Location and Climate

Larsen Bay is located on Larsen Bay, on the northwest coast of Kodiak Island, 60 miles southwest of the City of Kodiak and 283 miles southwest of Anchorage. It lies at approximately 57.539° North Latitude and 153.978° West Longitude. (Sec. 32, T030S, R029W, Seward Meridian.) The climate of the Kodiak Islands is dominated by a strong marine influence – little freezing weather, moderate precipitation, and frequent cloud cover and fog. Severe storms are common from December through February. Annual precipitation is 23 inches of rain, 23 inches of snow. Temperatures generally remain within a narrow range, from 30 to 62 Fahrenheit.

Transportation

Accessibility: Larsen Bay is accessible only by air and by water. Regular and charter flights are available from Kodiak.
Airport Facilities: There is a State-owned lighted 2,700' long by 75' wide gravel airstrip and a seaplane base.
Airline Services: Island Air Service
Freight: A cargo barge arrives every six weeks from Seattle.

Vessel Support: Docking facilities are available. The Corps of Engineers began construction of a breakwater and boat harbor in the summer of 1997 and completed it in the fall of 2002.

Facilities & Utilities

Communications:

In-State Phone: ACS of the Northland
Long-Distance Phone: AT&T Alascom
Internet Service Provider: STARBAND
Cable Provider: None
TV Stations: ARCS
Radio Stations: KMXT-FM
Teleconferencing: Alaska Teleconferencing Network

Electricity: Larsen Bay Utility Company; hydro; diesel backup
Fuel Availability: Marine gas, gasoline, diesel, and propane.
Fuel Storage - Tank Owners (Capacity)**:**

- Icicle Seafoods (128,900 gals.)
- City (75,400)

Housing: Advanced reservations may provide accommodations at:

- Larsen Bay Lodge, 847-2238
- Uyak Bay Lodge, 847-2350
- Wick's Adventure Lodge
- Panamaroff Lodge
- Kodiak Lodge
- Bayview B&B

Services: During the summer months, the Larsen Bay Mercantile (847-2233) provides limited groceries, clothing, first-aid supplies and hardware. No hotels, restaurants, Laundromats, banking services, or major repair facilities. No vehicles, but private boats may be rented and aircraft chartered locally.

Water & Sewage: Water is supplied by two groundwater sources – a gravity feed from the hydro plant and a backup well, and stored in a 200,000-gallon steel tank. A water supply line is connected to the penstock of the hydroelectric plant and used a majority of the time to reduce utility expenses to both the service plant and the customers. All 40 homes are connected to the piped water system. A community septic tank with outfall line serves approximately half of these homes and the rest are on individual septic systems.
Miscellaneous: Weekly refuse collection services are provided. The community has one school, attended by 25 students.

Spill Response Support

Contact local officials to determine possibility of using community facilities.
Potential Command Posts:

- School building (10,000 sq. feet); 847-2252
- Larsen Bay Community Hall (designated tsunami shelter); 847-2211
- City library or city hall
- Tribal offices

Potential Staging Areas:

- School building (10,000 sq. feet); 847-2252
- Airport
- Icicle Seafoods (several warehouses, some heated; large dock; tank farm); 847-2250

Local Spill Response Equipment: One conex; check with local officials for location and access.

Economy

The economy of Larsen Bay is primarily based on fishing. Seventeen residents hold commercial fishing permits. There are very few year-round employment positions. Seasonal lodging and charter hunting and fishing services provide employment for months at a time. A large majority of the population depends on subsistence activities, which include salmon, halibut, seal, sea lion, clams, crab, deer, berries and plants.

History, Culture & Demographics

The area is thought to have been inhabited for at least 2,000 years; hundreds of artifacts have been uncovered in the area. Russian fur traders frequented the island in the mid-1700s. The bay was named for Peter Larsen, an Unga Island furrier, hunter and guide. In the early 1800s, there was a tannery in Uyak Bay. The present-day Natives are Alutiiq (Russian-Aleuts). Alaska Packers Association built a cannery in the village in 1911. The city incorporated in 1974.

A federally-recognized tribe is located in the community -- the Native Village of Larsen Bay; Kodiak Island Inter-Tribal Council. The population of the community consists of 79% Alaska Native or part Native. Larsen Bay is a traditional Alutiiq settlement practicing a commercial fishing and subsistence lifestyle.

9770.4.10 – Old Harbor

OLD HARBOR

Population: 188 (2007 DCCED Certified Population)
Incorporation Type: 2nd Class City
Borough Located In: Kodiak Island Borough
Regional Native Corp: Koniag, Inc.

Emergency Services

Police:
State Troopers: Kodiak Post, 486-4121
VPSO: State VPSO, 286-2275
Fire: Old Harbor Village Response Team, 286-2293/2270; Volunteer Fire Department, 286-2275
Medical: Old Harbor Health Clinic, 286-2205
Nearest Hospital: Providence Kodiak Island Medical Center, 486-3281

Organizations with Local Offices

City Offices: City of Old Harbor
Phone: 286-2204
Fax: 286-2278

Village Council: Old Harbor Tribal Council
Phone: 286-2215
Fax: 286-2277
E-mail ohtribal@hotmail.com

Village Corporation: Old Harbor Native Corporation
Phone: 286-2286
Fax: 286-2287;
Email: OHNCorp@starband.net

Location and Climate

Old Harbor, located on the southeast coast of Kodiak Island, 65 miles southwest of the City of Kodiak and 320 miles southwest of Anchorage, lies at approximately 57.203° North Latitude and 153.304° West Longitude. (Sec. 29, T034S, R025W, Seward Meridian.) The climate of the Kodiak Islands is dominated by a strong marine influence – little freezing weather, moderate precipitation, and frequent cloud cover and fog. Severe storms are common from December through February. Annual precipitation is 60 inches. Temperatures remain within a narrow range, from 24 to 60 Fahrenheit.

Transportation

Accessibility: Old Harbor is accessible only by air and water.
Airport Facilities: A new State-owned 2,750' long by 60' wide gravel runway and a seaplane base serve air traffic.
Airline Services: Regular and charter flights are available from Kodiak.
Freight: Barge services are no longer available.
Vessel Support: There is a harbor and docking facilities for 55 boats.

Facilities & Utilities

Communications:

In-State Phone: ACS of the Northland
Long-Distance Phone: AT&T Alascom
Internet Service Provider: GCI
Cable Provider: Community
TV Stations: ARCS
Radio Stations: KMXT-FM; KVOK-AM
Teleconferencing: Alaska Teleconferencing Network

Electricity: Alaska Village Electric Cooperative; diesel-powered
Fuel Availability: Diesel and gasoline
Fuel Storage - Tank Owners (Capacity)**:**

- Old Harbor Fuel Co. (76,400 gals.)
- AVEC (41,200)

Housing: Accommodations and meals at…

- Sitkalidak Lodge, 286-9246
- Oceanview Lodge
- Bay View B&B.

Services: The stores Tidal Wave and Gwendolook's offer some groceries, clothing, first-aid supplies, and hardware. No banking services, Laundromat, nor major repair services or boat haulout. Transportation available from Older Harbor Shuttle Service and Larionoffs Car Rental

Water & Sewage: Water is supplied by a dammed creek and an infiltration gallery, treated and stored in a tank, then distributed via pipes. A community septic tank treats piped sewage. All residences are connected to the public water and sewer system and have complete plumbing.

Miscellaneous: Refuse collection services are not available, although the city has requested funding for dumpsters and garbage collection vehicles; the landfill was recently relocated. The city is interested in developing hydroelectricity. The community has one school, attended by 62 students.

Spill Response Support

Contact local officials to determine possibility of using community facilities.

Potential Command Posts:

- Old Harbor School; 286-2213
- Community hall; (286-2203
- Old Harbor Native Corp. offices (above fire garage); 286-2286

Potential Staging Areas:

- Old Harbor School (7500 sq. feet); 286-2213
- Old Harbor Volunteer Fire Dept. building (warehouse/garage space); 286-2217
- Airport hangar
- City shop (40' x 70': 3000 sq. ft.)
- Dock space at boat harbor

Local Spill Response Equipment: One conex; check with local officials for location and access.

Economy

Many residents are commercial fishermen or crew; thirty-two residents hold commercial fishing permits. Most depend to some extent on subsistence activities for food sources, such as salmon, halibut, crab, deer, seal, rabbit, bear, berries and plants. A sports fish charter boat industry has become popular.

History, Culture & Demographics

The region around Old Harbor is thought to have been inhabited for nearly 2,000 years. The area was visited by the Russian Grigori Shelikov and his "Three Saints" flagship in 1784. Three Saints Bay became the first Russian colony in Alaska, but in 1788 a tsunami destroyed the settlement. Two more earthquakes struck before 1792, and in 1793 the town relocated on the northeast coast to "Saint Paul's," now known as Kodiak. A settlement was reestablished at Three Saints Harbor in 1884; the town was recorded as "Staruigavan," meaning "old harbor" in Russian. The present-day Natives are Alutiiq (Russian-Aleuts.) The Old Harbor post office was opened in 1931. In 1964, the Good Friday earthquake and resulting tsunami destroyed the community; only two homes and the church remained standing. The community was rebuilt in the same location. The City government was incorporated in 1966.

A federally-recognized tribe is located in the community -- the Village of Old Harbor; Kodiak Island Inter-Tribal Council. The population of the community consists of 86% Alaska Native or part Native. Old Harbor practices its traditional Alutiiq culture and subsistence lifestyle. Fishing provides income to the community. Residents of Kaguyak, a summer fish camp, also live in Old Harbor.

9770.4.11 – Ouzinkie
OUZINKIE - (Pronunciation: ooh-ZINK-ee)

Population: 155 (2007 DCCED Certified Population)
Incorporation Type: 2nd Class City
Borough Located In: Kodiak Island Borough
Regional Native Corp: Koniag, Incorporated

Emergency Services
VPSO: State VPSO, 680-2365
State Troopers: Kodiak Post, 486-4121
Fire: City Volunteer Fire Department; USCG
Medical:
Nearest Hospital: Providence Kodiak Island Medical Center, 486-3281

Organizations with Local Offices

City Offices: City of Ouzinkie
Phone: 680-2209
Fax: 680-2223
Email: cityofouzinkie@starband.net

Village Council: Native Village of Ouzinkie
Phone: 680-2259
Fax: 680-2214
Email: ouzclerk@starband.net

Village Corporation: Ouzinkie Native Corporation
Phone: 680-2208
Fax: 680-2268

Location and Climate
Ouzinkie, located on the west coast of Spruce Island, adjacent to Kodiak Island, lies 10 miles northwest of the City of Kodiak at approximately 57.924° North Latitude and 152.502° West Longitude. (Sec. 15, T026S, R020W, Seward Meridian.) The climate of the Kodiak Islands is dominated by a strong marine influence – little freezing weather, moderate precipitation, and frequent cloud cover and fog. Severe storms are common from December through February. Annual precipitation is 60 inches, with 87 inches of snowfall. Temperatures generally remain within a narrow range, from 24 to 62° F.

Transportation
Accessibility: Ouzinkie is accessible by air and water.

Airport Facilities: There is a State-owned 2,085' long by 80' wide gravel airstrip and a float plane landing area at Ouzinkie Harbor. No fuel available; visual inspection recommended before landing. The State is constructing a new airport with a longer airstrip farther north of the townsite.
Airline Services: Island Air Services; Paklook Air Services
Freight: Barges provide cargo delivery from Seattle or Anchorage and Kodiak.
Vessel Support: Ouzinkie Harbor facilities include a breakwater, small boat harbor and dock. A new breakwater and small boat harbor is currently under design by the Corps of Engineers.

Facilities & Utilities
Communications:
In-State Phone: ACS of the Northland
Long-Distance Phone: AT&T Alascom
Internet Service Provider: Starband Satellite
Cable Provider: Starband Satellite
TV Stations: ARCS
Radio Stations: KMXT-FM; KVOK-AM
Teleconferencing: Alaska Teleconferencing Network
Electricity: City of Ouzinkie; hydro, diesel backup
Fuel Availability: Diesel
Fuel Storage - Tank Owners (Capacity)**:**
- Ouzinkie Native Corp. Fuel Facility (71,600 gals.)
- Kodiak Island Schools (5,200)
- City (1,400)

Housing: Make arrangements for accommodations with Ouzinkie Native Corporation (680-2208) or the City of Ouzinkie.

Services: No stores, restaurants, banking services, Laundromat, major repair services, rental transportation or public moorage facilities available.

Water & Sewage: Water is supplied by a dam on Mahoona Lake and Katmai Creek, is treated and piped throughout the city, but a 400,000-gallon water tank for adequate treatment and storage is needed. The system serves 80 homes and commercial facilities. A piped sewage system, central septic treatment system and sludge disposal site are used for waste. Over 90% of all homes are completely plumbed.

Miscellaneous: The community has one school, attended by 40 students. Refuse is collected by the city, and a new landfill site was recently completed. The community participates in a hazardous waste collection program, but would like a facility to recycle scrap metal.

Spill Response Support
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
- Community building, 680-2202
- Ouzinkie School, 680-2204
- Ouzinkie Native Corp., 680-2208
- Ouzinkie City Offices, 680-2209

Potential Staging Areas:

- National Guard Armory
- Airport

Local Spill Response Equipment: One conex; check with local officials for location and access.

Economy

Ouzinkie's economic base is primarily commercial salmon fishing; twenty-six residents hold commercial fishing permits. Almost all of the population depends to some extent on subsistence activities for various food sources, including salmon, crab, halibut, shrimp, clams, ducks, deer, rabbit, berries and plants.

History, Culture & Demographics

Nestled in a small cove among spruce and hemlock, Ouzinkie became a retirement community for the Russian American Company; the Russians referred to the settlement in 1849 as "Uzenkiy," meaning "village of Russians and Creoles." In 1889, the Royal Packing Company constructed a cannery at Ouzinkie, and shortly afterward, the American Packing Company built another. In 1890, the community built a Russian Orthodox Church, and next to it in 1906 the Nativity of Our Lord Chapel, which is now a national historic site. Cattle ranching was popular in the early 1900s. In 1927, a post office was established. The Good Friday Earthquake of 1964 and the resulting tsunami destroyed the Ouzinkie Packing Company cannery; following the disaster, Columbia Ward bought the remains and rebuilt the store and dock, but not the cannery. Later in the 1960s, the Ouzinkie Seafoods cannery was constructed, later sold to Glacier Bay and burned down in 1976 shortly after the sale; no canneries have operated since. The city incorporated in 1967.

A federally-recognized tribe is located in the community -- the Native Village of Ouzinkie; Kodiak Island Inter-Tribal Council. The population of the community consists of 88% Alaska Native or part Native Ouzinkie is an Alutiiq village. Commercial fishing and subsistence activities support the community.

9770.4.12 – Port Lions

PORT LIONS

Population: 179 (2007 DCCED Certified Population)
Incorporation Type: 2nd Class City
Borough Located In: Kodiak Island Borough
Regional Native Corp: Koniag, Incorporated

Emergency Services

Police:
State Troopers: Kodiak Post, 486-4121
VPSO: State VPSO, 454-2330
Village Police Officer (contract):
Fire: Port Lions Public Safety/EMS, 454-2330/2299
Medical: Port Lions Health Clinic, 454-2275
Nearest Hospital: Providence Kodiak Island Medical Center, 486-3281

Organizations with Local Offices

City Offices: City of Port Lions
Phone: 454-2332
Fax: 454-2420
Email: cityofportlions@hotmail.com

Village Council: Port Lions Traditional Tribal Council (Merged councils for Afognak and Port Lions),
P.O. Box 69, Port Lions, AK 99550
Phone: 454-2234
Fax: 454-2434
Email: NVOPL@starband.net

Village Corporation: Afognak Native Corporation (Merged corporations of Afognak and Port Lions)
3201 C Street, Suite 305, Anchorage, AK 99615
Phone: 486-6014
Fax: 486-2514

Location and Climate

Port Lions, located in Settler Cove on the north coast of Kodiak Island, 19 miles from the City of Kodiak and 247 air miles southwest of Anchorage, lies at approximately 57.868° North Latitude and 152.882° West Longitude. (Sec. 05, T027S, R022W, Seward Meridian.) The climate of the Kodiak Islands is dominated by a strong marine influence – little freezing weather, moderate precipitation, and frequent cloud cover and fog. Severe storms are common from December through February. Annual precipitation is 54 inches, with 75 inches of snowfall. Temperatures remain within a narrow range, from 20 to 60° F.

Transportation

Accessibility: Port Lions is accessible by air and water.
Airport Facilities: There is a State-owned 2,200' long by 75' wide gravel airstrip; the city dock may be used by seaplanes.
Airline Services: Regular and charter flights are available from Kodiak; Island Air Service.
Freight: The State Ferry operates bi-monthly from Kodiak between May and October. Barge service is available from Seattle.
Vessel Support: The boat harbor with breakwater and dock provide 82 boat slips.

Facilities & Utilities

Communications:

In-State Phone: Interior Telephone Co./TelAlaska
Internet Service Provider: None
Long-Distance Phone: AT&T Alascom; Interior Telephone
TV Stations: ARCS
Radio Stations: KMXT-FM
Cable Provider: Eyecom Cable, Inc./TelAlaska
Teleconferencing: Alaska Teleconferencing Network

Electricity: Kodiak Electric Association; diesel-operated.
Fuel Availability: Diesel and gasoline (Kizuyak Oil Sales, 454-2422).
Fuel Storage - Tank Owners (Capacity)**:**

- Kizhuyak Oil Sales/Village Council (90,600 gals.)
- Kodiak Electric Assoc (1,100)

Housing: Accommodations & meals by reservation at…

- Port Lions Lodge, 454-2264
- Wilderness Beach condos, 454-2301
- Settlers Cove B&B, 454-2573
- Kodiak Wilderness Adventures, 454-2418
- Lions Den Lodge

Services: Settlers Cove Market carries groceries, clothing, and hardware. No banking services or Laundromat. Public moorage and marine engine repair available.

Water & Sewage: The community system was built by the Bureau of Indian Affairs and Indian Health Service in 1965. Over 100 residences are connected to the city's piped water and sewer systems, and 95% of these have complete plumbing. The Branchwater Creek Reservoir provides water, which is treated and stored in a 125,000-gallon tank. The existing dam is weakening and funding has been provided to make repairs; a local priority is to construct a new 500,000-gal dam on the creek.

Miscellaneous: The community has one school, attended by 48 students.

Spill Response Support
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:

- Community hall, 454-2275
- Port Lions School , 454-2237
- Port Lions Youth Center , 454-2454

Potential Staging Areas:

- KEA warehouse - Port Wakefield side (2000 sq. ft.)
- Harbor/dock (warehousing and storage space available)

Local Spill Response Equipment: One conex; check with local officials for location and access.

Economy
The economy of Port Lions is based primarily on commercial fishing, fish processing and tourism. Twenty-four residents hold commercial fishing permits. All of the residents depend to some extent on subsistence food sources, such as salmon, crab, halibut, shrimp, clams, duck, seal, deer, rabbit, berries and plants.

History, Culture & Demographics
The town was founded in 1964 by the displaced inhabitants of Afognak, which was destroyed by tsunami after the Good Friday Earthquake. The community was named in honor of the Lions Club, for their support in rebuilding and relocating the village; the city incorporated in 1966. For

many years, Port Lions was the site of the large Wakefield Cannery on Peregrebni Point; the cannery burned down in March, 1975. Soon thereafter, the village corporation purchased a 149-foot floating processor, the Smokwa; although sold in 1978, the Smokwa processed crab in the area intermittently between 1975 and 1980. A small sawmill, located south of town, operated until 1976. A federally-recognized tribe is located in the community -- the Port Lions Traditional Council; Native Village of Afognak; Kodiak Island Inter-Tribal Council. The population consists of 64% Alaska Native or part Native; the majority is Alutiiq. Most residents lead a fishing and subsistence lifestyle.

9770.4.13 – Port William/Shuyak Island

PORT WILLIAM/ SHUYAK ISLAND

Population: 0 – Unpopulated
Incorporation Type: Unincorporated
Borough Located In: Kodiak Island Borough
Regional Native Corp: N/A

Emergency Services

No local services available.
State Troopers: Kodiak Post, 486-4121
Nearest Hospital: Providence Kodiak Island Medical Center, 486-3281

Organizations with Local Offices

No known local organizations.

Location and Climate

Port William is located on the southern tip of Shuyak Island, facing Afognak Island, about 45 air miles north of Kodiak. It lies at approximately 58.483° North Latitude and 152.583° West Longitude. (Sec. 33, T019S, R020W, Seward Meridian.) The Kodiak Archipelago is warmed by the Japanese current. The climate is similar to Southeast Alaska, with less precipitation. January temperatures average 14 to 46° F; July temperatures range from 39 to 76° F. Average annual rainfall is 74 inches.

Transportation

Accessibility: Port William is accessible by floatplane and boat.
Airport Facilities: A private seaplane base is owned by Washington Fish & Oyster.
Airline Services: Scheduled flights and charters by floatplane available from Kodiak or Homer.
Freight: Mail plane delivers freight.
Vessel Support: Port William is the only deep-water port between Seldovia and Kodiak and is a popular stop-over for sea planes and marine vessels.

Facilities & Utilities

Communications: Mail plane and single-sideband or marine radio.
In-State Phone:
Long-Distance Phone:
Internet Service Provider:
Cable Provider:
TV Stations:
Radio Stations:
Teleconferencing:
Electricity: Individual generators; diesel
Fuel Availability: Unknown
Fuel Storage - Tank Owners (Capacity)**:** Unknown
Housing: Accommodations and meals available at Port William Lodge, 688-2253

Services: Laundry facilities, showers and saunas available at lodge.

Water & Sewage: Treated lake water provides community with water.

Miscellaneous:

Spill Response Support
Contact lodge operators to determine possibility of using local facilities.
Potential Command Posts: None identified.
Potential Staging Areas: None identified.
Local Spill Response Equipment: None identified.

Economy
Port William is home to a sport fishing and wilderness lodge. Visitors are drawn from all over the world to travel Shuyak's protected interior waterways by kayak, to enjoy the spectacular wildlife, or for world-class sportfishing opportunities. Near neighbors are Big Bay Ranger Station, Redfox Bay, and Bluefox Bay.

History, Culture & Demographics
Before 1930, Port William, a herring saltery, was owned by S. Sklaroff and Sons. In 1930 it was purchased by Peter Wold and began salmon operations as Port William Packing Company. After a poor season, the plant sat idle until 1934 when the president of Washington Fish and Oyster (est. 1909,) leased the cannery and installed his son as superintendent. After a successful 1935 season, Washington Fish & Oyster purchased Port William at a U.S. Marshall's sale. In 1940 a cold-storage plant with capacity of 300,000 lbs. was installed and coho were frozen there, the next year expanding to herring and halibut. Salmon labels used by Washington Fish and Oyster included Ocean Beauty, Silver Beauty, Bay Beauty, and Sound Beauty for red, coho, pink, and chum respectively. After the 1976 season, with the advent of the new fish processing ships, the cannery was sold to a Kodiak commercial fisherman. In 1986, it was sold to the owners of Y Knot Halibut Charter (est. 1979.); Port William operates today as Y Knot Charter's Port William Lodge Tourism, and sport fishing related to Y Knot Charters and the Port William Lodge sustain the seasonal community.

9770.4.14 – Uganik Bay

UGANIK BAY - (Pronunciation: Yoo-GAN-ik)

Population: 10-15 (unofficial estimate)
Incorporation Type: Unincorporated
Borough Located In: Kodiak Island Borough
Regional Native Corp:

Emergency Services
No local services available.
State Troopers: Kodiak Post, 486-4121
Nearest Hospital: Providence Kodiak Island Medical Center, 486-3281

Organizations with Local Offices
No local organizations.

Location and Climate

Uganik Bay is located within the Kodiak Island National Wildlife Refuge, on the northwest side of Kodiak Island, 40 miles west of Kodiak, 270 miles southwest of Anchorage. Mean daily maximum temperature in July is 64ºF; mean daily maximum in January is 36ºF. Average annual precipitation is 44 inches, with 51 inches of snow.

Transportation

Accessibility: Accessible only by seaplane.
Airport Facilities: No known float plane docking facilities or other air craft support facilities.
Airline Services: Charter air service available from Kodiak.
Freight: Available by mail plane, barge or vessel.
Vessel Support: No known facilities.

Facilities & Utilities

Communications: By mail plane and shortwave radio.
Electricity: Individual generators
Water & Sewage: Sewage systems vary from flush toilets to pit toilets.
No known suppliers of fuel, food or other goods.
Local accommodation may be available by reservation from Quartz Creek Lodge (Satellite phone:011-8816-3144-4939) quartzcreek@starband.net

Spill Response Support

Potential Command Posts: None identified.
Potential Staging Areas: None identified.
Local Spill Response Equipment: None identified.

Economy

Some commercial fishing and tourism, with visitors traveling to the area for deer and bear hunting and birding.

History, Culture & Demographics

The Village Islands in Uganik Bay (Quartz Creek Lodge sits on the opposite side of the bay) were the location of an Alutiiq village first reported in the 1800s. One of the earliest Russian maps of Kodiak Island, drawn in 1805 by Iurii Lisianskii, shows a village at the head of Uganik Bay on the west side of Kodiak Island. In 1838, 81 survivors of the smallpox epidemic at Uganik village moved to Karluk, leaving their homes behind. In 1896, the Alaska Packers Association built a salmon cannery near the mouth of Uganik Bay, and families returned there from Karluk to build a new settlement. By 1901, Uganik had a Russian Orthodox church, an Alaska Commercial Company store, a U. S. government school, and 18 Alutiiq barabaras. The village closed down sometime between 1914 and 1920. There were three canneries operating in the bay in the 1920s and one operating in 2001. Several homes, most seasonally occupied, lie at West Point and in Mush Bay. Uganik Bay is located within the Kodiak Island National Wildlife Refuge.

9770.4.15 – Women's Bay

WOMENS BAY

Population: 830 (2007 State Demographer est.)

Incorporation Type: Unincorporated
Borough Located In: Kodiak Island Borough
Regional Native Corp: N/A

Emergency Services
State Troopers: Kodiak Post, 486-4121
Fire: Women's Bay Fire Hall, Volunteer Fire Department
Medical:

- Alutiiq Health Clinic, 486-9825
- Kodiak Community Health Center, 486-9557
- U.S. Coast Guard Rockmore-King Medical Clinic, 487-5757

Nearest Hospital: Providence Kodiak Island Medical Center, 486-3281

Organizations with Local Offices
No local organizations.

Location and Climate
Womens Bay is on the west coast of Kodiak Island, approximately 8 miles south of Kodiak, at the foot of Old Womens Mountain, along a bay of the same name. It lies at approximately 57.694° North Latitude and 152.623° West Longitude. (Sec. 04, T028S, R019W, Seward Meridian.) The climate of the Kodiak Islands is dominated by a strong marine influence – little freezing weather, moderate precipitation, and frequent cloud cover and fog. Severe storms are common from December through February. Annual precipitation is 60 inches. January temperatures average 14 to 46° F; July temperatures vary from 39 to 76° F.

Transportation:
Accessible via road from Kodiak; see Kodiak Community Profile, above, for transportation options.

Facilities & Utilities
Communications:
In-State Phone: ACS of the Northland
Long-Distance Phone: AT&T Alascom
Internet Service Provider: ACS; GCI
Cable Provider: Island Cable TV; Starband Satellite
TV Stations: ARCS
Teleconferencing:
Radio Stations: KMXT-FM; KVOK-AM/KRXX-FM; KWVV; KPEN
Electricity: Kodiak Electric Association; hydro and diesel-powered.
Fuel Storage - Tank Owners (Capacity)**:**
Services: The nearest lodging is at the Comfort Inn (487-2700), near the airport, approximately 3 miles to the north. Additional lodging and other services and supplies, including fuel, food and general merchandise, must be obtained in nearby Kodiak.
Water & Sewage: All homes use individual wells and septic tanks and are fully plumbed.
Miscellaneous: Refuse is transported to the borough landfill north of the City of Kodiak. The community has no school; students attend schools in Kodiak or the school adjacent to the USGC Support Center.

Spill Response Support

Contact Kodiak officials to determine possibility of using local facilities.

Potential Command Posts:

- USCG MSD Kodiak, Building #10, ISC Kodiak; 487-5750
- USCG ISC Kodiak, various locations; 487-5760

Potential Staging Areas: LASH Terminal; Koniag Corp. uplands

- USCG MSD Kodiak, Building #10, ISC Kodiak; 487-5750
- Lash Corp. dock and warehouse space; 487-3215
- Warehouse, hangar, or tarmac space at USCG base; 487-5760

Local Spill Response Equipment: USCG ISC Kodiak; 487-5500

Economy

Residents are employed in a variety of positions in Kodiak or at the Coast Guard Station.

History, Culture & Demographics

Originally inhabited by homesteaders, the property in this area had been transferred to the State, then to the Kodiak Island Borough. The community was named for the bay it overlooks. The community population consists of 12% Alaska Native or part Native. Due to its close proximity to Kodiak Station, many residents are Coast Guard families. A community association advocates for local concerns.

9770.4.16 – Woody Island/Leisnoi Island

WOODY ISLAND (LEISNOI ISLAND)

Population: No year-round residents
Incorporation Type: Unincorporated
Borough Located In: Kodiak Island Borough
Regional Native Corp: Koniag, Incorporated

Emergency Services

Village unoccupied - No local services available.
State Troopers: Kodiak Post, 486-4121
Nearest Hospital: Providence Kodiak Island Medical Center, 486-3281

Organizations with Local Offices

Village Council: Leisnoi Village
P.O. Box 9009, Kodiak, AK 99615
Phone: 486-2821
Email: witc@alaska.com

Village Council: Woody Island Tribal Council
P.O. Box 9009, Kodiak, AK 99615
Phone: 888-414-2821
Fax: 486-2738

Email: info@woodyisland.com
Web: http://www.woodyisland.com

Village Corporation: Leisnoi, Inc.
711 H St., Suite 360, Anchorage, AK 99515-3925
Phone: 562-1126
Fax: 562-1128

Location and Climate

Woody Island (local name is Leisnoi Island), located in Chiniak Bay, 2.6 miles east of Kodiak, lies at approximately 57.780000° North Latitude and -152.355220° West Longitude. (Sec. 31, T028S, R020W, Seward Meridian.) The Kodiak Archipelago is warmed by the Japanese current. The climate is similar to Southeast Alaska, with less precipitation. January temperatures range from 14 to 46; July temperatures vary from 39 to 76. Average annual rainfall is 74 inches.

Transportation

Accessibility: Access is available by boat or float plane.
Airport Facilities: No airstrip; float plane or helicopter landings only.
Airline Services: Charter air service available.
Freight: Private boat.
Vessel Support:

Facilities & Utilities

Village only occupied seasonally - No local services available.

Spill Response Support

Contact tribal officials to determine possibility of using any community facilities.
Potential Command Posts: None identified.
Potential Staging Areas: None identified.
Local Spill Response Equipment: None identified.

Economy

The village is normally unoccupied.

History, Culture & Demographics

The island is occupied on a seasonal basis. Although Woody Island is a recognized Native village, it has been abandoned by the Alutiiq of Leisnoi Village who now mostly live in Kodiak and Anchorage.

It is believed that the Russians were using Woody Island as an agricultural colony as early as 1792. The Russian American Ice Company (known as Kodiak Ice Co. after 1867) imported horses to Woody Island and built a road around the island. Boat-building flourished both at Kodiak and Woody Island during the late 1800s. A post office was established in 1894, but discontinued in 1895. Woody Island was the site of a Civil Aviation Authority (later Federal Aviation Administration) Overseas Foreign Airways Communications Station from the late 1930s through the 1980s; it was a 24-hour air traffic control station for both military and general aviation. The American Baptists maintained 500 acres as an orphanage site until 1937, a ranch until the 1980s,

and a summer youth camp (Camp Woody), which has operated since 1956. Summer cabins are also scattered over the island.

Contents

9770.5 – North Slope

The following presents regional organizational information for the North Slope Subarea:

(The area code for all phone and fax numbers is 907, unless otherwise indicated)
Borough:

North Slope Borough, P.O. Box 69, Barrow, AK 99723;
Phone: 852-2611; *Fax*: 852-0337;
E-mail: charlotte.brower@north-slope.org *Web*: http: //www.north-slope.org/

Regional Native Corporation:

Arctic Slope Regional Corp., P.O. Box 129, Barrow, AK 99723;
Phone: 852-8633; *Fax:* 852-5733

School District:

North Slope Borough Schools, Box 169, Barrow, AK 99723-0169;
Phone: 852-5311; *Fax:* 852-5984

Regional Development:

North Slope Borough, Mayor's Office P.O. Box 69, Barrow, AK 99723;
Phone: 852-2611; *Fax*: 852-0337;
E-mail: charlotte.brower@north-slope.org *Web*: http: //www.north-slope.org/

Housing Authority:

Tagiugmiullu Nunamiullu Housing Authority, P.O. Box 409, Barrow, AK 99723;
Phone: 852-0290; *Fax:* 852-0373

Regional Health Corporation:

Arctic Slope Native Association, Box 1232 Barrow, AK 99723

INTERNATIONAL ORGANIZATION:
ARCTIC COUNCIL WEBSITE: HTTP://WWW.ARCTIC-COUNCIL.ORG/INDEX.PHP/EN/

9770.5.01 – Anaktuvuk Pass

ANAKTUVUK PASS

Pronunciation: an-ack-TOO-vick
a.k.a. Naqsragmiut Tribe
Population: 324 (2010 U.S. Census Population)
Incorporation Type: 2nd Class City
Borough Located In: North Slope Borough

Location & Climate:
Anaktuvuk Pass is located at 2,200 feet elevation on the divide between the Anaktuvuk and John Rivers in the central Brooks Range. The village lies about 250 miles northwest of Fairbanks and about the same distance southeast of Barrow. Anaktuvuk Pass is one of the most scenic villages on the North Slope, surrounded by tall mountains and near rivers and lakes. The community is located in the Gates of the Arctic National Parks and Preserve.

68.143 North Latitude and -151.735 West Longitude.
Sec. 18, T015S, R002E, Umiat Meridian

The climate of Anaktuvuk Pass is strongly continental. Due to its high elevation, summers are cool. The average temperature in January is -14 °F. The average summer temperature is 50 °F. Extremes ranging from a low of -56 to a high of 91 °F have been recorded. Precipitation averages 11 inches and snowfall averages 63 inches per year.

EMERGENCY SERVICES			
Police, North Slope Borough	852-6111	Fire, Anaktuvuk Pass VFD	Dispatch 661-6814 Office 633-6814
VPSO		EMS	Contact VFD
Alaska State Troopers, Barrow	852-3783	Clinic, Anaktuvuk Pass Clinic	661-3914

LOCAL ORGANIZATIONS AND STAKEHOLDERS			
	Name	Phone	Fax
City	City of Anaktuvuk Pass	661-3612	661-3613
	Primary Contact:	City Clerk	
Village/Tribal Council	Village of Anaktuvuk Pass	661-2575	661-2576

	(a.k.a. Naqsragmiut Tribal Council)		
	Primary Contact:		[*INSERT TITLE*, President, Administrator, Admin Asst.]
	Environmental Coordinator:		
School	Nunamiut School	661-3226	
School District	North Slope Borough Schools	852-5311	
Village Corporation	Nunamiut Corporation	661-3220	661-3025
Regional Native Corporation	Arctic Slope Regional Corp	339-6000 (Anch.) 852-8633 (Barrow)	339-6028
OTHER			

TRANSPORTATION		
ROAD:	Accessible by road?	No road access.
AIR:	Airline service available from Fairbanks & Barrow.	Scheduled and charter flights available.
WATER:	Accessible by boat?	No.
Local Transportation and Services		
Local Transportation:	ATV & Snowmachines, limited truck use	
Local Roads and Trails:	"Cat-trains" transport cargo from the Trans-Alaska pipeline haul road during winter months	
Vehicle Rental:		
Airline Services:	Arctic Circle Air Service, Era Alaska, Evert Air Alaska, Larry's Flying Service Tanana Air Service, Warbelow's Air Ventures and Wright Air Service	

LOCAL SERVICES AND FACILITIES			
Lodging & Food			
Housing Facility	Point of Contact		Phone
[Name 1]			
Capacity:	Food Service Available: Yes/No Kitchen Available: Yes/No		Season:
[Name 2]			
Capacity:	Food Service Available: Yes/No Kitchen Available: Yes/No		Season:
Food Service & Groceries			
Name/Facility	Type	Season	Phone
	[Restaurant/Cafeteria/		

	Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		

Supplies & Other Services		
	Name	Phone
General Store		
Hardware Store		
Washeteria		
Bank or ATM		
[Other]		

Fuel			
Fuel Stations	Phone	Fuel Available	Season
[Name/Operator]			
Tank Farm	Phone	Fuel Available	Capacity
[Name/Operator]			

Communications and Utilities	
	Name/Service Provider
Telephone (Landline)	AT&T Alascom, GCI, Arctic Slope Telephone
Telephone (Cellular)	GCI
Internet Service Provider	GCI
Electricity Provider	North Slope Borough Power & Light, 852-0340
Local Power Plant	
School Power Plant	

Primary Water Supply System:	Most households have water delivered by truck to holding tanks. Almost 80% of homes have running water in the kitchen.
Primary Sewage System:	*Information not available.*

SPILL RESPONSE SUPPORT			
The following facilities may be available to support a spill response. Contact local communities for additional information.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	Contact (organization & phone)	Capacity/ Size	Internet
			Yes / No
Potential Staging Areas			
Facility Name or Location	Contact (organization & phone)	Capacity/ Size	
Local Spill Response Equipment			
Facility Name or Location	Contact (organization & phone)	Quantity	
Boom, sorbent pads, etc.			
Backhoe			
Bulldozer			
Dump truck or similar			
[other]			
[other]			
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.			
What are the top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill?			
Location	Latitude & Longitute	Reason for protection	

Economy:

Economic and employment opportunities are limited in Anaktuvuk Pass, due to its isolation. Hunting and trapping for the sale of skins, guiding hunters, or making traditional Caribou skin

masks or clothing provides income. Some residents have seasonal employment outside of the community. Anaktuvuk's economy is largely based on subsistence hunting of caribou.

Culture & Demographics:

Anaktuvuk Pass, a historic caribou migration route, is the last remaining settlement of the inland Iñupiat Eskimo, the Nunamiut. The Nunamiut make up 88 percent of the population. The community is dependent upon subsistence activities. Caribou is the primary source of meat; other subsistence foods include trout, grayling, moose, sheep, brown bear, ptarmigan, water fowl and berries. Caribou migrate through the area in spring and fall.

The original nomadic Nunamiut left the Brooks Range and scattered in the early 1900s, mostly due to the collapse of the caribou population. By the 1940s, several Nunamiut families returned to the area and settled at the broad, treeless Anaktuvuk Pass, "the place of caribou droppings." There is a year-round museum in Anaktuvuk Pass that celebrates the early natural, geological and cultural history of the area, including the migration of people across the Bering Land Bridge. The museum also displays Nunamiut clothing, household goods and hunting implements used around the time of the first contact with Westerners.

9770.5.02 – Atqasuk

ATQASUK - Pronunciation: AT-kuh-suck **a.k.a.** Atkasook

Population: 233 (2010 U.S. Census Population)
Incorporation Type: 2nd Class City
Borough Located In: North Slope Borough

Location & Climate:

Atqasuk is located inland from the Arctic Ocean on the Meade River, about 60 miles southwest of Barrow.

70.469 North Latitude and -157.395 West Longitude.
Sec. 19, T013N, R021W, Umiat Meridian

The climate is arctic. The daily minimum temperature drops below freezing 300 days a year. Temperature extremes range from a low of -56 to a high of 78 °F. Precipitation is light, at 5 inches per year. Snowfall averages 22 inches per year.

EMERGENCY SERVICES			
Police, North Slope Borough	852-6111	**Fire,** Atqasuk VFD	633-6814
VPSO		**EMS**	Contact VFD
Alaska State Troopers, Barrow	852-3783	**Clinic, Atqasuk Clinic**	633-6711

LOCAL ORGANIZATIONS AND STAKEHOLDERS				
	Name		**Phone**	**Fax**
City	City of Atqasuk		633-6811	633-6812
	Primary Contact:	City Clerk		

Village/Tribal Council	Atqasuk Village		633-2575	633-2576
	Primary Contact:	[*INSERT TITLE,* President, Administrator, Admin Asst.]		
	Environmental Coordinator:			
School	Meade River School		633-6315	
School District	North Slope Borough Schools		852-5311	
Village Corporation	Atqasuk Corporation		633-6414	633-6213
Regional Native Corporation	Arctic Slope Regional Corp		339-6000 (Anch.) 852-8633 (Barrow)	339-6028
OTHER				

TRANSPORTATION		
ROAD:	Accessible by road?	No road access
AIR:	Airline service available from Barrow	Scheduled and charter flights available.
WATER:	Accessible by boat?	

Local Transportation and Services	
Local Transportation:	ATVs & Snowmachines. Limited truck use.
Local Roads and Trails:	Air travel provides the only year-round access, while land transportation provides seasonal access. The North Slope Borough owns and operates the Edward Burnell Sr. Memorial Airport, which has a 4,370' long by 90' wide gravel runway. "Cat-trains" are sometimes used to transport freight overland from Barrow during winter months. Snowmachines, ATVs, and boats are used for local transportation.
Vehicle Rental:	None identified
Airline Services:	4,370' long by 90' wide gravel runway. Airlines: Cape Smythe Air Service Frontier Flying Service, Era Alaska
Docking Facilities:	
Barge Service Schedule/Frequency:	

LOCAL SERVICES AND FACILITIES		
Lodging & Food		
Housing Facility	**Point of Contact**	**Phone**
Atqasuk Corp. Hotel & Restaurant		
Capacity: XXX	Food Service Available: Yes Kitchen Available: No	Season:
School CIP Camp		

Capacity: XXX	Food Service Available: Yes/No Kitchen Available: Yes/No	Season:

Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
	Atqasuk Corporation Store (Groceries)		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		

Supplies & Other Services		
	Name	Phone
General Store	Atqasuk Corporation Store - food, clothing, first-aid supplies, cameras, film and hardware. Propane, gas, diesel and motor oil are also available.	
Hardware Store		
Washeteria		
Bank or ATM		
[Other]		

Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Capacity (gallons)**
Atqasuk Corp. Store		Propane, gas, diesel	2,000
Tank Farms			
Atqasuk Corp./NSB Fuel			580,000
NSB School			10,000
NSB Police			1,100
NSB Fire			7,000
NSB Clinic			6,700
NSB Power/Water			87,500
NSB Services			10,000
NSB Heavy Equipment			5,000
City Hall/Community Center			2,000

Communications and Utilities	
	Name/Service Provider
Telephone (Landline)	AT&T Alascom, GCI, Arctic Slope Telephone

Telephone (Cellular)	GCI
Internet Service Provider	GCI
Electricity Provider	North Slope Borough Power & Light, 852-0340
Local Power Plant	
School Power Plant	
Primary Water Supply System:	Delivery to household water tanks is available. Most homes have tanks that provide running water for the kitchen. The majority of homes and facilities, including the school, have running water and flush system.
Primary Sewage System:	Indoor Plumbing

SPILL RESPONSE SUPPORT			
The following facilities may be available to support a spill response. Contact local communities for additional information.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet**
			Yes / No
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
Local Spill Response Equipment			
Facility Name or Location	**Contact (organization & phone)**	Quantity	
Boom, sorbent pads, etc.			
Backhoe			
Bulldozer			
Dump truck or similar			
[other]			
[other]			
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.			

What are the top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill?		
Location	**Latitude & Longitute**	**Reason for protection**

Economy:
Education and other government services provide the majority of full-time employment in Atqasuk. Some residents also produce arts and crafts for sale including masks, mittens, dolls, yo-yos, ulus and parkas. Residents trap and sell furs to supplement cash income. Subsistence activities provide food sources.

Culture & Demographics:
Inupiat Eskimos comprise 91% of the population. Atqasuk's economy is largely based on subsistence caribou hunting and fishing. Fish in the Meade River include grayling, burbot, salmon and whitefish. Local game includes, ptarmigan, ducks and geese. Residents also travel to the coast to participate in whaling and hunting other marine mammals - polar bear, seal, walrus, and whale are harvested and traded.

History: Atqasuk has long been established as a hunting and fishing ground. Abandoned sod houses, an old cellar and gravesite near the village provide evidence of an early settlement here. During World War II, coal was mined in the community and freighted to Barrow. During the next 10 years, the village existed under the name of Meade River. Although the population dwindled in the 1960s, former residents from Barrow moved to the community in the 1970s and re-established the village under the name of Atqasuk. The village was incorporated as a second-class city in 1982.

9770.5.03 – Barrow

BARROW - **Pronunciation: (BARE-row) a.k.a. Ukpeagvik**

Population: 4,212 (2010 U.S. Census Population)
Incorporation Type: 1st Class City
Borough Located In: North Slope Borough

Location & Climate:
Barrow, the northernmost community in the United States, is located on the Chukchi Sea coast, 10 miles south of Point Barrow, from which it takes its name. It lies 725 air miles from Anchorage.

71.290 North Latitude and 156.788 West Longitude.
Sec. 06, T022N, R018W, Umiat Meridian

The climate of Barrow is arctic. Temperatures range from -56 to 78 °F, with an average temperature of 40 °F during summer. The daily minimum temperature is below freezing 324 days of the year. Prevailing winds are easterly and average 12 mph. Annual precipitation is light, averaging 5 inches, and annual snowfall is 20 inches. The Chukchi Sea is typically ice-free from mid-June through October.

The sun does not set between May 10th and August 2nd each summer and does not rise between Nov. 18th and January 24th each winter.

EMERGENCY SERVICES			
Police, North Slope Borough	852-6111	**Fire,** Barrow VFD	852-0234
VPSO		**EMS**	Contact VFD
Alaska State Troopers, Barrow	852-3783	**Hospital/Clinic,** Samuel Simmonds Memorial Hospital	852-9248/ 852-0260

LOCAL ORGANIZATIONS AND STAKEHOLDERS			
	Name	**Phone**	**Fax**
City	City of Barrow	852-5211	852-3529
	Primary Contact: City Clerk		
Village/Tribal Council	Inupiat Community of the Arctic Slope	852-4227	852-4246
	Primary Contact: [*INSERT TITLE,* President, Administrator, Admin Asst.]		
	Environmental Coordinator:		
Village/Tribal Council	Native Village of Barrow Inupiat Traditional Government	852-4411	852-8844
	Primary Contact: Executive Director/President		
	Environmental Coordinator:		
Schools	Barrow High School Eben Hopson Middle School Fred Ipalook Elementary School Kiita Learning Community	852-8950 852-3880 852-4711 852-9677	
School District	North Slope Borough Schools	852-5311	
Village Corporation	Ukpeagvik Inupiat Corporation	852-4460	852-4459
Regional Native Corporation	Arctic Slope Regional Corp	339-6000 (Anch.) 852-8633 (Barrow)	339-6028
OTHER	Alaska Eskimo Whaling Commission	852-2392	
	Arctic Slope Native Association, Ltd.		
	Arctic Sounder, Barrow (newspaper)		
	North Slope Health & Social Services		
	Tagiugmiullu Nunamiullu Housing Authority		
	Iḷisaġvik College	852-3333	
	Barrow Arctic Science Consortium	852-4881	
	KBRW (Radio Station)	852-6811	
	Inupiat Heritage Center (National Park	852-0422	

	Service)		

TRANSPORTATION		
ROAD:	Accessible by road?	No.
AIR:	Airline service available from Anchorage & Fairbanks	Barrow is regional transportation hub.
WATER:	Accessible by boat?	Seasonal marine transportation (Late June-September)

Local Transportation and Services	
Local Transportation:	Cars & trucks; atvs & snowmachines.
Local Roads and Trails:	Local roads in town. Winter trails connect to outlying areas.
Vehicle Rental:	Jon's Car Rental Dunbar's. UIC Car Rental (852-2700) Multiple taxi services in town.
Airline Services:	Regularly-scheduled jet services provide Barrow's only year-round access. Alaska Air, Era Alaska
Docking Facilities:	New boat ramp and dock located at the North Salt Lagoon to be constructed.
Barge Service Schedule/Frequency:	

LOCAL SERVICES AND FACILITIES		
Lodging & Food		
Housing Facility	**Point of Contact**	**Phone**
King Eider Inn		852-4700 http://kingeider.net/main/index.php
Capacity: 19 rooms	Food Service Available: No Kitchen Available: No	Season: Year-round
Top of the World Hotel		852-3900
Capacity: 50 rooms	Food Service Available: Yes, adjoining restaurant	Season: Year-round

Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
AC Value Center	Grocery		
Multiple Restaurants serve the community.			

Supplies & Other Services		
	Name	Phone
General Store	AC Value Center (food & general merchandise)	852-6711
	Arctic Grocery Inc	852-6666
Hardware Store		

Washeteria		
Bank or ATM		

Major repair services are available for marine, auto and aircraft engines. Diesel, propane, marine gas, aviation fuel and all grades of auto gas are available.

Fuel

Fuel Stations	**Phone**	**Fuel Available**	**Season**
[Name/Operator]			
Bulk Fuel	**Phone**	**Fuel Available**	**Capacity**
Barrow Utilities & Electric Cooperative	852-6166	natural gas for home heating and Barrow Power Plant	
Eskimos Inc./Airport			27,000
Airport			240,000

Communications and Utilities

	Name/Service Provider
Telephone (Landline)	AT&T Alascom, GCI, Arctic Slope Telephone
Telephone (Cellular)	GCI
Internet Service Provider	GCI, Arctic Slope Telephone Association Cooperative
Electricity Provider	Barrow Utilities & Electric Cooperative, 852-6166
Local Power Plant	Barrow Power Plant (natural gas)
School Power Plant	
Primary Water Supply System:	Piped Water System
Primary Sewage System:	Indoor Plumbing

SPILL RESPONSE SUPPORT

The following facilities may be available to support a spill response. Contact local communities for additional information. Note: A Community Spill Response Agreement exists between this community and DEC.

Potential Command Posts, Operations Centers or Meeting Facilities

Facility Name or Location	Contact (organization & phone)	Capacity/ Size	Internet
			Yes / No

Potential Staging Areas

Facility Name or Location	Contact (organization & phone)	Capacity/ Size

Local Spill Response Equipment		
Facility Name or Location	Contact (organization & phone)	Quantity
Boom, sorbent pads, etc.		
Backhoe		
Bulldozer		
Dump truck or similar		
[other]		
[other]		
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.		
What are the top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill?		
Location	Latitude & Longitute	Reason for protection

Economy:
Barrow is the economic center of the North Slope Borough, the city's primary employer, and numerous businesses provide support services to oil field operations. State and federal agencies also provide employment. The midnight sun has attracted tourism, and arts and crafts provide some cash income. In 2010, 4 residents held commercial fishing permits. Many residents rely upon subsistence food sources: whale, seal, polar bear, walrus, duck, caribou, grayling, and whitefish are harvested from the coast or nearby rivers and lakes.

Formation of the North Slope Borough in 1972 and the Arctic Slope Regional Corporation, as well as construction of the Prudhoe Bay oilfields and Trans-Alaska Pipeline, have each contributed to the development of Barrow. Today, tax revenues from the North Slope oil fields fund borough-wide services.

Culture & Demographics:
The majority of residents are Inupiat Eskimos (69%). Although Barrow is a modern community, subsistence hunting, fishing and whaling are still very important to the local economy. Traditional marine mammal hunts and other subsistence practices are an active part of the culture. Bowhead, gray, killer, and beluga whales migrate near Barrow each summer.

History and Historic/Cultural Properties:

Birnick archaeological site contains 16 dwelling mounds of a culture believed to have existed from 500-900 AD. The archaeological findings are considered a key link between the prehistoric cultures of Alaska and Canada.

In 1881, the U.S. Army established a meteorological and magnetic research station near Barrow. Another interesting site is the

Cape Smythe Whaling and Trading Station in nearby Browerville. Cape Smythe was built as a whaling station in 1893 and is the oldest frame building in the Arctic.

During the 1940s and 1950s, the military played an influential role in the area. Construction of the Distant Early Warning (DEW) line and exploration in the National Petroleum Reserve brought new people to the region. During the same time, the Naval Arctic Research Lab (NARL) was built near Barrow.

Visitors to Barrow will arrive at the Wiley Post-Will Rogers Memorial Airport. This airport was named to commemorate the famous pilot and the American humorist who died in an airplane crash just 15 miles south of Barrow in 1935. Across from the airport sits the Will Rogers and Wiley Post

9770.5.04 – Deadhorse & Prudhoe Bay

DEADHORSE & PRUDHOE BAY - Pronunciation: PROO-doh

Population: 2,174 (2010 U.S. Census Population)
Incorporation Type: Unincorporated
Borough Located In: North Slope Borough

Location & Climate:
Prudhoe Bay is adjacent to the Beaufort Sea, east of Nuiqsut, at the end of the Dalton Highway. Deadhorse serves as the gateway to the Prudhoe Bay and other North Slope oilfields.

70.255 North Latitude and 148.337 West Longitude.
Sec. 08, T010N, R015E, Umiat Meridian

The climate of the North Slope is arctic. Temperatures range from -56 to 78 °F. Precipitation is light, averaging 5 inches, with 20 inches snow per year.

EMERGENCY SERVICES			
Police	852-6111	**Fire,** Greater Prudhoe Bay Fire Dept.	659-5646
VPSO		**EMS**	
Alaska State Troopers, Barrow	852-3783	**Clinic**	Beacon Clinic: 659-2699 *Additional private, oil industry clinics available*

LOCAL ORGANIZATIONS AND STAKEHOLDERS			
	Name	**Phone**	**Fax**

OTHER			

TRANSPORTATION		
ROAD:	Accessible by road?	Yes. Dalton Highway/Haul Road
AIR:	Airline service available from Anchorage, Fairbanks & Barrow	Scheduled, daily jet aircraft service and chartered flights
WATER:	Accessible by boat?	Seasonal marine vessel traffic

Local Transportation and Services	
Local Transportation:	Trucks
Local Roads and Trails:	Multiple roads serve the oil fields, access is restricted. The Dalton Highway is used year-round by trucks to haul cargo to the North Slope. There are no services beyond this point, and the highway is hazardous during winter months.
Vehicle Rental:	
Airline Services:	Alaska Airlines, Era Aviation, Shared Services, Alaska Air Taxi
Docking Facilities:	
Barge Service Schedule/Frequency:	

LOCAL SERVICES AND FACILITIES		
Lodging & Food		
Housing Facility	**Point of Contact**	**Phone**
Prudhoe Bay Hotel/ Deadhorse Camp		659-2449/ 877-474-3565 or 388-8535
Capacity:	Food Service Available: Yes Kitchen Available: No	Season: Year-round
The Aurora Hotel		670-0600
Capacity:	Food Service Available: Yes Kitchen Available: No	Season: Year-round
Arctic Caribou Inn & Restaurant		659-2368
Capacity:	Food Service Available: Yes Kitchen Available: No	Season:

Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
Prudhoe Bay General Store	Limited groceries	Year-round	659-2412

Supplies & Other Services		
	Name	Phone
General Store	Prudhoe Bay General Store	659-2412
Hardware Store	Brooks Range Supply: Napa	659-2550

	Auto Parts and True Value Hardware	
Washeteria		
ATM	One is located at Prudhoe Bay Hotel	
Auto Repair	Peak Light Duty: Car & light duty truck, mechanical & tire	659-2033
Auto Repair	Conam: Ford Authorized Warranty car & light duty mechanical & tire	659-9282
Cargo Shipping	Carlile / K&W Transporting	659-2398

Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**
Nana Oilfield Services/ Chevron	659-2840		
Tank Farm	**Phone**	**Fuel Available**	**Capacity**
[Name/Operator]			

Communications and Utilities		
	Name/Service Provider	Phone
Telephone (Landline)	Arctic Slope Telephone Association Cooperative	
Telephone (Cellular)	GCI ACS	
Internet Service Provider	Arctic Slope Telephone Association Cooperative	
Electricity Provider	TDX Power	659-2559
Primary Water Supply System:	Piped Water System	
Primary Sewage System:	Indoor Plumbing	

SPILL RESPONSE SUPPORT			
The following facilities may be available to support a spill response. Contact local communities for additional information.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	Contact (organization & phone)	Capacity/ Size	Internet
			Yes / No
Potential Staging Areas			

Facility Name or Location	Contact (organization & phone)	Capacity/ Size
Local Spill Response Equipment		
Facility Name or Location	Contact (organization & phone)	Quantity
Boom, sorbent pads, etc.		
Backhoe		
Bulldozer		
Dump truck or similar		
[other]		
[other]		
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.		
What are the top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill?		
Location	Latitude & Longitude	Reason for protection

Economy:
The Prudhoe Bay oil fields provide some 2-3% of the nation's domestic oil supply and employ over 5,000 individuals in drilling, pipeline operations, cargo transportation, and a variety of support positions. U.S. Census population and employment figures reflect only permanent residents of Deadhorse and Prudhoe Bay -- most oil field workers travel home to Anchorage or the lower 48 when off duty. Pre-arranged tours are available through various tour companies.

Culture & Demographics:
Prudhoe Bay is a large work camp for the oil industry. All residents are employees of oil-drilling or oil-producation and support companies and work long consecutive shifts. Living quarters and food are provided to the workforce.

9770.5.05 – Kaktovik

KAKTOVIK - Pronunciation: (kack-TOH-vick); includes Barter Island

Population: 239 (2010 U.S. Census)
Incorporation Type: 2nd Class City
Borough Located In: North Slope Borough

Location & Climate:

Kaktovik lies on the north shore of Barter Island, between the Okpilak and Jago Rivers on the Beaufort Sea coast. Kaktovik is 90 miles west of the Canadian border and 280 miles southeast of Barrow. The ruins of old Kaktovik can be seen from the road linking the village to the airport. It lies in the 19.6-million-acre Arctic National Wildlife Refuge, an occasional calving ground for the porcupine caribou herd.
70.132 North Latitude and 143.624 West Longitude.
Sec. 13, T009N, R033E, Umiat Meridian
The climate of Kaktovik is arctic. Temperatures range from -56 to 78 °F. Precipitation is light, averaging 5 inches, with snowfall averaging 20 inches.

EMERGENCY SERVICES			
Police	852-6111	**Fire,** Kaktovik VFD	640-6212
VPSO		**EMS**	Contact VFD
Alaska State Troopers, Barrow	852-3783	**Clinic, Kaktovik Clinic**	640-6413

LOCAL ORGANIZATIONS AND STAKEHOLDERS				
	Name		**Phone**	**Fax**
City	City of Kaktovik		640-6313	640-6314
	Primary Contact:	City Clerk		
Village/Tribal Council	Kaktovik Village (aka: Barter Island)		640-2042	640-2044
	Primary Contact:	[*INSERT TITLE,* President, Administrator, Admin Asst.]		
	Environmental Coordinator:			
School	Harold Kaveolook School		640-6626	
School District	North Slope Borough Schools		852-5311	
Village Corporation	Kaktovik Inupiat Corporation		640-6120	640-6217
Regional Native Corporation	Arctic Slope Regional Corp		339-6000 (Anch.) 852-8633 (Barrow)	339-6028
OTHER				

TRANSPORTATION		
ROAD:	Accessible by road?	No road access.
AIR:	Airline service available from Fairbanks & Barrow	Scheduled and charter flights available.
WATER:	Accessible by boat?	Seasonal marine vessel traffic.

Local Transportation and Services	
Local Transportation:	ATV & Snowmachines, limited truck use
Local Roads and Trails:	"Cat-trains" transport cargo from the Trans-Alaska pipeline haul road during winter months
Vehicle Rental:	

Airline Services:	Era Aviation
Docking Facilities:	
Barge Service Schedule/Frequency:	Summer months

LOCAL SERVICES AND FACILITIES			
Lodging & Food			
Housing Facility	**Point of Contact**	**Phone**	
Waldo Arms Hotel		640-6513	
Capacity:	Food Service Available: Unknown Kitchen Available: Unknown	Season:	
Happy Valley Lodge		640-6513	
Capacity:	Food Service Available: Unknown Kitchen Available: Unknown	Season:	
Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
General Store	Groceries		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
Supplies & Other Services			
	Name	Phone	
General Store	Kaktovik Inupiat Corporation/General Store (groceries, clothing, first-aid supplies, hardware, camera film and sporting goods)		
Hardware Store			
Washeteria			
Bank or ATM			
Other Services:	Fuel: marine gas, diesel, propane, unleaded and regular. Auto & Aircraft repair services Charter aircraft service is available.		
Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**

[Name/Operator]			
Tank Farm	**Phone**	**Fuel Available**	**Capacity**
[Name/Operator]			
No information available.			

Communications and Utilities	
	Name/Service Provider
AT&T Alascom, GCI, Arctic Slope Telephone	AT&T Alascom, GCI, Arctic Slope Telephone
GCI	GCI
GCI	GCI
North Slope Borough Power & Light, 852-0340	North Slope Borough Power & Light, 852-0340
Local Power Plant	
School Power Plant	
Primary Water Supply System:	Water is delivered by truck to holding tanks; all homes have running water in the kitchen.
Primary Sewage System:	Indoor Plumbing/ Piped & Haul System

SPILL RESPONSE SUPPORT			
The following facilities may be available to support a spill response. Contact local communities for additional information.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet**
			Yes / No
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
Local Spill Response Equipment			
Facility Name or Location	**Contact**	Quantity	

	(organization & phone)	
Boom, sorbent pads, etc.		
Backhoe		
Bulldozer		
Dump truck or similar		
[other]		
[other]		
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.		
What are the <u>top two</u> sensitive areas (*<u>environmental</u>* *or* *<u>cultural</u>*) to be protected in case of an oil spill?		
Location	**Latitude & Longitute**	**Reason for protection**

<u>Economy</u>:
Economic opportunities in Kaktovik are limited due to the community's isolation, and unemployment is high. Most employment is in education, the North Slope Borough, or city services. Part-time seasonal jobs, such as construction projects, provide income.

Like other communities in the region, subsistence hunting, fishing and whaling play a major role in the local economy. Hunting in the nearby area is for Dall sheep, moose, caribou, and fox. The community also produces arts and crafts for sale such as etched baleen, carved ivory and masks. About one in every five household heads in Kaktovik receive monies from craft income.

<u>Culture & Demographics</u>:
Due to Kaktovik's isolation, the village has maintained its Inupiat Eskimo traditions. In the 2010 U.S. Census, 90% of residence identified as all or part Alaska Native, mostly Inupiat Eskimo. Subsistence is highly dependent upon caribou.

9770.5.06 – Nuiqsut

<u>NUIQSUT</u> - Pronunciation: (new-WICK-sit); var. Nooiksut

Population: 402 (2010 U.S. Census Population)
Incorporation Type: 2nd Class City
Borough Located In: North Slope Borough

<u>Location & Climate:</u>
Nuiqsut is located on the west bank of the Nechelik Channel of the Colville River Delta, about 35 river miles/18 air miles from the Beaufort Sea coast. It is 135 miles southeast of Barrow. The Colville River Delta has traditionally been a gathering and trading place for the Inupiat, and a good source for hunting and fishing. The Alpine Oilfield is eight miles from the village of Nuiqsut and a portion of the oilfield is on lands owned by Kuukpik Corporation and ASRC.

70.217 North Latitude and 150.976 West Longitude.
Sec. 18, T010N, R005E, Umiat Meridian

The climate is arctic. Temperatures range from -56 to 78 °F. On average, the daily minimum temperature is below freezing 297 days each year. Annual precipitation is light, averaging 5 inches, with 20 inches of snowfall.

EMERGENCY SERVICES			
Police, North Slope Borough	852-6111	**Fire,** Nuiqsut VFD	480-6613
VPSO		**EMS**	Contact VFD
Alaska State Troopers, Barrow	852-3783	**Clinic,**Nuiqsut Clinic	480-6720

LOCAL ORGANIZATIONS AND STAKEHOLDERS				
	Name		**Phone**	**Fax**
City	City of Nuiqsut		480-6727	480-6928
	Primary Contact:	City Clerk		
Village/Tribal Council	Native Village of Nuiqsut		480-3010	480-2714
	Primary Contact:	[*INSERT TITLE,* President, Administrator, Admin Asst.]		
	Environmental Coordinator:			
School	Nuiqsut Trapper School		480-6712	
School District	North Slope Borough Schools		852-5311	
Village Corporation	Kuukpik Corporation		480-6220	480-6126
Regional Native Corporation	Arctic Slope Regional Corp		339-6000 (Anch.) 852-8633 (Barrow)	339-6028
OTHER				

TRANSPORTATION		
ROAD:	Accessible by road?	Nuiqsut residents have access to the Dalton Highway four months of the year.
AIR:	Airline service available from Barrow	Scheduled and chartered flights available.
WATER:	Accessible by boat?	Residents use boats on Colville River.

Local Transportation and Services	
Local Transportation:	Snowmachines and ATVs
Local Roads and Trails:	
Vehicle Rental:	TC Rental, Rosies Taxi Rental
Airline Services:	Freight arrives year-round by air cargo.

	Airlines: Era Aviation
Docking Facilities:	None
Barge Service Schedule/Frequency:	No regular service.

LOCAL SERVICES AND FACILITIES		
Lodging & Food		
Housing Facility	**Point of Contact**	**Phone**
Borough Bunkhouse	UNKNOWN/INSERT	UNKNOWN/INSERT
Capacity: ??	Food Service Available: Yes/No Kitchen Available: Yes/No	Season:
Kuukpik Corporation Hotel		480-6220
Capacity:	Food Service Available: Yes/No Kitchen Available: Yes/No	Season:

Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		

Supplies & Other Services		
	Name	Phone
General Store		
Hardware Store		
Washeteria		
Bank or ATM		
[Other]	Supplies available in town include groceries, clothing, first-aid supplies, hardware, camera film and sporting goods. Available fuel includes marine gas, diesel, propane, white gas kerosene and regular gasoline.	

Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**
[Name/Operator]			

Bulk Fuel	Phone	Fuel Available	Capacity
NSB Fuel Station			468,000
NSB Fire/Rescue			8,000
NSB Municipal			32,000
NSB Electric			160,000
City			10,000
NSB Schools			2,750
NSB Clinic			6,500
NSB Police			1,100
NSB old Public Safety			2,000
Assembly of God			1,100
Kuukpik Presbyterian Church			2,000

Communications and Utilities		
	Name/Service Provider	Phone
Telephone (Landline)	AT&T Alascom, GCI, Arctic Slope Telephone	
Telephone (Cellular)	GCI	
Internet Service Provider	GCI	
Electricity Provider	North Slope Borough Power & Light, 852-0340	
Local Power Plant		
Home & Building Heating	The Alpine Oil Field provides piped natural gas to Nuiqsut, which decreases the cost of running the diesel electric generator and heating homes and other facilities.	
Primary Water Supply System:	A majority of homes have running water to the kitchen. Water is hauled to homes/facilities.	
Primary Sewage System:	Majority Indoor Plumbing (haul system or septics)	

Residents have individual water tanks with water delivery. Hauling services are provided..

SPILL RESPONSE SUPPORT			
The following facilities may be available to support a spill response. Contact local communities for additional information.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet**
			Yes / No

Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
Local Spill Response Equipment			
Facility Name or Location	**Contact (organization & phone)**	Quantity	
Boom, sorbent pads, etc.			
Backhoe			
Bulldozer			
Dump truck or similar			
[other]			
[other]			
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.			
What are the <u>top two</u> sensitive areas (*<u>environmental</u> or <u>cultural</u>*) to be protected in case of an oil spill?			
Location	**Latitude & Longitute**	**Reason for protection**	

<u>Economy</u>:
Unemployment is high in Nuiqsut. The Kuukpik Native Corporation, school, borough services, and store provide most of the year-round employment in the village. Trapping and craft-making provide some income. Caribou, bowhead and beluga whale, seal, moose, and fish are staples of the diet. Polar bears are also hunted.

<u>Culture & Demographics</u>:
In the 2010 U.S. Census, 90% of residence identified as all or part Alaska Native, mostly Inupiat Eskimo. Residents practice a traditional subsistence lifestyle.

During the early 20th century, Christian missionaries were introduced to the Barrow region. This movement, along with the emergence of healthcare services and schools provided by the Bureau of Indian Affairs, prompted the Iñupiat from Nuiqsut to immigrate to Barrow. The old village of Nuiqsut (Itqilippaa) was abandoned in the late 1940s, because there was no school. In 1973, 27 Iñupiat families moved back to Nuiqsut from Barrow, and lived in tents braving the elements for over 18 months. In 1974, the Arctic Slope Regional Corporation funded construction of the village.

POINT HOPE

Population: 674 (2010 U.S. Census Population)
Incorporation Type: 2nd Class City
Borough Located In: North Slope Borough

Location & Climate:
Point Hope is located near the end of a triangular spit, the Point Hope peninsula, jutting 15 miles into the Chukchi Sea, 250 miles southwest of Barrow. The peninsula is a large gravel spit that forms the western-most extension of the northwest Alaska coast. Erosion and a threat of storm flooding from the Chukchi Sea led to its relocation to higher ground in the mid-1970s
68.348 North Latitude and 166.808 West Longitude.
Sec. 16, T034N, R035W, Kateel River Meridian

The climate is arctic. Temperatures range from -49 to 78 °F. Precipitation is light, averaging only 10 inches annually, with 36 inches of snowfall. The Chukchi Sea is ice-free from late June until mid-September.

EMERGENCY SERVICES			
Police, North Slope Borough	852-6111	**Fire,** Point Hope VFD	368-2774
VPSO		**EMS**	Contact VFD
Alaska State Troopers, Barrow	852-3783	**Clinic,** Point Hope Clinic	368-2234

LOCAL ORGANIZATIONS AND STAKEHOLDERS				
	Name		**Phone**	**Fax**
City	City of Point Hope		368-2537	368-2835
	Primary Contact:	City Manager		
Village/Tribal Council	Native Village of Point Hope		368-2330	368-2332
	Primary Contact:	[*INSERT TITLE,* President, Administrator, Admin Asst.]		
	Environmental Coordinator:			
School	Tikigaq School		368-2662/ 368-2663	
School District	North Slope Borough Schools		852-5311	
Village Corporation	Tigara Corporation		365-6299	365-6250
Regional Native Corporation	Arctic Slope Regional Corp		339-6000 (Anch.) 852-8633 (Barrow)	339-6028
OTHER				

TRANSPORTATION		
ROAD:	Accessible by road?	No

AIR:	Airline service available from Barrow & Kotzebue	Scheduled and charter flights available.
WATER:	Accessible by boat?	Yes, Late-June thru Mid-September

Local Transportation and Services	
Local Transportation:	Skiffs, umiats (skin boats), and snowmachines and ATVs are used for local transportation.
Local Roads and Trails:	
Vehicle Rental:	None identified
Airline Services:	Airlines: Bering Air (from Kotzebue), Era Aviation (Barrow or Kotzebue)
Docking Facilities:	None identified
Barge Service Schedule/Frequency:	Summer months

LOCAL SERVICES AND FACILITIES			
Lodging & Food			
Housing Facility	**Point of Contact**		**Phone**
Whalers Inn			365-6299
Capacity:	Food Service Available: Yes, adjacent restaurant Kitchen Available: Yes/No		Season:
Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
Tikigaq Corporation General Store	General Store/Groceries		
Whaler's Inn Restaurant	Restaurant		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
Supplies & Other Services			
	Name		Phone
General Store	Tikigaq Corporation General Store - groceries, clothing, first-aid supplies, hardware, camera film and sporting goods		
Hardware Store			
Washeteria			
Bank or ATM			
[Other]			
Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**

Unknown		marine gas, diesel, propane, unleaded, regular and supreme	
Tank Farm	**Phone**	**Fuel Available**	**Capacity**
[Name/Operator]			

Communications and Utilities	
	Name/Service Provider
Telephone (Landline)	AT&T Alascom, GCI, Arctic Slope Telephone
Telephone (Cellular)	GCI
Internet Service Provider	GCI
Electricity Provider	North Slope Borough Power & Light, 852-0340
Local Power Plant	
School Power Plant	
Primary Water Supply System:	A number of homes have water tanks with delivery, which provides running water for kitchens; others haul water.
Primary Sewage System:	Indoor Plumbing & Honeybuckets

SPILL RESPONSE SUPPORT			
The following facilities may be available to support a spill response. Contact local communities for additional information.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet**
			Yes / No
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
Local Spill Response Equipment			
Facility Name or Location	**Contact (organization & phone)**	Quantity	
Boom, sorbent pads, etc.			
Backhoe			

Bulldozer		
Dump truck or similar		
[other]		
[other]		
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.		
What are the <u>top two</u> sensitive areas (*<u>environmental</u> or <u>cultural</u>*) to be protected in case of an oil spill?		
Location	**Latitude & Longitute**	**Reason for protection**

<u>Economy</u>:
Point Hope is the second largest city on the North Slope. The local economy is largely based on subsistence hunting, fishing and whaling. The Borough employs more than 18 percent of the working population and the school district employs 26 percent. Close to forty percent of the labor force works in the private sector.

Residents produce a wide array of arts and crafts for sale including carved ivory, baleen baskets, whale bone, masks, caribou skin masks, etched baleen, Eskimo parkas, ivory-tipped harpoons and bird spears.

<u>Culture & Demographics</u>:
In the 2010 U.S. Census, Alaska Natives, primarily Inupiat Eskimos made up 93 percent of Point Hope's population. Point Hope residents (Tikeraqmuit Inupiat Eskimos) are dependent upon marine subsistence. This highly favorable site, with its abundant resources, has enabled the Tikeraqmuit to retain strong cultural traditions after more than a century of outside influences.

This Point Hope peninsula is one of the longest continually inhabited areas in North America. Some of the earliest residents came here for bowhead whaling some 2,000 years ago after crossing the Siberian land bridge.

Visitors to the area can see the remains of Old Tigara Village, a prehistoric site with the remains of sod houses. There is an even earlier site with about 800 house pits known as Ipiutak, occupied from about 500 BC to 100 AD. Ipiutak and the surrounding archaeological district are on the National Register of Historic Places. In addition to the prehistoric village sites, there are old burial grounds in the area including a cemetery marked by large whale bones standing on end.

9770.5.08 – Point Lay

<u>POINT LAY</u> - Also Known As: Kali

Population: 189 (2010 U.S. Census Population)

Incorporation Type: Unincorporated
Borough Located In: North Slope Borough

Location & Climate:

Point Lay is located on the Chukchi Sea coast, protected from the ocean by the Kasugaluk Lagoon. It is 150 miles southwest of Barrow. Kali, the Iñupiat name for the village, means "mound" and refers to the elevated mound on which it stands.

69.736 North Latitude and 163.012 West Longitude.
Sec. 26, T005N, R045W, Umiat Meridian

The climate is arctic. Temperatures range from -55 to 78 °F. Precipitation is light, averaging 7 inches annually, with 21 inches of snow. The Chukchi Sea is ice-free from late June until September.

EMERGENCY SERVICES			
Police, North Slope Borough	852-6111	**Fire,** Point Lay VFD	833-2714
VPSO		**EMS**	Contact VFD
Alaska State Troopers, Barrow	852-3783	**Clinic,** Point Lay Clinic	833-2526

LOCAL ORGANIZATIONS AND STAKEHOLDERS			
	Name	**Phone**	**Fax**
Village/Tribal Council	Native Village of Point Lay	833-2575	833-2576
	Primary Contact:		[*INSERT TITLE,* President, Administrator, Admin Asst.]
	Environmental Coordinator:		
School	Kali School	833-2311	
School District	North Slope Borough Schools	852-5311	
Village Corporation	Cully Corporation	569-2705	569-2715
Regional Native Corporation	Arctic Slope Regional Corp	339-6000 (Anch.) 852-8633 (Barrow)	339-6028
OTHER			

TRANSPORTATION		
ROAD:	Accessible by road?	No
AIR:	Airline service available from Barrow	Scheduled and chartered air service is available
WATER:	Accessible by boat?	Seasonal access (Late June thru Mid-September)
Local Transportation and Services		
Local Transportation:		Snowmachines and ATVs
Local Roads and Trails:		Seasonal land transportation

Vehicle Rental:	None identified
Airline Services:	Airlines: Era Aviation
Docking Facilities:	
Barge Service Schedule/Frequency:	Barge deliveries during summer months (Late June-September)

LOCAL SERVICES AND FACILITIES			
Lodging & Food			
Housing Facility	**Point of Contact**	**Phone**	
None identified			
Capacity:	Food Service Available: Yes/No Kitchen Available: Yes/No	Season:	
[Name 2]			
Capacity:	Food Service Available: Yes/No Kitchen Available: Yes/No	Season:	
Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
Native Village General Store	Groceries		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
Supplies & Other Services			
	Name	Phone	
General Store	Native Village of Point Lay/General Store (groceries and clothing). Available fuel in town includes propane, diesel and regular gasoline		
Hardware Store			
Washeteria			
Bank or ATM			
[Other]			
Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**
NSB Fuel Station		propane, diesel and regular gasoline	
Bulk Fuel	**Phone**	**Fuel Available**	**Capacity (gallons)**

NSB Power Plant			10,000
NSB Fire			7,000
NSB Maintenance			5,000
NSB Clinic			6,000
NSB Schools			10,000
NSB Fuel Station			548,000
Communications and Utilities			
		Name/Service Provider	
Telephone (Landline)		AT&T Alascom, GCI, Arctic Slope Telephone	
Telephone (Cellular)		GCI	
Internet Service Provider		GCI	
Electricity Provider		North Slope Borough Power & Light, 852-0340	
Local Power Plant			
School Power Plant			
Primary Water Supply System:		Households have water delivered to home tanks, which allows running water for the kitchen.	
Primary Sewage System:		Unknown	

SPILL RESPONSE SUPPORT			
The following facilities may be available to support a spill response. Contact local communities for additional information.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet**
			Yes / No

Potential Staging Areas		
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**

Local Spill Response Equipment		
Facility Name or Location	**Contact (organization & phone)**	Quantity
Boom, sorbent pads, etc.		
Backhoe		
Bulldozer		
Dump truck or similar		

[other]		
[other]		
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.		
What are the <u>top two</u> sensitive areas (*<u>environmental</u> or <u>cultural</u>*) to be protected in case of an oil spill?		
Location	**Latitude & Longitute**	**Reason for protection**

<u>Economy</u>:
Most year-round employment opportunities are with the borough government or the school. Subsistence activities provide food sources.

<u>Culture & Demographics</u>:
In the 2010 U.S. Census, Alaska Natives, primarily Inupiat Eskimos made up 93 percent of Point Lay's population. Point Lay is a traditional Inupiat Eskimo village, with a dependence upon subsistence activities. Seals, walrus, beluga, caribou, and fish are staples of the diet. The deeply indented shoreline prevented effective bowhead whaling and the village never fully participated in the whaling culture. The village's traditional hunt of the beluga whales is similar to the bowhead whaling culture in other North Slope villages.

Point Lay is probably the last remaining village of the Kuukpaagruk people.

9770.5.09 – Wainwright
<u>WAINWRIGHT</u> - Pronunciation: (WANE-rite)

Population: 556 (2010 U.S. Census Population)
Incorporation Type: 2nd Class City
Borough Located In: North Slope Borough

<u>Location & Climate:</u>
Wainwright sits on a wave-eroded coastal bluff of a narrow peninsula which separates Wainwright Inlet from the Chukchi Sea. It is 3 miles northeast of the Kuk River estuary and about 70 miles southwest of Barrow.

70.637 North Latitude and 160.038 West Longitude.
Sec. 26, T005N, R045W, Umiat Meridian

The climate is arctic. Temperatures range from -56 to 80 °F. Precipitation is light, averaging 5 inches annually, with 12 inches of snow. The Chukchi Sea is ice-free from mid-July through September.

EMERGENCY SERVICES

Police, North Slope Borough	852-6111	**Fire,** Wainwright VFD	763-2728
VPSO		**EMS**	Contact VFD
Alaska State Troopers, Barrow	852-3783	**Clinic, Wainwright Health Clinic**	763-2714

LOCAL ORGANIZATIONS AND STAKEHOLDERS			
	Name	**Phone**	**Fax**
City	City of Wainwright	763-2815	763-2811
	Primary Contact:	City Clerk	
Village/Tribal Council	Village of Wainwright	763-2726	763-2536
	Primary Contact:	[*INSERT TITLE,* President, Administrator, Admin Asst.]	
	Environmental Coordinator:		
School	Alak School	763-7800	
School District	North Slope Borough Schools	852-5311	
Village Corporation	Olgoonik Corporation	763-2614	763-2926
Regional Native Corporation	Arctic Slope Regional Corp	339-6000 (Anch.) 852-8633 (Barrow)	339-6028
OTHER			

TRANSPORTATION		
ROAD:	Accessible by road?	No
AIR:	Airline service available from Barrow	Scheduled and chartered flights available. Air travel provides only year-round access.
WATER:	Accessible by boat?	No

Local Transportation and Services	
Local Transportation:	Skiffs, ATVs, and snowmachines
Local Roads and Trails:	
Vehicle Rental:	
Airline Services:	RAVN Alaska
Docking Facilities:	
Barge Service Schedule/Frequency:	Barge service during summer months (Late June thru mid-Sept)

LOCAL SERVICES AND FACILITIES		
Lodging & Food		
Housing Facility	**Point of Contact**	**Phone**
Olgoonik Hotel		763-2514
Capacity: 12 rooms	Food Service Available: Yes, attached restaurant	Season:

	Kitchen Available: No	
High School	Alak School	763-2541
Capacity:	Food Service Available: No Kitchen Available: Unknown	Season:

Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
Wainwright Cooperative Association	Prepared entrees, groceries		907-763-2715
Olgoonik Hotel & Restaurant	Restaurant		907-763-2514

Supplies & Other Services		
	Name	Phone
General Store	Wainwright Cooperative Association (groceries, clothing, first-aid supplies, hardware, camera film and sporting goods)	907-763-2715
Hardware Store		
Washeteria	Washeteria/General Store	907-763-2615
Bank or ATM	ATM at the General Store	907-763-2615
[Other]		

Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**
Olgoonik Corp. Fuel Station	907-763-2832	marine gas, diesel, propane, unleaded, regular and supreme	
Bulk Fuel	**Phone**	**Fuel Available**	**Capacity(gallons)**
NSB Schools/Olgoonik Corp. Fuel Station			908,000
NSB Schools			10,000
City	907-763-2815		2,400
Olgoonik Corp.	907-763-2614		50,000
NSB Water	907-763-2553		10,000
NSB Fire	907-763-2728		7,500
NSB Sewage	907-763-2553		1,500
NSB Power)	907-763-2712		500,000
SKW/Eskimos	BARROW		1,000
Olgoonik Hotel & Restaurant	907-763-2514		1,500
NSB Clinic	907-763-2714		6,000

Communications and Utilities	
	Name/Service Provider
Telephone (Landline)	AT&T Alascom, GCI, Arctic Slope Telephone
Telephone (Cellular)	GCI
Internet Service Provider	ASTAC (Arctic Slope Telephone)

Electricity Provider	North Slope Borough Power & Light, 852-0340
Local Power Plant	
School Power Plant	
Primary Water Supply System:	Piped Water System/ Central Watering Point (Haul)/ Water Truck Delivery
Primary Sewage System:	Indoor Plumbing (Piped Sewer or Septic System)/ Honeybuckets/ Outhouses

SPILL RESPONSE SUPPORT			
The following facilities may be available to support a spill response. Contact local communities for additional information.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet**
Alak High School 567 Main Street Wainwright, AK 99782	907-763-7800		Yes
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
Local Spill Response Equipment			
Facility Name or Location	**Contact (organization & phone)**	Quantity	
Boom, sorbent pads, etc.			
Backhoe			
Bulldozer			
Dump truck or similar			
[other]			
[other]			
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.			
What are the <u>top two</u> sensitive areas (<u>*environmental*</u> *or* <u>*cultural*</u>) to be protected in case of an oil spill?			
Location	**Latitude & Longitude**	**Reason for protection**	

Economy:
Economic opportunities in Wainwright are influenced by its proximity to Barrow and the fact that it is one of the older, more established villages. Most of the year-round positions are in borough services. Wainwright has a larger private sector than most villages: 38 percent of the work force is employed by private businesses, primarily the village and regional corporations. The Borough employs 30 percent of the work force and the School District provides jobs for another 25 percent.

Sale of local Eskimo arts and crafts supplement income.

Culture & Demographics:
Most Wainwright inhabitants are Inupiat Eskimos who practice a subsistence lifestyle. Their ancestors were the Utukamiut (people of the Utukok River) and Kukmiut (people of the Kuk River).

Wainwright's subsistence hunting revolves primarily around Bowhead and beluga whales and caribou. Seal, walrus, polar bear, birds, and fish are also harvested. Local arts and crafts include carved ivory figurines and jewelry, baleen boats, whale bone carvings, clocks, knitted caps and gloves.

Contents

9770.6 – North West Arctic

The Northwest Arctic Subarea encompasses the Northwest Arctic Borough and the area to the south that is not within a borough but is part of the Bering Strait Native Corporation. Regional organizations exist for both areas. Listed below are the regional organizations for the borough and for the unorganized area.

1. Borough regional organizations

Boroughs

Borough	Organization	Phone
Northwest Arctic Borough	Borough Clerk	442-8204
	Emergency Management	442-3599

Regional Native Corporations

CORPORATION	ADDRESS	PHONE	FAX	WEBSITE
NANA Regional Corporation	1001 East Benson Blvd. Anchorage, AK 99508	265-4100	265-4311	http://www.nana-online.com/introlhtm

School Districts

ORGANIZATION	ADDRESS	PHONE	FAX	WEBSITE/EMAIL
Northwest Arctic Schools	Box 51 Kotzebue, AK 99752	442-3472	442-2392	http://www.nwabsd.schoolzone.net cmason@kotzebue.nwabsd.schoolzone.net

Regional Economic Development

ORGANIZATION	ADDRESS	PHONE	FAX	EMAIL
NW Arctic Economic Dev. Comm.	P.O. Box 1110 Kotzebue, AK 99752	442-2500	442-2930	denise_koutchak@yahoo.com

Housing Authorities

ORGANIZATION	ADDRESS	PHONE	FAX	EMAIL
Northwest Inupiat Housing Authority	P.O. Box 331 Kotzebue, AK 99752	442-3450	442-3486	nihaed@ptialaska.net

Regional Health Corporations

ORGANIZATION	ADDRESS	PHONE	FAX	EMAIL
Maniilaq Association	P.O. Box 256 Kotzebue, AK 99752	442-3311	442-2381	

2. Unorganized area regional organizations

Regional Native Corporation

CORPORATION	ADDRESS	PHONE	FAX	WEBSITE
Bering Strait Native Corporation	P.O. Box 1008 Nome, AK 99762	443-5252	443-2985	http://www.beringstraits.com

School District

ORGANIZATION	ADDRESS	PHONE	FAX	WEBSITE/EMAIL
Bering Strait Schools	P.O. Box 225 Unalakleet, AK 99684	624-3611	624-3099	http://www.bssd.org jadavis@bssd.org

Regional Economic Development

ORGANIZATION	ADDRESS	PHONE	FAX	EMAIL
Bering Strait ARDOR Program	P.O. Box 948 Nome, AK 99762	443-9005	443-2591	stadem@kawerak.org

Housing Authorities

ORGANIZATION	ADDRESS	PHONE	FAX	EMAIL
Bering Strait Housing Authority	P.O. Box 995 Nome, AK 99762	443-5256	443-2160	bsrha@nome.net

Regional Health Corporations

ORGANIZATION	ADDRESS	PHONE	FAX	EMAIL
Norton Sound Health Corporation	P.O. Box 966 Nome, AK 99762	443-3311	443-3139	crowder@nshcorp.org

Regional Native Non-Profit

ORGANIZATION	ADDRESS	PHONE	FAX	EMAIL
Kawerak, Incorporated	P.O. Box 948 Nome, AK 99762	443-5231	443-3708	marine.advocate@kawerak.org

9770.6.01 – Ambler

	AMBLER
Location and Climate	Ambler is located on the north bank of the Kobuk River, near the confluence of the Ambler and the Kobuk Rivers. It lies 138 air miles northeast of Kotzebue, 30 miles northwest of Kobuk and 30 miles downriver from Shungnak, at approximately 67d 05m N Latitude, 157d 52m W Longitude. Ambler is in a continental climate zone; temperatures average -10 to 15 during winter, 40 to 65 during summer. Temperature extremes have been recorded from -65 to 92. Snowfall averages 80 inches, and precipitation is 16 inches total per year. The Kobuk River is navigable from early July to mid-October.
History, Culture, & Demographics	Ambler was permanently settled in 1958 when people from Shungnak and Kobuk moved down stream because of the variety of fish, wild game

	and spruce trees in the area. The residents of Ambler are Kowagniut Inupiat Eskimos, with a traditional subsistence lifestyle. The sale or importation of alcohol is banned in the village.	
Economy	Cash employment is limited to the school, city, clinic and local stores, although some mining occurs. In 2009, only two residents held commercial fishing permits. Subsistence is a major part of the Ambler economy. Birch baskets, fur pelts, and jade, quartz, bone and ivory carvings are sold in gift shops throughout the state. The community is interested in developing a lapidary facility for local artisans.	
Subsistence	Chum salmon and caribou are the most important food sources; freshwater fish, moose, bear, and berries are also harvested for subsistence.	
Population	261 (2009 DCCED Certified)	
Borough Located In	Northwest Arctic	
Incorporation Type	2ND Class City	
Native Entities	**Regional:**	
	Profit:	
	Nonprofit:	
	Village:	

EMERGENCY SERVICES	
State Troopers	800-789-3222 (Kotzebue) VPO: 445-5200
Fire	
Medical	Ambler Health Clinic, 445-2129, 445-2179 (fax) Operated by Maniilaq Association. Auxiliary health care provided by flight to Kotzebue.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of Ambler	P.O. Box 9 Ambler, AK 99786	445-2122 445-2174 (fax)	amblercity@gmail.com
Ambler Traditional Council	P.O. Box 47 Ambler, AK 99786	445-2196 445-2181 (fax)	ambler@smtp.ak.bia.gov ambler@aitc.org

TRANSPORTATION	
Accessibility	By barge, plane, small boat and snowmachine. There are no roads linking the city to other parts of the state. Boats are used for inter-village travel and subsistence activities. ATVs and snowmachines are commonly used in winter.

Airport Facilities	A State-owned 3,000' lighted gravel airstrip, with a 2,400' gravel crosswind airstrip, is located one and a half miles from the city. Elevation 289 feet. Daily scheduled services are provided out of Kotzebue, and air taxis provide charter flights. The airstrip has recently undergone major improvements.
Airline Services	Bering Air; Ravn Air; Ryan Air (freight).
Freight	Crowley Marine Services barges fuel and supplies to Ambler each summer.
Vessel Support:	The Kobuk River is navigable from early July to mid-October.

FACILITIES & UTILITIES		
Telephone	**Cellular Service:** GCI **In-State Phone:** OTZ Telephone Co-op, Inc. **Long-Distance Phone:** AT&T Alascom; GCI; OTZ Telephone	**COMMUNICATIONS**
Internet Provider	GCI (www.gci.net)	
TV Stations	ARCS	
Radio Stations	KOTZ-AM	
Cable Provider	City of Ambler	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Provided by Alaska Village Electrical Cooperative	
Fuel	Gasoline, aviation, diesel, and propane.	
Fuel Storage	**Tank Owner** (number of tanks @ total capacity)**:** AVEC (12 @ 101,275 gals.); NWAB Schools (4 @ 56,172); NANA Bulk Plant (225,200); City of Ambler (4 @ 6,200).	
Housing	Accommodations and meals available at Kobuk River Lodge & General Store, 445-2150.	
Water & Sewage	The main source of water for the community is a 167' well near the Kobuk River. Water is pumped 940 feet to the treatment facility and stored in a 210,000-gallon insulated tank, then piped to most homes. An 80 feet standby well is also located at the water treatment plant. Sewage is collected via 6- and 8-inch arctic pipes and flows to a facultative lagoon through two lift stations, where it discharges to a natural watershed, then to the Kobuk River. As last reported, 57 homes are served by the piped water and sewer system.	
Services	Groceries, clothing, first-aid supplies, hardware items available. No laundromat or banking facilities. Rental transportation includes autos, off-road vehicles, boats, and charter aircraft.	
Miscellaneous	The community has one school, attended by 61 students. The landfill is not permitted.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Community hall, etc. School

Potential Staging Areas	Airport, 442-3147 (Kotzebue) Other government facilities
Local Spill Response Equipment	Sorbent pads maintained by City of Ambler

9770.6.02 – Brevig Mission

		BREVIG MISSION
Location and Climate	Brevig Mission is located at the mouth of Shelman Creek on Port Clarence, 5 miles northwest of Teller and 65 miles northwest of Nome, at approximately 65d 20m N Latitude, 166d 29m W Longitude. Brevig Mission has a maritime climate with continental influences when the Bering Sea freezes. Summer temperatures average 44 to 57; winter temperatures average -9 to 8. Precipitation averages 11.5 inches, with 50 inches of snowfall. Port Clarence is generally ice-free between early June and mid-November.	
History, Culture, & Demographics	The Kauwerak Eskimos in this area lived in migratory communities in pursuit of hunting and fishing grounds and traded furs with Siberia, Little Diomede and King Island. They formed alliances with Wales, Little Diomede, and others for protection. The "Teller Reindeer Station" opened near this site in 1892, and the U.S. government operated it until 1900. In 1963, the Brevig Mission post office was established. Reindeer were the economic base of this community until 1974, when the industry began to decline. Approximately 92% of the population are Alaska Natives; and a federally recognized tribe is located in the community. Brevig Mission is predominantly Eskimo with a subsistence lifestyle. The sale, importation and possession of alcohol are banned in the village.	
Economy	The primary employers are the city and school district. Year-round jobs are scarce, unemployment is high, and seasonal jobs in mining and construction are limited. Arts and crafts provide some cash income.	
Subsistence	The people of Brevig Mission subsist upon fish, moose, reindeer, seal, walrus and beluga whales.	
Population	358 (2009 DCCED Certified)	
Borough Located In	Unorganized	
Incorporation Type	2ND Class City	
Native Entities	**Regional:**	Bering Strait
	Profit:	
	Nonprofit:	
	Village:	

EMERGENCY SERVICES	
State Troopers	800-443-2835 (Nome)

VPSO	642-2264, 642-2274 (fax)
Fire	
Medical	Brevig Mission Health Clinic – 642-4311. Auxiliary health care provided by flight to Nome

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of Brevig Mission	P.O. Box 85021 Brevig Mission, AK 99785	642-3851 642-2194 (fax)	ktsmayor@gmail.com
Brevig Mission Native Corporation	P.O. Box 85024 Brevig Mission, AK 99785	642-4091 642-2060 (fax)	bmncp@hughes.net
Native Village of Brevig Mission	P.O. Box 85039 Brevig Mission, AK 99785	642-4301 642-2099 (fax)	brevig@aitc.org

TRANSPORTATION	
Accessibility	By barge, plane, small boat and snowmachine. Teller is 5 miles away by boat; a 72-mile gravel road between Teller and Nome is maintained by the State during the summer. ATVs and snowmachines are commonly used in winter. A 72-mile gravel road between Teller and Nome is maintained by the State during the summer.
Airport Facilities	The State-owned 2,100' gravel airstrip, with 1,000' crosswind strip, enables year-round access. Elevation 25'. Airport has lights and freight terminal but runway condition is not monitored. Regular air service is available from Nome, and charters are provided from Nome and Teller.
Airline Services	Bering Air; Ravn Air; Ryan Air (freight).
Freight	A cargo ship stops annually.
Vessel Support:	Port Clarence is generally ice-free between early June and mid-November.

FACILITIES & UTILITIES		
Telephone	**Cellular Service:** GCI; TelAlaska; AT&T **In-State Phone:** Mukluk Telephone Co./TelAlaska **Long-Distance Phone:** AT&T Alascom; GCI; Mukluk Telephone	**COMMUNICATIONS**
Internet Provider	GCI (www.gci.net); TelAlaska	
TV Stations	ARCS	
Radio Stations	KICY-AM; KNOM-AM	
Cable Provider	City Of Brevig Mission	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Provided by Alaska Village Electrical Cooperative	
Fuel	Aviation and regular gasoline, diesel, and propane.	

Fuel Storage	**Tank Owners** (number of tanks @ total capacity)**:** Bering Strait Schools (2 @ 54,000 gals.); City (7 @ 79,750); Church (8,000); Army Nat'l Guard (3 @ 4,750); AVEC (9; 232,731); Corporation (7 @ 189,000).
Housing	No hotels. Accommodations may be arranged at the high school by contacting the school (642-4021) or the city office (642-3851).
Water & Sewage	The tank is filled monthly. Water is piped into the school from the city's water mains. Some residents use honeybuckets and deposit waste in a sewage lagoon.
Services	No restaurants or banking services. Lodging may be available in either the the washeteria building (642-2267) or at the health clinic (642-4311). Groceries, clothing, first-aid supplies, and hardware available at the Brevig Muit Store (642-4091). Marine engine and boat repair available, and arrangements can be made to rent boats.
Miscellaneous	The community has one school, attended by 113 students. The landfill is not permitted.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Community hall, School, etc.
Potential Staging Areas	Airport, 443-2500 (Nome) National Guard Armory Other government facilities
Local Spill Response Equipment	Up to 20 boats, some sorbent pads, sorbent boom, a backhoe, and a loader may be available.

9770.6.03 – Buckland

	BUCKLAND
Location and Climate	Buckland is located on the west bank of the Buckland River, about 75 miles southeast of Kotzebue, at approximately 65d 59m N Latitude, 161d 08m W Longitude. Buckland is in a transitional arctic climate zone that is characterized by long, cold winters and cool summers. Temperatures range from -60 to the mid 80s. Snowfall averages 40 inches, with 9 inches of precipitation per year. Crosswinds can restrict flying during the winter.
History, Culture, & Demographics	The residents have moved from one site to another along the river at least five times in recent memory, to places known as Elephant Point, Old Buckland and New Site. The presence of many fossil finds at Elephant Point indicates prehistoric occupation of the area. The Inupiaq Eskimos depend on reindeer, beluga whale and seal for survival. Approximately 95% of the population are Alaska Natives; a federally recognized tribe is located in the community. Buckland is an Eskimo village, and subsistence

	activities are an important focus of the economy. The sale or importation of alcohol is banned in the village.	
Economy	Residents depend on a subsistence lifestyle for most food sources. Employment is primarily with the school, city, health clinic, and stores. Some mining also occurs. In 2009, one resident held a commercial fishing permit. The community is interested in developing a Native food products and crafts manufacturing facility to produce reindeer sausage, berry products, Labrador tea, and ivory and wood carving. Some mining also occurs.	
Subsistence		
Population	432 (2009 DCCED Certified)	
Borough Located In	Northwest Arctic	
Incorporation Type	2ND Class City	
Native Entities	**Regional:**	NANA
	Profit:	
	Nonprofit:	
	Village:	

EMERGENCY SERVICES	
State Troopers	800-789-3222 (Kotzebue)
VPSO	494-3222
Fire	494-2121 / 494-2176
Medical	Buckland Health Clinic – 494-2122. Auxiliary health care provided by flight to Kotzebue.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of Buckland	P.O. Box 49 Buckland, AK 99727	494-2121 494-2138 (fax)	cityofbucklandalaska@gmail.com
Native Village of Buckland	P.O. Box 67 Buckland, AK 99727	494-2171 494-2217 (fax)	tribeadmin@nunachiak.org

TRANSPORTATION	
Accessibility	By barge, plane, small boat and snowmachine. There are no roads outside the village.
Airport Facilities	A State-owned 2,580' gravel airstrip that serves a number of scheduled and chartered flights is one mile southwest from village. Elevation 30'. Runway condition not monitored, and area subject to turbulent crosswinds in the summer.
Airline Services	Bering Air; Tanana Air Service; Ravn Air; Ryan Air (freight).

Freight	Crowley Marine barges in fuel, and various lighterage companies deliver cargo and supplies each summer.
Vessel Support:	Barge and smaller vessels.

FACILITIES & UTILITIES		
Telephone	**Cellular Service:** GCI **In-State Phone:** OTZ Telephone Co-op, Inc. **Long-Distance Phone:** AT&T; GCI; OTZ Telephone Co-op, Inc.	**COMMUNICATIONS**
Internet Provider	GCI	
TV Stations	ARCS	
Radio Stations	KOTZ-AM	
Cable Provider	City of Buckland	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Provided by City of Buckland	
Fuel	Gasoline, diesel and propane	
Fuel Storage	**Tank Owners** (number of tanks @ total capacity)**:** Village (8 @ 140,000 gals.); NWAB Schools (4 @ 94,128).	
Housing	No lodging	
Water & Sewage	Water is pumped from Buckland River, treated in the washeteria building, and stored in a 100,000-gallon tank. Some residents have water delivered to home tanks, but most haul their own water. The city pumps flush/haul waste tanks or hauls honeybuckets to the sewage lagoon; a flush/haul system has been problematic on the south side of town, and it sometimes freezes and fails during the winter. Only eight homes and the school have functioning plumbing; 74 homes are not served.	
Services	No restaurant or banking services. Groceries, clothing, first-aid supplies, and hardware available at four stores. Laundry facilities available at city washeteria, open daily. No rental transportation.	
Miscellaneous	The community has one school, attended by 164 students. The school has full plumbing. Individuals dispose of refuse in dumpsters, which are hauled to the landfill; DEC has approved the landfill for use, although it is not permitted.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Community hall, etc. – School
Potential Staging Areas	Airport – 442-3147 (Kotzebue) National Guard Armory – 494-3222 Other government facilities –
Local Spill Response Equipment	Village maintains a small supply of sorbent pads

		CANDLE
Location and Climate	Candle is located on the Kewalik River, 90 miles southeast of Kotzebue. Winters are similar to Kotzebue. June is clear and cool, July hot and dry, August expect rain, then usually 2 or 3 weeks of Indian summer in September.	
History, Culture, & Demographics	Candle is a mining community started in 1904. Most of the town burned down about 30 years ago; just a few of the houses were left standing. Population increases in May with the beginning of mining season and decreases with freeze-up in late September or October.	
Economy	Mining and some subsistence fishing and hunting.	
Subsistence		
Population	Approximately four year-round; up to 35 during summer mining season.	
Borough Located In	Northwest Arctic	
Incorporation Type	Unincorporated	
Native Entities	**Regional:**	Not applicable
	Profit:	
	Nonprofit:	
	Village:	

EMERGENCY SERVICES	
State Troopers	800-789-3222 (Kotzebue)
Fire	
Medical	None

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
None Identified			

TRANSPORTATION	
Accessibility	By plane, small boat and snowmachine. There are no roads outside of immediate area.
Airport Facilities	A 5,200' gravel airstrip adjacent northeast. Elevation 15'.
Airline Services	Seasonal and irregularly scheduled, plus chartered air service.
Freight	No scheduled service
Vessel Support:	No information

FACILITIES & UTILITIES		
Telephone	No information.	**COMMUNICATIONS**
Wireless and Internet Service Provider		

TV Stations		
Radio Stations		
Cable Provider		
Teleconferencing		
Electricity	No information	
Fuel	None available	
Fuel Storage	**Tank Owners** (number of tanks @ total capacity)**:**	
Housing	No lodging.	
Water & Sewage	No information.	
Services	No services available.	
Miscellaneous	There is no state-operated school located in the community.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	
Potential Staging Areas	
Local Spill Response Equipment	None Identified.

9770.6.05 – Council

	COUNCIL
Location and Climate	Council is located at the terminus of the Nome/Council road, 60 miles northeast of Nome, on the left bank of the Niukluk River at approximately 64d 54m N Latitude, 163d 40m W Longitude. Council has a continental climate with maritime influences when Norton Sound is ice-free. Its inland location gives greater daily variation in temperatures than nearby coastal communities. Seasonal temperatures range from -9 to 64.
History, Culture, & Demographics	Historically, this was a fish camp for the Fish River Tribe, who originally lived 12 miles downstream. Council's history is synonymous with the gold rush period; gold was first discovered in the area in 1897. By 1898, there were 50 log houses, and during the summers of 1897-99 the population of "Council City" was estimated at 15,000. The depletion of gold, the flu epidemic of 1918, the depression, and World War II all contributed to the decline of the population. By 1950, only nine people remained; the post office closed in 1953. Today, the community is not occupied year-round, but serves primarily as a summer fish camp for Nome residents. Nearly two-thirds of the seasonal population are Alaska Natives. A federally recognized tribe is located in the community.

Economy	Council is a seasonal fish camp. Several Nome residents have homes in Council, used for summer subsistence food-gathering activities.	
Subsistence		
Population	None year-round, up to 50 in summer.	
Borough Located In	Unorganized	
Incorporation Type	Unincorporated	
Native Entities	**Regional:**	Bering Strait
	Profit:	
	Nonprofit:	
	Village:	

EMERGENCY SERVICES	
State Troopers	800-443-2835 (Nome)
Fire	
Medical	None. Auxiliary health care is provided by Norton Sound Regional Hospital (443-3311) in Nome.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Council Native Corporation	P.O. Box 1183 Nome, AK 99762	443-6513 443-4452 (fax)	council@arctic.net
Native Village of Council	P.O. Box 2050 Nome, AK 99762	443-7649 443-5965 (fax)	tc.cou@kawerak.org

TRANSPORTATION	
Accessibility	By plane, small boat, snowmachine/dogsled, and by vehicle from Nome when the road is passable.
Airport Facilities	There is a State-owned 3,000' gravel airstrip, but it is not maintained in the winter. Elevation 95'. The airstrip has recently undergone major improvements.
Airline Services	Air charter services are available from Nome: Bering Air.
Freight	No services
Vessel Support:	

FACILITIES & UTILITIES		
Telephone	**Cellular Service:** N/A **In-State Phone:** Mukluk Telephone Co./TelAlaska **Long-Distance Phone:** AT&T Alascom	**COMMUNICATIONS**
Internet Provider		
TV Stations	ARCS	
Radio Stations	KICY-AM; KNOM-AM	

Cable Provider	None	
Teleconferencing		
Electricity	There is no central electric system. Electricity is provided by individual generators.	
Fuel	Gasoline and propane available seasonally.	
Fuel Storage	**Tank Owners** (number of tanks @ total capacity)**:** No information.	
Housing		
Water & Sewage	Households must haul water from a central watering point or nearby river. Sewage is deposited in septic tanks or outhouses. Only a few homes have plumbing.	
Services	Accommodations and meals available in summer at Camp Bendeleben fishing lodge (443-2880). Limited groceries available from small store in residence. No laundromat or banking facilities.	
Miscellaneous	There is no state-operated school located in the community. One phone in the community building (665-8001) and radio.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	
Potential Staging Areas	Airport – 443-2500 (Nome)
Local Spill Response Equipment	None identified.

9770.6.06 – Deering

	DEERING
Location and Climate	Deering is located on Kotzebue Sound at the mouth of the Inmachuk River, 57 miles southwest of Kotzebue. It is built on a flat sand and gravel spit, 300 feet wide and a half-mile long, at approximately 66d 04m N Latitude, 162d 42m W Longitude (Sec. 20, T008N, R019W, Kateel River Meridian). Deering is located in the transitional climate zone, which is characterized by long, cold winters and cool summers. The average low temperature during January is -18; the average high during July is 63. Temperature extremes have been measured from -60 to 85. Snowfall averages 36 inches, with a total precipitation of 9 inches per year. Kotzebue Sound is ice-free from early July until mid-October.
History, Culture, & Demographics	The village was established in 1901 as a supply station for Interior gold mining near the historic Malemiut Eskimo village of Inmachukmiut. The name Deering was probably taken from the 90-ton schooner "Abbey Deering," which was in nearby waters around 1900. Nearly 95% of the population are Alaska Natives, primarily Inupiat Eskimo; a federally recognized tribe is located in the community. The people are active in subsistence. The sale or importation of alcohol is banned in the village.

Economy	Deering's economy is a mix of cash and subsistence activities.Three residents hold commercial fishing permits. Management of the Karmun-Moto reindeer herd of 1,400 animals provides some local employment. A number of residents earn income from handicrafts and trapping. The school, the city, Maniilaq Association, several stores, and an airline provide the only year-round jobs. Some mining occurs in the Seward Peninsula's interior.	
Subsistence	Moose, seal and beluga whale provide most meat sources; pink salmon, tom cod, herring, ptarmigan, rabbit and waterfowl are also harvested for subsistence.	
Population	118 (2009 DCCED Certified)	
Borough Located In	Northwest Arctic	
Incorporation Type	2ND Class City	
Native Entities	**Regional:**	NANA
	Profit:	
	Nonprofit:	
	Village:	

EMERGENCY SERVICES	
State Troopers	800-789-3222 (Kotzebue)
Fire	None
Medical	Pauline Aliitchaq Barr Health Health Clinic – 363-2137. Auxiliary health care provided by flight to Kotzebue. Emergency Services have coastal and river access and are generally provided by health aides and volunteers.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of Deering	P.O. Box 36049 Deering, AK 99736	363-2136 363-2156 (fax)	cityofdeering@yahoo.com
Ipnatchiaq Electric Company	P.O. Box 36021 Deering, AK 99736	363-2157 363-2307 (fax)	
Native Village of Deering	P.O. Box 89 Deering, AK 99736	363-2138 363-2158 (fax)	tribeadmin@ipnatchiaq.org

TRANSPORTATION	
Accessibility	Deering is accessible year-round by plane. Small boats, ATVs and snowmachines are used for local travel. Winter trails provide access to Candle and Buckland.
Airport Facilities	A new State-owned 2,600' gravel airstrip, with a 2,080' crosswind strip.

Airline Services	Bering Air; Ravn Air; Ryan Air (freight).
Freight	Crowley Marine Services barges fuel and supplies from Kotzebue each summer.
Vessel Support:	

FACILITIES & UTILITIES		
Telephone	**Cellular Service:** GCI **In-State Phone:** OTZ Telephone Co-op, Inc. **Long-Distance Phone:** AT&T; GCI; OTZ	**COMMUNICATIONS**
Internet Provider	GCI	
TV Stations	ARCS	
Radio Stations	KOTZ-AM	
Cable Provider	City of Deering	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Provided by Ipnatchiaq Electric Company	
Fuel	Gasoline, diesel, and propane	
Fuel Storage	**Tank Owners** (number of tanks @ total capacity)**:** Electric Co. (4 @ 70,000 gals.); NWAB Schools (2 @ 43,638); NANA Bulk Fuel (167,000); Other (7,914).	
Housing	Accommodations with kitchen privileges available at Deering Multipurpose facility (363-2136).	
Water & Sewage	Water is derived from the Inmachuk River, then treated and pumped to a 400,000-gallon insulated storage tank. Water is delivered to home tanks or hauled from the watering point. Archaeological remains were discovered while excavating for the new system.	
Services	Groceries, clothing, first-aid supplies, and hardware available at Deering Native Store (363-2159) and Beep's Store (363-2125). Laundromat available. No major repair service or rental transportation.	
Miscellaneous	The community has one school, attended by 34 students. The city would like to purchase an incinerator with waste heat recovery to reduce the volume of refuse.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Community hall, etc. School
Potential Staging Areas	Airport – 442-3147 (Kotzebue) Other government facilities -
Local Spill Response Equipment	Native Village of Deering maintains conex with sorbent pads, sorbent boom and containment boom.

	DIOMEDE	
Location and Climate	Diomede is located on the west coast of Little Diomede Island in the Bering Strait, 135 miles northwest of Nome, at approximately 65d 47m N Latitude, 169d 00m W Longitude (Sec. 08, T004N, R049W, Kateel River Meridian). It is only 2.5 miles to Big Diomede Island, Russia, and the International Boundary lies between the two islands. Summer temperatures average 40 to 50; winter temperatures average from -10 to 6. Annual precipitation is 10 inches, with 30 inches of snowfall. During summer months, cloudy skies and fog prevail. Winds blow consistently from the north, averaging 15 knots, with gusts to 60 and above. The Bering Strait is generally frozen between mid-December and mid-June.	
History, Culture, & Demographics	Early Eskimos on the islands were fearless men of the ice and sea, with an advanced culture practicing elaborate whale hunting ceremonies. They traded with both continents. The 1880 Census counted 40 people, all Ingalikmiut Eskimos, in the village of "Inalet." When the Iron Curtain was formed, Big Diomede became a Soviet military base, and all Native residents were moved to mainland Russia. During World War II, Little Diomede residents who strayed into Soviet waters were taken captive. The city was incorporated in 1970. Some residents are interested in relocating the village, due to the rocky slopes, harsh storms, lack of useable land for housing construction, and inability to construct a water/sewer system, landfill, or airport. Nearly 94% of the population are Alaska Natives; a federally recognized tribe is located in the community. Diomede is a traditional Ingalikmiut Eskimo village with a subsistence lifestyle; mainland Natives come to Diomede to hunt polar bears. The sale or importation of alcohol is banned in the village.	
Economy	The Diomede villagers depend almost entirely upon a subsistence economy for their livelihood. Regular employment is limited to the City of Diomede, the tribal office, Inalik Corporation and the school. Seasonal mining, construction and commercial fishing positions have been on the decline. The Diomede people are excellent ivory carvers; the city serves as a wholesale agent for the ivory.	
Subsistence	Fish, crab, walrus, seal, beluga whales and polar bear are harvested for subsistence.	
Population	117 (2009 DCCED Certified)	
Borough Located In	Unorganized	
Incorporation Type	2ND Class City	
Native Entities	**Regional:**	Bering Strait
	Profit:	
	Nonprofit:	
	Village:	

EMERGENCY SERVICES	
State Troopers	800-443-2835 (Nome)
Fire	636-3071
Medical	Little Diomede Health Clinic – 686-3311. Auxiliary health care provided by Diomede Volunteer Fire Dept./First Responders (686-3071) and/or by flight to Nome.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of Diomede	P.O. Box 7039 Little Diomede, AK 99762	686-3071 686-2192 (fax)	Dio.city@yahoo.com
Diomede Joint Utilities	P.O. Box 7020 Diomede, AK 99762	686-3051 686-3061 (fax)	
Diomede Native Corporation	P.O. Box Holder Little Diomede, AK 99762	686-3221 686-3222 (fax)	
Native Village of Diomede	P.O. Box 7099 Diomede, AK 99762	686-2175 686-2203 (fax)	tc.dio@kawerak.org

TRANSPORTATION	
Accessibility	Due to weather/sea conditions, access is often limited. Mail delivery is once per week via Helicopter. Villagers travel the 27 miles to Wales by boat for supplies; aluminum skiffs are the main method of sea travel. The popular method was by walrus skin boat until 2011, impacted by climate change.
Airport Facilities	A State-owned heliport allows for weekly mail delivery. There is no airstrip due to the steep slopes and rocky terrain. In the past ski planes would land on an ice strip in winter but more recently the ice does not freeze thick enough to scrape a landing strip for fixed-wing landing. Few float plane pilots attempt to land on the rough, often foggy, open sea during summer.
Airline Services	Regular flights are scheduled from Nome, weather permitting: Erickson Helicopters. Last airplane: Bering Air landing was in May of 2013.
Freight	Cargo barge stops are irregular due to sea or ice conditions, but deliver at least annually.
Vessel Support:	There is a breakwater and small boat harbor.

FACILITIES & UTILITIES		
Telephone	**Cellular Service:** GCI; TelAlaska **In-State Phone:** Mukluk Telephone Co./TelAlaska **Long-Distance Phone:** Mukluk Telephone	COMMU

Internet Provider	TelAlaska
TV Stations	None
Radio Stations	KICY-AM; KNOM-AM
Cable Provider	None
Teleconferencing	Alaska Teleconferencing Network
Electricity	Provided by Diomede Joint Utilities.
Fuel	Gasoline, diesel, and propane. Provided by Little Store to the community residents.
Fuel Storage	**Tank Owners** (number of tanks @ total capacity)**:** Bering Strait Schools (2 @ 42,200 gals.); City of Diomede (34,500); Diomede Joint Utility (34,500); Native Store (34,500).
Housing	A room with efficiency kitchen is available through Inalik Native Corporation (686-3221). Diomede School rents space for $70/night. Clinic houses itinerants in the Clinic building.
Water & Sewage	Water drawn from a mountain spring is treated and stored in a 426,000 steel tank; households haul water from this source. The tank is filled for winter use, but the water supply typically runs out around June; the washeteria is then closed for laundry and shower services and residents are required to melt snow and ice for drinking water until the tank is refilled. The city and the school requested funding for new water storage tanks to alleviate demands on the city water supply, to improve the water catchment system, and be a community back-up. All households use privies and honeybuckets; the washeteria/clinic is served by a septic system and seepage pit. Diomede School also serves a septic system.
Services	No restaurant or banking services. Laundromat with showers available. Limited groceries and supplies available at Diomede Native Store (686-3611). Little Store (Private owned) sales heating fuel and limited groceries. Inalik Native Corporation sales groceries, tobacco, and supplies and housing equipment. Arrangements can be made to rent private-owned boats for summer transportation.
Miscellaneous	The community has one school, attended by 35 students, Kindergarten to Grade 12, with 4 certified Teachers, 6 classified staff, and 3 temporary laborers. Due to the soil condition, lack of ground cover and steep terrain, there are limited waste disposal methods. Refuse disposal to community bins is an individual responsibility: combustibles are burned at the burn box incinerator; the remaining is disposed on the pack ice in winter. City of Diomede owns the Burn Box incinerator. There is no hired City Solid Waste Technician; Native Village of Diomede has been in charge of solid waste disposal from community bins. Native Village of Diomede-IGAP Program collects and ships out recyclables of Universal Waste to Kawerak in Nome. DIO IGAP also partners with other organizations to conduct Community & Beach Clean-Ups.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Community hall, etc. School
Potential Staging Areas	Heliport – 443-2500 (Nome) Inaliq Recycling Staging Center – 686-2202
Local Spill Response Equipment	None identified.

9770.6.08 – Elim

	ELIM
Location and Climate	Elim is located on the northwest shore of Norton Bay on the Seward Peninsula, 96 miles east of Nome, 460 miles northwest of Anchorage. It lies at approximately 64d 37m N Latitude, 162d 15m W Longitude (Sec. 15, T010S, R018W, Kateel River Meridian). Elim has a subarctic climate with maritime influences. Norton Sound is ice-free generally between mid-June and mid-November. Summers are cool and moist; winters are cold and dry. Summer temperatures average between 46 to 62; winter temperatures average -8 to 8. Annual precipitation is 19 inches, including approximately 80 inches of snow.
History, Culture, & Demographics	This settlement was formerly the Malemiut Inupiat Eskimo village of Nuviakchak, with a Native culture well-developed and well-adapted to the environment. Each tribe possessed a defined subsistence harvest territory. The area became a federal reindeer reserve in 1911, and in 1914 a Covenant mission and school, called Elim Mission Roadhouse, was founded. When Congress passed the Alaska Native Claims Settlement Act (ANCSA) in 1971, Elim decided not to participate and instead opted for title to the 298,000 acres of land in the former Elim Reindeer Reserve. The Iditarod Sled Dog Race passes through Elim each year. Over 90% of the population are Alaska Natives; a federally recognized tribe is located in the community, an Inupiat Eskimo village with a fishing and subsistence lifestyle. The sale or importation of alcohol is banned in the village.
Economy	The Elim economy is based on subsistence harvests; cash employment is limited to fishing, the city, and the school. Unemployment is high, and seasonal part-time employment in nearby Nome has declined recently. In 2009, 26 residents held commercial fishing permits; the village wants to develop a fish processing plant.
Subsistence	Residents rely on fish, seal, walrus, beluga whale, reindeer, moose, and garden harvests.
Population	337 (2009 DCCED Certified)
Borough Located In	Unorganized

Incorporation Type	2ND Class City	
Native Entities	**Regional:**	Not applicable
	Profit:	
	Nonprofit:	
	Village:	

EMERGENCY SERVICES	
State Troopers	800-443-2835 (Nome)
VPO	890-3611 Cell 907-890-8197
Fire	890-5155
Medical	Elim Health Clinic – 890-3311. Auxiliary health care is provided by flight to Nome.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of Elim	P.O. Box 39009 Elim, AK 99739	890-3441 890-3811 (fax)	cityofelim@yahoo.com
Elim Native Corporation	P.O. Box 39010 Elim, AK 99739	890-3741 890-3091 (fax)	
Native Village of Elim	P.O. Box 39070 Elim, AK 99739-0070	890-3737 890-3738 (fax)	tc.eli@kawerak.org

TRANSPORTATION	
Accessibility	By plane, small boat and snowmachine.
Airport Facilities	Recent improvements have made the State-owned airfield one of the most modern in the region. It offers a 3,400 gravel runway. Elevation 130'. Elim Native Corporation also owns a private 3000' by 60' paved airstrip with a 1,390' crosswind runway at Moses Point.
Airline Services	Bering Air; Ravn Air; Ryan Air (freight).
Freight	A company operating from Nome brings a cargo ship with freight annually; supplies must be lightered to shore.
Vessel Support:	There is no dock in the village, but plans are underway to develop a harbor and dock; an access road is under construction.

FACILITIES & UTILITIES		
Telephone	**Cellular Service:** GCI; TelAlaska **In-State Phone:** Mukluk Telephone Co./TelAlaska **Long-Distance Phone:** AT&T Alascom; GCI; Mukluk Telephone	**COMMUNICATIONS**
Internet Provider	TelAlaska	
TV Stations	ARCS	

Radio Stations	KICY-AM; KNOM-AM	
Cable Provider	Elim Native Corporation	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Provided by Alaska Village Electrical Cooperative.	
Fuel	Gasoline, diesel, and propane.	
Fuel Storage	**Tank Owners** (number of tanks @ total capacity)**:** Bering Strait Schools (3 @ 45,000 gals.); City (12 @ 142,430); Army Nat'l Guard (3 @ 4,500); AK DOT (3,000); Elim Native Store (68,130); AVEC (6 @ 155,154)	
Housing	Accommodations may be secured through the City of Elim (890-3441), which has 2 rooms with 2 beds each.	
Water & Sewage	Water is derived from a well and is treated. BIA and HUD housing, and water and sewer systems built by PHS in 1974, have provided residents with piped water and sewer, indoor water heaters and plumbing, and in-home washers and dryers. Wastes flow to a sewage treatment plant with ocean outfall. The city needs to replace cracked PVC pipes and to locate a new water source, since water shortages occur.	
Services	Groceries, clothing, and sundry items available at Elim Native Store and Eagle Cache Store. Laundry facilities available but no restaurant nor banking services. Rental transportation includes autos, off-road vehicles, and boats. Boat, auto and aircraft repairs may be available.	
Miscellaneous	The community has one school, attended by 80 students. The landfill is not permitted.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Community hall, etc. – School –
Potential Staging Areas	Airport – 624-3261 (Unalakleet) National Guard Armory – Other government facilities –
Local Spill Response Equipment	None identified

9770.6.09 – Gambell

	GAMBELL (a.k.a. Sivuqaq)
Location and Climate	Gambell is located on the northwest cape of St. Lawrence Island in the Bering Sea, 200 miles west of Nome. The town is 36 miles from the Chukotsk Peninsula of Siberia and lies at approximately 63d 47m N Latitude, 171d 45m W Longitude (Sec. 03, T020S, R067W, Kateel River Meridian). Gambell has a maritime climate with continental influences in the winter. Winds and fog are common, and precipitation occurs 300 days per year. Average annual precipitation is 15", including 80" of snowfall. The Bering Sea freezes in late November, with break-up at

	the end of May. Average summer temperatures are 34 to 48; average winter temperatures are -2 to 10. Extremes from -30 to 65 have been recorded.	
History, Culture, & Demographics	St. Lawrence Island has been inhabited intermittently for the past 2,000 years by both Alaskan and Siberian Yup'ik Eskimos. In the 18th and 19th centuries, over 4,000 people inhabited the island in 35 villages. A tragic famine between 1878 and 1880 decimated the population. In 1900, reindeer were introduced to the island for local use, and in 1903, President Roosevelt established a reindeer reservation. When ANCSA was passed in 1971, Gambell and Savoonga decided not to participate and instead opted for title to the 1.136 million acres of land in the former St. Lawrence Island Reserve; the island is jointly owned by Savoonga and Gambell. Numerous species of birds, some of them rare Asiatic species, populate the island during the summer. Approximately 96% of the population are Alaska Natives; a federally recognized tribe is located in the community. The isolation of Gambell has helped to maintain the traditional Siberian-Yup'ik Eskimo culture, their language, and a subsistence lifestyle based upon marine mammals. Walrus-hide boats are still used to hunt. The sale, importation or possession of alcohol is banned in the village.	
Economy	The economy in Gambell is largely based upon subsistence harvests from the sea.Fox are trapped as a secondary source of cash income. Some reindeer roam free on the island, but most harvesting occurs out of Savoonga. Ivory carving provides a popular source of income. The community benefits from a small tourism industry built around bird-watchers coming to see the abundant number of seabird colonies. One resident holds a commercial fishing permit.	
Subsistence	Seal, walrus, fish, and bowhead and gray whales are harvested for subsistence.	
Population	666 (2009 DCCED Certified)	
Borough Located In	Unorganized	
Incorporation Type	2ND Class City	
Native Entities	**Regional:**	Not Applicable
	Profit:	
	Nonprofit:	
	Village:	

EMERGENCY SERVICES	
State Troopers	800-443-2835 (Nome)
Dept. of Public Safety	985-5333
VPSO	985-5042
Fire	

Medical	Gambell Health Clinic – 985-5012

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of Gambell	P.O. Box 189 Gambell, AK 99742	985-5112 985-5927 (fax)	cityofgambell@yahoo.com
Sivuqaq Incorporated	P.O. Box 101 Gambell, AK 99742	985-5826 985-5426 (fax)	
Native Village of Gambell	P.O. Box 99 Gambell, AK 99742	985-5346 985-5014 (fax)	gambell@smtp.ak.bia.gov or gambell@aitc.org

TRANSPORTATION	
Accessibility	Gambell's isolated location on an island with no seaport results in heavy dependence upon air transport.
Airport Facilities	The State-owned airport provides a 4,500' by 96'asphalt runway. Elevation 27'.
Airline Services	Regular flights from Nome and charters from Unalakleet are available: Bering Air; Ravn Air; Ryan Air (freight)
Freight	Lighterage services bring freight from Kotzebue and Shishmaref.
Vessel Support:	

FACILITIES & UTILITIES		
Telephone	**Cellular Service:** GCI **In-State Phone:** United Utilities Inc. **Long-Distance Phone:** AT&T Alascom; United Utilities	**COMMUNICATIONS**
Internet Provider	School Only - GCI (www.gci.net)	
TV Stations	ARCS	
Radio Stations	KICY-AM; KNOM-AM	
Cable Provider	Frontier Cable, Inc.	
Teleconferencing	Alaska Teleconf. Network	
Electricity	Provided by Alaska Village Electrical Cooperative.	
Fuel	Gasoline, diesel, and propane.	
Fuel Storage	**Tank Owners** (number of tanks @ total capacity)**:** AVEC (9 @ 232,056 gals.); Bering Strait Schools (5 @ 90,000); ANICA Native Store (332,400); 7th Day Adventist Church (2,300); Army National Guard (10,400); City (55,300); Presbyterian Church (2,700)	
Housing	Accommodations and meals reportedly available at one lodge (from mid-May to mid-August lodge is usually booked up by bird watchers).	
Water & Sewage	Water is derived from wells and Troutman Lake, then treated and stored in three storage tanks. Most homes (116) are connected to the piped water and sewer system; but 37 homes in the original townsite	

	still haul water and honeybuckets. The schools and washeteria have individual water wells and septic tank systems. A new water source is needed to ensure that no shortages will occur.
Services	Groceries, clothing, first-aid supplies, and hardware available at Gambell Native Store (985-5211). Laundry facilities available but no banking services. Arrangements can be made to rent off-road vehicles and boats. No major repair service available.
Miscellaneous	The community has one school, attended by 186 students. The city-operated landfill is not permitted.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Community hall, etc. – School
Potential Staging Areas	Airport – 443-2500 (Nome) National Guard Armory – 985-5534 Other government facilities –
Local Spill Response Equipment	City maintains spill kit with sorbent pads and boom

9770.6.10 – Golovin

GOLOVIN (GOLL-uh-vin); a.k.a. Chinik	
Location and Climate	Golovin is located on a point of land between Golovnin Bay and Golovnin Lagoon on the Seward Peninsula, 70 miles east of Nome, at approximately 64d 33m N Latitude, 163d 02m W Longitude (Sec. 11, T011S, R022W, Kateel River Meridian). Marine climatic influences prevail during the summer when the sea is ice-free. Summer temperatures average 40 to 60; winter temperatures average -2 to 19. Extremes from -40 to 80 have been recorded. Average annual precipitation is 19 inches, with 40 inches of snowfall. Golovnin Bay is frozen from early November to mid-May.
History, Culture, & Demographics	The Eskimo village of "Chinik," located at the present site of Golovin, was originally settled by the Kauweramiut Eskimos, who later mixed with the Unaligmiut Eskimos. When gold was discovered in 1898 at Council, Golovin became a supply point for the gold fields; Supplies were shipped from Golovin across Golovnin Lagoon and up the Fish and Niukluk Rivers to Council. A post office opened in 1899. Reindeer herding was an integral part of the church missions in the area in the 1900s. Nearly 93% of the population are Alaska Natives; a federally recognized tribe is located in the community. Golovin is an Eskimo village with a fishing, herding, and subsistence lifestyle. The sale or importation of alcohol is banned in the village.

Economy	The Golovin economy is based on subsistence activities, reindeer herding, fish processing and commercial fishing. In 2009, fifteen residents held commercial fishing permits. The salmon fishery and reindeer herding offer some potential for cash income to augment subsistence food harvests.	
Subsistence	Fish, beluga whale, seal, moose, and reindeer are the main sources of meat; bird eggs and berries are gathered from the tundra.	
Population	154 (2009 DCCED Certified)	
Borough Located In	Unorganized	
Incorporation Type	2ND Class City	
Native Entities	**Regional:**	Bering Strait
	Profit:	
	Nonprofit:	
	Village:	

EMERGENCY SERVICES	
State Troopers	800-443-2835 (Nome)
VPSO	739-1010
Fire	779-3971
Medical	Golovin Health Clinic – 779-3311

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of Golovin	P.O. Box 62059 Golovin, AK 99762	779-3211 779-2239 (fax)	Golovin_ak@hotmail.com
Golovin Native Corporation	P.O. Box 62099 Golovin, AK 99762	779-3251 779-3261 (fax)	
Chinik Eskimo Community	P.O. Box 62020 Golovin, AK 99762	779-2214 779-2829 (fax)	Chinik@aitc.org

TRANSPORTATION	
Accessibility	Access is limited to air and sea; there are no roads connecting the city with other areas.
Airport Facilities	State-owned airport with a 4,000' long by 75' wide gravel runway.
Airline Services	Scheduled and chartered flights available from Nome: Bering Air; Ravn Air; Ryan Air (freight).
Freight	A cargo ship brings supplies once each summer to Nome; the supplies are lightered from Nome and offloaded on the beach since there is no dock.

Vessel Support:	No shipping dock

FACILITIES & UTILITIES		
Telephone	**Cellular Service:** GCI; TelAlaska **In-State Phone:** Mukluk Telephone Co./TelAlaska **Long-Distance Phone: AT&T** Alascom (Long Distance): ; GCI; Mukluk Telephone	**COMMUNICATIONS**
Internet Provider	GCI (www.gci.net); TelAlaska	
TV Stations	ARCS	
Radio Stations	KICY-AM; KNOM-AM	
Cable Provider	Golovin Native Corporation	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Provided by Golovin Power Utility.	
Fuel	Gasoline, diesel, and propane.	
Fuel Storage	**Tank Owners** (number of tanks @ total capacity**):** City (6 @ 135,486 gals.); Bering Strait Schools (2 @ 47,586)	
Housing	No hotel, but reportedly, Maggie Olson has rooms for rent.	
Water & Sewage	Water is pumped from Chinik Creek, then treated and stored in three large tanks. Approximately 50% of households are plumbed; twenty-eight homes have water delivered by truck, 27 haul their own water, and 13 collect rain water during the summer. Ten homes with septic tanks have experienced drainfield failures, 25 households use honeybuckets, and 21 homes use pit privies.	
Services	No restaurant or banking services. Washeteria is available. Groceries/supplies available at Olson & Sons.	
Miscellaneous	The community has one school, attended by 45 students. City has a permitted landfill; the access road is completed.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Community hall, etc. – School –
Potential Staging Areas	Airport – 443-2500 (Nome) Other government facilities –
Local Spill Response Equipment	None identified

9770.6.11 – Kiana

	KIANA (kai-ANN-uh)
Location and Climate	Kiana is located on the north bank of the Kobuk River, 57 air miles east of Kotzebue, at approximately 66d 58m N Latitude, 160d 26m W Longitude (Sec. 09, T018N, R008W, Kateel River Meridian). Kiana is located in the transitional climate zone. Temperatures average -10 to

	15 during winter; 40 to 60 during summer. Temperature extremes have been recorded from -54 to 87. Snowfall averages 60 inches, with 16 inches of total precipitation per year. The Kobuk River is navigable from the end of May to early October.	
History, Culture, & Demographics	Kowagmiut Inupiat Eskimos established Kiana, which means "a place where three rivers meet," long ago as the central village of the Kobuk River. Approximately 93% of the population are Alaska Natives; a federally recognized tribe is located in the community. Kiana is a traditional Eskimo village practicing a subsistence lifestyle. The sale or importation of alcohol is banned in the village.	
Economy	The economy depends on traditional subsistence activities, but is increasingly augmented by a cash economy. The school, the city, and Maniilaq Association provide the majority of year-round jobs in town; the Red Dog Mine also offers area employment. In 2009, two residents held commercial fishing permits; seasonal employment also includes work on river barges, BLM fire-fighting, and jade and copper ore mining. Kiana is one of the more modern villages in the borough and has three general stores.	
Subsistence	Residents harvest chum salmon, freshwater fish, moose, caribou, waterfowl, and berries.	
Population	374 (2009 DCCED Certified)	
Borough Located In	Northwest Arctic	
Incorporation Type	2ND Class City	
Native Entities	**Regional:**	NANA
	Profit:	
	Nonprofit:	
	Village:	

EMERGENCY SERVICES	
State Troopers	800-789-3222 (Kotzebue)
VPSO	475-5117
Fire	475-2132
Medical	Kiana Health Clinic – 475-2199. Auxiliary health care provided by flight to Kotzebue.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of Kiana	P.O. Box 150 Kiana, AK 99749	475-2136 475-2174 (fax)	administrator@cityofkiana.org cityofkiana@aol.com
Kiana Traditional Council	P.O. Box 69 Kiana, AK 99749	475-2109 475-2180 (fax)	tribeclerk@katyaaq.org kiana@aitc.org

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**

TRANSPORTATION	
Accessibility	By barge, plane, small boat and snowmachine. Boats, ATVs and snowmachines are used extensively for local travel, and there are many trucks. A road extends along the river to Kobuk Camp, and a network of old trading trails exists.
Airport Facilities	The State-owned Bob Baker Memorial Airport has a 3,400' lighted gravel runway, no facilities, and is located approximately one mile from the village. Elevation 150'.
Airline Services	Daily scheduled flights and charter flights are available. Bering Air; Ravn Air; Ryan Air (freight).
Freight	Crowley Marine Services barges fuel and supplies each summer, and local store owners have large boats to bring supplies upriver.
Vessel Support:	There is no dock.

FACILITIES & UTILITIES		
Telephone	**Cellular Service:** GCI; TelAlaska **In-State Phone:** OTZ Telephone Coop **AT&T** Alascom (Long Distance): 1-800-288-2020 / www.att.com; GCI; OTZ Telephone	**COMMUNICATIONS**
Internet Provider	GCI; TelAlaska	
TV Stations	ARCS	
Radio Stations	KOTZ-AM	
Cable Provider	City of Kiana	
Teleconferencing	Alaska Teleconferencing Network; Kotzebue Legislative Information Office	
Electricity	Provided by Alaska Village Electrical Cooperative.	
Fuel	Gasoline, diesel, and propane.	
Fuel Storage	**Tank Owners** (number of tanks @ total capacity)**:** AVEC (14 @ 138,146 gals.); Kiana Trading Post/Margaret & Donald Dorsey (4 @ 51,208); NWAB Schools (9 @ 88,152); City (94,000).	
Housing	Land Sea Air has lodging available in Kiana; a seasonal lodge is ten miles upstream.	
Water & Sewage	A 200,000-gallon steel tank is intermittently filled from two wells near the Kobuk River; water is chlorinated prior to distribution through buried water mains. Piped water and sewer are provided to the clinic, school, community hall, and 73 homes. Kiana maintains a 6-inch buried gravity sewer system, which drains to a lift station for pumping through a buried force main to the sewage treatment lagoon northeast of the village. Nineteen households haul water and use honeybuckets or	

	septic tanks. A water and sewer Master Plan is being conducted for needed infrastructure improvements.
Services	No restaurant, laundromat, or banking facilities. Groceries, clothing, first-aid supplies, and hardware available among the three stores in the community. Rental transportation includes boats and charter aircraft. Small engine repair only.
Miscellaneous	The community has one school, attended by 113 students. The landfill is located west of the sewage disposal lagoon; the site needs to be relocated.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Community hall, etc. – School –
Potential Staging Areas	Airport – 442-3147 (Kotzebue) Other government facilities –
Local Spill Response Equipment	City maintains absorbent pads and boom, large storage tanks, 300 gal vats, sump pumps, a Caterpillar, a grader, and a loader.

9770.6.12 – Kivalina

	KIVALINA
Location and Climate	Kivalina is at the tip of an 8-mile barrier reef located between the Chukchi Sea and Wulik River, approximately 80 air miles northwest of Kotzebue. It lies at approximately 67d 43m N Latitude, 164d 32m W Longitude (Sec. 21, T027N, R026W, Kateel River Meridian). Kivalina is in the transitional climate zone, characterized by long, cold winters and cool summers. The average low temperature during January is -15; the average high during July is 57. Temperature extremes have been measured from -54 to 85. Snowfall averages 57 inches, with 8.6 inches of precipitation per year. The Chukchi Sea is ice-free and open to boat traffic from mid-June to early November.
History, Culture, & Demographics	Kivalina has long been a stopping-off place for seasonal travelers between arctic coastal areas and Kotzebue Sound communities. It is the only village in the region where people hunt the bowhead whale. During the 1970s, new houses, a new school and an electric system were constructed in the village. Due to severe erosion, the city intends to relocate - a site has yet to be determined by discussion and vote of the public. Approximately 97% of the population are Alaska Natives, a federally recognized tribe is located in the community. Kivalina is a traditional Inupiat Eskimo village; subsistence activities, including whaling, provide most food sources. The sale or importation of alcohol is banned in the village.
Economy	Kivalina's economy depends on subsistence practices, where 79% of the food consumed is harvested from sea and land. The school, the city,

	Maniilaq Association, village council, and local stores provide year-round jobs. The Red Dog Mine also offers area employment. In 2009, two residents hold commercial fishing permits.	
Subsistence	Bearded seal, walrus, bowhead whale, beluga whale, salmon, whitefish, trout and caribou are harvested for subsistence.	
Population	410 (2009 DCCED Certified) 475 local census	
Borough Located In	Unorganized	
Incorporation Type	2ND Class City	
Native Entities	**Regional:**	NANA
	Profit:	
	Nonprofit:	Kivalina Council
	Village:	Native Village of Kivalina

EMERGENCY SERVICES	
State Troopers	800-789-3222 (Kotzebue)
VPSO	None
Fire	645-2137
Medical	Kivalina Health Clinic – 645-2141. Auxiliary health care provided by flight to Kotzebue.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of Kivalina	P.O. Box 50079 Kivalina, AK 99750	645-2137 645-2175	kivalinacity@aol.com
Native Village of Kivalina	P.O. Box 50051 Kivalina, AK 99750	645-2153 645-2193	environmental.irrcoordinator@kivaliniq.org millie.hawley@ymail.com

TRANSPORTATION	
Accessibility	By barge, plane, small boat and snowmachine. There are no roads linking the community to other parts of the state. Boats are used for inter-village travel and subsistence activities. ATVs and snowmachines are commonly used in winter. The community needs a road to the proposed new school site, 7.5 miles away. Two main hunting trails follow the Kivalina and Wulik Rivers.
Airport Facilities	A State-owned 3,000' gravel airstrip serves daily flights from Kotzebue. Elevation 10'.
Airline Services	Bering Air; Ravn Air; Ryan Air (freight).
Freight	Crowley Marine Services barges fuel and supplies from Kotzebue during July and August.

Vessel Support:	

FACILITIES & UTILITIES		
Telephone	**Cellular Service:** GCI **In-State Phone:** OTZ Telephone Co-op, Inc. **Long-Distance Phone: AT&T** Alascom (Long Distance): 1-800-288-2020 / www.att.com; GCI; OTZ Telephone	**COMMUNICATIONS**
Internet Provider	GCI (www.gci.net); OTZ Telephone	
TV Stations	ARCS	
Radio Stations	KOTZ-AM	
Cable Provider	None	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Provided by Alaska Village Electrical Cooperative.	
Fuel	Gasoline, diesel, and propane.	
Fuel Storage	**Tank Owners** (number of tanks @ total capacity)**:** AVEC (16 @ 130,559 gals.); Native Store (13 @ 114,400); NWAB Schools (4 @ 47,252)	
Housing	Accommodations sometimes available in private homes, visitors may be lodged at the school.	
Water & Sewage	Wells have proven unsuccessful in Kivalina. Water is drawn from the Wulik River via a 3-mile surface transmission line to a 670,000-gallon raw water tank and then to a 500,000-gallon tank, where it is treated when it is pumped. The water generally lasts the community only for a six-month period, and the washeteria is closed to the public when the last tank is down to 12 feet, and water use is limited to 30 gallons a day for the public during this period so it can last through May. Water is hauled by residents from this tank, which can be difficult during winter since snow can create hills 20 to 30 feet high that must be negotiated. One-seventh of residents have tanks that provide running water for the kitchen, but homes are not fully plumbed. There is a public washeteria which offers up to four (4) washers when they are working and no showers available. The school and clinic have individual water and sewer systems. Residents haul their own honeybuckets to the landfill disposal site, which has no barrier around it and is subject to visits from wild animals, such as bears and foxes.	
Services	No restaurant, laundromat or banking facilities. Groceries, clothing, first-aid supplies, and hardware can be purchased in the community store owned by ANICA, Inc. Boats can sometimes be rented.	
Miscellaneous	The community has one school, attended by 122 students. Seagulls and crows forage for food at the landfill creating a threat to airplane traffic at the landing strip.	

SPILL RESPONSE SUPPORT
(Contact local officials to determine possibility of using community facilities.)

Potential Command Posts	Community hall, etc. – 645-2137 School – 645-2125
Potential Staging Areas	Airport – 442-3147 (Kotzebue) National Guard Armory – Other government facilities –
Local Spill Response Equipment	AVEC maintains a conex of spill response equipment

9770.6.13 – Kobuk

		KOBUK
Location and Climate	Kobuk is located on the right bank of the Kobuk River, about 7 miles northeast of Shungnak and 128 air miles northeast of Kotzebue. It is the smallest village in the Northwest Arctic Borough and lies at approximately 66d 55m N Latitude, 156d 52m W Longitude (Sec. 03, T017N, R009E, Kateel River Meridian). Kobuk is located in the transitional climate zone. Temperatures average -10 to 15 during winter; 40 to 65 during summer. Temperature extremes have been recorded from -68 to 90. Snowfall averages 56 inches, with 17 inches of total precipitation per year. The Kobuk River is navigable from the end of May through October.	
History, Culture, & Demographics	Kobuk was founded in 1899 as a supply point for mining activities in the Cosmos Hills to the north. High School students attend school in Shungnak. Ice jams on the river cause high water each year, and in May 1973, a flood covered the entire village. Nearly 90% of the population are Alaska Natives. A federally recognized tribe is located in the community. It is an Inupiat Eskimo village practicing a traditional subsistence lifestyle. The sale or importation of alcohol is banned in the village.	
Economy	The economy of Kobuk is based on subsistence. Cash employment is limited to the school, city government and Maniilaq clinic. Seasonal construction and BLM fire fighting provide some income.	
Subsistence	Whitefish, caribou and moose provide the majority of meat sources for subsistence.	
Population	96	
Borough Located In	Northwest Arctic	
Incorporation Type	2ND Class City	
Native Entities	**Regional:**	NANA
	Profit:	
	Nonprofit:	
	Village:	

EMERGENCY SERVICES

State Troopers	800-789-3222 (Kotzebue)
VPO	948-5067
Medical	Kobuk Health Clinic – 948-2218. The clinic has water and sewer freezing problems; needs major renovations and expansion. Auxiliary health care provided by flight to Kotzebue.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of Kobuk	P.O. Box 20 Kobuk, AK 99751	948-2217 948-2228 (fax)	kobukcity@yahoo.com
Kobuk Valley Electric Cooperative	P.O. Box 53090 Kobuk, AK 99753	948-2251 948-2130 (fax)	
Native Village of Kobuk	P.O. Box 39 Kobuk, AK 99751	948-2203 948-2123 (fax)	tribeadmin@langviik.org

TRANSPORTATION	
Accessibility	By barge, plane, small boat and snowmachine. There are many trails along the river for year-round inter-village travel and subsistence activities, including a 7-mile road to Shungnak.
Airport Facilities	A State-owned 2,360' lighted gravel airstrip is served by scheduled air carriers. Elevation 145'. Float planes land on the Kobuk River and nearby lake.
Airline Services	Bering Air; Ravn Air; Ryan Air (freight).
Freight	Crowley Marine Services barges fuel and supplies during the spring and fall, when high water stages occur. There is a barge off-loading area.
Vessel Support:	

FACILITIES & UTILITIES		
Telephone	**Celllar Service:** GCI **In-State Phone:** OTZ Telephone Coop, Inc. **Long-Distance Phone:** AT&T; GCI; OTZ Telephone	**COMMUNICATIONS**
Internet Provider	GCI (www.gci.net)	
TV Stations	ARCS	
Radio Stations	KOTZ-AM	
Cable Provider	None	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Provided by Kobuk Valley Electric Cooperative, which purchases power from AVEC over the Kobuk-Shungnak intertie.	
Fuel	Gasoline, diesel, and propane.	
Fuel Storage	**Tank Owners** (number of tanks @ total capacity)**:** NWAB Schools (4 @ 27,244 gals.); City (37,000)	

Housing	Some accommodations can be arranged within the community.
Water & Sewage	A 30-foot well provides water, which is treated and currently hauled by residents from the washeteria. Honeybuckets and privies are currently used by most residences. Major construction underway to provide a piped water and sewer system, including household plumbing. The washeteria has its own septic tank. Waste is disposed of at Dall Creek.
Services	Groceries, clothing, first-aid supplies, and hardware available. Laundromat with showers. No restaurant or banking services. Rental transportation includes boats and charter aircraft. No public transportation.
Miscellaneous	There is one school located in the community, attended by 35 students. A new landfill was recently completed.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Community hall, etc. – School –
Potential Staging Areas	Airport – 442-3147 (Kotzebue) Other government facilities –
Local Spill Response Equipment	Up to ten boats and a backhoe may be available.

9770.6.14 – Kotzebue

	KOTZEBUE
Location and Climate	Kotzebue lies on the Baldwin Peninsula in Kotzebue Sound, on a 3-mile-long spit, which ranges in width from 1,100 to 3,600 feet. It is located near the discharges of the Kobuk and Noatak Rivers, 549 air miles northwest of Anchorage and 26 miles above the Arctic Circle, at approximately 66d 54m N Latitude, 162d 35m W Longitude (Sec. 03, T017N, R018W, Kateel River Meridian). Kotzebue is located in the transitional climate zone, which is characterized by long, cold winters and cool summers. The average low temperature during January is -12; the average high during July is 58. Temperature extremes have been measured from -52 to 85. Snowfall averages 40 inches, with total precipitation of 9 inches per year. Kotzebue Sound is ice-free from early July until early October.
History, Culture, & Demographics	This site has been occupied by Inupiat Eskimos for at least 600 years. "Kikiktagruk" was the hub of ancient arctic trading routes long before European contact due to its coastal location near a number of rivers. Since the turn of the century, expansion of economic activities and services in the area has enabled Kotzebue to develop relatively rapidly. An Air Force Base and White Alice Communications System were later constructed. Approximately three-quarters of the population are Alaska Natives. A federally recognized tribe is located in the community. The residents of Kotzebue are primarily Inupiat Eskimos, and subsistence activities are an integral part of the lifestyle. Each summer, the North Tent City fish camp is set up to dry and smoke the season's catch. As a regional economic center, it offers a mixture of government, transportation, and other private sector businesses. The sale is banned in the City, although importation or possession of alcohol is allowed.
Economy	Kotzebue is the service and transportation center for all villages in the northwest region. It has a healthy cash economy, a growing private sector, and a stable public sector. Due to its location at the confluence of three river drainages, Kotzebue is the transfer point between ocean and inland shipping. It is also the air transport center for the region. The majority of income is directly or indirectly related to government employment, such as the School District, Maniilaq Association, and the City and Borough. The Cominco Alaska Red Dog Mine is a significant regional employer. Commercial fishing for chum salmon and processing at Kotzebue Sound Area Fisheries provide some seasonal employment. Over 131 residents hold commercial fishing permits. Most residents rely on subsistence to supplement income.
Subsistence	
Population	3000
Borough Located In	Northwest Arctic

Incorporation Type	2ND Class City	
Native Entities	**Regional:**	NANA
	Profit:	
	Nonprofit:	
	Village:	

EMERGENCY SERVICES	
State Troopers	442-3222
Police	442-3351
Fire	442-3404
Medical	Maniilaq Health Center (PHS) – 442-3321. Hospital is a qualified Acute Care facility. Auxiliary health care provided by the Fire Dept. and Maniilaq Air Ambulance – 442-3321 x7344.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of Kotzebue	P.O. Box 46 Kotzebue, AK 99752	442-3401 442-3742 fax)	http://www.kotzebuepolice.com dmartin@kotzebue.org
Kotzebue Electric Association	P.O. Box 44 Kotzebue, AK 99752	442-3491 442-2482 (fax)	
Northwest Inupiat Housing Authority	P.O. Box 331 Kotzebue, AK 99752	442-3450 442-3486 (fax)	nihaed@ptialaska.net
NW Arctic Economic Dev. Comm.	P.O. Box 1110 Kotzebue, AK 99752	442-2500 442-2930 (fax)	Denise_koutchak@yahoo.com
Maniilaq Association	P.O. Box 256 Kotzebue, AK 99752	442-3311 442-2381 (fax)	
NANA Regional Corp.	P.O. Box 49 Kotzebue, AK 99752	442-3301 442-2866 (fax)	
	1001 E. Benson Blvd. Anchorage, AK 99508	265-4100 265-4311 fax)	http://www.nana-online.com/intro.htm
Kikiktagruk Inupiat Corp.	P.O. Box 1050 Kotzebue, AK 99752	442-3165 442-2165 (fax)	
Kotzebue IRA Council	P.O. Box 296 Kotzebue, AK 99752	442-3467 442-2162 (fax)	kotzebueira@gmail.com or alex.whiting@qira.org

TRANSPORTATION	
Accessibility	By barge, plane, boat and snowmachine, though air is the primary means of transportation year-round. The shipping season lasts 100 days, from early July to early October, when the Sound is ice-free. Due to river sediments deposited by the Noatak River 4 miles above Kotzebue, the harbor is shallow. There are 26 miles of local gravel roads, used by cars, trucks and motorcycles during the summer. Snowmachines are preferred in winter for local transportation.
Airport Facilities	The State-owned Ralph Wien Memorial Airport supports daily jet service to Anchorage and several air taxis to the region's villages. It has a 5,900' main paved runway and 3,900' crosswind gravel runway. Elevation 11'. A seaplane base is also operated by the State.
Airline Services	Alaska Airlines; Bering Air; Ravn Air; Ryan Air (freight).
Freight	Crowley Marine Services operates shallow draft barges to deliver cargo to area communities. The City of Kotzebue is the transfer point between ocean and inland shipping for northwest Alaska. It does not have a natural harbor, and is ice-free for only 3 months each year. Deep draft vessels must anchor 15 miles out, and cargo is lightered to the docking facility.
Vessel Support:	Docking facility but no harbor.

FACILITIES & UTILITIES		
Telephone	**Cellular Service:** GCI; OTZ **In-State Phone:** OTZ Telephone Coop, Inc. **Long-Distance Phone:** AT&T; GCI; OTZ Telephone	**COMMUNICATIONS**
Internet Provider	GCI; OTZ Telephone Coop, Inc.	
TV Stations	ARCS; KUAC; KYAC	
Radio Stations	KOTZ-AM	
Cable Provider	GCI Cable, Inc.	
Teleconferencing	Alaska Teleconferencing Network; Legislative Information Office	
Electricity	Provided by Kotzebue Electric Association	
Fuel	Aviation, including Jet A, and regular gasoline, diesel, and propane.	
Fuel Storage	**Tank Owners** (number of tanks @ total capacity)**:** Crowley Marine Services Tank Farm (15 @ 6,200,000 gals.); Airport/Bering Air (20,000); Air Nat'l Guard (17,000); NWAB Schools (8 @ 221,748); Pacific Alaska Fuel Services; Baker's Fuel; Hanson's; Bison Street; Lee's Auto; K.I.C.; NAPA Auto Parts.	
Housing	Nullagvik Hotel (442-3331), Bayside Inn (442-3600), and Drake's Camp (442-2736)	
Water & Sewage	Water is supplied by the 150-million-gallon Vortac Reservoir, located one and a half miles from the city. After treatment, water is stored in a 1.5-million-gallon tank. The water is heated with a waste heat recovery system at the electric plant and distributed in circulating	

	mains. Piped sewage is treated in a 32-acre zero discharge facultative lagoon west of the airport. Significant improvements are needed to this 30-year-old facility. Around 80% of homes are fully plumbed, and 521 homes are served by the city system. The 30-year-old PVC water and sewer mains are currently undergoing replacement.
Services	There are several restaurants, including at the Nullagvik and the Bayside, banking services, and several stores at which to get most any kind of supplies. The town also boasts a library, a National Park Service office, and the NANA Museum of the Arctic.
Miscellaneous	There are three schools located in the community, attended by 928 students. A new transfer station and landfill with baler has recently been completed. Recycling and hazardous waste disposal have been improved. A wind energy demonstration project is underway.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Community hall, Fire Department, etc. – School –
Potential Staging Areas	Airport – DOT&PF 442-3147 National Guard Armory – 442-3447 Other government facilities –
Local Spill Response Equipment	ADEC Spill Response Equipment Conex.

9770.6.15 – Koyuk

	KOYUK
Location and Climate	Koyuk is located at the mouth of the Koyuk River, at the northeastern end of Norton Bay on the Seward Peninsula, 90 air miles northeast of Nome, at approximately 64d 56m N Latitude, 161d 09m W Longitude (Sec. 32, T006S, R012W, Kateel River Meridian). Koyuk has a subarctic climate with a maritime influence. Average summer temperatures range from 46 to 62; winter temperatures average -8 to 8. Annual precipitation is 19 inches, including 40 inches of snowfall. Extremes from -49 to 87 have been recorded. Norton Bay is usually ice-free from May to October.
History, Culture, & Demographics	The site of "Iyatayet" on Cape Denbigh to the south has traces of early man that are 6,000 to 8,000 years old. The villagers were historically nomadic. Lt. Zagoskin of the Russian Navy noted the village of "Kuynkhak-miut" here in 1842-44, and a Western Union Telegraph expedition in 1865 found the village of "Konyukmute." Around 1900, the present townsite began to be populated where supplies could easily be lightered to shore. In addition to gold, coal was mined a mile upriver to supply steam ships and for export to Nome. The first school

	began in the church in 1915; the U.S. government built a school in Koyuk in 1928. Nearly 95% of the population are Alaska Natives. A federally recognized tribe is located in the community. Koyuk is a traditional Unalit and Malemiut Eskimo village that speaks a dialect of Inupiat Eskimo. They maintain a subsistence lifestyle. The sale or importation of alcohol is banned in the village.	
Economy	The Koyuk economy is based on subsistence, supplemented by limited part-time jobs. Unemployment is high. There is a small amount of commercial fishing, and some income is derived from reindeer herding. Fourteen residents hold commercial fishing permits.	
Subsistence	The main sources of meat are fish, reindeer, seal, beluga whale and moose.	
Population	289	
Borough Located In	Unorganized	
Incorporation Type	2ND Class City	
Native Entities	**Regional:**	Bering Strait
	Profit:	
	Nonprofit:	
	Village:	

EMERGENCY SERVICES	
State Troopers	800-443-2835 (Nome)
VPSO	963-8143
Police	963-3541
Fire	963-3441
Medical	Koyuk Health Clinic – 963-3311

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of Koyuk	P.O. Box 53029 Koyuk, AK 99753	963-3441 963-3442 (fax)	cityofkoyuk@hughes.net
Koyuk Native Corporation	P.O. Box 53050 Koyuk, AK 99753	963-2424 963-3552 (fax)	Knoyn2015@outlook.com
Native Village of Koyuk	P.O. Box 53030 Koyuk, AK 99753	963-3651 963-2653 (fax)	tc.kka@kawerak.org

TRANSPORTATION

Accessibility	By plane, small boat and snowmachine. No roads connect Koyuk with other villages, although an 18-mile road to Six Mile Point is under construction, and access is limited to air and sea.
Airport Facilities	A State-owned 3,000' gravel airstrip was recently improved. Elevation 130'.
Airline Services	Regular flight service from Nome and Unalakleet is available. Bering Air; Ravn Air; Ryan Air (freight).
Freight	Supplies barged to Nome, delivered in smaller vessel, and lightered to shore.
Vessel Support:	No dock in the village. (City is seeking a small boat harbor feasibility study.)

FACILITIES & UTILITIES		
Telephone	**Cellular Service:** GCI, TelAlaska **In-State Phone:** Mukluk Telephone Co./TelAlaska **Long-Distance Phone: AT&T** Alascom (Long Distance): 1-800-288-2020 / www.att.com; GCI; Mukluk Telephone	**COMMUNICATIONS**
Internet Provider	GCI (www.gci.net), TelAlaska	
TV Stations	ARCS	
Radio Stations	KICY-AM; KNOM-AM	
Cable Provider	City of Koyuk	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Provided by Alaska Village Electrical Cooperative.	
Fuel	Gasoline, diesel, and propane.	
Fuel Storage	**Tank Owners** (number of tanks @ total capacity)**:** Bering Strait Schools (3 @ 81,000 gals.); AVEC (5 @ 129,295); Koyuk Native Corp. (5 @ 194,000); City (24,000); Unknown/beach (2 @ 6,500); ADOT/Airport (3,000).	
Housing	No hotel, but lodging possibly available at the pool hall (963-3661). Native Corporation has apartment available (963-2424). Local resident has some lodging possible (963-3221).	
Water & Sewage	A piped water and sewer system was recently completed for the west side of town, serving 51 households. The east loop system is under construction. The school has requested funding to connect to the new sewer system, since its septic effluent is posing a health hazard. Funds have been requested to construct a new water plant and small washeteria.	
Services	Groceries available at the Koyuk Native Store (963-3451). Koyuk Native Corporation Store sells gas and has some snacks, etc. Corinne's Videos has some hot food for sell. Washeteria and pay phone available. No restaurants, banking facilities, major repair services, moorage facilities or rental transportation.	

Miscellaneous	There is one school located in the community, attended by 97 students. ADEC has approved the landfill for use, although it is not permitted.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Community hall, etc. – School –
Potential Staging Areas	Airport – 624-3261 (Unalakleet) Other government facilities –
Local Spill Response Equipment	Up to 25 boats and some sorbent pads may be available.

MARY'S IGLOO

Location and Climate	Mary's Igloo is located on the northwest bank of the Kuzitrin River, on the Seward Peninsula, northeast of Nome. It lies 40 miles southeast of Teller. Average summer temperatures range from 44 to 57, winter average -9 to 8, with extremes measured from -45 to 82.
History, Culture, & Demographics	Natives of "Kauwerak," as the village was originally called, were Inupiaq Eskimos known as Kauweramiuts. This village was originally located about 15 miles downriver, but by 1900, Kauwerak was abandoned, and most Natives moved to Teller or Nome because of the schools and employment opportunities. Some settled at the present site, which they called "Aukvaunlook," meaning "black whale." During the gold prospecting boom, non-Natives renamed the village "Mary's Igloo," after an Eskimo woman named Mary, who welcomed miners, trappers and other newcomers into her home for coffee. Supplies for the gold fields upriver were transferred onto river boats here. A post office and store were opened in 1901. By 1910, Mary's Igloo became a large mixed community of Eskimos, white traders, miners, innkeepers, missionaries and support crews for barges. The flu epidemic of 1918-19, and a tuberculosis epidemic two years later, devastated the community. A Catholic orphanage, "Our Lady of Lourdes Mission," was opened at nearby Pilgrim Springs, and a Lutheran orphanage was built at nearby New Igloo. The BIA school closed in 1948 and the Alaska Native School was closed in 1952 for lack of students. The post office and store also closed in 1952. Mary's Igloo is a summer fish camp; many traditional villagers live in Teller. Villagers are interested in re-building the community, near the old site of Kauwerak.
Economy	Mary's Igloo is a summer fish camp. There is no employment or commercial activity in Mary's Igloo.
Subsistence	
Population	None permanent - small summer population

Borough Located In	Unorganized
Incorporation Type	Unincorporated
Native Entities	**Regional:** Bering Strait **Profit:** **Nonprofit:** **Village:**

EMERGENCY SERVICES

No emergency services

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES

ORGANIZATION	ADDRESS	PHONE	WEBSITE/EMAIL
Mary's Igloo Native Corporation	P.O. Box 572 Teller, AK 99778	642-3731	
Native Village of Mary's Igloo	P.O. Box 629 Teller, AK 99778	642-3731 642-2189 (Fax)	tc.mi@kawerak.org

TRANSPORTATION

Accessibility	Mary's Igloo is accessible by riverboat in the summer and by winter trails. Snowmachines and dog teams are used over a well-established trail to Teller. There is no connecting road and no air transportation accessibility.
Airport Facilities	
Airline Services	
Freight	
Vessel Support:	

FACILITIES & UTILITIES

None

SPILL RESPONSE SUPPORT

None

9770.6.16 – Noatak

		NOATAK
Location and Climate	Noatak is located on the west bank of the Noatak River, 55 miles north of Kotzebue and 70 miles north of the Arctic Circle. This is the only settlement on the 396 mile-long Noatak River, just west of the 66-million acre Noatak National Preserve, at approximately 67d 34m N Latitude, 162d 58m W Longitude (Sec. 16, T025N, R019W, Kateel River Meridian). Noatak is located in the transitional climate zone. Temperatures average -21 to 15 during winter; 40 to 60 during summer. Temperature extremes have been recorded from -59 to 75. Snowfall averages 48 inches, with 10 to 13 inches of total precipitation per year. The Noatak River is navigable by shallow-draft boats from early June to early October.	
History, Culture, & Demographics	Established as a fishing and hunting camp in the 19th century, the rich resources of this region enabled the camp to develop into a permanent settlement. The 1880 census listed the site as Noatagamut, which means "inland river people." Over 95% of the population are Alaska Natives. A federally recognized tribe is located in the community. The village is Inupiat Eskimo. Subsistence activities are the central focus of the culture, and families travel to fish camps during the summer. The sale or importation of alcohol is banned in the village.	
Economy	Noatak's economy is principally based on subsistence, although the available employment is diverse. The school district, the city, Maniilaq Association, and four stores are the primary employers. Eight residents hold commercial fishing permits. During the summer, many families travel to seasonal fish camps at Sheshalik, and others find seasonal work in Kotzebue or fire-fighting.	
Subsistence	Chum salmon, whitefish, caribou, moose and waterfowl are harvested for subsistence.	
Population	423	
Borough Located In	Northwest Arctic	
Incorporation Type	2ND Class City	
Native Entities	**Regional:**	NANA
	Profit:	
	Nonprofit:	
	Village:	

EMERGENCY SERVICES	
State Troopers	800-789-3222 (Kotzebue)
VPSO	485-5322
Fire	
Medical	Noatak Health Clinic – 485-2162. Auxiliary health care provided by flight to Kotzebue.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Noatak Village Council	P.O. Box 89 Noatak, AK 99761	485-2173 485-2137 (fax)	tribeadmin@nautaaq.org

TRANSPORTATION	
Accessibility	Noatak is primarily accessed by air. Small boats, ATVs and snowmachines are used extensively for local transportation. Many historic trails along the Noatak River are important today for inter-village travel and subsistence uses.
Airport Facilities	A State-owned 4,000' lighted gravel airstrip. Elevation 99'. No other airport facilities or transportation to the village.
Airline Services	Cargo, mail and passenger services. Bering Air; Ravn Air; Ryan Air (freight).
Freight	There is currently no barge service to Noatak.
Vessel Support:	

FACILITIES & UTILITIES		
Telephone	**Cellular Service:** GCI **In-State Phone:** OTZ Telephone Coop, Inc. **Long-Distance Phone: AT&T** Alascom (Long Distance): 1-800-288-2020 / www.att.com; GCI; OTZ Telephone	**COMMUNICATIONS**
Internet Provider	GCI (www.gci.net)	
TV Stations	ARCS	
Radio Stations	KOTZ-AM	
Cable Provider	Noatak IRA Council	
Teleconferencing	Alaska Teleconferencing Network; Kotzebue Legislative Information Office	
Electricity	Provided by Alaska Village Electric Cooperation.	
Fuel	Gasoline, diesel, and propane.	
Fuel Storage	**Tank Owners** (number of tanks @ total capacity)**:** AVEC (12 @ 95,254 gals.); NWAB Schools (9 @ 95,137); Alaska Native Store (6 @ 69,000); Noatak Fish Hatchery.	
Housing	No hotel, but arrangements can be made for sleeping at the school or private homes. Possible B&B at 485-2116.	
Water & Sewage	Water is derived from the Noatak River and is treated. The primary well occasionally runs dry; groundwater wells have been unsuccessful in the area. A piped, recirculating water and sewer distribution system serves 77 homes, the school and businesses in Noatak. However, over half of the homes cannot use the service due to lack of plumbing. These residents haul water and honeybuckets. The village has requested funding to upgrade and add plumbing facilities where necessary and to construct a washeteria.	

Services	No restaurant, laundromat or banking facilities. Groceries, some clothing, hardware, and first-aid supplies available. No moorage facilities. Rental boats available.
Miscellaneous	There is one school located in the community, attended by 135 students. The landfill has recently been relocated west of the airport.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Community hall, etc. – School –
Potential Staging Areas	Airport – 442-3147 (Kotzebue) Other government facilities –
Local Spill Response Equipment	Up to 25 boats, a backhoe, fuel truck, excavator, dump truck, and some sorbent pads may be available.

9770.6.17 – Nome

	NOME
Location and Climate	Nome sits along the Bering Sea, on the south coast of the Seward Peninsula, facing Norton Sound, at approximately 64d 30m N Latitude, 165d 25m W Longitude (Sec. 26, T011S, R034W, Kateel River Meridian). It lies 102 miles south of the Arctic Circle, 161 miles east of Russia, and 539 air miles northwest of Anchorage, a 75-minute flight. January temperatures range from -3 to 11; July temperatures are typically 44 to 65. Average annual precipitation is 18 inches, including 56 inches of snowfall.
History, Culture, & Demographics	Malemiut, Kauweramiut and Unalikmiut Eskimos, with a well-developed culture adapted to the environment, have occupied the Seward Peninsula historically. Gold discoveries in the Nome area had been reported as far back as 1865 by Western Union surveyors seeking a route across Alaska and the Bering Sea. But it was a $1500-to-the-pan gold strike on tiny Anvil Creek in 1898, and two years later the discovery of gold on the beaches, that brought thousands of miners. Almost overnight an isolated stretch of tundra fronting the beach was transformed into a tent-and-log cabin city of 20,000 prospectors, gamblers, claim jumpers, saloon keepers, and prostitutes. The gradual depletion of gold, a major influenza epidemic in 1918, the depression, and finally World War II, each influenced Nome's population. A disastrous fire in 1934 destroyed most of the city. . A federally-recognized tribe is located in the community -- the Nome Eskimo Community. The population of Nome is a mixture of Inupiat Eskimos and non-Natives. Although some employment opportunities are available, subsistence activities are prevalent in the community. Although many employment opportunities are available, subsistence

	activities are prevalent in the community. Contact Alaska Department of Fish and Game at (907) 443-5167 for current subsistence activities.	
Economy	Nome is the center of the Bering Strait/Seward Peninsula region. Government services provide the majority of employment. Less than 50 residents hold commercial fishing permits. Retail services, transportation, mining, medical and other businesses provide year-round income. Alaska Gold Company operates a placer gold mine that provides some employment. Subsistence activities contribute to the local diet.	
Subsistence	Moose, caribou, salmon, bear, ptarmigan, reindeer, musk ox, seal and walrus are harvested for subsistence. Alaska Department of Fish and Game regional supervisor has most up to date information regarding fishing and subsistence activities 907-443-5167.	
Population	3721	
Borough Located In	Unorganized	
Incorporation Type	1st Class City	
Native Entities	**Regional:**	Bering Strait Native Corp
	Profit:	Sitnasuak Native Corp
	Nonprofit:	Kawerak Inc
	Village:	Nome Eskimo Community

EMERGENCY SERVICES	
State Troopers	443-5525/2441
Police	443-5262
Fire	443-2310
Medical	Norton Sound Regional Hospital – 443-3311. Auxiliary health care provided by Nome Volunteer Ambulance Service, Inc – 443-8521; and Norton Sound Health Corp Medevac – 443-3311. There is 911 phone capability.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Nome Chamber of Commerce	P.O. Box 250 Nome, AK 99762-0250	443-3879 443-3892 (fax)	director@nomechamber.com
City of Nome	P.O. Box 281 Nome, AK 99762	443-6663 443-5345 (fax)	http://www.nomealaska.org/ admin@ci.nome.ak.us City Manager: Tom Moran
Nome Convention & Visitors Bureau	P.O. Box 240 Nome, AK 99762	443-2477 443-2478 (fax)	http://www.alaska.net/~nome/

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
			tourinfo@ci.nome.ak.us
Norton Sound Economic Dev. Corp.	601 W. 5th Ave., #415 Anchorage, AK 99503	274-2248 274-2249 (fax)	
Bering Strait Housing Authority	P.O. Box 995 Nome, AK 99762	443-5256 443-8652 (fax)	bsrha@nome.net
Bering Strait ARDOR Program	P.O. Box 948 Nome, AK 99762	443-9005 443-2591 (fax)	stadem@kawerak.org
Norton Sound Health Corp.	P.O. Box 966 Nome, AK 99762	443-3311 443-3139 (fax)	crowder@nshcorp.org
Bering Strait Native Corp.	P.O. Box 1008 Nome, AK 99762	443-5252 443-2985 (fax)	http://www.beringstraits.com/
Kawerak Inc.	P.O. Box 948 Nome, AK 99762	443-5231 443-4445 (fax)	
Nome City Schools	Box 131 Nome, AK 99762-0131	443-2231 443-5144	apapineau@nomeschools.com
Sitnasuak Native Corp.	179 Front St. Nome, AK 99762	387-1200 443-3063 (fax)	morr@snc.org tkenick@snc.org
Nome Eskimo Community	P.O. Box 1090 Nome, AK 99762	443-2246 443-3539	info@necalaska.org Nome@aitc.org
Eskimo Walrus Commission Vera Metcalf & Katya Wassili	P.O. Box 948 Nome, AK 99762	443-4380 443-4461	

TRANSPORTATION	
Accessibility	By barge, plane, boat and snow machine, and by vehicle from several nearby towns. Nome is a regional center of transportation for surrounding villages. Local roads lead to Teller, Council, Taylor and the Kougarok River. The entire seaward side of the city is protected by a 3,350-foot-long sea wall of granite boulders.
Airport Facilities	The Nome Airport has two paved runways, one 6,000' in length, the other 5,500'. Elevation 36'. An $8.5 million airport improvement project is nearing completion. The City Field offers a 1,950' gravel airstrip. Elevation 59'.
Airline Services	Alaska Airlines; Bering Air; Ravn Air; Erickson Helicopters; Ryan Air (freight); Northern Air Cargo.
Freight	A port and berthing facilities accommodate vessels up to 18 feet of draft with an outer basin depth of 22 feet. Lighterage services distribute cargo to area communities.

Vessel Support:	A port and berthing facilities can accommodate vessels up to 18 feet of draft, and a new harbor channel entrance and breakwater. Local development groups and the city are funding harbor dredging, two seasonal floating docks, and a boat launch.

FACILITIES & UTILITIES		
Telephone	**Cellular Service:** GCI, Telalaska **In-State Phone:** Mukluk Telephone Co./TelAlaska **Long-Distance Phone:** AT&T Alascom (Long Distance): 1-800-288-2020 / www.att.com; GCI	**COMMUNICATIONS**
Internet Provider	GCI (www.gci.net); Telalaska	
TV Stations	ARCS; KUAC; KYAC	
Radio Stations	KICY-AM/FM; KNOM-AM/FM; KUAZ repeater	
Cable Provider	GCI Cable, Inc.	
Teleconferencing	Alaska Teleconferencing Network; Legislative Information Office	
Electricity	Provided by Nome Joint Utility Systems	
Fuel	Aviation, including Jet A, and regular gasoline, diesel, and propane.	
Fuel Storage	**Tank Owners** (number of tanks @ total capacity)**:** Chevron/Arctic Lighterage (5,233,000 gals.); Bonanza Fuel (3,055,000); Air Nat'l Guard (20,000).	
Housing	Nome Nugget Inn; Polaris Hotel; Nanuaq Manor; Ponderosa Inn; Mai's Guest House;; Oceanview Manor; Chateau de Cape Nome; Golden Sands Guest House; Serenity Lodge; Trails End; June's B & B; No Place Like Nome B&B; Aurora Inn; Dredge #7; Sweet Dreams B&B; Weeks Apartments (Nome Convention and Visitors Bureau 443-5535). Other Potential Housing- NPS Bunkhouse; ADFG Bunk House; School Gymnasium; Nome Rec Center; Mini Convention Center	
Water & Sewage	A well at Moonlight Springs supplies water, which is treated at the Snake River Power Plant and stored in a 50,000-gallon tank. A million-gallon back-up tank is also available. Water is heated and pumped to residences via a wooden utilidor; trucks also deliver water. Sewage is piped from most homes. Over 95% of residences currently have complete plumbing. Construction has begun on a six-phase upgrade -- to drill additional wells at Moonlight Springs, to replace the water storage tank and pumping station, and to replace the 1960's-era wooden utilidor distribution system with buried Arctic piping. The city wants to develop a water source closer to New Town. Some homes still haul their own honeybuckets (service is not provided) and have water delivered to home tanks. Funds have been requested to expand water and sewer to these areas.	
Services	Groceries, clothing, first-aid supplies, and hardware available at several local stores. There are a number of restaurants, a bank, laundry and shower facilities. Rental transportation includes autos, off-road vehicles, boats, and charter aircraft. Credit Union Buses. Car rental	

	companies include Budget, Stampede, and Bonanza. Taxis include Checker, Mr. Cab, and EZ Cab.
Miscellaneous	There are five schools located in the community, attended by 774 students. Refuse collection services are provided by a contractor and hauled to a new landfill on Beam Road by Anderson Services. There are 2 National Weather Service Employees located in Nome.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Community hall, etc. – NEC Triss Hall, Mini Convention Center School – Nome Beitz JR/SR High and Nome Elementary School
Potential Staging Areas	Airports – DOT&PF 443-2500 AK State Troopers – 443-6263 Other government facilities – DOT&PF 443-3520
Local Spill Response Equipment	Hard boom, sorbent boom, and sorbent pads are available for spill response. Heavy equipment available for diking/berming, etc. ADEC Spill Response Equipment Conex.

9770.6.18 - Noorvik

	NOORVIK
Location and Climate	Noorvik is located on the right bank of the Nazuruk Channel of the Kobuk River, 33 miles northwest of Selawik and 45 miles east of Kotzebue. The village is downriver from the 1.7-million acre Kobuk Valley National Park, and lies at approximately 66d 50m N Latitude, 161d 03m W Longitude (Sec. 27, T017N, R011W, Kateel River Meridian). Located in the transitional climate zone, temperatures average -10 to 15 during winter; 40 to 65 during summer. Temperature extremes have been recorded from -54 to 87. Snowfall averages 60 inches, with 16 inches of total precipitation per year. The Kobuk River is navigable from early June to mid-October.
History, Culture, & Demographics	Noorvik means "a place that is moved to." The village was established in the early 1900s by Kowagmuit Inupiat Eskimo fishermen, hunters from Deering, and transplants from the village of Oksik, a few miles upriver. Nearly 94% of the population are Alaska Natives. A federally recognized tribe is located in the community. Noorvik is primarily an Inupiat Eskimo community with a subsistence lifestyle. The sale or importation of alcohol is banned in the village.
Economy	Subsistence is the major focus of the Noorvik economy. The primary local employers are the school district, the city, Maniilaq Association, the health clinic, and two stores. Seasonal employment at the Red Dog Mine, BLM fire fighting, or work in Kotzebue supplement income. Seven residents hold commercial fishing permits.

Subsistence	Caribou, fish, moose, waterfowl and berries are harvested for subsistence.	
Population	634	
Borough Located In	Northwest Arctic	
Incorporation Type	2ND Class City	
Native Entities	**Regional:**	NANA
	Profit:	
	Nonprofit:	
	Village:	

EMERGENCY SERVICES	
State Troopers Search & Rescue	800-789-3222 (Kotzebue) 636-2345
Fire	636-3222
Medical	Noorvik Health Clinic – 636-2103. Auxiliary health care provided by flight to Kotzebue.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of Noorvik	P.O. Box 146 Noorvik, AK 99763	636-2100 636-2135 (fax)	cityofnoorvik@gmail.com
Noorvik Native Community	P.O. Box 71 Noorvik, AK 99763	636-2144 636-2284 (fax)	tribemanager@nuurvik.org

TRANSPORTATION	
Accessibility	By plane, snowmachine, and shallow-draft vessels. There are no roads linking the village to other parts of the state. Boats are used for inter-village travel and subsistence activities. ATVs and snowmachines are common means of local transportation.
Airport Facilities	The State-owned Robert Curtis Memorial Airport has a 3,200' lighted gravel runway and a 2,600' gravel crosswind runway. Elevation 63'. The airport is the second-largest in the borough; a new $5 million airport is under construction.
Airline Services	Bering Air; Ravn Air; Ryan Air (freight).
Freight	Crowley Marine Services barges fuel and supplies during the summer.
Vessel Support:	

FACILITIES & UTILITIES		
Telephone	**Cellular Service:** GCI; OTZ	CO

	In-State Phone: OTZ Telephone Coop, Inc. **Long-Distance Phone: AT&T** Alascom (Long Distance): 1-800-288-2020 / www.att.com; GCI; OTZ Telephone	
Internet Provider	GCI (www.gci.net)	
TV Stations	ARCS	
Radio Stations	KOTZ-AM	
Cable Provider	City of Noorvik	
Teleconferencing	Alaska Teleconferencing Network; Kotzebue Legislative Information Office	
Electricity	Provided by Alaska Village Electrical Cooperative	
Fuel	Gasoline, diesel, and propane.	
Fuel Storage	**Tank Owners** (number of tanks @ total capacity)**:** NWAB Schools (9 @ 99,876 gals.); AVEC (8 @ 205,072); City (2 @ 45,000); Native Corp. Store (135,000); Morris Trading Post (50,000)	
Housing	Mom & Pop's B&B is available seasonally (636-5376).	
Water & Sewage	Water is pumped from the Kobuk River to the water treatment/utility building and stored in a tank. From there, a pressurized circulating system distributes water in utilidors. Groundwater wells have proven unsuccessful. Noorvik has a vacuum sewer system in which waste is carried by air instead of water. Vacuum pressure pumps the sewage to the 60,000-gal. collection and treatment plant. The system requires special toilets and water valves that collect wastewater from the sinks, toilets and showers. Over 100 homes, the school and businesses are served. Funds have been requested to connect and plumb the remaining 16 unserved homes on the south side of town and along River Road.	
Services	Groceries, clothing, first-aid supplies, and hardware available (Noorvik Native Store, 636-2212; Morris Trading Post, 636-2161). One restaurant but no banking facilities. Rental transportation includes autos, off-road vehicles, and boats.	
Miscellaneous	There is one school located in the community, attended by 243 students. A new landfill and access road are under development.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Community hall, etc. – School –
Potential Staging Areas	Airport – 442-3147 (Kotzebue) Other government facilities –
Local Spill Response Equipment	Several boats, a backhoe, loader, and dump trucks may be available.

9770.6.19 – Saint Michael

SAINT MICHAEL

Location and Climate	St. Michael is located on the east coast of St. Michael Island in Norton Sound, approximately 125 miles southeast of Nome and 48 miles southwest of Unalakleet. It lies at approximately 63d 29m N Latitude, 162d 02m W Longitude (Sec. 24, T023S, R018W, Kateel River Meridian). St. Michael has a subarctic climate with maritime influences during the summer when rain and fog are common. Summer temps average 40 to 60; winters average -4 to 16. Extremes recorded from -55 to 70°. Annual precipitation is 12 inches, with snowfall of 38 inches. Norton Sound is ice free from early June to mid-November.	
History, Culture, & Demographics	The Russian-American Company built a fortified trading post called "Redoubt St. Michael" at this location in 1833; it was the northernmost Russian settlement in Alaska. The Native village of "Tachik" stood to the northeast. When the Russians left Alaska in 1867, several of the post's traders remained. "Fort St. Michael," a U.S. military post, was established in 1897, and during that year's gold rush, it was a major gateway to the interior via the Yukon River. As many as 10,000 persons were said to live in St. Michael during the gold rush. The town was also a popular trading post for Eskimos to trade their goods for Western supplies. The village remained an important trans-shipment point until the Alaska Railroad was built. There are many historic remnants about the area, and the old U.S. fort and the Russian redoubt are on the National Register of Historic Places. Over 90% of the population are Alaska Natives. A federally recognized tribe is located in the community. Saint Michael's population is largely Yup'ik Eskimo today, and many residents are descendants of Russian traders. The sale or importation of alcohol is banned in the village.	
Economy	The Saint Michael economy is based on subsistence food harvests supplemented by part-time wage earning. Most cash positions are found in city government, the IRA council and village corporation, schools, and local stores. Eight residents hold commercial fishing permits, primarily for the herring fishery. Stebbins and St. Michael jointly manage a herd of reindeer.	
Subsistence	Seal, beluga whale, moose, caribou, fish and berries are harvested for subsistence.	
Population	368	
Borough Located In	Unorganized	
Incorporation Type	2ND Class City	
Native Entities	**Regional:**	Bering Strait
	Profit:	
	Nonprofit:	
	Village:	

EMERGENCY SERVICES

State Troopers	800-443-2835 (Nome)
VPO	923-2308
Fire	
Medical	Saint Michael Health Clinic – 923-3311

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of Saint Michael	P.O. Box 59070 St. Michael, AK 99659	923-3222 923-2284 (fax)	smkcityoffice659@yahoo.com
St. Michael Native Corporation	P.O. Box 49 St. Michael, AK 99659	923-3143 923-3142 (fax)	saintmichaelnativecorp@hughes.net
Native Village of St. Michael	P.O. Box 58 St. Michael, AK 99659	923-2304 923-2406 (fax)	ekobuk@kawerak.org

TRANSPORTATION		
Accessibility	By plane, boat and snowmachine. A 10.5-mile road exists to Stebbins. There are no roads linking the town to other parts of the state. It is near the Yukon River delta and has a good natural harbor, but no dock. ATVs and snowmachines are commonly used in winter.	
Airport Facilities	A State-owned 4,000' gravel airstrip (elevation 30'), complemented by seaplane base.	
Airline Services	Flights available from Nome and Unalakleet: Bering Air; Ravn Air; Ryan Air (freight).	
Freight	Saint Michael receives at least one annual shipment of bulk cargo. Lighterage service is provided on a frequent basis from Nome.	
Vessel Support	No dock, but does offer a good natural harbor.	
FACILITIES & UTILITIES		
Telephone	**Cellular Service:** GCI; TelAlaska **In-State Phone:** Mukluk Telephone Co./TelAlaska **Long-Distance Phone: AT&T** Alascom (Long Distance): 1-800-288-2020 / www.att.com; GCI; Mukluk Telephone	**COMMUNICATIONS**
Internet Provider	GCI (www.gci.net); TelAlaska	
TV Stations	ARCS	
Radio Stations	KICY-AM; KNOM-AM	
Cable Provider	None	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Provided by Alaska Village Electrical Cooperative	
Fuel	Diesel	

Fuel Storage	**Tank Owners** (number of tanks @ total capacity)**:** Bering Strait Schools (2 @ 60,000 gals.); City (5 @ 90,000); St. Michael Fuel (15 @ 125,000).
Housing	Arrangements can sometimes be made for sleeping at the school or private homes (school principal, 923-3041).
Water & Sewage	Water is derived from Clear Lake, treated and stored in a 1.2 million-gallon tank. A new sanitation system is under construction to provide water delivery/holding tanks for homes, a piped gravity sewer system with septic treatment, and household plumbing. Presently, 44 homes are served by the new system, and another 37 houses are being connected. These unserved residents currently haul treated water and use honeybuckets. Funds have been requested to expand the washeteria. DEC has approved the landfill for use, although it is not permitted.
Services	There is a washeteria, but no hotel, restaurant or banking facilities. Some supplies available.
Miscellaneous	There is one school located in the community, attended by 125 students

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Community hall, etc. – School –
Potential Staging Areas	Airport – 6243261 (Unalakleet) Other government facilities –
Local Spill Response Equipment	None identified

9770.6.20 - Savoonga

	SAVOONGA
Location and Climate	Savoonga is located on the northern coast of St. Lawrence Island in the Bering Sea, 164 miles west of Nome and 39 miles southeast of Gambell. It lies at approximately 63d 42m N Latitude, 170d 29m W Longitude (Sec. 08, T021S, R061W, Kateel River Meridian). Savoonga has a subarctic maritime climate with some continental influences during the winter. Summer temperatures average 40 to 51; winters average -7 to 11. Temperature extremes from -34 to 67 have been recorded. Average precipitation is 10 inches annually, with 58 inches of snowfall. The island is subject to prevailing winds, averaging 18 MPH. Freeze-up on the Bering Sea occurs in mid-November, with break-up in late May.
History, Culture, & Demographics	St. Lawrence Island has been inhabited intermittently for the past 2,000 years by both Alaskan and Siberian Yup'ik Eskimos. The island had numerous villages with a total population of around 4,000 by the 19th century, thought the population was severely reduced by a tragic famine in 1878-80. In 1900 a herd of reindeer was moved to the island,

	and by 1917 this herd had grown to over 10,000 animals. When the Alaska Native Claims Settlement Act (ANCSA) was passed in 1971, Gambell and Savoonga decided not to participate, and instead opted for title to the 1.136 million acres of land in the former St. Lawrence Island Reserve. The island is jointly owned by Savoonga and Gambell. Over 95% of the population are Alaska Natives. A federally recognized tribe is located in the community. It is a traditional Eskimo village with a subsistence lifestyle surrounding walrus and whale hunting. Savoonga is hailed as the "Walrus Capitol of the World." Due to the island's isolation, most residents are bilingual. Islanders today have successfully mixed the past with the present. The sale, importation and possession of alcohol are banned in the village.	
Economy	The economy of Savoonga is largely based upon subsistence hunting with some cash income. Ten residents hold commercial fishing permits, and a fish processing facility was recently completed. Reindeer harvests occur, but the herd is not managed. Fox are trapped as a secondary source of income. Islanders are known for their quality ivory carvings. Some tourism occurs by bird-watchers.	
Subsistence	Walrus, seal, fish and bowhead and gray whale are harvested for subsistence.	
Population	652	
Borough Located In	Unorganized	
Incorporation Type	2ND Class City	
Native Entities	**Regional:**	Not applicable
	Profit:	
	Nonprofit:	
	Village:	

EMERGENCY SERVICES	
State Troopers	800-443-2835 (Nome)
VPO	984-6011
Fire	
Medical	Savoonga Health Clinic – 984-6513. Auxiliary health care provided by Savoonga First Responders/Rescue Team (984-6234).

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of Savoonga	P.O. Box 40 Savoonga, AK 99769	984-6614 984-6411 (fax)	kavajane@yahoo.com
St. Lawrence Island Economic	P.O. Box 169 Savoonga, AK 99769	984-6614	

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Development Company			
Savoonga Native Corp.	P.O. Box 160 Savoonga, AK 99769	984-6613	
Native Village of Savoonga	P.O. Box 120 Savoonga, AK 99769	984-6414 984-6027 (fax)	tc.sva@kawerak.org

TRANSPORTATION	
Accessibility	Savoonga's isolated location on an island with no seaport and iced-in conditions during the winter means a dependence on air transport.
Airport Facilities	A State-owned 4,000' gravel airstrip, undergoing major improvements. Elevation 53'.
Airline Services	Regular air service is available from Nome and Unalakleet: Bering Air; Ravn Air; Ryan Air (freight).
Freight	No barge service; supplies must be lightered from Nome and off-loaded on the beach.
Vessel Support:	There is no dock

FACILITIES & UTILITIES		
Telephone	**Cellular Service:** GCI **In-State Phone:** United Utilities Inc. **Long-Distance Phone: AT&T** Alascom (Long Distance): 1-800-288-2020 / www.att.com; United Utilities	**COMMUNICATIONS**
Internet Provider	School Only - GCI (www.gci.net)	
TV Stations	ARCS	
Radio Stations	KICY-AM; KNOM-AM	
Cable Provider	Frontier Cable, Inc.	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Provided by Alaska Village Electrical Cooperative.	
Fuel	Gasoline, diesel, kerosene and propane.	
Fuel Storage	**Tank Owners** (number of tanks @ total capacity)**:** Village Council & Store (216,600 gals.); Bering Strait Schools (3 @ 84,000); AVEC (8 @ 225,728); City (46,600); PHS Clinic (4,600).	
Housing	Alowa's Lodge and the native village have some rooms for lodging. Accommodations may be available at a city or school facility; contact the city administration.	
Water & Sewage	Well water is treated and stored in a 100,000-gallon tank at the washeteria. A new circulating water and sewer utilidor system, including household plumbing, came on-line in January 1999 and now serves the whole village.	

Services	Groceries, clothing, first-aid supplies, and hardware available (Savoonga Native Store, 984-6132/6134). Washeteria closed down after plumbing was installed throughout village. Arrangements can be made to rent off-road vehicles.
Miscellaneous	There is one school located in the community, attended by 186 students. A new landfill was recently completed.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Community hall, etc. – School –
Potential Staging Areas	Airport – 443-2500 (Nome) National Guard Armory – 984-6415 Other government facilities –
Local Spill Response Equipment	None identified

9770.6.21 - Selawik

	SELAWIK
Location and Climate	Selawik is located at the mouth of the Selawik River where it empties into Selawik Lake, about 70 miles southeast of Kotzebue, some 670 miles northwest of Anchorage. The city lies at approximately 66d 36m N Latitude, 160d 00m W Longitude (Sec. 20, T014N, R006W, Kateel River Meridian), which is near the Selawik National Wildlife Refuge, a key breeding and resting spot for migratory waterfowl. The area is a transitional climate zone and temperatures average -10 to 15 during winter, 40 to 65 during summer. Temperature extremes have been recorded from -50 to 83. Snowfall averages 35 to 40 inches, with 10 inches of total precipitation per year. The Selawik River is navigable from early June to mid-October.
History, Culture, & Demographics	The Imperial Russian Navy first reported the village in the 1840s as "Chilivik;" Selawik is an Eskimo name for a species of fish. Around 1908, the site had a small wooden schoolhouse and church. The village has continued to grow and has expanded across the Selawik River onto three banks, linked by bridges. Approximately 95% of the population are Alaska Natives. A federally recognized tribe is located in the community. Selawik is an Inupiat Eskimo community active in traditional subsistence fishing and hunting. The sale or importation of alcohol is banned in the village.
Economy	The primary employers in the community include the school, the city, the IRA council, Maniilaq Association, and three grocery stores. Seasonal work is also found outside of Selawik at the Red Dog Mine, BLM fire fightin, and in lighterage operations. Four residents hold commercial fishing permits. Inhabitants of Selawik rely largely on

	subsistence based economy.Occasionally, bartered seal and beluga whale supplement the diet.	
Subsistence	Whitefish, sheefish, caribou, moose, ducks, ptarmigan and berries are harvested for subsistence.	
Population	792	
Borough Located In	Northwest Arctic	
Incorporation Type	2ND Class City	
Native Entities	**Regional:**	NANA
	Profit:	
	Nonprofit:	
	Village:	

EMERGENCY SERVICES	
State Troopers	800-789-3222 (Kotzebue)
Search and Rescue	484-2211
VPO	484-3222
Medical	Selawik Health Clinic – 484-2199. Auxiliary health care provided by flight to Kotzebue.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of Selawik	P.O. Box 99 Selawik, AK 99770	484-2132 484-2209 (fax)	tballot@hotmail.com
Selawik IRA Council	P.O. Box 59 Selawik, AK 99770	484-2165 484-2226 (fax)	tribeadmin@akuligaq.org

TRANSPORTATION	
Accessibility	By barge, plane, small boat and snowmachine. There are no roads linking the village to other parts of the state. Boats are used for inter-village travel and subsistence activities; ATVs and snowmachines are commonly used in winter. Boardwalks have been constructed within the village.
Airport Facilities	The Roland Norton Memorial Airport, located 12 miles form the community, provides a 3,000' gravel runway owned by the city. Elevation 360'. Also, the State owns a 3,000' gravel airstrip with a 2,670' crosswind strip.
Airline Services	Scheduled flights are available to Kotzebue and area villages: Bering Air; Ravn Air; Ryan Air (freight).
Freight	Crowley Marine Services ships freight upriver from Kotzebue each summer.
Vessel Support:	Docking facilities and a barge landing area exist.

FACILITIES & UTILITIES

Telephone	**Cellular Service:** GCI; OTZ Telephone **In-State Phone:** OTZ Telephone Co-op, Inc. **Long-Distance Phone: AT&T** Alascom (Long Distance): 1-800-288-2020 / www.att.com; GCI; OTZ Telephone	**COMMUNICATIONS**
Internet Provider	GCI (www.gci.net); OTZ Telephone	
TV Stations	ARCS	
Radio Stations	KOTZ-AM	
Cable Provider	City of Selawik	
Teleconferencing	Alaska Teleconferencing Network; Kotzebue Legislative Information Office	
Electricity	Provided by Alaska Village Electrical Cooperative.	
Fuel	Gasoline, diesel, and propane.	
Fuel Storage	**Tank Owners** (number of tanks @ total capacity)**:** NWAB Schools (3 @ 132,699 gals.); AVEC (7 @ 282,955); Village Corp./IRA Fuel Project (167,000); Rotman Stores (130,079).	
Housing	McCoy's (484-2125) has some lodging available. Contact the city office to arrange for accommodations in private homes or at the school.	
Water & Sewage	A new water and sewer system is under construction. A central treatment and washeteria facility pumps water from the Selawik River, providing up to 8,000 gallons a day. Groundwater wells have been unsuccessful. A 3-mile distribution line is available during the summer. A circulating water and vacuum sewer system was recently completed; fifty-three homes in the western area of town and new HUD housing have been plumbed and connected. About thirty homes yet to be served use honeybuckets.	
Services	Groceries, clothing, first-aid supplies, and hardware available. No restaurant or banking facilities.	
Miscellaneous	There is one school located in the community, attended by 253 students. The landfill is not permitted and needs to be relocated.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Community hall, etc. – School –
Potential Staging Areas	Airport – 442-3147 (Kotzebue) National Guard Armory – 484-2223 Other government facilities –
Local Spill Response Equipment	None identified

9770.6.22 - Shaktoolik

	SHAKTOOLIK
Location and Climate	Shaktoolik is located on the east shore of Norton Sound, 125 miles east of Nome and 33 miles north of Unalakleet. It lies at approximately 64d

	20m N Latitude, 161d 09m W Longitude (Sec. 23, T013S, R013W, Kateel River Meridian). Shaktoolik has a Subarctic climate with maritime influences when Norton Sound is ice-free, usually from May to October. Summer temperatures average 47 to 62; winter temperatures average -4 to 11. Extremes from -50 to 87 have been recorded. Average annual precipitation is 14 inches, including 43 inches of snowfall.	
History, Culture, & Demographics	Shaktoolik was the first and southernmost Malemiut settlement on Norton Sound, occupied as early as 1839. Twelve miles northeast, on Cape Denbigh, is "Iyatayet," a site that is 6,000 to 8,000 years old. Nearly 95% of the population are Alaska Natives. A federally recognized tribe is located in the community. It is a Malemiut Eskimo village with a fishing and subsistence lifestyle. Resources include seal, beluga whale, caribou, reindeer, moose and fish. The sale or importation of alcohol is banned in the village.	
Economy	The Shaktoolik economy is based on subsistence, supplemented by part-time wage earnings. Commercial fishing is on the increase and provides a major source of income. Development of a new fish processing facility is a village priority; 32 residents hold commercial fishing permits. Reindeer herding also provides income and meat.	
Subsistence	Reindeer, salmon, moose, whale, seal and rabbit are harvested for subsistence.	
Population	227	
Borough Located In	Unorganized	
Incorporation Type	2ND Class City	
Native Entities	**Regional:**	Bering Strait
	Profit:	
	Nonprofit:	
	Village:	

EMERGENCY SERVICES	
State Troopers	800-443-2835 (Nome)
Police	955-8193
VPO	
Fire	
Medical	Shaktoolik Health Clinic – 955-3311.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of Shaktoolik	P.O. Box 10 Shaktoolik, AK 99771	955-3441 944-3221 (fax)	skkcity@arctic.net
Shaktoolik Native Corporation	P.O. Box 46 Shaktoolik, AK 99771	955-3241	fnsago@yahoo.com

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
		955-3243 (fax)	
Native Village of Shaktoolik	P.O. Box 100 Shaktoolik, AK 99771-0100	955-3701 955-2352 (fax)	tc.skk@kawerak.org

TRANSPORTATION	
Accessibility	By plane, boat and snowmachine. There are no roads linking the community to other parts of the state. Boats are used for inter-village travel and subsistence activities. Snowmachines and ATVs are commonly used in winter; motorbike, truck and boat in the summer.
Airport Facilities	A State-owned 2,220' gravel airstrip (elevation 15') allows for regular air service from Nome. Plans are underway to relocate the airstrip, which is 3 miles northwest of town.
Airline Services	Bering Air; Ravn Air; Ryan Air (freight).
Freight	Cargo is barged into Nome, then lightered to local shore from there.
Vessel Support:	No docking facilities

FACILITIES & UTILITIES		
Telephone	**Cellular Service:** GCI; TelAlaska **In-State Phone:** Mukluk Telephone Co./TelAlaska **Long-Distance Phone: AT&T** Alascom (Long Distance): 1-800-288-2020 / www.att.com; GCI; Mukluk Telephone	**COMMUNICATIONS**
Internet Provider	GCI (www.gci.net); TelAlaska	
TV Stations	ARCS	
Radio Stations	KICY-AM; KNOM-AM	
Cable Provider	Shaktoolik Native Corp	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Provided by Alaska Village Electrical Cooperative.	
Fuel	Gasoline, diesel, and propane.	
Fuel Storage	**Tank Owners** (number of tanks @ total capacity)**:** AVEC (11 @ 97,809 gals.); Bering Strait Schools (8 @ 69,300); Village Corp. (10 @ 110,000); City (3 @ 18,000); Anika Store (6,400).	
Housing	Sunny Polar Bear B&B, private homes, or the school. Corporation has apartment to rent.	
Water & Sewage	Water is pumped three miles from the Togoomenik River to the pumphouse, where it is treated and stored in a 848,000-gallon insulated tank. A piped water and sewage collection system serves most homes. Most households have complete plumbing and kitchen facilities. The school has received funding to develop a community-wide sewage treatment system.	
Services	No restaurant or banking facilities. A laundromat with shower available. Two stores in the village. Groceries, clothing, first-aid supplies, and hardware generally available.	
Miscellaneous	There is one school located in the community, attended by 71 students. The city burns refuse in an incinerator. The landfill needs to be relocated; the current site is not permitted.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Community hall, etc. – School –
Potential Staging Areas	Airport – 624-3261 (Unalakleet) Other government facilities –
Local Spill Response Equipment	Spill kit is maintained in village with sorbent pads and boom.

9770.6.23 - Shishmaref

	SHISHMAREF
Location and Climate	Shishmaref is located on Sarichef Island, in the Chukchi Sea, just north of Bering Strait, five miles from the mainland, twenty miles south of the Arctic Circle, 126 miles north of Nome and 100 miles southwest of

	Kotzebue. Shishmaref is surrounded by the 2.6 million acre Bering Land Bridge National Reserve and has been proposed to become part of the Beringian National Heritage Park, endorsed by Presidents Bush and Gorbachev in 1990. It lies at approximately 66d 15m N Latitude, 166d 04m W Longitude (Sec. 23, T010N, R035W, Kateel River Meridian). The area experiences a transitional climate between the frozen arctic and the continental Interior. Summers can be foggy, with average temperatures ranging from 47 to 54; winter temperatures average -12 to 2. Average annual precipitation is about 8 inches, including 33 inches of snow. The Chukchi Sea is frozen from mid-November through mid-June.	
History, Culture, & Demographics	Excavations at "Keekiktuk" by archaeologists around 1821 provided evidence of Eskimo habitation from several centuries ago. After 1900, when a supply center was established to serve gold mining activities on the Seward Peninsula, the village was renamed for Shishmarev Inlet. During October 1997, a severe storm eroded over 30 feet of the north shore, threatening the loss of 14 homes and destroying many winter food caches. Nearly 95% of the population are Alaska Natives. A federally recognized tribe is located in the community. It is a traditional Eskimo village with a fishing and subsistence lifestyle. The sale or importation of alcohol is banned in the village.	
Economy	The Shishmaref economy is based on subsistence supplemented by part-time wage earnings. One resident holds a commercial fishing permit. Year-round jobs are limited, and villagers rely on subsistence foods. Two reindeer herds are managed from here; the reindeer skins are tanned locally, and meat is available at the village store. The Friendship Center, a cultural center and carving facility, was recently completed for local artisans.	
Subsistence	Fish, walrus, seal, polar bear, and rabbit are harvested for subsistence.	
Population	547	
Borough Located In	Unorganized	
Incorporation Type	2ND Class City	
Native Entities	**Regional:**	Bering Strait
	Profit:	
	Nonprofit:	
	Village:	

EMERGENCY SERVICES	
State Troopers	800-443-2835 (Nome)
VPSO	649-3411
VPO	649-8499
Search and Rescue	649-2160

Medical	Shishmaref Health Clinic – 649-3311. Auxiliary health care provided by city Volunteer Fire Department/Emergency Services.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of Shishmaref	P.O. Box 83 Shishmaref, AK 99772	649-3781 649-2131 (fax)	cityofshhclerk@gci.net
Shishmaref Native Corporation	General Delivery Shishmaref, AK 99772	649-3751 649-3731 (fax)	shhnativecorp@yahoo.com
Native Village of Shishmaref	P.O. Box 72110 Shishmaref, AK 99772	649-3821 649-2140 (fax)	tc.shh@kawerak.org

TRANSPORTATION		
Accessibility	Shishmaref's primary link to the rest of Alaska is by air, though most people own boats for trips to the mainland.	
Airport Facilities	An unattended, State-owned 5000' paved runway is available. Elevation 10'.	
Airline Services	Bering Air; Ravn Air; Ryan Air (freight).	
Freight	Services available from Nome	
Vessel Support:		
FACILITIES & UTILITIES		
Telephone	**Cellular Service:** GCI; TelAlaska **In-State Phone:** Mukluk Telephone Co./TelAlaska **Long-Distance Phone: AT&T** Alascom (Long Distance): 1-800-288-2020 / www.att.com; GCI; Mukluk Telephone	**COMMUNICATIONS**
Internet Provider	GCI (www.gci.net); TelAlaska	
TV Stations	ARCS	
Radio Stations	KOTZ-AM	
Cable Provider	Shishmaref Village Corp.	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Provided by Alaska Village Electrical Cooperative.	
Fuel	Gasoline, diesel, and propane.	
Fuel Storage	**Tank Owners** (number of tanks @ total capacity)**:** Bering Strait Schools (3 @ 54,200 gals); AVEC (20 @ 159,838); City (94,900); Corporation (11 @ 110,120).	
Housing	Accommodations possible at the city hall and the school (floor), the Nayokpuk General Store (trailer), the Lutheran Church, and some private homes.	

Water & Sewage	Water is derived from a surface source, treated and stored in a new tank. Shishmaref is undergoing major improvements, including the construction of a flush/haul system and household plumbing; nineteen HUD homes have been completed, and 71 homes remain. This new system provides water delivery, but the unserved homes continue to haul water. Honeybuckets and the new flush tanks are hauled by the city. The school, clinic, Friendship Center, city hall and fire hall are connected to a sewage lagoon.
Services	Groceries, clothing, first-aid supplies, and hardware generally available at Shishmaref Native (Anika) Store and Nayokpuk General Store. Food is available at a snack bar. Washeteria available, but no banking services or rental transportation.
Miscellaneous	There is one school located in the community, attended by 179 students. An access road is under construction for a planned new landfill.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Community hall, etc. – School –
Potential Staging Areas	Airport – 443-2500 (Nome) National Guard Armory – 649-3891 Other government facilities –
Local Spill Response Equipment	Some sorbent pads available for small spills.

9770.6.24 - Shungnak

	SHUNGNAK
Location and Climate	Shungnak is located on the right bank of the Kobuk River about 150 miles east of Kotzebue, at approximately 66d 52m N Latitude, 157d 09m W Longitude (Sec. 09, T017N, R008E, Kateel River Meridian). Temperatures average -10 to 15 during winter; 40 to 65 during summer. Temperature extremes have been recorded from -60 to 90. Snowfall averages 80 inches, with 16 inches of total precipitation per year. The Kobuk River is navigable from the end of May to mid-October.
History, Culture, & Demographics	Founded in 1899 as a supply point for mining activities in the Cosmos Hills, this Inupiat Eskimo village was forced to move in the 1920s because of river erosion and flooding. The old site, 10 miles upstream, was renamed Kobuk by those who remained there. The new village was named "Kochuk," but later reverted to Shungnak, a name derived from the Eskimo word "Issingnak," which means jade, a stone found extensively throughout the surrounding hills. Nearly 95% of the population are Alaska Natives. A federally recognized tribe is located in the community. It is a traditional Eskimo village with a subsistence

	lifestyle. The sale or importation of alcohol is banned in the village. High School students from Kobuk attend school in Shungnak.	
Economy	Most full-time employment is with the school district, the city, Maniilaq Association, two stores and a lodge. BLM provides seasonal employment in fire fighting, hiring over 30 residents each year. Shungnak subsists mainly on fishing, hunting and trapping.Shungnak also has a strong arts and crafts industry.	
Subsistence	Sheefish, whitefish, caribou, moose, ducks and berries are harvested for subsistence.	
Population	257	
Borough Located In	Northwest Arctic	
Incorporation Type	2ND Class City	
Native Entities	**Regional:**	NANA
	Profit:	
	Nonprofit:	
	Village:	

EMERGENCY SERVICES	
State Troopers	800-789-3222 (Kotzebue)
VPSO	437-5110
Fire	
Medical	Shungnak Health Clinic – 437-2138. Auxiliary health care provided by flight to Kotzebue.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of Shungnak	P.O. Box 59 Shungnak, AK 99773	437-2161 437-2176 (fax)	shungnak@gmail.com
Native Village of Shungnak	P.O. Box 64 Shungnak, AK 99773	437-2163 437-2183 (fax)	tribeadmin@issingnak.org

TRANSPORTATION	
Accessibility	By barge, plane, small boat and snowmachine. There are no roads linking the city to other parts of the state, though trails along the river are still used for inter-village travel. Boats, ATVs, snowmachines, and dog sleds are used for inter-village travel and subsistence activities.
Airport Facilities	A State-owned 3,160' lighted gravel airstrip. Elevation 200'. Major airport improvements are underway.
Airline Services	Bering Air; Ravn Air; Ryan Air (freight).
Freight	Fuel and supplies are barged in each summer by Crowley Marine Services of Kotzebue.

Vessel Support:	

FACILITIES & UTILITIES		
Telephone	**Cellular Service:** GCI **In-State Phone:** OTZ Telephone Co-op, Inc. **Long-Distance Phone: AT&T** Alascom (Long Distance): 1-800-288-2020 / www.att.com; GCI; OTZ Telephone	**COMMUNICATIONS**
Internet Provider	GCI (www.gci.net)	
TV Stations	ARCS	
Radio Stations	KOTZ-AM	
Cable Provider	City of Shungnak	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Provided by Alaska Village Electrical Cooperative.	
Fuel	Gasoline, diesel, kerosene and propane.	
Fuel Storage	**Tank Owners** (number of tanks @ total capacity)**:** AVEC (14 @ 116,286 gals.); Native Store (7 @ 59,000); NWAB Schools (5 @ 41,099).	
Housing	Accommodations may be coordinated with the school and the health clinic.	
Water & Sewage	The water infiltration gallery was destroyed by ice several years ago and needs replacement. A reservoir is intermittently filled from the Kobuk River – a portable pump fills a 200,000-gallon steel storage tank through 1,110' of buried arctic pipe. Groundwater wells have proven unsuccessful. Piped water and sewer are provided to 53 homes (those at the top of the bluff), the clinic, school and community building. Shungnak has a 6-inch buried gravity sewage main, which drains into a small, diked lake one-half mile northwest of the city. The effluent is chlorinated before discharge.	
Services	Groceries and supplies available at Shungnak Native Store (437-2148). No laundromat available and no banking facilities.	
Miscellaneous	There is one school located in the community, attended by 95 students. A new city-operated landfill has recently been completed, but it is not permitted by ADEC.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Community hall, etc. – School –
Potential Staging Areas	Airport – 442-3147 (Kotzebue) National Guard Armory – 437-2168 Other government facilities –
Local Spill Response Equipment	Some boats and sorbent pads may be available.

		SOLOMON
Location and Climate	Solomon is located on the west bank of the Solomon River, one mile north of Norton Sound, 34 miles east of Nome, at approximately 64d 34m N Latitude, 164d 26m W Longitude (Sec. 03, T011S, R029W, Kateel River Meridian). The climate is both continental and maritime. Summers are short, wet and mild; winters are cold and windy. Temperatures range between -30 and 56. Annual precipitation is 16 inches, with 54 inches of snowfall.	
History, Culture, & Demographics	The village was originally settled by Eskimos of the Fish River tribe. The gold rush during the summers of 1899 and 1900 brought thousands of people to the Solomon area, and by 1904 Solomon had seven saloons, a post office, a ferry dock, and was the southern terminus of a narrow gauge railroad that ran to the Kuzitrin River. In 1913, the railroad was washed out by storms, and in 1918, the flu epidemic struck. The BIA constructed a large school in 1940, but during World War II, a number of families moved away from Solomon. The post office and BIA school were closed in 1956. The Solomon Roadhouse operated until the 1970s. A federally recognized tribe has an office in Nome. Solomon is a subsistence-use area for Nome residents.	
Economy	Some gold mining still occurs. Many Nome residents have seasonal homes or camps in Solomon.	
Subsistence	Fishing and hunting for waterfowl and ptarmigan.	
Population	0	
Borough Located In	Unorganized	
Incorporation Type	2ND Class City	
Native Entities	**Regional:**	Bering Strait
	Profit:	Bering Strait Native Corporation
	Nonprofit:	Kawerak, Inc.
	Village:	Village of Solomon

EMERGENCY SERVICES	
State Troopers VPSO	800-443-2835 (Nome)
Fire	
Medical	The closest health care is available at Norton Sound Regional Hospital in Nome.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Solomon Native Corporation	P.O. Box 243 Nome, AK 99762	222-6668 443-2844 (fax)	gregoryptimbers@gmail.com

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Native Village of Solomon	P.O. Box 2053 Nome, AK 99762	443-4985 443-5189 (fax)	tc.sol@kawerak.org

TRANSPORTATION	
Accessibility	Solomon is located along the Nome/Council road. Snowmachines and dogsleds are important forms of transportation during the winter.
Airport Facilities	The 1,150' dirt/gravel airstrip in Solomon has been abandoned and deeded to the State of Alaska to be held in trust by the State of Alaska's Municipal Land Trust Office for the future city of Solomon.
Airline Services	Charter flights available from Nome.
Freight	No information
Vessel Support:	

FACILITIES & UTILITIES		
Telephone	**Cellular Service:** none **In-State Phone:** Mukluk Telephone Co./TelAlaska **Long-Distance Phone:** AT&T Alascom (Long Distance): 1-800-288-2020 / www.att.com;	**COMMUNICATIONS**
Internet Provider	None	
TV Stations	ARCS	
Radio Stations	None	
Cable Provider	None	
Teleconferencing	None	
Electricity	None	
Fuel	Gasoline, diesel, and propane.	
Fuel Storage	**Tank Owners** (number of tanks @ total capacity)**:** Solomon Mines, Inc. (20,000 gals.)	
Housing	The Tribe owns and operates the Solomon B&B (907) 443-2403.	
Water & Sewage	There are no public facilities in Solomon. Residents haul water from Manilla Creek, Jerusalem Creek, or Solomon River, and use honeybuckets.	
Services	No services or facilities available.	
Miscellaneous	There are no state-operated schools located in the community.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Community hall, etc. – School –
Potential Staging Areas	Airstrip – Other government facilities –

Local Spill Response Equipment	None identified

9770.6.26 - Stebbins

		STEBBINS
Location and Climate	Stebbins is located on the northwest coast of St. Michael Island on Norton Sound, 8 miles north of St. Michael and 120 miles southeast of Nome. It lies at approximately 63d 31m N Latitude, 162d 17m W Longitude (Sec. 02, T023S, R019W, Kateel River Meridian). Stebbins has a subarctic climate with a maritime influence during the summer. Average summer temperatures are 40 to 60; winter temps range from -4 to 16. Extremes have been measured from -55 to 77. Annual precipitation is 12 inches, including 38" of snowfall. Norton Sound is ice-free from June to November, but clouds and fog are common.	
History, Culture, & Demographics	Redoubt St. Michael was built at nearby St. Michael by the Russian-American Company in 1833. The Yup'ik name for the village is Tapraq, the Inupiaq name is Atriviq, and the name Stebbins was first recorded in 1900. The first U.S. Census occurred in 1950, indicating 80 Yup'ik Eskimos. Nearly 95% of the population are Alaska Natives. A federally recognized tribe is located in the community. It is a majority Yup'ik Eskimo village with a commercial fishing and subsistence lifestyle. The sale or importation of alcohol is banned in the village.	
Economy	The Stebbins economy is based on subsistence harvests supplemented by part-time wage earnings. The city government and school provide the only full-time positions. The Stebbins Native Corporation has established a mining company, selling raw gravel to rip raft materials, and armored rock. The commercial herring fishery has become increasingly important, including fishing on the lower Yukon. Twenty-one residents hold commercial fishing permits. Reindeer herding has occurred in conjunction with Saint Michael; there is an unmanaged herd on Stuart Island.	
Subsistence	Residents subsist upon fish, seal, walrus, reindeer and beluga whale, with gardens providing vegetables during the summer months.	
Population	543	
Borough Located In	Unorganized	
Incorporation Type	2ND Class City	
Native Entities	**Regional:**	Bering Strait
	Profit:	
	Nonprofit:	
	Village:	

EMERGENCY SERVICES	
State Troopers	800-443-2835 (Nome)

VPO	934-2662
Fire	934-2662
Medical	Stebbins Health Clinic – 934-3311/2464

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of Stebbins	P.O. Box 22 Stebbins, AK 99671	934-3451 934-3452 (fax)	stebbinscity@yahoo.com
Stebbins Native Corporation	P.O. Box 71110 Stebbins, AK 99671	934-3074 934-2399 (fax)	stebbinsnativecorporation@hotmail.com
Stebbins Community Association	P.O. Box 2 Stebbins, AK 99671	934-3561 934-3560 (fax)	tc.wbb@kawerak.org

TRANSPORTATION	
Accessibility	By plane, boat and snowmachine. A 10.5-mile road runs to Saint Michael; there are no roads linking the village to other parts of the state. ATVs and snowmachines commonly used in winter.
Airport Facilities	A State-owned 3,000' gravel airstrip. Elevation 26'.
Airline Services	Regular flights, charters and freight services are available from Bethel: Bering Air; Ravn Air; Ryan Air (freight).
Freight	A cargo ship brings supplies annually by way of Nome and goods are lightered to shore.
Vessel Support:	No dock or harbor.

FACILITIES & UTILITIES		
Telephone	**Cellular Service:** GCI; TelAlaska **In-State Phone:** Mukluk Telephone Co./TelAlaska **Long-Distance Phone:** **AT&T** Alascom (Long Distance): 1-800-288-2020 / www.att.com; GCI; Mukluk Telephone	**COMMUNICATIONS**
Internet Provider	GCI (www.gci.net); TelAlaska	
TV Stations	ARCS	
Radio Stations	KICY-AM; KNOM-AM	
Cable Provider	City	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Provided by Alaska Village Electrical Cooperative	
Fuel	Gasoline, diesel, and propane.	
Fuel Storage	**Tank Owners** (number of tanks @ total capacity)**:** AVEC (9 @ 387,642 gals.); Bering Strait Schools (2 @ 80,000); Tapraq Fuel Co./City (9 @ 111,800); Ferris General Store (4 @ 26,800); Army Nat'l Guard (3,000); AK DOT (3,000); Charlie Steves (3,000).	

Housing	No hotel, but arrangements can sometimes be made for sleeping at the school or private homes.
Water & Sewage	Major improvements are under way to enable a piped water system with household plumbing and vacuum-powered sewer. Residents currently haul water and deposit honeybuckets in bunkers. Water is derived during the summer from Big Clear Creek, treated and stored in a 1,000,000-gallon steel water tank. In the summer there are several watering points in the village, distributed from the tank via plastic pipelines. A reservoir at Clear Lake and a new water storage tank are under construction to alleviate winter water shortages.
Services	No restaurant or banking services. Groceries, clothing, first-aid supplies, and hardware available at Stebbins Native Store (934-3241). Laundry and shower facilities available. No repair services. Arrangements can be made to rent off-road vehicles and boats.
Miscellaneous	There is one school located in the community, attended by 197 students. ADEC has approved the landfill for use, although it is not permitted. Refuse is collected by the city from central bins.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Community hall, etc. – School –
Potential Staging Areas	Airport – 624-3261 (Unalakleet) Other government facilities –
Local Spill Response Equipment	The Denali Commission funded a new community tank farm and provided oil spill response equipment. Up to 30 boats, some sorbent pads, 800' of boom, a backhoe, two tractors, a scraper, and two dump trucks may be available.

9770.6.27 - Teller

	TELLER
Location and Climate	Teller is located on a spit between Port Clarence and Grantley Harbor on the Seward Peninsula, 72 miles northwest of Nome, at approximately 65d 16m N Latitude, 166d 22m W Longitude (Sec. 01, T003S, R038W, Kateel River Meridian). The climate is maritime when ice-free, then changes to a continental climate after freezing. Grantley Harbor is generally ice-free from early June to mid-October. Average summer temperatures range from 44 to 57, winter average -9 to 8, with extremes measured from -45 to 82. Annual precipitation is 11.5 inches, with 50 inches of snowfall.
History, Culture, & Demographics	The Eskimo fishing camp called "Nook" was reported 20 miles south of Teller in 1827. Present-day Teller was also established in 1900 after the Bluestone Placer Mine discovery 15 miles to the south. During these boom years, Teller had a population of about 5,000 and was a major

	regional trading center, attracting Natives from Diomede, Wales, Mary's Igloo and King Island. In May 1926, bad weather caused the dirigible "Norge" to detour to Teller on its first flight over the North Pole from Norway to Nome. Approximately 87% of the population are Alaska Natives. A federally recognized tribe is located in the community. Teller is a traditional Kawerak Eskimo village with a subsistence lifestyle. Many residents today were originally from Mary's Igloo. Sale of alcohol is banned in the village.	
Economy	The Teller economy is based on subsistence activities supplemented by part-time wage earnings. One resident holds a commercial fishing permit. There are mineral deposits in the area. A herd of over 1,000 reindeer wander the area, and the annual round-up provides meat and a cash product, which is sold mainly on the Seward Peninsula. Over one-third of households produce crafts or artwork for sale, and some residents trap fox.	
Subsistence	Fish, seal, moose, beluga whale and reindeer are harvested for subsistence.	
Population	281	
Borough Located In	Unorganized	
Incorporation Type	2ND Class City	
Native Entities	**Regional:**	Bering Strait
	Profit:	
	Nonprofit:	
	Village:	

EMERGENCY SERVICES	
State Troopers	800-443-2835 (Nome)
VPSO	642-3408
Fire	
Medical	Teller Health Clinic – 642-3311. Auxiliary health care provided by flight to Nome.

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of Teller	P.O. Box 548 Teller, AK 99778	642-3401 642-2051 (fax)	cityofteller@gmail.com
Teller Power Company	#1 Grantley Avenue Teller, AK 99778	642-3692	
Teller Native Corp.	P.O. Box 509 Teller, AK 99778	642-6132 642-2181 (fax)	

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
Native Village of Teller	P.O. Box 590 Teller, AK 99778	642-3381 642-2072 (fax)	tc.tla@kawerak.org

TRANSPORTATION	
Accessibility	By sea and air, plus Teller has a road link to Nome from May to September via a 72-mile gravel road. ATVs and snowmachines are commonly used in winter.
Airport Facilities	A State-owned 3,000' gravel airstrip. Elevation 293'.
Airline Services	Regular flights to Nome: Bering Air;Ravn Air; Baker Air; Ryan Air (freight).
Freight	Goods are lightered from Nome and offloaded on the beach.
Vessel Support:	There is no dock, but Port Clarence is a natural harbor and has been considered for a deep water port.

FACILITIES & UTILITIES		
Telephone	**Cellular Service:** GCI; TelAlaska **In-State Phone:** Mukluk Telephone Co./TelAlaska **Long-Distance Phone: AT&T** Alascom (Long Distance): 1-800-288-2020 / www.att.com; GCI; Mukluk Telephone	**COMMUNICATIONS**
Internet Provider	GCI (www.gci.net); TelAlaska	
TV Stations	ARCS	
Radio Stations	KICY-AM; KNOM-AM	
Cable Provider	City of Teller	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Provided by Teller Power Company.	
Fuel	Gasoline, diesel, and propane.	
Fuel Storage	**Tank Owners** (number of tanks @ total capacity)**:** AVEC (4 @ 185,759 gals); Bering Strait Schools (3 @ 63,000); Teller Native Fuel/Village Corp. (63,300); Richard Blodgett (213,000); Thurman Oil & Mining (20,000).	
Housing	Accommodations possible at the school (642-3041).	
Water & Sewage	During summer, water is hauled from the Gold Run River (20 miles away) by the city water truck and delivered to home storage tanks. A few residents use their own ATVs or snowmachines to haul water. During winter, treated water is delivered from a large storage tank at the washeteria, or melt ice is used from area creeks. Preliminary work has begun on a piped water and sewer system, but a new water source must first be developed. Wells have proven unsuccessful. The school operates its own sewer system. A few homes and facilities have septic tanks, but 42 residents use honeybuckets, which are hauled by the city.	

Services	Groceries, clothing, first-aid supplies, and hardware available at Teller Native Store (642-4521). Washeteria available, but no banking facilities. Car rental may be possible at Grantley Harbor Tours.
Miscellaneous	There is one school located in the community, attended by 66 students. The community participates in hazardous waste collection.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Community hall, etc. – School –
Potential Staging Areas	Airport – 443-2500 (Nome) Also, DOT&PF 642-3351 National Guard Armory – 642-2117
Local Spill Response Equipment	None identified

9770.6.28 - Unalakleet

	UNALAKLEET
Location and Climate	Unalakleet is located on Norton Sound at the mouth of the Unalakleet River, 148 miles southeast of Nome and 395 miles northwest of Anchorage. It lies at approximately 63d 52m N Latitude, 160d 47m W Longitude (Sec. 03, T019S, R011W, Kateel River Meridian). Unalakleet has a subarctic climate with considerable maritime influences when Norton Sound is ice-free, usually from May to October. Winters are cold and dry, temperatures average -4 to 11, and average summer temps range 47 to 62;. Extremes have been measured from -50 to 87. Precipitation averages 14 inches annually, with 41 inches of snow.
History, Culture, & Demographics	Archaeologists have dated house remnants along the beach ridge from 200 B.C. to 300 A.D. The name Unalakleet means "place where the east wind blows." Unalakleet has long been a major trade center as the terminus for the Kaltag Portage, an important winter travel route connecting to the Yukon River. Indians on the upper river were considered "professional" traders who had a monopoly on the Indian-Eskimo trade across the Kaltag Portage. The Russian-American Company built a post here in the 1830s. In 1898, reindeer herders from Lapland were brought to Unalakleet to establish sound herding practices. In 1901, the Army Signal Corps built over 605 miles of telegraph line from St. Michael to Unalakleet, over the Portage to Kaltag and Fort Gibbon. Approximately 82% of the population are Alaska Natives. A federally recognized tribe is located in the community. The sale of alcohol is prohibited in the community, although importation and possession are allowed.
Economy	Unalakleet has a history of diverse cultures and trade activity. The local economy is the most active in Norton Sound and includes a traditional Unaligmiut Eskimo subsistence lifestyle. Both commercial herring

	fishing and subsistence activities are major components of Unalakleet's economy. A fish processing plant that employs over 50 seasonal workers was recently completed, and 113 residents hold commercial fishing permits. Government and school positions are relatively numerous, along with many retail and service positions. Tourism is becoming increasingly important; there is world-class silver fishing in the area.	
Subsistence	Fish, waterfowl, seal, caribou, moose and bear are harvested for subsistence.	
Population	757	
Borough Located In	Unorganized	
Incorporation Type	2ND Class City	
Native Entities	**Regional:**	Bering Strait
	Profit:	
	Nonprofit:	
	Village:	

EMERGENCY SERVICES	
State Troopers	800-443-2835 (Nome)
Police	624-3008
VPSO	624-3055
Fire	624-3008
Medical	Unalakleet Euksavik Clinic – 624-3535

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of Unalakleet	P.O. Box 28 Unalakleet, AK 99684	624-3531 624-3130	counk@alaskan.com
Unalakleet Valley Electric Cooperative	P.O. Box 186 Unalakleet, AK 99684	624-3474 624-3009 (fax)	uvec@gci.net
Bering Strait Schools	P.O. Box 225 Unalakleet, AK 99684	624-3611 624-3099 (fax)	http://www.bssd.org jadavis@bssd.org,
Unalakleet Native Corporation	P.O. Box 100 Unalakleet, AK 99684	624-3411 624-3833	
Native Village of Unalakleet	P.O. Box 270 Unalakleet, AK 99684	624-3622 624-3402	tc.unk@kawerak.org

TRANSPORTATION	
Accessibility	By barge, plane, small boat and snowmachine. There are no roads linking the city to other parts of the state. Boats are used for inter-village travel and subsistence activities. Local overland travel is mainly by ATVs, snowmachines and dogsleds in winter.
Airport Facilities	A State-owned 6,200' gravel airstrip, which recently underwent major improvements. Elevation 21'.
Airline Services	There are regular flights to Anchorage: PenAir; Bering Air; Ravn Air; Ryan Air (freight).
Freight	Cargo is lightered from Nome.
Vessel Support:	There is a dock.

FACILITIES & UTILITIES		
Telephone	**Cellular Service:** GCI **In-State Phone:** United KUC, Inc. **Long-Distance Phone: AT&T** Alascom (Long Distance): 1-800-288-2020 / www.att.com; GCI	**COMMUNICATIONS**
Internet Provider	GCI (www.gci.net)	
TV Stations	ARCS	
Radio Stations	KNSA-AM	
Cable Provider	Frontier Cable, Inc	
Teleconferencing	Alaska Teleconferencing Network; Nome Legislative Information Office	
Electricity	Provided by Unalakleet Valley Electric Cooperative. Matanuska Electric Assoc. owns and operates the electrical system in Unalakleet through the Unalakleet Valley Electric Cooperative.	
Fuel	Gasoline, diesel, and propane.	
Fuel Storage	**Tank Owners** (number of tanks, total capacity)**:** Native Corp. (8 @ 153,500 gals.); Alaska DOT (2 @ 40,800); City (71,400); West Coast Aviation (8 @ 305,600); Bering Strait Schools (4 @ 186,400); Ryan Air (17,000); Alaska Commercial Co. (17,500); UVEC (7 @ 411,000).	
Housing	Accommodations available at Unalakleet Lodge (624-3333); the Sleep Inn; Shafter Building.	
Water & Sewage	Water is derived from an infiltration gallery on Powers Creek, treated and stored in a million-gallon steel tank. 190 households are connected to the piped water and sewer system and have complete plumbing. Only two households haul water and honeybuckets.	
Services	Groceries, clothing, first-aid supplies, and hardware available at several stores, including Alaska Commercial (624-3272) and UNC General Store (624-3322). Food available at The Igloo (624-3640) and Peace on Earth (pizza) restaurant. No Laundromat or banking facilities. Repair services available, and rental transportation includes autos, off-road vehicles, boats, and charter aircraft.	

Miscellaneous	There is one school located in the community, attended by 230 students. Residents haul refuse to the baler facility for transportation to the landfill.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Community hall, etc. – School –
Potential Staging Areas	Airport – 624-3261
Local Spill Response Equipment	Some sorbent pads and boom maintained in the village. ADEC Spill Response Equipment Conex.

9770.6.29 - Wales

	WALES
Location and Climate	Wales is located on Cape Prince of Wales at the western tip of the Seward Peninsula, 111 miles northwest of Nome, at approximately 65d 37m N Latitude, 168d 05m W Longitude (Sec. 05, T002N, R045W, Kateel River Meridian). It has a maritime climate when the Bering Strait is ice-free, usually June to November. After the freeze, there is an abrupt change to a cold continental climate. Average summer temperatures range from 40 to 50; winter temperatures range from -10 to 6. Annual precipitation is 10 inches, including 35 inches of snow. Frequent fog, wind and blizzards limit access to Wales.
History, Culture, & Demographics	In 1827 the Russian Navy reported the Eskimo villages of "Eidamoo" near the coast and "King-a-ghe" further inland. In 1890, the American Missionary Association established a mission here, and in 1894 a reindeer station was organized. Wales became a major Kinugmiut Eskimo whaling center due to its location along migratory routes, and it became the region's largest and most prosperous village, with more than 500 residents. The influenza epidemic in 1918-19 claimed the lives of many of Wales' finest whalers. A burial mound of the "Birnirk" culture (500 A.D. to 900 A.D.) was discovered near Wales and is now a national landmark. Ancient songs, dances, and customs are still practiced. In the summer Little Diomede residents travel between the two villages in large traditional skin boats.
Economy	The economy of Wales is based on subsistence hunting and fishing, trapping, Native arts and crafts, and some mining. A private reindeer herd is managed out of Wales, and local residents are employed to assist in the harvest.
Subsistence	Whales, walrus, polar bear, moose, reindeer, salmon, and other fish are harvested for subsistence.
Population	154
Borough Located In	Unorganized

Incorporation Type	2ND Class City	
Native Entities	**Regional:**	Bering Strait
	Profit:	
	Nonprofit:	
	Village:	

EMERGENCY SERVICES	
State Troopers ***VPSO***	800-443-2835 (Nome)
Fire	
Medical	Wales Health Clinic – 664-3311/3691

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of Wales	P.O. Box 489 Wales, AK 99783	664-3501 664-2359 (fax)	ccofwales@gmail.com
Wales Native Corporation	P.O. Box 529 Wales, AK 99783	664-2138 664-3641 (fax)	
Native Village of Wales	P.O. Box 549 Wales, AK 99783	664-3062 664-2200 (fax)	tc.waa@kawerak.org

TRANSPORTATION	
Accessibility	By plane, small boat and snowmachine. An unimproved road covers the 6.5 miles to Tin City, but there are no roads linking the city to other parts of the state. Aluminum skiffs have replaced skin boats as the primary method of sea travel, and snowmachines are used in winter.
Airport Facilities	A State-owned 4,800' gravel airstrip. Elevation 25'. Easterly winds may cause turbulence. Frequent fog, wind and occasional blizzards limit access to Wales. In the winter, planes frequently use the ice on the Strait for landings.
Airline Services	Ravn Air Service.
Freight	A cargo ship delivers goods to Nome; the goods are transferred to Wales and lightered a half mile to shore.
Vessel Support	

FACILITIES & UTILITIES		
Telephone	**Cellular Service:** GCI; TelAlaska **In-State Phone:** Mukluk Telephone Co./TelAlaska **Long-Distance Phone: AT&T** Alascom (Long Distance): 1-800-288-2020 / www.att.com; GCI; Mukluk Telephone	**COMMUNICATIONS**
Internet Provider	GCI (www.gci.net)	
TV Stations	ARCS	
Radio Stations	KICY-AM; KNOM-AM	
Cable Provider	Wales Native Corp.	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Provided by Alaska Village Electrical Cooperative.	
Fuel	Gasoline, diesel, and propane.	
Fuel Storage	**Tank Owners** (number of tanks @ total capacity)**:** AVEC (7 @ 64,749 gals.); Native Corp. (97,500); Bering Strait Schools (3 @ 39,500).	
Housing	Accommodations (trailer) may be arranged with the Wales Native Corp. (664-3641); also check with the City of Wales (664-3501) for possible room.	
Water & Sewage	Water is obtained from Gilbert Creek during the summer, and residents haul treated water from a 500,000-gal. storage tank at the washeteria. Some use untreated water from Village Creek. The community needs a second water source, and has experienced water shortages; Cape Mountain is being investigated as a possible source. Almost all residents use honeybuckets, and very few homes currently have plumbing. The school, clinic and city building are connected to a piped water and septic system.	
Services	Groceries, clothing, first-aid supplies, and hardware available at Wales Native Store (664-3351). Laundromat and showers available. No restaurant or banking facilities. Arrangements may be made to rent private vehicles or boats.	
Miscellaneous	There is one school located in the community, attended by 53 students. The landfill is not permitted.	

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	Community hall, etc. – School –
Potential Staging Areas	Airport – 443-2500 (Nome) Other government facilities –
Local Spill Response Equipment	Up to 12 boats, some sorbent pads, a dump truck (Village of Wales), a loader and bulldozer (both DOT) may be available.

		WHITE MOUNTAIN
Location and Climate	White Mountain is located on the west bank of the Fish River, near the head of Golovin Lagoon, on the Seward Peninsula, 63 miles east of Nome. It lies at approximately 64d 41m N Latitude, 163d 24m W Longitude (Sec. 26, T009S, R024W, Kateel River Meridian). White Mountain has a transitional climate with less extreme seasonal and daily temperatures than Interior Alaska. Continental influences prevail in the ice-bound winter. Winter temperatures average -7 to 15, summer temperatures range from 43 to 80. Annual precipitation is 15 inches, with 60 inches of snow. The Fish River freezes up in November; break-up occurs in late May.	
History, Culture, & Demographics	White Mountain is a Kawerak Eskimo village, with historical influences from the gold rush. Nearly 90% of the population are Alaska Natives. A federally recognized tribe is located in the community. Subsistence activities are prevalent.	
Economy	The entire population depends on subsistence hunting and fishing, and most residents spend the entire summer at fish camps. The school, Native store and White Mountain Lodge provide the only local employment. Construction outside of town and fire fighting provide seasonal employment. Four residents hold commercial fishing permits. Ivory and bone carvings contribute some cash. A reindeer farm is run by a local resident.	
Subsistence	Ducks, geese, salmon, other fish, beluga whale, seal, moose, caribou, reindeer, and brown bear are harvested for subsistence.	
Population	207	
Borough Located In	Unorganized	
Incorporation Type	2ND Class City	
Native Entities	**Regional:**	Bering Strait
	Profit:	White Mountain Native Corporation
	Nonprofit:	City of White Mountain
	Village:	Native Village of White Mountain

EMERGENCY SERVICES	
State Troopers	800-443-2835 (Nome)
VPSO	638- 3626/2100
Fire	638-3771/3626
Medical	White Mountain Health Clinic – 638-3311

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
City of White Mountain	P.O. Box 130 White Mountain, AK 99784	638-3411 638-3421 (fax)	wmocity@gci.net

LOCAL CONTACTS & REGIONAL/STATE ORGANIZATIONS WITH LOCAL OFFICES			
ORGANIZATION	**ADDRESS**	**PHONE**	**WEBSITE/EMAIL**
White Mountain Native Corporation	P.O. Box 89 White Mountain, AK 99784	638-1101 or 1-877-622-5003	wmnativecorp@gmail.com
Village of White Mountain	P.O. Box 84090 White Mountain, AK 99784	638-3651 638-3652	tc.wmo@kawerak.org

TRANSPORTATION	
Accessibility	By plane, small boat and snowmachine. There are no roads linking the village to other parts of the state. Boats are used for inter-village travel and subsistence activities. ATVs and snowmachines are commonly used in winter. Locals are interested in a road to Golovin to permit fuel deliveries, or the construction of a docking facility for barges.
Airport Facilities	A State-owned 3,000' gravel airstrip. Elevation 262'.
Airline Services	Scheduled flights are available regularly from Nome: Bering Air; Ravn Air; Ryan Air (freight).
Freight	Cargo barges cannot currently land at White Mountain, and supplies are lightered from Nome and offloaded on the beach.
Vessel Support:	There is no dock at the village.

FACILITIES & UTILITIES		
Telephone	**Cellular Service:** GCI; TelAlaska **In-State Phone:** Mukluk Telephone Co./TelAlaska **Long-Distance Phone: AT&T** Alascom (Long Distance): 1-800-288-2020 / www.att.com; GCI; Mukluk Telephone	**COMMUNICATIONS**
Internet Provider	GCI (www.gci.net); TelAlaska	
TV Stations	ARCS	
Radio Stations	KICY-AM; KNOM-AM	
Cable Provider	Dish Network	
Teleconferencing	Alaska Teleconferencing Network	
Electricity	Provided by White Mountain Utilities.	
Fuel	Gasoline, white gas, diesel, and propane.	
Fuel Storage	**Tank Owners** (number of tanks @ total capacity)**:** City (6 @ 138,000 gals.); Bering Strait Schools (2 @ 46,000); Native Store (4 @ 92,000); Lodge (2,000); AK DOT (3,000).	
Housing	Native village has a couple of rooms available to rent. Accommodations may be possible at the high school or the city office guest room.	
Water & Sewage	Water is obtained from a well near the Fish River and treated. Sixty-four households and facilities are connected to the piped water and sewer system, but two other households haul honeybuckets.	

Services	Groceries, clothing, and some supplies available in town. No laundromat available. No restaurant or banking facilities.
Miscellaneous	There is one school located in the community, attended by 71 students. Funding has been requested to relocate the landfill; the current site is a permitted Class III Municipal Solid Waste Landfill.

SPILL RESPONSE SUPPORT *(Contact local officials to determine possibility of using community facilities.)*	
Potential Command Posts	City Office (638-3411)/ Village Office (638-3651) School (638-3021)
Potential Staging Areas	Airport (443-2500) -Nome Other government facilities –
Local Spill Response Equipment	Up to ten boats, a backhoe, and emergency vehicles may be available.

Contents

9770.7 – Western Alaska

The following regional organizational information applies to the Western Alaska subarea communities. For specifics regarding each community, see the detailed community profile.

Regional Native Corporations:

Calista Corporation, 601 W. 5th Avenue #200, Anchorage, AK 99501, Phone 279-5516, Fax 272-5060, Web: http://www.calistacorp.com/

Doyon, Limited, Doyon Bldg. - 201 First Avenue, Fairbanks, AK 99701, Phone 452-4755, Fax 456-6785, Web: http://www.doyon.com/

School Districts:

Iditarod Area Schools, Box 90, McGrath, AK 99627, Phone 524-3033, Fax 524-3217

Kashunamiut School District, 985 KSD Way, Chevak, AK 99563, Phone 858-7713, Fax 858-7328

Kuspuk Schools, Box 49, Aniak, AK 99557-0229, Phone 675-4250, Fax 675-4305

Lower Yukon Schools, P.O. Box 32089, Mountain Village, AK 99632-0089, Phone 591-2411, Fax 591-2449, Web: http://www.lysd.k12.ak.us

Saint Mary's School District, Box 9, Saint Mary's, AK 99658-0009, Phone 438-2411, Fax 438-2831

Yupiit School District, Box 51100, Akiachak, AK 99551-0010, Phone 825-4428, Fax 825-4827

Regional Development:

Lower Kuskokwim Economic Development Council, P.O. Box 2021, Bethel, AK 99559, Phone 543-5967, Fax 543-3130, e-mail: carl_berger@ddc-alaska.org

Interior Rivers Resource Conservation & Development Council, P.O. Box 309, Aniak, AK 99557, Phone 675-4578, Fax 675-4579, e-mail: rrs@kuskokwim.com

Housing Authority:

AVCP Regional Housing Authority, P.O. Box 767, Bethel, AK 99559, Phone 543-3121, Fax 543-3933,
e-mail: avcprhadon@aol.com

Interior Regional Housing Authority, 828 27th Avenue, Fairbanks, AK 99701, Phone 452-8315, Fax 456-8941, e-mail: joseph@irha.org

Regional Health Corporations:

Tanana Chiefs Conference, 122 First Avenue #600, Fairbanks, AK 99701, Phone 452-8251, Fax 459-3850, e-mail: wmayo@tananachiefs.org, Web: http://www.alaska.net/~tcc/

Yukon-Kuskokwim Health Corporation, P.O. Box 528, Bethel, AK 99559,
Phone 543-6300, Fax 543-6006

Regional Native Non-Profit:
Association of Village Council Presidents (AVCP), P.O. Box 219, Bethel, AK 99559, Phone 543-7300, Fax 543-3596, e-mail: Myron_Naneng@avcp.org

Denakkanaaga, Inc., 409 Fourth Ave., Fairbanks, AK 99701, Phone 456-1748, Fax 452-6641, e-mail: dnakanga@polarnet.com

Kuskokwim Native Association, P.O. Box 127, Aniak, AK 99557, Phone 675-4386, Fax 675-4387

9770.7.1 – Akiachak

AKIACHAK - Pronunciation/Other Names: (ACK-ee-uh-chuck)

Population: 655 (Alaska Dept of Labor estimate)
Incorporation Type: Unincorporated
Borough Located In: Unorganized
Regional Native Corporation: Calista Corp.

Emergency Services:
Police: VPSO 825-4313
State Troopers: 543-3494 (Bethel)
Akiachak PD: 825-4482
Fire: Akiachak Volunteer Fire Department 825-4313
Medical: Akiachak Native Community Clinic (Phone: 825-4011)

Organizations with Local Offices:

Village Council - Akiachak Native Community
P.O. Box 51070, Akiachak, AK 99551-0070
Phone: 825-4626
Fax: 825-4029
E-mail: akiachak@aitc.org

School District - Yupiit School District
P.O. Box 51190, Akiachak, AK 99551-0190
Phone 825-3600
Fax 825-3655
Web: http://www.yupiit.org

Village Corporation - Akiachak, Limited
P.O. Box 51010, Akiachak, AK 99551-0010
Phone 825-4328
Fax 825-4115
Email: AkiachakItd@hotmail.com

Location & Climate:
Akiachak is located on the west bank of the Kuskokwim River, on the Yukon-Kuskokwim Delta. It lies 18 miles northeast of Bethel. It lies at approximately 60d 54m N Latitude, 161d 25m W

Longitude (Sec. 36, T010N, R069W, Seward Meridian). Akiachak is located in the Bethel Recording District. The area encompasses 10 sq. miles of land and 2 sq. miles of water. The area averages 16 inches of precipitation, with snowfall of 50 inches. Summer temperatures range from 62 to 42; winter temperatures 19 to -2.

Transportation:

Accessibility: Scheduled air service from Bethel. Boats, snow machines and ATVs are used extensively by local residents on the Kuskokwim River. No connecting roads to other communities.

Airport Facilities: A State-owned 1,649' X 40' gravel airstrip and seaplane facilities provide scheduled and chartered services year-round to Akiachak. Relocation of the airport is planned for the future. *See the current U.S. Government Flight Information Publication (FLIP) for additional details regarding the runway and support services.*

Scheduled and Unscheduled Air Carriers: Scheduled air service from Bethel. Ryan Air Service, Yute Air, ERA Alaska

Freight: Barge and mail plane. Barges deliver bulk fuel and supplies during the summer.

Vessel Support: No information.

Facilities & Utilities:

Communications:

In-State Phone: United Utilities Inc.
Long-Distance Phone: United Utilities Inc.
TV Stations: ARCS Programming (from Akiak); KYUK
Radio Stations: KYUK-AM; KYKD-FM
Cable Provider: Village Council
Teleconferencing: Alaska Teleconferencing Network

Electricity: Electricity is provided by the Akiachak Native Community Electric Co. The power source is diesel.

Fuel: No information.

Fuel Storage – Tank Owners (number of tanks, total capacity):

- Akiachak Enterprises - 69,000 gals
- School -169,000 gals
- Electric Co. - 76,500 gals
- Village Council - 26,750 gals
- Army National Guard - 10,000 gals
- Police Station - 1,050 gals.

Housing: Lodging available at the Yupiit School District or the IRA Council Offices.

Services: Groceries/supplies available at several local stores.

Water & Sewage: Construction of a piped water and gravity sewer system is underway. A new well, water tank, water treatment plant and a road to the new lagoon have been completed. Construction will continue to plumb and connect 62 homes on the west side. Currently 12 facilities and the school are served by a piped water and sewer system; the remaining residents

haul water from the washeteria. 25 households have honeybuckets hauled by the City; the others haul their own honeybuckets or use septic tanks.
Miscellaneous: The village would like to purchase an incinerator and use the waste heat for public buildings. There is one school located in the community, attended by 155 students.

Spill Response Support
Contact local officials to determine possibility of using community facilities.
Potential Command Posts: School
Potential Staging Areas: Airport (obtain permission for use from Bethel Airport Station Manager and local airport manager)
Local Spill Response Equipment: Nearest DEC Spill Response Conex located in Bethel. Contact person is George Young, 543-2047/2087.

Economy:
The majority of year-round employment in Akiachak is in education and other public services. The Yupiit School District headquarters are located in the community. Residents rely on seasonal employment, such as commercial fishing, construction, and BLM fire-fighting. In 2010, 75 residents held commercial fishing permits, and some worked at canneries in Bristol Bay. Subsistence activities provide most food sources. Poor fish returns since 1997 have significantly affected the community.

Culture & Demographic
Akiachak is a Yup'ik Eskimo village with a fishing and subsistence lifestyle. It has a strong traditional community and was the first city in Alaska to dissolve its city government in favor of the Native village government. The sale, importation, and possession of alcohol is banned in the village.

The area was used by the Yup'ik Eskimos as a seasonal subsistence site. Called "Akiakchagamiut" in the 1890 census, the village had a population of 43 at that time. A post office was established in 1934. It incorporated as a second-class city on February 7, 1974. The city government was dissolved on January 31, 1990, in favor of traditional village council governance.

9770.7.2 – Akiak

AKIAK - **Pronunciation/Other Names:** (ACK-ee-ack)

Population: 367 (2011 DCCED certified estimate)
Incorporation Type: 2nd Class City
Borough Located In: Unorganized
Regional Native Corporation: Calista Corp.

Emergency Services:
Police: Akiak PD 765-7914
VPSO: 765-7000
State Troopers: 907-543-3494 (Bethel)
Fire: Akiak Volunteer Fire Department 765-7411
Medical: Edith Kawagley Memorial (765-7125 or 7527)

Organizations with Local Offices:

City - City of Akiak
P.O. Box 52028, Akiak, AK 99552
Phone 765-7411
Fax 765-7414

Village Council - Akiak Native Community
P.O. Box 52127, Akiak, AK 99552
Phone 765-7112
Fax 765-7512

Village Corporation - Kokarmiut Corporation
P.O. Box 147, Akiak, AK 99552
Phone 765-7228
Fax 765-7619

Electric Utility - Akiak Power Utilities
P.O. Box 52028, Akiak, AK 99552
Phone 765-7411
Fax 765-7512

Location & Climate:
Akiak is located on the west bank of the Kuskokwim River, 42 air miles northeast of Bethel, on the Yukon-Kuskokwim Delta. It lies at approximately 60d 55m N Latitude, 161d 13m W Longitude (Sec. 32, T010N, R067W, Seward Meridian). Akiak is located in the Bethel Recording District. The area encompasses 2 sq. miles of land and 1 sq. miles of water. Precipitation averages 16 inches in this area, with snowfall of 50 inches. Summer temperatures range from 62 to 42; winter temperatures 19 to -2.

Transportation:
Accessibility: Scheduled air service from Bethel. Snow machines, ATVs and skiffs are used extensively for local transportation to nearby villages.

Airport Facilities: A State-owned 1,900' gravel airstrip provides chartered or private air access year-round. The airport runway is being lengthened to 3,000' in 1998. *See the current U.S. Government Flight Information Publication (FLIP) for additional details regarding the runway and support services.*

Airline Service: ERA Alaska, Ryan Air, Yute Air

Freight: Freight arrives by barge or mail plane.

Vessel Support: There are no docking facilities.

Facilities & Utilities:
Communications:
In-State Phone: United Utilities Inc.

Long-Distance Phone: AT&T Alascom, United Utilities Inc.
TV Stations: ARCS Programming; KYUK
Radio Stations: KYUK-AM; KYKD-FM
Cable Provider: None - Alaska Rural Communication Service (ARCS)
Teleconferencing: Alaska Teleconferencing Network

Electricity: City of Akiak
Fuel: No information.

Fuel Storage - Tank Owners (total capacity):

- Kokarmiut Corp. 316,000 gals)
- Yupiit Schools (70,250 gals)
- City Electric (26,000 gals)
- Army National Guard (5,500 gals)

Housing:

- Yupiit School District
- Akiak Native Community Building
- City Hall
- Kamp Kiseralik
- (Accommodations can be arranged through the village office or through the school.)

Services: No restaurant or banking services. Supplies available through local store.

Water & Sewage: The school and clinic are connected directly to the water plant. Individual wells, septic systems, and plumbing were installed in 14 HUD homes in 1997. A piped water and gravity sewer system that will provide household plumbing is under construction. 67 homes need water and sewer service. Most residents are dependent upon the washeteria for laundry and bathing. Sewage disposal is by septic tanks, honeybuckets, or privies. The city provides septic pumping services.

Miscellaneous: There is one school located in the community, attended by 110 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts: School
Potential Staging Areas: Airport (obtain permission for use from Bethel Airport Station Manager and local airport manager)

Local Spill Response Equipment: Nearest DEC Spill Response Conex located in Bethel. Contact person is Bob Herran or George Young, 543-2047/2087.

Economy:
The majority of the year-round employment in Akiak is with the city, school, or other public services. Commercial fishing and BLM firefighting also provide seasonal income. In 2010, 21 residents held commercial fishing permits. The community is interested in developing a fish processing plant and tourism. Subsistence activities are important to residents.

Culture & Demographic

Akiak is a Yup'ik Eskimo village with a reliance on subsistence and fishing activities. The sale and importation of alcohol is banned in the village.

In 1880, the village of "Ackiagmute" had a population of 175. The name Akiak means "the other side," since this place was a crossing to the Yukon River basin during the winter for area Eskimos. The Akiak Post Office was established in 1916. A U.S. Public Health Service hospital was built in the 1920s. The city was incorporated in 1970.

9770.7.3 – Alakanuk
ALAKANUK - **Pronunciation/Other Names:** (ah-LUCK-uh-nuck)

Population: 683 (2011 DCCED certified estimate)
Incorporation Type: 2nd Class City
Borough Located In: Unorganized
Regional Native Corporation: Calista Corp.

Emergency Services:
Police: 238-3421
State Troopers: 543-3494 (Bethel)
Fire: Volunteer Fire Dept, 238-3313
Medical: Local hospitals or health clinics include Alakanuk Health Clinic (238-3212) . Auxiliary health care is provided by flight to Bethel or Anchorage (Bethel Hospital 543-3711).

Organizations with Local Offices:

City - City of Alakanuk
P.O. Box 167, Alakanuk, AK 99554
Phone 907-238-3313
Fax 907-238-3620

Village Corporation - Alakanuk Native Corporation
P.O. Box 89, Alakanuk, AK 99554
Phone 907-238-3117
Fax 907-238-3628

Village Council - Village of Alakanuk
P.O. Box 149, Alakanuk, AK 99554
Phone 907-238-3419
Fax 907-238-3429
E-mail: Alakanuk@aitc.org

Location & Climate:
Alakanuk is located at the east entrance of Alakanuk Pass, the major southern channel of the Yukon River, 15 miles from the Bering Sea. It is part of the Yukon Delta National Wildlife Refuge. It lies 8 miles southwest of Emmonak, approximately 162 air miles northwest of Bethel. It is the longest village on the lower Yukon - the development stretches over a 3 mile area along the Pass. Approximately 25 homes along the bank are being threatened by erosion. It lies at

approximately 62d 41m N Latitude, 164d 37m W Longitude (Sec. 14, T030N, R082W, Seward Meridian). Alakanuk is located in the Bethel Recording District. The area encompasses 35 sq. miles of land and 6 sq. miles of water. The climate of Alakanuk is subarctic, averaging 60 inches of snowfall and 19 inches of total precipitation per year. Temperatures range from between -25 to 79. Heavy winds are frequent during the fall and winter. The River is used as an ice road during freeze-up, from November through May.

Transportation:

Accessibility: Jet service from Bethel or Nome. Alakanuk is easily accessible from the Yukon River and Bering Sea by barge and riverboat. Most passengers and mail arrive by air. There are no roads connecting Alakanuk with other population centers in the region, but ice roads are used in winter. Snowmachines and boats are used for local travel.

Airport Facilities: A State-owned 2,200' gravel airstrip is available.

Airline Service: Grant Aviation

Freight: Freight arrives by cargo plane and barge.

Vessel Support: Moorage facilities available at city dock with depth of seven feet.

Facilities & Utilities:

Communications:

In-State Phone: United Utilities Inc.
Long-Distance Phone: United Utilities
Internet Service Provider: Unicom/United Utilities, Inc. (www.unicom-alaska.net)
TV Stations: ARCS Radio Stations: KICY-AM; KNOM-AM
Cable Provider: City of Alakanuk
Teleconferencing: Alaska Teleconferencing Network

Electricity: Electricity is provided by AVEC.

Fuel: Diesel fuel available at the Native Store.

Fuel Storage – Tank Owners (number of tanks, total capacity):

- AVEC (15 @ 117,029 gals.)
- Native Corp. (9 @ 124,000)
- State Village Safe Water (40,000)
- School (3 @ 132,000)
- City (4,000)

Housing: Accommodations available through city office.

Services: Groceries and supplies available through local stores. No banking or major repair services.

Water & Sewage: Water is derived from the Alakanuk Slough, is treated, stored in a tank, and piped to most of the community. By 1998, 83 homes, the school and teachers' housing, were

connected to a new piped system with household plumbing. Facilities now include a new water intake, new water treatment plant, heated 300,000-gal. water storage tank, vacuum sewage plant, sewage lagoon, arctic piping, and household plumbing. A new subdivision is currently underway, and nine homes will be connected to the piped utilities. There are 25 unserved homes that are threatened by riverbank erosion; they use rain catchment or haul from the water storage tank, honeybuckets and pit privies.
Miscellaneous: The landfill uses an incinerator to reduce the volume of refuse. There is one school located in the community, attended by 197 students

Spill Response Support
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
- City Public Safety Bldg.
- Community Hall
- School

Potential Staging Areas:
- Airport –
- National Guard Armory –
- Other government facilities –

Local Spill Response Equipment:

Economy:
Alakanuk experiences a seasonal economy with most activity occurring during summer. 78 residents hold commercial fishing permits. Many have gill net permits, and set net fishermen sell their salmon to Seattle fish buyers. Government employment and retail businesses provide year-round employment. Salmon, beluga whale, seal, moose and rabbit provide food sources. Some residents trap. Many residents travel to Emmonak to shop and attend social events and basketball tournaments.

Culture & Demographic
95.8% of the population are Alaska Natives. A federally recognized tribe is located in the community. Alakanuk is a Yup'ik Eskimo village active in commercial fishing and subsistence. The sale, importation and possession of alcohol are banned in the village.

9770.7.4 – Aniak

ANIAK - **Pronunciation/Other Names**: (ANN-ee-ack)

Population: 539 (2011 DCCED certified estimate)
Incorporation Type: 2nd Class City
Borough Located In: Unorganized
Regional Native Corporation: Calista Corp.

Emergency Services:
Police:
State Troopers: 675-4398 or (800) 675-4368
Fire: City of Aniak Volunteer Fire Department 675-4601

Medical: Clara Morgan Sub-Regional Clinic (675-4556).

Organizations with Local Offices:

City - City of Aniak
P.O. Box 189, Aniak, AK 99557
Phone -675-4481
Fax 675-4486
E-mail: aniakcityof@yahoo.com

Electric Utility - Aniak Light & Power Company
P.O. Box 129, Aniak, AK 99557
Phone 675-4334
Fax 675-4334

Regional Development - Interior Rivers Resource Conservation & Development Council
P.O. Box 309, Aniak, AK 99557
Phone 675-4578
Fax 675-4579
e-mail: rrs@kuskokwim.com

Regional Native Non-Profit - Kuskokwim Native Association
P.O. Box 127, Aniak, AK 99557
Phone 675-4384

School District - Kuspuk Schools
Box 49, Aniak, AK 99557-0229
Phone 675-4250
Fax 675-4305
E-mail: bbush@ani.ksd.gcisa.net, bbush@ani.kuspuk.org

Village Corporation - The Kuskokwim Corporation
P.O. Box 349, Aniak, AK 99557
Phone 675-4275
Fax 675-4276
E-mail: MCH@kuskokwim.com

Village Council - Village of Aniak
P.O. Box 349, Aniak, AK 99557
Phone 675-4349
Fax 675-4513
E-mail: Aniaktc@yahoo.com

Location & Climate:
Aniak is located on the south bank of the Kuskokwim River at the head of Aniak Slough, 59 miles southwest of Russian Mission in the Yukon-Kuskokwim Delta. It lies 92 air miles northeast of Bethel and 317 miles west of Anchorage. It lies at approximately 61d 34m N Latitude, 159d 31m W Longitude (Sec. 12, T017N, R057W, Seward Meridian). Aniak is located in the Kuskokwim

Recording District. The area encompasses 5 sq. miles of land and 1 sq. miles of water. Climate is maritime in the summer and continental in winter. Temperatures range between -55 and 87. Average yearly precipitation is 19 inches, with snowfall of 60 inches. The Kuskokwim is ice-free from mid-June through October.

Transportation:

Accessibility: Scheduled or chartered air service from Bethel. Access to Aniak is limited to air and water. There is no road connection to other villages, although the frozen river is used as a road by snowmachines during winter. The community has requested construction of a road to Chuathbaluk.

Airport Facilities: The State-owned airport is 6,000' of asphalt and is lighted, with a 3,000' crosswind runway, and is equipped for instrument approaches. Several carriers, including charter operators provide regular flights. Major airport improvements were recently completed. Floatplanes can also land on Aniak Slough.
Airline Service: ERA Alaska, Peninsula Airways, Ryan Air Service

Freight: Fuel and supplies are brought in by barge during the summer; other goods are delivered by air year-round.

Vessel Support: No moorage facilities.

Facilities & Utilities:

Communications:

In-State Phone: Bush-Tell Inc.
Long-Distance Phone: AT&T Alascom; GCI
Internet Service Provider: Bush-Tell, Inc. (www.arctic.net); School Only - GCI (www.gci.net)
TV Stations: ARCS
Radio Stations: KYUK-AM
Cable Provider: The Cable Company, Inc.
Teleconferencing: Alaska Teleconferencing Network

Electricity: Electricity is provided by Aniak Light & Power Company.

Fuel: Marine gas, diesel, propane, and regular gasoline.

Fuel Storage – Tank Owners (number of tanks, total capacity):

- Moffit Contracting (682,000 gals.)
- Kuspuk Schools (142,100); City (1,500)
- Aniak Power & Light (195,000)
- Alaska Commercial Co (15,200)
- Arctic Transportation (4,000)
- Steve Hill (21,000)
- Ryan Air (72,230)
- Dept. of Transportation (3,800)
- Bush-Tell (6,000)
- Hageland Aviation (1,900)

Housing: Aniak Hotel LOJ's, 675-4421.

Services: Laundry facilities available. Groceries and supplies available at local stores. Repair services available for marine engines, boats, and airplanes.

Water & Sewage: The majority of homes are plumbed and have individual wells. The village corporation completed a central well in 1988; there are also wells at Auntie Marie Nicoli School and the Joe Parent Voc Ed Center. Only 21 households haul water. A central piped sewage system serves most residents, with the exception of the schools, the clinic and the Napat subdivision across Aniak Slough. The system has four lift stations, and wastewater is treated in a lagoon. Some homes use individual septic tanks, but permafrost has caused drainfield problems, so most of the unserved homes use pit privies. The City provides septic pumping services. The Village Council operates a washeteria. Refuse is collected by a private firm, Aniak Disposal Service, or by individuals.

Miscellaneous: The landfill is operated by the City. Aniak Power & Light is a privately owned company. There are two schools located in the community, attended by 179 students.

Spill Response Support

Contact local officials to determine possibility of using community facilities.

Potential Command Posts: Schools

Potential Staging Areas:

- Airport –
- National Guard Armory –
- Other government facilities –

Local Spill Response Equipment: A DEC spill response container is located at Aniak. For access, call the City Manager at 675-4481 or 4446.

Economy:

The economy of Aniak is based on government, transportation, and retail services. As the largest city in the area, Aniak is a service hub for surrounding villages. Subsistence activities supplement part-time wage earnings, and some commercial fishing occurs. In 2010, 9 residents held commercial fishing permits. The school district, Kuskokwim Native Association, Bush-Tell Inc., and the Aniak Subregional Clinic provide most year-round employment. Salmon, moose, bear, birds, berries, and home gardening provide food sources.

Culture & Demographic

Aniak's population is primarily Yup'ik Eskimos and Tanaina Athabascans. Subsistence foods contribute largely to villagers' diets. Many families travel to fish camps each summer. Aniak is a Yup'ik word meaning "the place where it comes out," which refers to the mouth of the Aniak River. This river played a key role in the placer gold rush of 1900-01. In 1914, Tom L. Johnson homesteaded the site and opened a store and post office. The Yup'ik village of Aniak had been abandoned long before this time. Eskimos Willie Pete and Sam Simeon brought their families from Ohagamuit to Aniak, which reestablished the Native community. A Russian-era trader named Semyeon Lukin is credited with the discovery of gold near Aniak in 1832. Construction of an airfield began in 1939, followed by the erection of the White Alice radar-relay station in 1956, which closed in 1978. The city was incorporated in 1972.

9770.7.5 – Anvik
ANVIK - **Pronunciation/Other Names:** (AN-vick)

Population: 79 (2011 DCCED certified estimate)
Incorporation Type: 2ND Class City
Borough Located In: Unorganized
Regional Native Corporation: Doyon, Limited

Emergency Services
VPSO: 663-6380
State Troopers: 675-4398 (Aniak)
Fire: City of Anvik Volunteer Fire Department 663-6314
Medical: Anvik Health Clinic 663-6334.

Organizations with Local Offices:

City - City of Anvik
P.O. Box 50, Anvik, AK 99558
Phone 663-6328
Fax 663-6321

Village Corporation - Ingalik, Inc.
General Delivery, Anvik, AK 99558
Phone 663-6312

Village Council - Anvik Village
P.O. Box 10, Anvik, AK 99558
Phone 663-6322
Fax 663-6357
E-mail: skrugerdentleratc@gmail.co
Environmental Staff (IGAP): 663-6323

Location & Climate:
Anvik is located in Interior Alaska on the Anvik River, west of the Yukon River, 34 miles north of Holy Cross. It lies at approximately 62d 39m N Latitude, 160d 12m W Longitude (Sec. 29, T030N, R058W, Seward Meridian). Anvik is located in the Kuskokwim Recording District. The area encompasses 11 sq. miles of land and 3 sq. miles of water. The climate of Anvik is continental. Temperatures range from -60 to 87. Snowfall averages 110 inches, for 21 inches total precipitation per year. The Yukon River is ice-free from June through October.

Transportation:
Accessibility: The Anvik River, west of the Yukon, allows access during the summer by barge and floatplane. The City would like to develop additional dock and harbor facilities. Three miles of local roads are used by 3-wheelers, snowmachines and dog teams.
Airport Facilities: The State-owned 4,000' X 75' gravel airstrip provides year-round access.
Airline Service: Ryan Air Service, ERA Alaska
Freight: Air transport and barge.

Vessel Support: No information available.

Facilities & Utilities:

Communications:

In-State Phone: Bush-Tell Inc.
Long-Distance Phone: Bush-Tell Inc.
Internet Service Provider: School Only - GCI (www.gci.net); Anvik Tribal
TV Stations: ARCS
Radio Stations: KICY-AM; KNOM-AM
Cable Provider: None
Teleconferencing: Alaska Teleconferencing Network

Electricity: Electricity is provided by AVEC.
Fuel: All fuels available except premium gasoline.
Fuel Storage – Tank Owners (total capacity):

- AVEC (52,972 gals.)
- School (21,126)
- Ingalik Inc (29,490)
- Chase Ent. (10,520)
- Anvik Commercial Co. (16,555)
- City (6,500)

Housing: Accommodations available thru Chase Enterprises Lodge; Anvik City Building; School
Services: Groceries and supplies available through local stores. Laundromat available. Major repair services, charter aircraft available. No banking services.
Water & Sewage: The majority of homes have new individual water wells, piped sewage disposal, and complete plumbing. Treated well water is also available at the washeteria. Funds have been requested to complete the remaining unserved homes. 13 homes need plumbing, 16 need a septic tank, and 4 new water wells need to be drilled. Blackwell School also needs a new well.
Miscellaneous: There is one school located in the community, attended by 26 students.

Spill Response Support

Contact local officials to determine possibility of using community facilities.
Potential Command Posts:

- City of Anvik, 663-6328
- Tribal Office, 663-6322

Potential Staging Areas:

- City of Anvik, 663-6328
- Airport
- National Guard Armory
- Other government facilities

Local Spill Response Equipment: Nearest DEC Spill Response Conex located in Aniak at ADOTPF, 675-4345.

Economy:

Anvik is characterized by a seasonal economy. Very few year-round wage-earning positions are available. Residents rely heavily on subsistence activities. In 2010, 11 residents held commercial fishing permits. The city provides services, such as fresh water, to fish processors. Subsistence

foods include salmon, moose, black bear, and small game. Several residents trap or make handicrafts, and many families engage in home gardening.

Culture & Demographic
Subsistence and home gardening are actively pursued by the local Ingalik Athabascan Indians. Many families travel to fish camps during the summer. The sale of alcohol is banned in the community.

Anvik has historically been an Ingalik Indian village. It has been known as American Station, Anvic, Anvick, Anvig, Anvig Station, and Anwig. The Russian Glazanov reported it as having100 people in 1834. Originally, it was on other side of the river to the northeast, at a place called "The Point." Residents gradually moved across the river with the establishment of an Episcopal mission and school in 1887. A post office opened in 1897. After the flu epidemic of 1918-19 and another in 1927, many orphans became wards of the mission. Some children came from as far away as Fort Yukon. Sternwheelers carried supplies to the village in the early 1920s. Some residents had contracts to cut wood for the sternwheeler's fuel, and fish and furs were sold to traders. The early 1930s brought the first arrival of a plane on skis. The city was incorporated in 1969.

9770.7.6 – Atmautluak

ATMAUTLUAK - **Pronunciation/Other Names:** (aht-MOUTH-luck)

Population: 275 (2011 AK Dept of Labor estimate)
Incorporation Type: Unincorporated
Borough Located In: Unorganized
Regional Native Corporation: Calista Corp.

Emergency Services
VPSO: 553-5775
State Troopers (Bethel): 543-2294
Fire: Atmautluak Volunteer Fire Department 553-5775
Medical: Atmautluak Health Clinic (553-5114).

Organizations with Local Offices:

Electric Utility - Atmautluak Tribal Utilities
P.O. Box 6564, Atmautluak, AK 99559
Phone 563-5429
Fax 563-5429

Village Corporation - Atmautluak Limited
P.O. Box 6548, Atmautluak, AK 99559
Phone 553-5428
Fax 553-5610

Village Council - Village of Atmautluak
P.O. Box 6568, Atmautluak, AK 99559

Phone 553-5610
Fax 553-5216
E-mail: atmautluaktc@hughes.net

Location & Climate:
Atmautluak lies on the west bank of the Pitmiktakik River in the Yukon-Kuskokwim delta, 20 miles northwest of Bethel. It lies at approximately 60d 51m N Latitude, 162d 16m W Longitude (Sec. 19, T009N, R074W, Seward Meridian). Atmautluak is located in the Bethel Recording District. The area encompasses 2 sq. miles of land and 0 sq. miles of water. The area averages 16 inches of precipitation, with snowfall of 50 inches. Summer temperatures range from 62 to 42; winter temperatures 19 to -2.

Transportation:
Accessibility: Boat, snow machine; scheduled and chartered air service from Bethel. Locals use skiffs in the summer to travel to Bethel and other area villages, and snowmachines, ATVs and dog sleds are used in the winter.
Airport Facilities: A State-owned 2,000' gravel airstrip is available for chartered or private planes year-round. Major improvements to the runway, taxiway and apron are currently underway.
Airline Service: ERA Alaska, Ryan Air, Yute Air.
Freight: Cargo plane and barge.
Vessel Support: Moorage available. Arrangements can be made to rent boats.

Facilities & Utilities:
Communications:
In-State Phone: United Utilities Inc.
Long-Distance Phone: AT&T Alascom; United Utilities
Internet Service Provider: Unicom/United Utilities, Inc. (www.unicom-alaska.net);
TV Stations: ARCS; KYUK
Radio Stations: KYUK-AM; KYKD-FM
Cable Provider: Village of Atmautluak
Teleconferencing: Alaska Teleconferencing Network
Electricity: Electricity is provided by Atmautluak Tribal Utilities.
Fuel: Marine gas, diesel, and regular gasoline available
Fuel Storage – Tank Owners (total capacity):
- School (4,000 gals.)
- Village Corp./LKSD (179,250)

Housing: Sleeping accommodations available through school; Atmautluak Community Center.

Services: No restaurant, laundromat, or banking services. No major repair services.

Water & Sewage: Treated well water is hauled by residents, and the Pitmiktakik River is also used. Honeybuckets are hauled by residents to sewage bunkers. Homes have no plumbing. A new washeteria is nearing completion. The school is connected to the City water plant. The school sewage lagoon will soon be closed (situated in the center of town), and it will be connected to the City washeteria's septic system. Two lift stations will need to be added. Funds have been requested to develop a Master Plan for future infrastructure development to eliminate water and honeybucket hauling.

Miscellaneous: There is one school located in the community, attended by 90 students.

Spill Response Support
Contact local officials to determine possibility of using community facilities.
Potential Command Posts: School
Potential Staging Areas:

- Airport
- National Guard Armory
- Other government facilities

Local Spill Response Equipment: Nearest DEC Spill Response Conex located in Bethel. 543-2047/2087

Economy:
The school, retail businesses, and the village government provide cash income to supplement the subsistence lifestyle. In 2010, 20 residents held commercial fishing permits.

Culture & Demographic
Atmautluak is a traditional Yup'ik Eskimo village with a subsistence and fishing lifestyle. The sale or importation of alcohol is banned in the village.
Yup'ik Eskimos have inhabited this region for thousands of years due to the area's rich resources; however, Atmautluak itself was not settled until the 1960s. People moved to this site on higher ground to avoid flooding and for the rich resources of the area. A city was incorporated in 1976, but it was dissolved on Feb. 7, 1996, in favor of the traditional village council government.

9770.7.7 – Bethel

BETHEL - **Pronunciation/Other Names:** (BETH-ul; aka Orutsararmiut)

Population: 6,228 (2011 DCCED certified estimate
Incorporation Type: 2nd Class City
Borough Located In: Unorganized
Regional Native Corporation: Calista Corp.

Emergency Services
Police: 543-3781
State Troopers: 543-2294
Fire: 543-3781/2131; Yukon Kuskokwim EMS Region 543-6423
Medical: Local hospitals or health clinics include Yukon-Kuskokwim Delta Regional Hospital (YKHC/PHS, 543-3711) and Bethel Family Clinic (543-3773). Auxiliary health care is provided by Bethel Fire Dept. & Ambulance Service (543-2131/3998) and the Yukon Kuskokwim Health Corp. Ambulance/Medevac (543-6416).

Organizations with Local Offices:

Chamber of Commerce - Bethel Chamber of Commerce
P.O. Box 329, Bethel, AK 99559
Phone 907-543-2911

Fax 907-543-2255
e-mail: bethelchamber2@alaska.com,
Web: http://home.gci.net/~chamber1/bethel.htm

City - City of Bethel
P.O. Box 388, Bethel, AK 99559
Phone 907-543-2047
Fax 907-543-4171
e-mail: cobethel@unicom-alaska.com

Electric Utility - Bethel Utilities Corporation
3380 C Street, Suite 210, Anchorage, AK 99503
Phone 907-562-2500
Fax 907-562-2502

Housing Authority - AVCP Reg. Housing Authority
P.O. Box 767, Bethel, AK 99559
Phone 907-543-3121
Fax 907-543-3933
e-mail: avcprhadon@aol.com

Media – KYUK
Pouch 468, Bethel, AK 99559
Phone 907-543-3131

Media - Tundra Drums
PO Box 868, Bethel, AK 99559
Phone 907-543-3312
Fax 907-543-3500

Regional Development - Lower Kuskokwim Economic Development Council
P.O. Box 2021, Bethel, AK 99559
Phone 907-543-5967
Fax 907-543-3130
E-mail: carl_berger@ddc-alaska.org

Regional Health Corporation - Yukon-Kuskokwim Health Corp.
P.O. Box 528, Bethel, AK 99559
Phone 907-543-6300
Fax 907-543-6006

Regional Native Corporation - Calista Corporation
601 W. 5th Avenue #200, Anchorage, AK 99501
Phone 907-279-5516
Fax 907-272-5060
Web: http://www.calistacorp.com/

Regional Native Non-Profit - Assoc. of Village Council Presidents

P.O. Box 219, Bethel, AK 99559
Phone 907-543-7300
Fax 907-543-3596
E-mail: Myron_Naneng@avcp.org

School District - Lower Kuskokwim Schools
Box 305, Bethel, AK 99559-0305
Phone 907-543-4800
Fax 907-543-4904
E-mail: bill_ferguson@fc.lksd_do.org
Web: http://www.lksd.org

Services/Other - Cenaliulriit Coastal Management
P.O. Box 219, Bethel, AK 99559

Village Corporation - Bethel Native Corporation
P.O. Box 719, Bethel, AK 99559
Phone 907-543-2124
Fax 907-543-2897

Village Council - Orutsararmuit Native Council
P.O. Box 927, Bethel, AK 99559
Phone 907-543-2608
Fax 907-543-2639
E-mail: jlowrey@unicom-alaska.com

Location & Climate:
Bethel is located at the mouth of the Kuskokwim River, 40 miles inland from the Bering Sea. It lies in the Yukon Delta National Wildlife Refuge, 400 air miles west of Anchorage. It lies at approximately 60d 47m N Latitude, 161d 45m W Longitude (Sec. 09, T008N, R071W, Seward Meridian). Bethel is located in the Bethel Recording District. The area encompasses 44 sq. miles of land and 6 sq. miles of water. Precipitation averages 16 inches a year in this area, with snowfall of 50 inches. Summer temperatures range from 62 to 42; winter temperatures average 19 to -2.

Transportation:
Accessibility: The State-owned Bethel Airport is the regional transportation center, and is served by two major passenger airlines, two cargo carriers, and numerous air taxi services. The airport ranks third in the state for total number of flights. River travel is the primary means of local transportation in the summer, and it becomes a 150-mile ice road to surrounding villages in the winter. There are 16 miles of local roads.
Airport Facilities: The airport offers a 6,398' asphalt runway and 1,850' gravel crosswind runway, and is currently undergoing a $7 million renovation and expansion. Two floatplane bases are nearby, Hangar Lake and H Marker
Airline Service: Alaska Airlines; Reeve Aleutian Airlines; Camai Air; PenAir; Yute Air; Hageland Air; Craig Air; Northern Air Cargo
Freight: Cargo plane, barge, and ship. A barge service based in Bethel provides goods to the Kuskokwim villages.

Vessel Support: The Port of Bethel is the northern-most medium-draft port in the U.S. Arrangements can be made to rent boats.

Facilities & Utilities:

Communications:

In-State Phone: United KUC, Inc.
Long-Distance Phone: GCI; United Utilities
Internet Service Provider: GCI (www.gci.net); Chugach.Net (www.chugach.net); Microcom (www.starband.com); Sinbad Network Communications (www.sinbad.net); Unicom/United Utilities, Inc. (www.unicom-alaska.net)
TV Stations: ARCS; KYUK
Radio Stations: KYUK-AM; KYKD-FM
Cable Provider: GCI Cable, Inc.
Teleconferencing: Alaska Teleconferencing Network; Legislative Information Office

Electricity: Electricity is provided by Bethel Utilities Corporation.

Fuel: All types of fuel available.

Fuel Storage – Tank Owners (number of tanks, total capacity):

- Yukon Fuel Co. (9.4 million gals.)
- Crowley Marine (5.6 million gals.)
- Airport (120,500 gals.)
- Bethel Utilities Corp. (51 000)
- U.S. Federal Aviation Admin (44 000)

Housing: Many lodging facilities and restaurants:

- Pacifica Guest House
- Bentley's Porterhouse B&B
- Village Motel
- Delta Cottages
- Bethel Inn
- 6th Avenue B&B
- Hammer Manor
- Brown Slough B&B

Services: Public laundry facilities and banking services available. Several grocery stores available. Repair services for marine, engines, boats, autos and airplanes. Rental transportation includes autos and charter aircraft.

Water & Sewage: Some residents are connected to the central piped water and sewer system. Approximately 75% of households have water delivered and sewage hauled by truck. Several facilities in Bethel have individual wells and septic tanks. For health reasons the City ruled that residents can no longer use honeybuckets. Extensions of the piped systems to the City Subdivision and Old Town are under construction. Water Treatment Plant improvements have been completed in Bethel Heights. Additional funding has been requested to connect 105 homes to the piped system. The landfill and sewage lagoon, located north of the City, are nearing capacity.

Miscellaneous: There are 6 schools located in the community, attended by 1,345 students.

Spill Response Support

Contact local officials to determine possibility of using community facilities.

Potential Command Posts:

- Schools
- VFW hall

Potential Staging Areas:

- Airport
- National Guard Armory
- Other government facilities

Local Spill Response Equipment: DEC maintains a spill response container at Bethel. Point of contact is the City Manager at 543-2047, ext. 223.

Economy:

Bethel serves as the regional center for 56 villages in the Yukon-Kuskokwim Delta. Food, fuel, transportation, medical care and other services for these villages are provided by businesses in Bethel. 50% of the jobs in Bethel are in government positions. Commercial fishing is an important source of income; 216 residents hold commercial fishing permits, primarily for salmon and herring roe net fisheries. Subsistence activities contribute substantially to villager's diets, particularly salmon, freshwater fish, game birds and berries.

Culture & Demographic

63.9% of the population are Alaska Natives. A federally recognized tribe is located in the community. The region is fortunate in that rapid development did not occur before the importance of protecting the Native culture was realized. The traditional Yup'ik Eskimo practices and language remain predominant in the area. Subsistence activities and commercial fishing are major contributors to residents' livelihoods. The sale of alcohol is banned in the community, although importation or possession is allowed.

9770.7.8 – Bill Moore's Slough

BILL MOORE'S SLOUGH

Bill Moore's Slough is currently an **unpopulated** community, and/or no U.S. Census data is available for the community.

The information below provides a brief overview of the community.

Location & Climate:

The site is located on the left bank of Apoon Pass, southwest of Kotlik, in the Yukon Delta. This was a landing and riverboat woodyard, first reported in 1899 by R.L. Faris of the U.S. Coast & Geodetic Survey as "Konogkelyokamiut." The name "Bill Moore's Slough" was first noted in the 1961 Census. At that time, there were 32 persons living in the community. Bill Moore's is a summer subsistence-use camp; traditional villagers live permanently in Kotlik. There are no year-round residents. Transportation is provided by boat or floatplane from Kotlik.

Organizations:

Village Corporation - Kongniglkilnomuit Yuita Corp.
c/o P.O. Box 20037, Kotlik, AK 99620
Phone 907-899-4232
Fax 907-899-4461

Village Council - Village of Bill Moore's Slough
P.O. Box 20037, Kotlik, AK 99620
Phone 907-899-4232
Fax 907-899-4461

9770.7.9 – Chefornak

CHEFORNAK - Pronunciation/Other Names: (chuh-FORE-nuck; aka Chefarnok)

Population: 437 (2011 DCCED certified estimate)
Incorporation Type: 2nd Class City
Borough Located In: Unorganized
Regional Native Corporation: Calista Corp.

Emergency Services
Police: City PD 867-8733
State Troopers: 867-8733
Fire: Volunteer Fire Department 867-8528
Medical: Chefornak Clinic (867-8919). Auxiliary health care is provided by flight to Bethel or Anchorage.

Organizations with Local Offices:

City - City of Chefornak
P.O. Box 29, Chefornak, AK 99561
Phone 867-8528
Fax 867-8704

Electric Utility - Naterkaq Light Plant
P.O. Box 11, Chefornak, AK 99561
Phone 867-8213
Fax 867-8724

Village Corporation - Chefarnrmute Incorporated
P.O. Box 70, Chefornak, AK 99561
Phone 867-8115
Fax 867-8895

Village Council - Village of Chefornak
P.O. Box 110, Chefornak, AK 99561
Phone 867-8850
Fax 867-8711

Environmental Staff (IGAP): 867-8306

Location & Climate:

Chefornak is located on the south bank of the Kinia River, at its junction with the Keguk River, in the Yukon-Kuskokwim Delta. The village lies within the Clarence Rhode National Wildlife Refuge, established for migratory waterfowl protection. Chefornak is 98 air miles southwest of Bethel and 490 miles southwest of Anchorage. It lies at approximately 60d 13m N Latitude, 164d 12m W Longitude (Sec. 19, T001N, R086W, Seward Meridian). Chefornak is located in the Bethel Recording District. The area encompasses 32 sq. miles of land and 4 sq. miles of water.

Chefornak is located in a marine climate. Precipitation averages 22 inches, with 43 inches of snowfall annually. Summer temperatures range from 41 to 57, winter temperatures range 6 to 24.

Transportation:

Accessibility: Scheduled air service from Bethel. Snowmachines are relied upon during the winter.

Airport Facilities: A State-owned 2,500' gravel airstrip provides chartered and private air access year-round, and a seaplane base is available. A new airport is currently under development.

Airline Service: ERA Alaska, Grant Aviation, Ryan Air, Yute Air.

Freight: Plane and barge service.

Vessel Support: Although there are no docking facilities at this time, a number of fishing boats and skiffs are used for local travel. Rental boats and off-road vehicles available. Marine engine and boat repairs available.

Facilities & Utilities:

Communications:

In-State Phone: United Utilities Inc.
Long-Distance Phone: AT&T Alascom; United Utilities
Internet Service Provider: United Utilities
TV Stations: ARCS
Radio Stations: KNOM-AM
Cable Provider: Chefarnmute Cablevision
Teleconferencing: Alaska Teleconferencing Network

Electricity: Electricity is provided by Naterkaq Light Plant.

Fuel: #1 Diesel; gasoline.

Fuel Storage – Tank Owners (total capacity):

- School (115,200 gals.)
- City (44,900)
- Chefarnmute Inc. (84,300)
- National Guard (4,300)
- Ayugiak's Store (8,200)
- Army National guard (3,800 gals)

Housing:

- CE2 Camp (867-8147)
- Complex Building (867-8147)
- Lodging arrangements can be also be made through the high school (867-8515/8700).

Services: Groceries and supplies available through local stores. No bank or laundromat.

Water & Sewage: One well and a water treatment plant serve 12 watering points. The treated water is undrinkable due to salt water intrusion. Residents drink melted ice cut from a local

pond in the winter and rain catchment the rest of the year. Honeybucket haul system. No piped sewer system.
Miscellaneous: There is one school located in the community, attended by 135 students.

Spill Response Support
Contact local officials to determine possibility of using community facilities.

Potential Command Posts:
- Complex Building (867-8147)
- Chefarnmute Inc. (867-8115/8114)

Potential Staging Areas:
- Old Airport Area (867-8115)
- Barge Area 867-8115
- National Guard Armory –
- Other government facilities –

Local Spill Response Equipment:
- Containment boom (230 ft) - Chefarnmute Inc. (867-8115/8114)
- Sorbent or pom-pom boom (968 feet) - Chefarnmute Inc. (867-8115/8114)
- Sorbent pads (15 bags) - Chefarnmute Inc. (867-8115/8114)
- Pillows (2 X 2 - 23) - Chefarnmute Inc. (867-8115/8114)
- PPE*8 suits) - Chefarnmute Inc. (867-8115/8114)
- Backhoe (1) - City Office 867-8147
- Bulldozer (1) - City Office 867-8147
- Skiffs with outboards - lots
- Trained Spill Responders: 1

Limiting factors in the community for supporting a large spill response effort: Drinking Water during Summer months.

Top two sensitive areas (environmental or cultural) to be protected in case of an oil spill.

LOCATION	REASON FOR PROTECTION
Cemetery (N60° 09.531; W164° 16.859)	Past Elders Buried There
School (N60° 09.438; W164° 16.889)	Future Leaders
Kina River	Fish

Economy:
Other than government positions, most employment in Chefornak is seasonal, supplemented by subsistence activities. In 2010, 32 residents held commercial fishing permits. Coastal Villages Seafood, Inc., processes halibut and salmon in Chefornak. Trapping is also a source of income.

Culture & Demographic
A traditional Yup'ik Eskimo community, Chefornak residents practice a subsistence lifestyle with some commercial fishing. The sale and importation of alcohol is banned in the village.

The area has historically been occupied by Yup'ik Eskimos. In the early 1950s, Alexie Amagiqchik founded a small general store at the site. He had moved from a village on the Bering Sea to the new location one mile inland to escape potential floodwaters. Others from the original village followed and settled in Chefornak. The city was incorporated in 1974.

9770.7.10 – Chevak
CHEVAK
Pronunciation/Other Names: (CHEE-vack; aka Kashunamiut)

Population: 966 (2011 DCCED certified estimate)
Incorporation Type: 2nd Class City
Borough Located In: Unorganized
Regional Native Corporation: Calista Corp.

Emergency Services:
Police: 858-7012
State Troopers (Bethel) 543-2294
Fire: Volunteer Fire Department 858-7012
Medical: Chevak Clinic (858-7069). Auxiliary health care is provided by flight to Bethel or Anchorage.

Organizations with Local Offices:

City - City of Chevak
P.O. Box 179, Chevak, AK 99563
Phone 858-7128
Fax 858-7245
Email: cityofchevak@yahoo.com

School District - Kashunamiut School District
P.O. Box 345, Chevak, AK 99563
Phone 858-6195
Fax 858-7328
Web: http://www.chevakschool.org

Village Corporation - Chevak Company Corporation
P.O. Box 179, Chevak, AK 99563
Phone 858-7920
Fax 858-7311

Village Council - Chevak Native Village
P.O. Box 140, Chevak, AK 99563
Phone 858-7428
Fax 858-7812
Email: chevaktc@gmail.com

Location & Climate:

Chevak is located on the north bank of the Niglikfak River, 17 miles east of Hooper Bay in the Yukon-Kuskokwim Delta. It lies at approximately 61d 31m N Latitude, 165d 35m W Longitude (Sec. 34, T017N, R090W, Seward Meridian). Chevak is located in the Bethel Recording District. The area encompasses 2 sq. miles of land and 0 sq. miles of water. Chevak has a maritime climate. Its location near the Bering Sea renders the area subject to heavy winds and rain. Temperatures range from -25 to 79. Snowfall averages 60 inches per year. Freeze-up occurs at the end of October; break-up occurs in June.

Transportation:

Accessibility: Scheduled or charter air service from Bethel. Skiffs are used for local travel on the river in the summer, and snowmachines are used in the winter.

Airport Facilities: A State-owned 3,200' X 75'gravel airstrip is available, although heavy winds and rain can preclude air access. A relocation of the airport is currently underway. Floatplanes can land on Chevak Lake/Niglikfak River.

Airline Service: ERA Aviation; Grant Aviation; Ryan Air Service

Freight: Barge or mail plane.

Vessel Support: There are no docking facilities, however, a barge landing is available for cargo off-loading. No moorage facilities. Marine engine repair available.

Facilities & Utilities:

Communications:

In-State Phone: United Utilities Inc.
Long-Distance Phone: AT&T Alascom; United Utilities
Internet Service Provider: Unicom/United Utilities, Inc.
TV Stations: ARCS
Radio Stations: KCUK-FM
Cable Provider: City of Chevak
Teleconferencing: Alaska Teleconferencing Network

Electricity: Electricity is provided by AVEC.

Fuel: Marine gas and regular gasoline.

Fuel Storage – Tank Owners (total capacity):

- School (119,300 gals.)
- City (39,600)
- Village Council (12,600)
- AVEC (136,700)
- Village Corp. Store (195,840)
- Village Corp. beach (46,000)
- Wayne Hill Store (28,000)
- Army Nat'l Guard (2,500)

Housing:

- Chevak Bird and Culture Camp
- Lodging sometimes available at the school (858-7713)

Services: No restaurant or banking services. Groceries and supplies available at local store.

Water & Sewage: A piped water and sewer provides service to 193 homes and the school.

Miscellaneous: There is one school located in the community, attended by 300 students.

Spill Response Support:

Contact local officials to determine possibility of using community facilities.

Potential Command Posts:

- City community center
- School

Potential Staging Areas:

- Airport
- National Guard Armory
- Other government facilities

Local Spill Response Equipment: Nearest DEC Spill Response Conex located in Bethel. 543-2047/2087

Economy:

Employment in Chevak is at its peak in the summer months and declines to a few full-time positions during winter. Construction projects and BLM firefighting provide summer employment. In 2010, 16 residents held commercial fishing permits. Incomes are supplemented by subsistence activities and handicrafts. Salmon, seal, walrus, clams, and waterfowl are harvested.

Culture & Demographic

Chevak is a Cup'ik Eskimo village. Commercial fishing and subsistence activities are an important part of the local culture. The sale and importation of alcohol is banned in the village.

Eskimos have inhabited the region for thousands of years. The current location is also known as New Chevak, because residents inhabited another village called Chevak before 1950. "Old" Chevak, on the north bank of the Keoklevik River, 9 miles east of Hooper Bay, was abandoned because of flooding from high storm tides. The name Chevak refers to "a connecting slough," on which "Old" Chevak was situated. The new site was first reported by the U.S. Coast and Geodetic Survey in 1948. A post office was established in 1951. The city government was incorporated in 1967.

9770.7.11 – Chuathbaluk

CHUATHBALUK - Pronunciation/Other Names: (CHUATH-bah-luck; formerly Russian Mission)

Population: 135 (2011 DCCED certified estimate)
Incorporation Type: 2nd Class City
Borough Located In: Unorganized
Regional Native Corporation: Calista Corp.

Emergency Services:

Police: None.
State Troopers (Bethel): 543-2294
Fire: Volunteer Fire Department: 467-4115
Medical: Marie Kameroff Health Clinic (467-4114); 467-2005 (cell). Auxiliary health care is provided by flight to Bethel or Anchorage.

Organizations with Local Offices:

City - City of Chuathbaluk
P.O. Box CHU, Chuathbaluk, AK 99557
Phone 467-4115
Fax 467-4180
Email: coc99557@yahoo.com

Village Council - Native Village of Chuathbaluk
P.O. Box CHU, Chuathbaluk, AK 99557
Phone 467-4313
Fax 467-4113
E-mail: bigblueberrychu@yahoo.com

Middle Kuskokwim Electric Cooperative, Inc.
P.O. Box 206, Chuathbaluk, AK 99557
Phone 524-3360
Fax 524-3361
Environmental Staff (IGAP) - Phone: 467-4313

Location & Climate:
Chuathbaluk is located on the north bank of the Kuskokwim River, 11 miles upriver from Aniak in the Kilbuk-Kuskokwim mountains. It is 87 air miles northeast of Bethel and 310 miles west of Anchorage. It lies at approximately 61d 34m N Latitude, 159d 13m W Longitude (Sec. 10, T017N, R055W, Seward Meridian). Chuathbaluk is located in the Kuskokwim Recording District. The area encompasses 4 sq. miles of land and 2 sq. miles of water. A continental climate prevails in Chuathbaluk. Snowfall averages 85 inches per year, with a total precipitation of 17 inches per year. Temperatures range from -55 to 87. Heavy winds can cause flight delays in the fall. The Kuskokwim River is ice-free from mid-June through October.

Transportation:
Accessibility: The Kuskokwim River serves as the major carrier for supply barges from Aniak and Bethel, skiffs and floatplanes. In the winter, ski planes land on the frozen river and vehicles are sometimes driven on the ice road to neighboring communities.
Airport Facilities: A 3,401' X 60' State-owned gravel airstrip is located one mile north of the village, with scheduled air service.
Airline Service: ERA Alaska, Ryan Air Service
Freight: Air cargo and barge.
Vessel Support: Moorage facilities available.

Facilities & Utilities:
Communications:
In-State Phone: United Utilities Inc.
Long-Distance Phone: AT&T Alascom; United Utilities
Internet Service Provider: School Only - GCI (www.gci.net)
TV Stations: ARCS
Radio Stations: KYUK-AM
Cable Provider: None
Teleconferencing: None listed.

Electricity: Electricity is provided by Middle Kuskokwim Electric Cooperative. The Middle Kuskokwim Electric Co-op provides power from Chuathbaluk to Stony River.
Fuel: Gas, diesel, propane.
Fuel Storage – Tank Owners (total capacity):

- Kuspuk Schools (36,400 gals.)
- City (17,100 gals)
- Middle Kuskokwim Electric (26,400 gals)

Housing:

- Lodging at the school gym (467-4229)
- City community center (capacity 100) (467-4115)

Services: Laundromat available, no banking services. No major repair service or rental transportation.
Water & Sewage: Water is pumped from a 105-foot well into a storage tank, then hauled from this point by residents. The school has its own watering point, and some homes have individual wells. 80% of homes do not have complete plumbing. Honeybuckets and privies are used by most residents for waste disposal; a few homes have septic tanks. The school and clinic have a septic tank/leachfield system, as do several homes. A water and sewer Master Plan has been funded to examine needed repairs to the pump house, water treatment, washeteria, school sewage lagoon and other components. Refuse is collected weekly.
Miscellaneous: There is one school located in the community, attended by 39 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:

- City Facility (467-4115), capacity 100, Internet access.
- Chuathbaluk Traditional Council (467-4313) capacity 100, Internet access.

Potential Staging Areas:

- Gravel Pit B (467-4115)
- Airport
- National Guard Armory
- Other government facilities

Local Spill Response Equipment:

- Containment Boom (400 feet) - Middle Kuskokwim Electric Cooperative/City of Chuathbaluk
- Sorbent/pom-pom boom (200 feet) - Middle Kuskokwim Electric Cooperative/City of Chuathbaluk
- Anchors for securing boom (2) - Middle Kuskokwim Electric Cooperative/City of Chuathbaluk
- Sorbent pads (15 bags) - Middle Kuskokwim Electric Cooperative/City of Chuathbaluk
- Backhoe (2) - City (467-4115)
- Bulldozer (1) - City (467-4115)
- Dump truck or similar (2) - City (467-4115)
- Skiff with outboard (3) - City (467-4115)

Limiting factors in the community for supporting a large spill response effort: Restricted Food Supply

Top two sensitive areas (*environmental* *or* *cultural*) to be protected in case of an oil spill.

LOCATION	REASON FOR PROTECTION
City/CTC/ School	Gathering Areas; Public Entities

Economy:
Chuathbaluk's economy is heavily dependent on subsistence activities. Employment is primarily through the school, tribal government, city, clinic, or seasonal firefighting for the BLM. Local artisans produce fur garments, beadwork, mukluks, kuspuks, and ulus. Salmon, moose, black bear, porcupine, and waterfowl are harvested.

Culture & Demographic
Chuathbaluk residents are Yup'ik Eskimos and Tanaina Athabascans. Subsistence is a crucial source of food.

Chuathbaluk was the site of an Ingalik Indian summer fish camp in the mid-1800s. The village has been known as Chukbak, St. Sergius Mission, Kuskokwim Russian Mission, and Little Russian Mission. The village was often confused with Russian Mission on the Yukon, so, in the 1960s, the name was changed to Chuathbaluk, which is derived from the Yup'ik word "Curapalek," meaning "the hills where the big blueberries grow." The Russian Orthodox Church finished the St. Sergius Mission in 1894, and residents of Kukuktuk from 20 miles downriver moved to the mission. Tragically, much of the village was lost in an influenza epidemic in 1900. By 1929, the site was deserted, although Russian Orthodox members continued to hold services at the mission. In 1954, the Sam Phillips family from Crow Village resettled the mission and were joined later by individuals from Aniak and Crooked Creek. The church was rebuilt in the late 1950s, and a state school opened in the 1960s. The city was incorporated in 1975.

9770.7.12 – Chuloonawick

CHULOONAWICK

Chuloonawick is currently an **unpopulated** community, and/or no U.S. Census data is available for the community.

A "complete" Community Information Summary has not been developed for this community. The information below provides a brief overview of the community.

Organizations:

Village Corporation - Chuloonawick Corporation
2635 Draper Drive, Anchorage, AK 99517
Phone 907-562-7008

Village Council - Native Village of Chuloonawick
P.O. Box 126, Chuloonawick, AK 99581
Phone 907-949-1720
Fax 907-949-1384

Location:

The site is located on the North bank of Kwikpak pass in the Yukon-Kuskokwim Delta. It has also been reported as "Kwikpakamiut" in 1899 by the U.S. Coast & Geodetic Survey.

This is an historical Eskimo village, now abandoned, and was first reported in 1879 by the U.S. Coast & Geodetic Survey as "Kwikpakamiut." Chuloonawick is a summer fish camp for Emmonak residents. There are no year-round residents at this site. Transportation is provided by boat or float plane.

9770.7.13 – Crooked Creek

CROOKED CREEK

Population: 103 (2011 AK Dept of Labor estimate)
Incorporation Type: Unincorporated
Borough Located In: Unorganized
Regional Native Corporation: Calista Corp.

Emergency Services:
Police: None
State Troopers (Aniak): 675-4398
Fire: Volunteer Fire Department 432-2200
Medical: Crooked Creek Health Clinic (432-2222). Auxiliary health care is provided by flight to Bethel or Anchorage.

Organizations with Local Offices:

Village Council - Native Village of Crooked Creek
P.O. Box 69, Crooked Creek, AK 99575
Phone 432-2200
Fax 432-2201
Email: bbcc@starband.net
Web: http://www.idita.com.org

Location & Climate:
Crooked Creek is located on the north bank of the Kuskokwim River at its junction with Crooked Creek. It lies in the Kilbuk-Kuskokwim Mountains 50 miles northeast of Aniak, 141 miles northeast of Bethel, and 275 miles west of Anchorage. It lies at approximately 61d 52m N Latitude, 158d 06m W Longitude (Sec. 32, T021N, R048W, Seward Meridian). Crooked Creek is located in the Fairbanks Recording District. The area encompasses 40 sq. miles of land and 3 sq. miles of water. A continental climate prevails in the area. Snowfall measures 85 inches per year, with total precipitation averaging 17 inches per year. Temperatures range from -59 to 94. High winds often cause flight delays in the fall and winter. The Kuskokwim is ice-free from mid-June through October.

Transportation:

Accessibility: Scheduled air service from Bethel. The Kuskokwim River is the local highway in both summer and winter. ATVs and snow machines are used by residents. The frozen river becomes an ice road in winter. Skiffs and barges provide cargo in summer. A suspension bridge over Crooked Creek connects the upper and lower villages with the airport.
Airport Facilities: A State-owned and operated 1,997' gravel airstrip is southwest of the village, with scheduled weekday air services.
Airline Service: ERA Alaska, Ryan Air Service
Freight: Mail plane or barge.
Vessel Support: Information not available.

Facilities & Utilities:
Communications:
In-State Phone: Bush-Tell Inc.
Long-Distance Phone: AT&T Alascom
Internet Service Provider: School Only - GCI (www.gci.net)
TV Stations: ARCS
Radio Stations: None
Cable Provider: None
Teleconferencing: Not listed.
Electricity: Electricity is provided by Middle Kuskokwim Electric Cooperative.
Fuel: Information not available.
Fuel Storage – Tank Owners (total capacity):
- Kuspuk Schools (24,800 gals.)
- Village Council Washeteria (9,500)
- Electric Co-op (17,800)
- Thomas Fuel Sales (47,100)
- Village Council (7,600)

Housing: Accommodations available at local roadhouse (Thomas Fishing Lodge); community center.
Services: No banking services. Information on repair services, transportation, and moorage unavailable.
Water & Sewage: All homes lack plumbing; residents haul water and honeybuckets. A well provides treated water, and a washeteria is also available. The school, store, and three homes have individual wells, septic tanks, and plumbing. The school, store, and three homes have individual wells, septic tanks and plumbing.
Miscellaneous: There is one school located in the community, attended by 43 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
- Community center
- School

Potential Staging Areas:
- Airport
- National Guard Armory
- Other government facilities

Local Spill Response Equipment: Nearest DEC Spill Response Conex located in Bethel. 543-2047/2087

Economy:
The economy is focused on subsistence activities. Salmon, moose, caribou, and waterfowl are staples of the diet. Some residents trap and sell pelts. The Calista Corporation, Kuskokwim Corporation, and NovaGold Resources are exploring a significant gold deposit at Donlin Creek, north of Crooked Creek.

Culture & Demographic
Crooked Creek is a mixed Yup'ik Eskimo and Ingalik Athabascan village with a lifestyle reliant on subsistence activities.

It was first reported in 1844 by the Russian explorer Zagoskin, who recorded the name of the creek as "Kvikchagpak" ("great bend" in Yup'ik) and as "Khottylno" ("sharp turn" in Ingalik). He noted that the site was used as a summer fish camp for the nearby villagers of Kwigiumpainukamuit. In 1909, a permanent settlement was established as a way station for the Flat and Iditarod gold mining camps. The USGS reported it in 1910 as "Portage Village," because it was at the south end of a portage route up Crooked Creek to the placer mines. In 1914, Denis Parent founded a trading post upriver from the creek mouth, in what would become the "upper village" of Crooked Creek. A post office was opened in 1927, and a school was built in 1928. The "lower village" was settled by Eskimos and Ingalik Indians. By the early 1940s, there was a Russian Orthodox Church, St. Nicholas Chapel, and several homes. The upper and lower portions of the village remain today. Gold production continued through the late 1980s, when Western Gold Mining and Exploration went out of business.

9770.7.14 – Eek

EEK - **Pronunciation/Other Names:** (EEK)

Population: 318 (2011 DCCED certified estimate)
Incorporation Type: 2nd Class City
Borough Located In: Unorganized
Regional Native Corporation: Calista Corp.

Emergency Services:
VPSO: 536-5328
State Troopers (Bethel): 543-2294
Fire: Volunteer Fire Department: 536-5129
Medical: Eek Health Clinic (536-5314). Auxiliary health care is provided by flight to PHS Regional Hospital in Bethel.

Organizations with Local Offices:

City - City of Eek
P.O. Box 09, Eek, AK 99578
Phone 536-5129
Fax 536-5711

Village Corporation - Iqfijouaq Corporation
P.O. Box 49, Eek, AK 99578
Phone 536-5211
Fax 536-5733

Village Council - Native Village of Eek
P.O. Box 89, Eek, AK 99578
Phone 536-5128
Fax 536-5711
E-mail: etcgov@yahoo.com

Location & Climate:
Eek lies on the south bank of the Eek River, 12 miles east of the mouth of the Kuskokwim River. It is 35 air miles south of Bethel in the Yukon-Kuskokwim Delta, and 420 miles west of Anchorage. It lies at approximately 60d 13m N Latitude, 162d 01m W Longitude (Sec. 31, T002N, R073W, Seward Meridian). Eek is located in the Bethel Recording District. The area encompasses 1 sq. miles of land and 0 sq. miles of water. Eek is located in a marine climate. Precipitation averages 22 inches, with 43 inches of snowfall annually. Summer temperatures average 41 to 57; winter temperatures average 6 to 24.

Transportation:
Accessibility: Scheduled and chartered air service from Bethel. Fishing boats, skiffs and snowmachines are used for local transportation to Bethel and other villages. There is a one-mile gravel road in the City.
Airport Facilities: A State-owned 3,243' gravel airstrip provides chartered and private air access. A seaplane base is also available on the Eek River.
Airline Service: ERA Alaska, Grant Aviation, Ryan Air, Yute Air
Freight: Plane and barge. Barges deliver fuel and supplies during the summer months.
Vessel Support: A dock is available.

Facilities & Utilities:
Communications:
In-State Phone: United Utilities Inc.
Long-Distance Phone: AT&T Alascom; United Utilities
Internet Service Provider: United Utilities Inc.
TV Stations: ARCS; KYUK
Radio Stations: KYUK-AM; KYKD-FM
Cable Provider: Iqfijouaq Corp.
Teleconferencing: Alaska Teleconferencing Network
Electricity: Electricity is provided by AVEC.
Fuel: Marine gas, diesel, propane, and regular gasoline available.
Fuel Storage – Tank Owners (total capacity):
- Iqfijouaq Co. Store (79,400 gals.)
- AVEC (67,300)
- LK Schools (45,500)
- Army National Guard (4,300)

Housing: Lodging arrangements may be made at the school (536-5229).

Services: No restaurant or banking services. Groceries and supplies available through local stores. No major repair service or rental transportation.
Water & Sewage: Water is derived from Eek River, is treated and stored in a tank at the washeteria. A few homes have tanks, which provide running water to the kitchen; but the large majority have no additional plumbing. Rain catchment systems and ice melt are also used for drinking water. Honeybuckets are disposed of in a sewage lagoon.
Miscellaneous: There is one school located in the community, attended by 86 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
- City community hall
- School

Potential Staging Areas:
- Airport –
- National Guard Armory –
- Other government facilities –

Local Spill Response Equipment: Nearest DEC Spill Response Conex located in Bethel. 543-2047/2087

Economy:
Eek's economy is primarily subsistence and commercial fishing-based. A few full-time positions are available at the school, city, and village office. All families participate in subsistence fishing. In 2010, 41 residents held commercial fishing permits.

Culture & Demographic
Eek is a traditional Yup'ik Eskimo village with a subsistence lifestyle and salmon is a dominant food source. All five Pacific salmon species spawn in the Eek River. The sale and importation of alcohol is banned in the village.
The village was originally located on the Apokok River. It moved to its present location in the 1930s when constant flooding and erosion forced a relocation. A BIA school and a Moravian church were constructed at the new site. A post office was established in 1949. The city was incorporated in 1970.

9770.7.15 – Emmonak

EMMONAK - Pronunciation/Other Names: (ee-MAHN-nuck)

Population: 796 (2011 DCCED certified estimate)
Incorporation Type: 2nd Class City
Borough Located In: Unorganized
Regional Native Corporation: Calista Corp.

Emergency Services:
VPO: 949-1728
State Troopers: (866) 949-1303; 949-1303
Fire: 949-1227

Medical: Local hospitals or health clinics include Emmonak Health Clinic (949-1511/1438). Auxiliary health care is provided by City Fire/EMS/Ambulance; flight to Bethel or Anchorage.

Organizations with Local Offices:

City - City of Emmonak
P.O. Box 9, Emmonak, AK 99581
Phone 907-949-1227
Fax 907-949-1926

Economic Development - Yukon Delta Fisheries Dev. Assoc.
2200 6th Ave., #707, Seattle, AK 98121
Phone 206-443-1565
Fax 206-443-1912

Village Corporation - Emmonak Native Corporation
P.O. Box 49, Emmonak, AK 99581
Phone 907-949-1129
Fax 907-949-1412

Village Council - Emmonak Village
P.O. Box 126, Emmonak, AK 99581
Phone 907-949-1720
Fax 907-949-1384
E-mail: Emmonak@smtp.ak.bia.gov

Location & Climate:

Emmonak is located at the mouth of the Yukon River, 10 miles from the Bering Sea, on the north bank of Kwiguk Pass. It lies 120 air miles northwest of Bethel and 490 air miles from Anchorage, in the Yukon Delta National Wildlife Refuge. It lies at approximately 62d 47m N Latitude, 164d 32m W Longitude (Sec. 17, T031N, R081W, Seward Meridian). Emmonak is located in the Bethel Recording District. The area encompasses 6 sq. miles of land and 1 sq. miles of water. A maritime climate predominates in Emmonak. Temperatures range from -25 to 79. Precipitation is 19 inches per year, while snowfall is 50 to 60 inches per year. Freeze-up occurs during October; break-up occurs in June.

Transportation:

Accessibility: Scheduled and chartered air service from Bethel or Nome. Emmonak relies on air and water transportation. There are no connecting roads, but winter trails to Kotlik, Alakanuk and Sheldon Point are used by snow machines. Skiffs and ATVs are using during the summer for local transportation.
Airport Facilities: A State-owned 4,400' gravel airstrip is available.
Airline Service: Grant Aviation; Hageland; Larry's; Camai Air; Arctic Transportation Services; Warbelow's; Northern Air Cargo
Freight: Cargo plane and barge.
Vessel Support: Marine engine repair service available. No moorage facilities.

Facilities & Utilities:

Communications:

In-State Phone: United Utilities Inc.
Long-Distance Phone: AT&T Alascom; United Utilities
Internet Service Provider: Unicom/United Utilities, Inc. (www.unicom-alaska.net)
TV Stations: ARCS
Radio Stations: KICY-AM; KNOM-AM
Cable Provider: City of Emmonak
Teleconferencing: Alaska Teleconferencing Network

Electricity: Electricity is provided by AVEC.

Fuel: Fuel available includes marine gas, diesel, propane, unleaded and regular gasoline.

Fuel Storage – Tank Owners (number of tanks, total capacity):
AVEC (21 @ 172,247 gals.)
City (10 @ 131,500)
LY Schools (168,000)
Grant Air Services (6 @ 133,000)
Village Corp. (421,148)
Alaska Commercial Co. Store (20,000)

Housing: Accommodations and meals available.

Services: No banking facilities. Groceries and supplies available at local store. Charter aircraft available.

Water & Sewage: Water is derived from the Yukon River and is treated. Piped water and sewer services have recently been expanded to the west side -- 161 homes, businesses and the school are now served. Water storage capacity has been doubled to serve the system expansion. The landfill must be relocated.

Miscellaneous: There is one school located in the community, attended by 251 students.

Spill Response Support:

Contact local officials to determine possibility of using community facilities.

Potential Command Posts:

- City teen center
- City fire house
- School

Potential Staging Areas:

- Airport –
- National Guard Armory –
- Other government facilities –

Local Spill Response Equipment:

Economy:

The city experiences a seasonal economy, with most activity occurring during the summer. It is becoming a center for commercial fishing, purchasing and processing on the lower Yukon River. Yukon Delta Fish Marketing Co-op and Bering Sea Fisheries process and export salmon from Emmonak. Two fish processing plants now operate in Emmonak. 102 residents hold commercial fishing permits. Subsistence activities, trapping and public assistance support income. The majority of the community travels to fish camps during the summer months to dry salmon for winter use. Moose, beluga whale, seal and waterfowl are also utilized.

Culture & Demographic

92.1% of the population are Alaska Natives. A federally recognized tribe is located in the community. Emmonak is a Yup'ik Eskimo village involved in commercial fishing, processing and subsistence activities. Residents of Chuloonawick, a nearby fish camp, also live in Emmonak. The sale, importation and possession of alcohol are banned in the village.

9770.7.16 – Flat

FLAT

Population: 0 (2011 AK Dept of Labor estimate)
Located In: Unorganized
Incorporation Type: Unincorporated

There are no public facilities or permanent residents.

Location and Climate:
Flat is located on Otter Creek, 7 miles east of its junction with the Iditarod River. It lies 59 miles northeast of Holy Cross and 8 miles east of Iditarod, in the Kilbuck-Kuskokwim Mountains. It lies at approximately 62.453610 North Latitude and -158.007500 West Longitude. (Sec. 4, T027N, R047W, Seward Meridian.) Flat is located in the Kuskokwim Recording District.
The area has a cold, continental climate. Summer temperatures average 42 to 80 °F, and winters can range from -62 to 0 °F. Annual precipitation averages 67 inches, with average annual snowfall of 110 inches.

Spill Response Support: Nearest DEC Spill Response Conex located in Bethel. 543-2047/2087

Economy:
The Iditarod Mining District still produces gold today. The 2006-2010 American Community Survey (ACS) estimated zero residents as employed.

Culture and Demographics:
Gold was discovered in Flat on Christmas Day in 1908 by John Beaton and his associate. It became the widest pay streak ever found in Alaska. Peter Miscovich (Croatia), Lars Ostnes (Norway), and David Strandberg (Sweden) were also founding fathers and have been inducted into the Alaska Mining Hall of Fame. Flat became a mining and supply camp, first reported in 1910 by A.G. Maddren of the USGS. A tramway was built between Iditarod and Flat. A post office opened around 1912. Between 1910 and 1914, about 6,000 people moved to the community. Flat had an elementary school, a telephone system, two stores, a hotel, restaurant, pool hall, laundry, and jail. By World War I, the population had dramatically declined. The population was 158 in 1920 and 124 in 1930. By the end of World War II, only about 15 people lived there year-round. In 1937, Peter Miscovich purchased a large excavator, increasing production.

9770.7.17 – Georgetown
GEORGETOWN

Population: Three year-round residents
Located In: Unorganized

Incorporation Type: Unincorporated

Location and Climate:
Georgetown is located on the north bank of the upper Kuskokwim River in the Kilbuck-Kuskokwim mountains. It is east of the mouth of the George River, 16 miles northwest of Red Devil. It lies at approximately 61.923381 North Latitude and -157.619840 West Longitude. (Sec. 18, T021N, R046W, Seward Meridian.) Georgetown is located in the Kuskokwim Recording District.

Georgetown has a continental climate with temperatures ranging between -59 to 94 °F. Precipitation averages 17 inches annually, with snowfall of 80 inches. The Kuskokwim is ice-free from mid-June through October.

Spill Response Support: Nearest DEC Spill Response Conex located in Aniak. 675-4481/4446

Transportation:
The Kuskokwim River serves as the major transportation link to other villages. Barges which serve villages upriver may also serve Georgetown. In the winter transportation is primarily by snowmachine and aircraft.

General:
The middle Kuskokwim area first experienced contact with Europeans when the Russian explorer Zagoskin sailed upriver to McGrath in 1844. At that time, Georgetown was known as Keledzhichagat, a summer fish camp for residents of Kwigiumpainukamiut. Gold was found along the George River in 1909. This mining settlement and the river were named for three traders: George Hoffman, George Fredericks and George Morgan. By 1910, about 300 prospectors were living on the west side of the George River. About 200 cabins had been built, when a fire swept through the settlement in 1911, destroying all but 25 cabins. Also saved were the two general stores in town -- the Kuskokwim Commercial Company and the Northern Commercial Company. By 1953, the only large structure that remained at the site was the two-story log house belonging to George Fredericks. In the 1950s, the present settlement, on the east side of the George River, began to develop. A State school was established in 1965, and remained until 1970. Georgetown is presently used as a seasonal fish campsite. There are no year-round residents.

Economy:
There are three year-round residents. The 2006-2010 American Community Survey (ACS) estimated zero residents as employed.

Culture and Demographics:
Georgetown residents are Yup'ik Eskimos and Tanaina Athabascans and depend upon a subsistence lifestyle.

The middle Kuskokwim area first experienced contact with Europeans when the Russian explorer Zagoskin sailed upriver to McGrath in 1844. At that time, Georgetown was known as Keledzhichagat, a summer fish camp for residents of Kwigiumpainukamiut. Gold was found along the George River in 1909. This mining settlement and the river were named for three traders: George Hoffman, George Fredericks, and George Morgan. By 1910, about 300

prospectors were living on the west side of the George River. About 200 cabins had been built, when a fire swept through the settlement in 1911, destroying all but 25 cabins. Also saved were the two general stores in town -- the Kuskokwim Commercial Company and the Northern Commercial Company. By 1953, the only large structure that remained at the site was the two-story log house belonging to George Fredericks. In the 1950s, the present settlement, on the east side of the George River, began to develop. A state school was established in 1965 and remained until 1970.

9770.7.18 – Goodnews Bay

GOODNEWS BAY

Population: 246 (DCCED certified estimate)
Incorporation Type: 2nd Class City
Borough Located In: Unorganized
Regional Native Corporation: Calista Corp.

Emergency Services:
VPSO: 967-8113
State Troopers: Troopers in Bethel
Fire: Volunteer Fire Dept 967-8614
Medical: Local hospitals or health clinics include Goodnews Bay Health Clinic (967-8128). Auxiliary care is provided by Goodnews Bay First Responder Group (CHP 967-8128).

Organizations with Local Offices:

City - City of Goodnews Bay
P.O. Box 70, Goodnews Bay, AK 99589
Phone 907-967-8614
Fax 907-967-8124

Village Corporation - Kuitsarak, Incorporated
P.O. Box 10, Goodnews Bay, AK 99589
Phone 907-967-8428
Fax 907-967-8226

Village Council - Native Village of Goodnews Bay
P.O. Box 50, Goodnews Bay, AK 99589
Phone 907-967-8929
Fax 907-967-8330
E-mail: GoodnewsBay@smtp.ak.bia.gov

Location & Climate:
The community is located on the north shore of Goodnews Bay at the mouth of Goodnews River. It is 116 air miles south of Bethel, 110 miles northwest of Dillingham and 400 miles west of Anchorage. It lies at approximately 59d 07m N Latitude, 161d 35m W Longitude (Sec. 21, T012S, R073W, Seward Meridian). Goodnews Bay is located in the Bethel Recording District. The area encompasses 3 sq. miles of land and 2 sq. miles of water. Goodnews Bay is located in a

transitional climatic zone, exhibiting characteristics of both a marine and continental climate. Average precipitation is 22 inches, with 43 inches of snowfall. Summer temperatures range from 41 to 57; winter temperatures are 6 to 24.

Transportation:
Accessibility: Scheduled and chartered air service from Bethel or Dillingham. Snowmachines are the primary means of travel during the winter.
Airport Facilities: A State-owned 2,850' gravel airstrip is available for chartered or private planes year-round.
Airline Service: ERA Aviation
Freight: Cargo plane, barge, and ship. Barges deliver fuel and other supplies during the summer months.
Vessel Support: There are no docking facilities, although locals use boats and skiffs extensively during the summer months.

Facilities & Utilities:
Communications:
In-State Phone: United Utilities Inc.
Long-Distance Phone: AT&T Alascom; United Utilities
Internet Service Provider: School Only - GCI (www.gci.net)
TV Stations: ARCS
Radio Stations: KYUK-AM
Cable Provider: City of Goodnews Bay
Teleconferencing: No information

Electricity: Electricity is provided by AVEC.
Fuel: Marine gas, diesel, and propane available.
Fuel Storage – Tank Owners (number of tanks, total capacity):
- AVEC (8 @ 67,300 gals.)
- Mumtram Pikkai Inc. (6 @ 113,400)
- Lower Kuskokwim School District (2 @ 43,200)
- City (2 @ 16,600)
- Army Nat'l Guard (2,200)
- Goodnews River Fishing Lodge (10,000)

Housing: Accommodations available through the village or the school (967-8213).

Services: No restaurant, laundromat, or banking services. Supplies available through local store. No major repair service or rental transportation.

Water & Sewage: Currently, treated well water is hauled from the new watering point. Honeybuckets are hauled by the City. Most homes are currently not plumbed. A piped water and sewer system, with plumbing for 72 homes, is under construction. The school has requested funds for new water treatment, and to be connected to the City sewage lagoon.

Miscellaneous: There is one school located in the community, attended by 71 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
- City community building
- School

Potential Staging Areas:
- Airport
- National Guard Armory
- Other government facilities

Local Spill Response Equipment:

Economy:
The city, school, local businesses and commercial fishing provide the majority of the income, supplemented by subsistence activities. 43 residents hold commercial fishing permits, for salmon and herring roe fisheries. The 1992 Community Development Quota (CDQ) program has increased the pollock groundfish quota for small communities like Goodnews. From 40 to 50% of residents engage in trapping. Subsistence upon salmon, seal, walrus, birds, berries, moose and bear is an integral part of the lifestyle.

Culture & Demographic
95.9% of the population are Alaska Natives. A federally recognized tribe is located in the community. Goodnews is a traditional Eskimo village practicing a subsistence, trapping and fishing lifestyle. The sale, importation or possession of alcohol are banned in the village.

9770.7.19 – Grayling

GRAYLING - Pronunciation/Other Names: (GRAY-leeng)

Population: 189 (2011 DCCED certified estimate)
Incorporation Type: 2nd Class City
Borough Located In: Unorganized
Regional Native Corporation: Doyon, Limited

Emergency Services:
Police: None
State Troopers: 675-4398/4629 (Aniak)
Fire: Volunteer Fire Department, 453-5148
Medical: Grayling Clinic, 453-5120.

Organizations with Local Offices:

City - City of Grayling
P.O. Box 89, Grayling, AK 99590
Phone 453-5148
Fax 453-5223

Village Corporation - Hee-Yea-Lingde Corporation
Box 9, Grayling, AK 99590

Phone 453-5133
Fax 453-5151

Village Council - Organized Village of Grayling
P.O. Box 49, Grayling, AK 99590
Phone 453-5116
Fax 453-5146

Location & Climate:
Grayling is located in Interior Alaska on the west bank of the Yukon River east of the Nulato Hills. It is 18 air miles north of Anvik. It lies at approximately 62d 57m N Latitude, 160d 03m W Longitude (Sec. 34, T033N, R057W, Seward Meridian). Grayling is located in the Kuskokwim Recording District. The area encompasses 11 sq. miles of land and 0 sq. miles of water. The climate of Grayling is continental, with long, cold winters and relatively warm summers. Temperature extremes range between -60 to 87. Snowfall averages 110 inches, with 21 inches of total precipitation per year. The Yukon River is ice-free from June through October.

Transportation:
Accessibility: Scheduled and chartered air service from McGrath or Bethel. In summer, access to Grayling is by air, riverboat or barge. No roads connect Grayling with other communities. Skiffs are used for transportation up and down the river during summer. Every other year Grayling is a checkpoint on the annual 1,049-mile Iditarod sled dog race.
Airport Facilities: The State owns and operates a 2,315' gravel runway.
Airline Service: ERA Alaska, Ryan Air Service
Freight: Barge or mail plane.
Vessel Support: Moorage facilities available.

Facilities & Utilities:
Communications:
In-State Phone: Bush-Tell Inc.
Long-Distance Phone: AT&T Alascom
Internet Service Provider: School Only - GCI (www.gci.net)
TV Stations: ARCS
Radio Stations: KICY-AM; KNOM-AM
Cable Provider: None
Teleconferencing: Alaska Teleconferencing Network
Electricity: Electricity is provided by AVEC.
Fuel: Diesel, propane, and regular gasoline available.
Fuel Storage – Tank Owners (total capacity):
- AVEC (75,300 gals.)
- Native Store (24,489)
- School (2,000)
- Village Corp. (20,572)

Housing: Lodging available through
- Shirley Clarks B&B
- School
- Through the city (453-5148)

Services: No restaurants or banking services. Groceries and supplies available through local stores.

Aircraft mechanic and charter aircraft available.
Water & Sewage: Water is derived from an infiltration gallery at Grayling Creek, is treated, stored and piped throughout the community. Over 90% of homes are plumbed for water and sewer.
Miscellaneous: There is one school located in the community, attended by 69 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
- Teen center
- School

Potential Staging Areas:
- Airport
- National Guard Armory
- Other government facilities

Local Spill Response Equipment:
Nearest DEC Spill Response Conex located in Mountain Village. 591-2929
Email: cityofmou@yahoo.com

Economy:
Grayling's economy is heavily dependent on subsistence activities, and employment is found primarily in seasonal work. In 2010, 31 residents held commercial fishing permits. Subsistence activities include fishing, hunting, trapping, and berry gathering. Salmon, moose, black bear, small game, and waterfowl are harvested.

Culture & Demographic
The population of Grayling is comprised of Holikachuk and Ingalik Indians. Subsistence activities are important to villagers' livelihoods. The sale of alcohol is banned in the village.

In 1900, the U.S. Revenue steamer Nunivak reported 75 inhabitants, a store, and a large woodyard to supply steamers. Between 1962 and 1966, 25 families moved from Holikachuk on the Innoko River to Grayling. Holikachuk was prone to annual spring flooding, and low water levels made the return trip from Yukon fish camps each year difficult. The city government was incorporated in 1969.

9770.7.20 – Hamilton

HAMILTON

Hamilton is currently an **unpopulated** community, and/or no U.S. Census data is available for the community. A "complete" Community Profile has not been developed for this community. The information below provides a brief overview of the community.

Organizations:

Village Council - Native Village of Hamilton
P.O. Box 20248, Kotlik, AK 99620
Phone 907-899-4252
Fax 907-899-4202
Village Corporation - Nunapiglluraq Corporation
P.O. Box 20187, Kotlik, AK 99620
Phone 907-899-4226
Fax 907-899-4528

General:
The village was first reported in 1844 by Lt. L.A. Zagoskin of the Russian Navy as the Eskimo village or camp "Aunguamut." In 1897, the North American Transportation & Trading Company established a supply post and riverboat landing here. The village was named for Charles H. Hamilton, assistant manager of the company. It has also been known as Fort Hamilton and Old Hamilton. Hamilton is a traditional summer subsistence-use camp; villagers live permanently in Kotlik. There are no year-round residents at this site. Transportation is provided by boat or float plane.

9770.7.21 – Holy Cross

HOLY CROSS

Population: 176 (2011 DCCED certified estimate)
Incorporation Type: 2nd Class City
Borough Located In: Unorganized
Regional Native Corporation: Doyon, Limited

Emergency Services:
VPSO: 476-7180
State Troopers (Aniak): 675-4398
Fire: Volunteer Fire Department, 476-7136
Medical: Theresa Demientieff Health Clinic, 476-7174.

Organizations with Local Offices:

City - City of Holy Cross
P.O. Box 227, Holy Cross, AK 99602
Phone 476-7139
Fax 476-7141
Email: cityofholycross@gci.net

Village Corporation - Deloycheet, Incorporated
P.O. Box 206, Holy Cross, AK 99602
Phone 476-7177
Web: http://www.deloycheet.com/

Village Council - Holy Cross Village
P.O. Box 89, Holy Cross, AK 99602

Phone 476-7124
Fax 476-7132

Location & Climate:

Holy Cross is located in Interior Alaska on the west bank of Ghost Creek Slough off the Yukon River. It is 40 miles northwest of Aniak and 420 miles southwest of Fairbanks. It lies at approximately 62d 12m N Latitude, 159d 46m W Longitude (Sec. 05, T024N, R057W, Seward Meridian). Holy Cross is located in the Kuskokwim Recording District. The area encompasses 31 sq. miles of land and 6 sq. miles of water. The climate of Holy Cross is continental. Temperature extremes range from -62 and 93. Snowfall averages 79.4 inches, with 19 inches of total precipitation per year. The Yukon river is ice-free from June through October.

Transportation:
Accessibility: The community is dependent upon air and boat transportation. Residents use boats for fishing, subsistence and recreation. 7.5 miles of local roads are used by 3-wheelers, motor bikes, snowmachines and dog teams.
Airport Facilities: The State owns and operates a 4,000-foot gravel airstrip.
Airline Service: ERA Alaska, Ryan Air Service
Freight: Air transport and barge (in the summer).
Vessel Support: No moorage facilities.

Facilities & Utilities:
Communications:
In-State Phone: Bush-Tell Inc.
Long-Distance Phone: AT&T Alascom
Internet Service Provider: School Only - GCI (www.gci.net), AT&T
TV Stations: ARCS
Radio Stations: KICY-AM; KYUK-AM; KNOM-AM
Cable Provider: None
Teleconferencing: Alaska Teleconferencing Network
Electricity: Electricity is provided by AVEC.
Fuel: Propane and regular gasoline available.
Fuel Storage – Tank Owners (total capacity):

- AVEC (77,600 gals.)
- Iditarod Schools (29,314)
- City (14,084)
- Deloycheet, Inc. (163,547)
- Holy Cross Church (6,200)

Housing: Accommodations and meals available at Holy Cross Lodge.
Services: Groceries and supplies available local stores. No banking services or rental transportation.
Water & Sewage: Water is derived from a deep well and is treated. A new backup well, new pump house and water treatment facility have been completed. 71 households and the school are connected to the piped water and sewer system, with a plumbed kitchen. The remainder haul water from the washeteria and use honeybuckets.
Miscellaneous: There is one school located in the community, attended by 54 students. Landfill improvements are needed.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
- City community hall
- Village council teen center
- School

Potential Staging Areas:
- Airport –
- National Guard Armory –
- Other government facilities –

Local Spill Response Equipment:
Nearest DEC Spill Response Conex located in Mountain Village. 591-2929
Email: cityofmou@yahoo.com

Economy:
Holy Cross is characterized by a seasonal economy. In 2010, nine residents held commercial fishing permits. Subsistence hunting, fishing, trapping, and gardening supplement income.

Culture & Demographic
Holy Cross is an Ingalik village. Subsistence and fishing-related activities are important to residents. The sale of alcohol is banned in the village.

Holy Cross first had contact with Europeans in the early 1840s, when Russian explorers led by Lt. Zagoskin traveled the Yukon River. They reported on "Anilukhtakpak," which had 170 people. In 1880, the village was reported as "Askhomute" with 30 residents. A Catholic mission and school were established in the 1880s by Father Aloysius Robaut, who came to Alaska across the Chilkoot Trail. Ingaliks migrated to Holy Cross to be near the mission and school. A post office was opened in 1899 under the name "Koserefsky." In 1912, the name of the town was changed to "Holy Cross" after the mission. In the 1930s and 40s, sternwheelers brought the mail and supplies two or three times a year. The course of the river changed during the 1930s, and, by the mid-40s, the slough on which the village is now located was formed. The mission church and many additional buildings were torn down after the boarding school ceased operations in 1956. The city government was incorporated in 1968.

9770.7.22 – Hooper Bay

HOOPER BAY

Population: 1,137 (2011 DCCED certified estimate)
Incorporation Type: 2nd Class City
Borough Located In: Unorganized
Regional Native Corporation: Calista Corp.

Emergency Services:
Police: 758-4615/4617
VPSO: 758-4615

State Troopers: Bethel - 543-2294
Fire: Volunteer Fire Dept 329-8001
Medical: Local hospitals or health clinics include Hooper Bay Health Clinic (758-4711). Auxiliary health care is provided by flight to Bethel or Anchorage.

Organizations with Local Offices:

City - City of Hooper Bay
P.O. Box 29, Hooper Bay, AK 99604
Phone 907-758-4311
Fax 907-758-4311

Economic Development - Coastal Village Region Fund
204 N. Franklin St., #1, Juneau, AK 99801
Phone 907-586-2360
Fax 907-586-2331

Village Corporation - Sea Lion Corporation
P.O. Box 44, Hooper Bay, AK 99604
Phone 907-758-4415
Fax 907-758-4815

Village Council - Native Village of Hooper Bay
P.O. Box 41, Hooper Bay, AK 99604
Phone 907-758-4915
Fax 907-758-4066

Location & Climate:
Hooper Bay is located 20 miles south of Cape Romanzof, 25 miles south of Scammon Bay in the Yukon-Kuskokwim Delta. The city is separated into two sections: a heavily built-up townsite located on gently rolling hills, and a newer section in the lowlands. It lies at approximately 61d 31m N Latitude, 166d 05m W Longitude (Sec. 26, T017N, R093W, Seward Meridian). Hooper Bay is located in the Bethel Recording District. The area encompasses 9 sq. miles of land and 0 sq. miles of water. The climate in Hooper Bay is maritime. The mean annual snowfall is 75 inches, with a total precipitation of 16 inches. Temperatures range between -25 and 79. Winter ice pack and winds often promote severe conditions. The Bering Sea is ice-free from late June through October.

Transportation:
Accessibility: Residents of Hooper Bay rely on air and water transportation.
Airport Facilities: The 3,300' paved runway is State owned and operated.
Airline Service: No information**.**
Freight: Air and barge. Barge lines deliver shipments of fuel and other bulk supplies throughout the summer.
Vessel Support: A commercial fishing dock is under construction. Skiffs are used during summer for local transportation. Limited motor repair services available.

Facilities & Utilities:

Communications:

In-State Phone: United Utilities Inc.
Long-Distance Phone: AT&T Alascom; United Utilities
Internet Service Provider:
TV Stations: ARCS
Radio Stations: KICY-AM; KCUK-FM; KNOM-AM
Cable Provider: Frontier Cable, Inc.
Teleconferencing: Alaska Teleconferencing Network

Electricity: Electricity is provided by AVEC.

Fuel: Gasoline and diesel fuel available.

Fuel Storage – Tank Owners (number of tanks, total capacity):

- High School (145,400 gals.)
- City (20,000)
- AVEC (160,900)
- Army Nat'l Guard (8,200)
- Yukon Fuel Co. (225,203)
- Little Flower of Jesus Parish (2,519)

Housing: Accommodations available at Qavartarvik (Sea Lion Hotel, 758-4015).

Services: Groceries and supplies available at local stores. Laundromat with showers available.

Water & Sewage: Residents currently haul treated water from the washeteria or other watering points. Three new wells were drilled in 1997, 3 miles northeast of town. The school uses its own water system. Honeybuckets are hauled by residents. The large majority of homes are not plumbed, with the exception of the new HUD housing subdivision, which uses a flush/haul system. The City is beginning infrastructure improvements in preparation for a piped water and sewer system. A new water treatment/washeteria facility is under construction.

Miscellaneous: There is one school located in the community, attended by 390 students. The landfill was expanded in 1997, and includes a new sewage lagoon; the combined site is nearly 20 acres in size.

Spill Response Support:

Contact local officials to determine possibility of using community facilities.

Potential Command Posts:

- School

Potential Staging Areas:

- Airport –
- National Guard Armory –
- Other government facilities –

Local Spill Response Equipment:

Economy:

Most employment in Hooper Bay is seasonal with peak economic activity in the summer and little income-producing activity during the winter. 44 residents hold commercial fishing permits. The 1992 Community Development Quota (CDQ) program has increased the pollock groundfish quota for small communities like Hooper Bay. BLM fire fighting offers some employment, and grass baskets and ivory handicrafts are sold. The community is interested in developing the Naparyarmiut Arts & Crafts Cooperative. Income is supplemented by subsistence activities. Salmon, walrus, beluga whale and waterfowl are harvested.

Culture & Demographic
96% of the population are Alaska Natives. A federally recognized tribe is located in the community. Hooper Bay is a traditional Cup'ik Eskimo community. Commercial fishing and subsistence activities are the primary means of support. Members of the Village of Paimiut also live in Hooper Bay. The sale or importation of alcohol is banned in the village.

9770.7.23 – Kasigluk

KASIGLUK - **Pronunciation/Other Names:** (ka-SEE-ga-luck); aka Kaseglok)

Population: 576 (2011 AK Dept of Labor estimate)
Incorporation Type: Unincorporated
Borough Located In: Unorganized
Regional Native Corporation: Calista Corp.

Emergency Services:
Police: 477-6128
State Troopers: Troopers in Bethel 543-2294
Fire: Volunteer Fire Dept 477-6247
Medical: Local hospitals or health clinics include Kasiguk Health Clinic (477-6120).

Organizations with Local Offices:

Village Corporation - Kasigluk Incorporated
P.O. Box 39, Kasigluk, AK 99609
Phone 907-447-6113
Fax 907-447-6026

Village Council - Kasigluk Traditional Council
P.O. Box 19, Kasigluk, AK 99609
Phone 907-477-6405
Fax 907-477-6212
E-mail: Kasigluk@smtp.ak.bia.gov

Location & Climate:
Kasigluk is on the Johnson River in the Kuskokwim River Delta, 26 miles northwest of Bethel. The community is comprised of Old and New Kasigluk, surrounded by the Johnson River and a network of lakes. It lies at approximately 60d 52m N Latitude, 162d 32m W Longitude (Sec. 02, T009N, R075W, Seward Meridian). Kasigluk is located in the Bethel Recording District. The area encompasses 19 sq. miles of land and 0 sq. miles of water. The area's precipitation averages 16 inches annually, with snowfall of 50 inches. Summer temperatures range from 62 to 42; winter temperatures are 19 to -2.

Transportation:
Accessibility: Scheduled and chartered air service from Bethel. Locals use skiffs to travel to Bethel and other area villages during the summer, and snowmachines in the winter.

Airport Facilities: A State-owned 1,950' lighted gravel airstrip provides chartered or private air transportation year-round. The airport is undergoing major improvements, including an extension of the runway to 3,000'.
Airline Service: No information.
Freight: Cargo plane and barge.
Vessel Support: Although there are no docking facilities, barges from Bethel deliver fuel and supplies during summer months.

Facilities & Utilities:
Communications:
In-State Phone: United Utilities Inc.
Long-Distance Phone: AT&T Alascom; United Utilities
Internet Service Provider: Unicom/United Utilities, Inc. (www.unicom-alaska.net); School Only - GCI (www.gci.net)
TV Stations: ARCS; KYUK
Radio Stations: KYUK-AM; KYKD-FM
Cable Provider: Village of Kasigluk
Teleconferencing: Alaska Teleconferencing Network
Electricity: Electricity is provided by AVEC (from Nunapitchuk). Electricity is provided by Nunapitchuk, although the village would like a local electric system.
Fuel: Marine gas and propane available.
Fuel Storage – Tank Owners (number of tanks, total capacity):
- School (95,250 gals.)
- Village Council (15,000)
- Village Corp. (116,500)

Housing: Accommodations can be arranged at
- the school (477-6615)
- the clinic (477-6120)
- private homes

Services: No restaurant or banking services. Laundry facilities available. Groceries and supplies available through local stores. No major repair services, rental transportation.
Water & Sewage: Treated well water is hauled from the washeteria, and individual wells are also available. The new Kasigluk area known as Akula Heights uses the school well. Honeybuckets are hauled to sewage bunkers. Homes are not plumbed, and residents are reliant on the washeteria for bathing and laundry. A Master Plan is being completed for water and sewer system improvements.
Miscellaneous: The landfill does not meet DEC standards, and is located on a flood plain. There are 2 schools located in the community, attended by 168 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
- Community building
- Schools
- Police station

Potential Staging Areas:
- Airport –

- National Guard Armory –
- Other government facilities –

Local Spill Response Equipment:

Economy:
The school, commercial fishing, retail businesses and village government provide the majority of employment in Kasigluk. Subsistence activities contribute significantly to household diets. 46 residents hold commercial fishing permits, mainly for salmon set net and herring roe fisheries.

Culture & Demographic
95.3% of the population are Alaska Natives. A federally recognized tribe is located in the community. Kasigluk is an Eskimo community practicing a fishing and subsistence lifestyle. The sale or importation of alcohol is banned in the village.

9770.7.24 – Kipnuk

KIPNUK - Pronunciation/Other Names: (KIP-nuck, aka Kanganak)

Population: 663 (2011 AK Dept of Labor estimate)
Incorporation Type: Unincorporated
Borough Located In: Unorganized
Regional Native Corporation: Calista Corp.

Emergency Services:
VPSO: 896-5515
State Troopers (Bethel): 543-2294
Fire: Volunteer Fire Department
Medical: Kipnuk Clinic, 896-5927/2093.

Organizations with Local Offices:

Village Corporation - Kugkaktlik Limited
P.O. Box 36, Kipnuk, AK 99614
Phone 896-5414
Fax 896-5140

Village Council - Native Village of Kipnuk
P.O. Box 57, Kipnuk, AK 99614
Phone 896-5515
Fax 896-5240
Email: ktc99614@yahoo.com

Kipnuk Light Plant
P.O. Box 71, Kipnuk, AK 99614
Phone 896-5427

Environmental Staff (IGAP): 896-5515

Location & Climate:
Kipnuk is located on the west bank of the Kugkaktlik River in the Yukon-Kuskokwim Delta, 85 air miles southwest of Bethel. It lies four miles inland from the Bering Sea coast. It lies at approximately 59d 56m N Latitude, 164d 03m W Longitude (Sec. 10, T003S, R086W, Seward Meridian). Kipnuk is located in the Bethel Recording District. The area encompasses 30 sq. miles of land and 1 sq. miles of water. The community is located in a marine climate. Precipitation averages 22 inches, with 43 inches of snowfall annually. Summer temperatures range from 41 to 57, winter temperatures are 6 to 24.

Transportation:
Accessibility: Scheduled air service from Bethel. Boats and skiffs are used by residents for local travel during the summer, with snowmachines in the winter.
Airport Facilities: Kipnuk offers a State-owned 2,120' gravel airstrip, with scheduled air taxi service five times each day. Charter services are also available. A seaplane base is also available.
Airline Service: ERA Alaska, Grant Aviation, Ryan Air Service, Yute Air
Freight: Mail plane and barge. Although there is no dock, barges from Bethel deliver cargo each summer. It is a local priority to construct docking facilities.
Vessel Support: No information available.

Facilities & Utilities:
Communications:
In-State Phone: United Utilities Inc.; GCI (cell phone service, 5-10 mile range)
Long-Distance Phone: AT&T Alascom; United Utilities
Internet Service Provider: GCI; United Utilities Inc.
TV Stations: ARCS
Radio Stations: KYUK-AM
Cable Provider: Frontier Cable, Inc.
Teleconferencing: Alaska Teleconferencing Network
Electricity: Kipnuk Light Plant provides Electricity.
Fuel: Gas, Diesel.
Fuel Storage – Tank Owners (total capacity):
- School (70,200 gals.)
- Village Power Plant (151,300)
- Kugkaktlik Ltd (324,500)
- Kashatok Bros. Store (13,800)

Housing: Lodging can be arranged with
- Marshall School
- Hunter Sales Rooming (679-6111)
- Kipnuk Traditional Council 896-5515.

Services: Limited supplies available at local store.
Water & Sewage: A new 210,000 gal. water storage tank is filled from a reservoir on a nearby lake; residents haul treated water from several watering points. Honey buckets are hauled by the village to a sewage lagoon. Homes are not plumbed.
Miscellaneous: There is one school located in the community, attended by 201 students. The Village Council collects refuse and maintains the Class III permitted landfill. The Kipnuk school needs additional funds to complete its bio-pure sewage treatment plant and increase water storage capacity.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Housing Facilities:

- Tribal Office Building, 896-5515, (All season; Capacity: 30-50)
- Kipnuk Tribal Council Bunkhouse, 896-5515 (All season; Capacity: 17)
- CVRF, 896-5080 (All season; Capacity: 2)

Potential Command Posts:

- Kipnuk Tribal council Office Bldg, 896-5515 (Capacity: 30-50; Internet access)
- CVRF Office/Shop, 896-5080 (Capacity: 10; Internet access)

Potential Staging Areas:

- CVRF Office/Shop, 896-5080 (Capacity: 10; Internet access)
- Airport
- National Guard Armory

Local Spill Response Equipment: Nearest DEC Spill Response Conex located in Toksook Bay, 427-7511

- Containment Boom (100 feet) - Kugkaktlik Ltd (896-5414)
- Sorbent Pads (8 bags) - Kipnuk Light Plant (896-5427)
- Backhoe (2) - 896-5015
- Bulldozer (2) - 896-5515
- Skiff with outboard - numerous in community
- Hazwoper Trained Spill Responders: 5-6

Limiting factors in the community for supporting a large spill response effort. Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.
Yes. Ground is very absorbent and soft for heavy equipment operation, and all of the above are also limiting factors.

Top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill.

Location	Reason for Protection
Chief Paul Memorial School	Children/students
Kugkaktlik River	Seafood

Economy:
Most employment in Kipnuk is in seasonal activities such as commercial fishing and construction. Subsistence activities are a major component of the Kipnuk lifestyle. In 2010, 42 residents held commercial fishing permits. Coastal Villages Seafood, Inc., processes halibut and salmon in Kipnuk. Income is also obtained by trapping.

Culture & Demographic
Kipnuk is a traditional Yup'ik Eskimo community, maintaining a subsistence lifestyle. Commercial fishing is an important income source. The sale and importation of alcohol is banned in the village. Yup'ik Eskimos have inhabited the region for thousands of years. According to early BIA records, the village was established around 1922.

9770.7.25 – Kongiganak

KONGIGANAK
Pronunciation/Other Names: (kahn-GIG-uh-nuk; abbr. Kong)

Population: 462 (2011 AK Dept of Labor Estimate) **Incorporation Type:** Unincorporated
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:
VPSO: 557-5607
State Troopers: Bethel - 543-2294
Fire: Volunteer Fire Dept
Medical: Local hospitals or health clinics include Kongiganak Health Clinic (557-5127).

Organizations with Local Offices:
Electric Utility - Puvurnaq Power Company, P.O. Box 5009, Kongiganak, AK 99559
Phone 907-557-5614, Fax 907-557-5614
Village Corporation - Qemirtalek Coast Corporation, P.O. Box 5070, Kongiganak, AK 99559
Phone 907-557-5429, Fax 907-557-5517
Village Council - Kongiganak Native Village, P.O. Box 5069, Kongiganak, AK 99559
Phone 907-557-5226, Fax 907-557-5224, e-mail: Kongiganak@smtp.ak.bia.gov

Location & Climate:
Kongiganak is located on the west shore of Kuskokwim Bay, west of the mouth of the Kuskokwim River. It lies 70 miles southwest of Bethel and 451 miles west of Anchorage. It lies at approximately 59d 52m N Latitude, 163d 02m W Longitude (Sec. 33, T002S, R079W, Seward Meridian). Kongiganak is located in the Bethel Recording District. The area encompasses 11 sq. miles of land and 1 sq. miles of water. Kong is located in a marine climate. Precipitation averages 22 inches, with 43 inches of snowfall annually. Summer temperatures range from 41 to 57, winter temperatures are 6 to 24.

Transportation:
Accessibility: Scheduled air service from Bethel. Snowmobiles, boats and skiffs provide local transportation to Bethel and other area villages
Airport Facilities: Kongiganak and Kwigillingok share use of the State-owned 2,500' gravel airstrip; major improvements are nearing completion. A seaplane base is also nearby.
Airline Service: No information.
Freight: Plane and barge service. Barges deliver cargo once or twice each summer.
Vessel Support: There are no docking facilities.

Facilities & Utilities:
Communications: **In-State Phone:** United Utilities Inc. **Long-Distance Phone:** AT&T Alascom; United Utilities **Internet Service Provider:** School Only - GCI (www.gci.net) **TV Stations:** ARCS
Radio Stations: KYUK-AM **Cable Provider:** Qemirtalek Coast Corp. (Village Corp.)
Teleconferencing: Alaska Teleconferencing Network
Electricity: Electricity is provided by Puvurnaq Power Company.
Fuel: No information available.

Fuel Storage – Tank Owners (number of tanks, total capacity): LK Schools (74,100 gals.); Village Safewater Corp. (25,734); Puvurnaq Power (53,470); Village Corp. (51,900); Moravian Church (4,170); Army Nat'l Guard (3,700); Kongiganak Trading Co. (8,500)
Housing: Lodging available at the school (557-5126).
Services: No information.
Water & Sewage: Treated surface water is hauled from the washeteria. Some residents use rain catchments during the summer and ice melt in the winter. Honeybuckets are hauled by the village from disposal bunkers to a pre-treatment plant at the sewage lagoon. Homes are not plumbed. Funds have been requested to construct a circulating water and vacuum sewer utilidor system, and plumbing for 45 homes. Phase I infrastructure improvements are under development, such as a new water source and water treatment improvements. The school wants an additional water storage tank. A new washeteria is needed.
Miscellaneous: There is one school located in the community, attended by 121 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
Community hall
School
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment:

Economy:
Approximately half of the employment in Kongiganak is at the school. The remaining employment is with village services, stores, and commercial fishing. 27 residents hold commercial fishing permits. Subsistence activities are important supplements to income. Some trapping occurs. The 1992 Community Development Quota (CDQ) program has increased the pollock groundfish quota for small communities like Kongiganak.

Culture & Demographic
97.3% of the population are Alaska Natives. A federally recognized tribe is located in the community. Kongiganak is a traditional Eskimo village with a fishing and subsistence lifestyle and culture. The sale, importation or possession of alcohol is banned in the village.

9770.7.26 – Kotlik
KOTLIK
Pronunciation/Other Names: (KAWT-lick)

Population: 601 (2011 DCCED certified estimate) **Incorporation Type:** 2nd Class City
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:
City VPO: 899-4626
State Troopers: St Mary's - (800) 240-2019
Fire: Volunteer Fire Dept

Medical: Local hospitals or health clinics include Kotlik Health Clinic (899-4511). Auxiliary health care is provided by flight to Bethel or Anchorage.

Organizations with Local Offices:
City - City of Kotlik, P.O. Box 20268, Kotlik, AK 99620-0268
Phone 907-899-4313, Fax 907-899-4826
Village Corporation - Kotlik Yupik Corporation, P.O. Box 20007, Kotlik, AK 99620
Phone 907-899-4019, Fax 907-899-4528
Village Council - Village of Kotlik, P.O. Box 20210, Kotlik, AK 99620
Phone 907-899-4326, Fax 907-899-4790, e-mail: Kotlik@smtp.ak.bia.gov

Location & Climate:
Kotlik is located on the east bank of the Kotlik Slough, 35 miles northeast of Emmonak in the Yukon-Kuskokwim Delta. It lies 165 air miles northwest of Bethel, and 460 miles from Anchorage. It lies at approximately 63d 02m N Latitude, 163d 33m W Longitude (Sec. 25, T028S, R026W, Kateel River Meridian). Kotlik is located in the Bethel Recording District. The area encompasses 4 sq. miles of land and 1 sq. miles of water. The climate of Kotlik is subarctic. Temperatures range between -50 and 87. There is an average of 60 inches of snowfall, with a total of 16 inches of precipitation annually. High winds and poor visibility are common during fall and winter. Norton Sound and the Yukon are ice-free from mid-June through October.

Transportation:
Accessibility: Scheduled and chartered plane service from Nome or Bethel. There is no road access, although Kotlik is easily accessible by barge. The river is used by the 50 or so commercial and private boats owned by residents.
Airport Facilities: Air transportation of passengers, cargo and mail is provided via the State-owned 2,145' gravel airstrip.
Airline Service: No information.
Freight: Air and barge service.
Vessel Support: No information available on moorage facilities.

Facilities & Utilities:
Communications: In-State Phone: United Utilities Inc. **Long-Distance Phone:** AT&T Alascom; United Utilities **Internet Service Provider: TV Stations:** ARCS **Radio Stations:** KICY-AM; KNOM-AM **Cable Provider:** Kotlik Joint Utility (City) **Teleconferencing:** Alaska Teleconferencing Network
Electricity: Electricity is provided by Kotlik Joint Utility.
Fuel: No information available.
Fuel Storage – Tank Owners (number of tanks, total capacity): Electric Utility (20 @ 50,000 gals.); Kotlik Yupik Corp. (5 @ 220,000); School (6 @ 48,955); City (18,100); Alaska Commercial Store (15,000)
Housing: Lodging arrangements may be made with the Kotlik Lodge (899-4313) or the local school (899-4415).

Services: Groceries and supplies available at local stores. No information available on repair services, rental transportation.
Water & Sewage: A piped vacuum sewer and circulating water utilidor is being constructed in Kotlik, including plumbing for 51 homes. 19 households and facilities are not yet served, and

these residents haul treated water from the washeteria or the Kotlik Slough and haul honeybuckets to containers.
Miscellaneous: Since trenching and burying is difficult in the area, the City is considering an incinerator and recycling to reduce the quantity of solid waste. The existing landfill is being closed. There is one school located in the community, attended by 198 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
City community hall
City teen center
School
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment:

Economy:
Kotlik has a seasonal economy with most activity during the summer. Fishing and fish processing are the primary income generators. 82 residents hold commercial fishing permits. The community is interested in developing a local seafood processing facility, and an arts and crafts project. Kotlik's residents rely heavily on subsistence foods, and many families have fish camps on the Yukon River. Salmon, moose, beluga whale and seal are harvested. Income is also derived from trapping.

Culture & Demographic
97% of the population are Alaska Natives. A federally recognized tribe is located in the community. It is a Yup'ik Eskimo village practicing a fishing, trapping and subsistence lifestyle. Residents of Hamilton, a nearby summer fish camp, also live in Kotlik. The sale, importation or possession of alcohol is banned in the village.

9770.7.27 – Kwethluk
KWETHLUK
Pronunciation/Other Names: (KWEETH-luk)

Population: 741 (2011 DCCED certified estimate) **Incorporation Type:** 2nd Class City
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:
VPSO: 757-6629
State Troopers: 543-2294 (Bethel Post)
Fire: 757-6629
Medical: Betty Guy Memorial Clinic, 757-6627, 757-6670

Organizations with Local Offices:
City - City of Kwethluk
Phone 757-6022, Fax 757-6497

Village Council - Organized Village of Kwethluk
Phone 757-6714/6715, Fax 757-6328
Electric Utility - Kwethluk Incorporated
Phone 757-6613, Fax 757-6212
Village Corporation - Kwethluk Incorporated
Phone 757-6613, Fax 757-6212

Location & Climate:
This is a Yup'ik community located 12 air miles east of Bethel on the Kwethluk River at its junction with the Kuskokwim. The village is the second largest along the Lower Kuskokwim River, following Bethel. It lies at approximately 60° 49' North Latitude, 161° 26' West Longitude (Sec. 05, T008N, R069W, Seward Meridian).
Kwethluk's precipitation averages 16 inches, with snowfall of 50 inches. Summer temperatures average from 62 to 42; winter averages are 19 to -2. Extremes have been recorded from 86 to -46. The Kuskokwim is typically ice-free from June through October.

Transportation:
Accessibility: Scheduled and chartered air service from Bethel. Kwethluk is dependent on air transportation for year-round movement of freight and passengers. Snowmachines, ATVs, and skiffs are used for local travel, and the River becomes an ice road during winter. Winter trails are marked to Eek (45 mi), Three Step Mountain (55 mi), and Columbia Creek (49 mi).
Airport Facilities: A State-owned 3,199' long by 75' wide gravel airstrip and seaplane base are available.
Airline Service: ERA Alaska, Ryan Air Service, Yute Air
Freight: Cargo plane and barge. Barge services deliver cargo during the summer.
Vessel Support: There are no docking facilities.

Facilities & Utilities:
Communications: Cellular Phone: GCI
In-State Phone: United Utilities Inc.
Long-Distance Phone: GCI; United Utilities
Internet Service Provider: GCI; United Utilities
TV Stations: ARCS; KYUK
Radio Stations: KYUK-AM; KYKD-FM
Cable Provider: None
Teleconferencing: AK Teleconferencing Network
Electricity: Kwethluk Incorporated
Fuel: Gasoline, diesel and propane
Fuel Storage – Tank Owners (capacity in gallons): Kwethluk Inc (93,750 Diesel and 116,750 Unleaded) City (17,000) Lower Kuskokwim Schools (23,500) Army National Guard (5,250) Kwethluk Electric (138,000 Diesel)
Housing & Accommodations: Lodging accommodations can be arranged through the school or city.

School: Contact Site Administrator, 757-6015 (Capacity 25)
City: Contact City Manager, 757-6022 (Capacity 12)

Services: No restaurant or banking services. Groceries and supplies available through local stores. No rental transportation or repairs.

Kwethluk Native Store, 757-6220

Kwethluk Sports Store (hardware), 757-64112

Water & Sewage: The City of Kwethluk provides water treatment, honeybucket, washeteria, and refuse services. The school and teachers' housing have individual systems. Residents haul water for household use. There are sewage container disposal bins; these are hauled to the sewage lagoon. None of the 147 homes have complete plumbing, but many residents have steam baths.

Kwethluk Washeteria, 757-6821

Miscellaneous:

Spill Response Support:

Contact local officials to determine possibility of using community facilities.

Potential Command Posts:

Kwethluk City Office (757-6022). Capacity for 30, internet is available

Potential Staging Areas:

Old Airport Apron (757-6022). Approximately 2,900 feet.

Local Spill Response Equipment

Response Type Equipment	Quantity	Contact (organization & phone)
Containment Boom for oil spill in water	100'	City of Kwethluk, 757-6022
Sorbent "sausage" or "pom-pom" boom	120'	City of Kwethluk, 757-6022
Anchors for securing boom	none	City of Kwethluk, 757-6022
Sorbent pads	4 bundles, 3'x3'	City of Kwethluk, 757-6022
Heavy Equipment		
Backhoe	1	KTRC, Inc., 757-6063
Bulldozer	1	City of Kwethluk, 757-6022
Dump truck or similar	1	KTRC, Inc., 757-6063
Other Equipment		
Skiff with outboard	1	VPSO, 757-2000
Skiff with outboard	1	Chief Charles, 757-6629

Trained Responders: There are no HAZWOPER certified or other trained responders in the community (as of September 2012).

Economy:

The largest employer is the school district. Subsistence activities play a central role in the lifestyle; salmon, moose, and caribou are staples of the diet. Seal meat and seal oil are obtained in trade with coastal relatives and neighbors. Most families travel to fish camps each summer.

Culture & Demographic

Archaeological finds indicate that the area has been inhabited since prehistoric times. The name Kwethluk is derived from the Yup'ik word Kuiggluk," meaning "dangerous river." In the late 1860s and early 1870s Russian Orthodox missionaries from Russian Mission founded a small congregation. The Moravian Church built a chapel in 1896 and a Russian Orthodox church was built in 1912. Discovery of gold in nearby creeks in 1909 attracted prospectors until 1911. Only one placer deposit, discovered on the upper Kwethluk River, delivered a small yield and was mined until World War II. A Moravian orphanage, located three miles upriver, provided children

services between 1930 and the early 1970s. In 1939, the villagers owned 31,000 reindeers and harvested the herd for food and skins. The tuberculosis epidemic of the late 1930s impacted the local population. The community has a post office since 1947, and a store since 1948. The city was incorporated in 1975.

A federally-recognized tribe is located in the community -- the Organized Village of Kwethluk. Kwethluk is predominantly a Yup'ik Eskimo village that practices a subsistence lifestyle. The sale and importation of alcohol is banned in the village.

9770.7.28 – Kwigillingok

KWIGILLINGOK

Pronunciation/Other Names: (kwih-GILL-in-gawk; abbr. Kwig)

Population: 342 (2011 DCCED certified estimate) **Incorporation Type:** Unincorporated
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:

VPSO: 588-8329
State Troopers: Bethel, 543-2294
Fire: State VPSO Volunteer Fire Dept (588-8329)
Medical: Local hospitals or health clinics include Kwigillingok Health Clinic (588-8526)

Organizations with Local Offices:

Village Corporation - Kwik Incorporated, P.O. Box 50, Kwigillingok, AK 99622
Phone 907-588-8112, Fax 907-588-8313
Village Council - Native Village of Kwigillingok, P.O. Box 49, Kwigillingok, AK 99622-0049
Phone 907-588-8114, Fax 907-588-8429, e-mail: Kwigillingok@smtp.ak.bia.gov

Location & Climate:

Kwigillingok is on the western shore of Kuskokwim Bay near the mouth of the Kuskokwim River. It lies 77 miles southwest of Bethel and 388 miles west of Anchorage. The village of Kongiganak is nearby. It lies at approximately 59d 51m N Latitude, 163d 08m W Longitude (Sec. 01, T004S, R081W, Seward Meridian). Kwigillingok is located in the Bethel Recording District. The area encompasses 16 sq. miles of land and 5 sq. miles of water. Kwig is located in a marine climate. Precipitation averages 22 inches, with 43 inches of snowfall annually. Summer temperatures range from 41 to 57, winter temperatures are 6 to 24.

Transportation:

Accessibility: Scheduled air service from Bethel. Snowmachines and ATVs are used during winter, and boardwalks are used for local walkways in the village.
Airport Facilities: A State-owned 3,000' gravel airstrip is shared with Kongiganak, which provides year-round transportation. Major improvements to the airport are nearing completion. A seaplane base is also available.
Airline Service: No information.
Freight: Airplane and barge.
Vessel Support: There are no docking facilities, although a number of residents have fishing boats or skiffs for travel to Bethel and area villages.

Facilities & Utilities:
Communications: In-State Phone: United Utilities Inc. **Long-Distance Phone:** AT&T Alascom; United Utilities **Internet Service Provider:** School Only - GCI (www.gci.net) **TV Stations:** ARCS **Radio Stations:** KYUK-AM **Cable Provider:** Kwik Inc. (Village Corp.) **Teleconferencing:** Alaska Teleconferencing Network
Electricity: Electricity is provided by Kwig Power Company.
Fuel: Marine gas, regular gasoline, diesel, and kerosene available.
Fuel Storage – Tank Owners (number of tanks, total capacity): School (113,250 gals.); Village Council (3,000); Kwik Inc. (8 @ 109,000 gals.); Kwig Power (30,000); Village Safe Water Plant (10,000)
Housing: Accommodations can be made through the IRA Council (588-8114) to stay at private homes.
Services: Limited groceries and supplies available at local stores.
Water & Sewage: Water is currently derived from a nearby lake, is treated, and hauled from the washeteria. The school operates its own surface water treatment facility. Honeybuckets are disposed of by residents. Homes are not plumbed. Infrastructure improvements are planned to develop a flush/haul system to serve the 74 homes in the village.
Miscellaneous: There is one school located in the community, attended by 106 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
School
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment:

Economy:
Most employment in Kwigillingok is with the school, village government, stores or commercial fishing. Income is supplemented by subsistence activities. 39 residents hold commercial fishing permits. The 1992 Community Development Quota (CDQ) program has increased the pollock groundfish quota for small communities like Kwigillingok. A local arts and crafts cooperative markets local handicrafts; the village would like to expand the cooperative.

Culture & Demographic
95% of the population are Alaska Natives. A federally recognized tribe is located in the community. Kwigillingok is a traditional Eskimo village, practicing a commercial fishing and subsistence lifestyle. The sale or importation of alcohol is banned in the village.

9770.7.29 – Lake Minchumina
LAKE MINCHUMINA
Pronunciation/Other Names: (min-SHOO-mih-nuh; a.k.a. Minchumina)

Population: 12 (2011 AK Dept of Labor estimate) **Incorporation Type:** Unincorporated

Borough Located In: Unorganized **Regional Native Corporation:** Not applicable

Emergency Services:
Police:
State Troopers: Troopers in Fairbanks, 451-5100
Fire: Lake Minchumina Rescue Squad, 674-3215
Medical: No clinic is available. Auxiliary health care is provided by Lake Minchumina Rescue Squad (674-3215); air transport to Fairbanks Hospitals.

Organizations with Local Offices:
Community Non-Profit - Lake Minchumina Homeowners Assoc., Gen. Delivery, Lake Minchumina, AK 99757
Electric Utility - Lake Minchumina Power Company, General Delivery, Lake Minchumina, AK 99757
Phone 907-674-3320, Fax 907-674-3211
Village Council - Lake Minchumina Trad. Council, General Delivery, Lake Minchumina, AK 99623

Location & Climate:
Lake Minchumina is located north of Mount McKinley in Interior Alaska. It lies at approximately 63d 53m N Latitude, 152d 19m W Longitude (Sec. 08, T012S, R024W, Fairbanks Meridian). Lake Minchumina is located in the Fairbanks Recording District. The area encompasses 73 sq. miles of land and 22 sq. miles of water. Interior Alaska experiences seasonal temperature extremes. January temperatures range from -22 to -2; July temperatures range from 50 to 72. Average annual precipitation is 11.3 inches. Ice fog is common during the winter.

Transportation:
Accessibility: Scheduled air service from Fairbanks. The Lake may be accessed by boat in the summer. There is no road connection.
Airport Facilities: A State-owned 4,200' gravel airstrip is available.
Airline Service: No information.
Freight: Delivered by small plane.
Vessel Support: No information available.

Facilities & Utilities:
Communications: **In-State Phone:** United Utilities Inc. **Long-Distance Phone:** United Utilities **Internet Service Provider:** School Only - GCI (www.gci.net) **TV Stations:** ARCS **Radio Stations:** None listed **Cable Provider:** None **Teleconferencing:** None listed
Electricity: Electricity is provided by Semloh Power Company.
Fuel: No information available.
Fuel Storage – Tank Owners (number of tanks, total capacity): No information available.
Housing: Accommodations at Denali West Lodge (733-2630).
Services: Groceries and supplies available at local store.
Water & Sewage: Half of all households have individual wells; the remainder haul water from untreated surface sources. Septic tanks are used by 25% of homes; the majority use outhouses or honeybuckets. A private company, Lake Minchumina Power, provides electrical services.
Miscellaneous: The landfill was closed by the FAA several years ago, and a private dumpsite is currently being used for non-burnable refuse. Funds have been provided to develop a new site. There are no state-operated schools located in the community.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
None identified
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment:

Economy:
The Denali National Park and Preserve, lodge and school provide the majority of employment in this small community. A general store is located in the community. Due to its isolation, subsistence activities, trapping and dog mushing are also pursued.

Culture & Demographic
18.8% of the population are Alaska Natives. Many residents run dog sled teams. Few Natives live at Lake Minchumina year-round. A subsistence lifestyle is practiced.

9770.7.30 – Lime Village
LIME VILLAGE

Population: 29 (2011 DCCED certified estimate) **Incorporation Type:** Unincorporated
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:
Police:
State Troopers: Troopers in McGrath, 542-3052
Fire: Volunteer Fire Dept
Medical: Local hospitals or health clinics include Lime Village Health Clinic (562-5113). Auxiliary health care is provided by flight to Anchorage.

Organizations with Local Offices:
Village Corporation - Lime Village Company, P.O. Box 92005, Anchorage, AK 99509
Village Council - Lime Village Traditional Council, P.O. Box LVD, Lime Village, McGrath, AK 99627
Phone 907-526-5236, Fax 907-526-5235, e-mail: Lime@aitc.org

Location & Climate:
Lime Village is located on the south bank of the Stony River, 50 miles southeast of its junction with the Kuskokwim River. The village is 111 air miles south of McGrath, 137 miles east of Aniak, and 185 miles west of Anchorage. It lies at approximately 61d 21m N Latitude, 155d 28m W Longitude (Sec. 30, T015N, R034W, Seward Meridian). Lime Village is located in the Kuskokwim Recording District. The area encompasses 53 sq. miles of land and 0 sq. miles of water. The climate in Lime Village is continental. Temperatures range between -47 and 82. Precipitation averages 22 inches, with snowfall of 85 inches per year. The Kuskokwim and Stony Rivers are ice-free from mid-June through October.

Transportation:
Accessibility: Scheduled or chartered air service from McGrath or Aniak. Located on the Stony River, Lime Village is dependent on small riverboats and airplanes for transportation. When the river freezes, residents use dog teams and snowmachines for ground travel.
Airport Facilities: There is a 1,475' gravel runway just north of the village that is owned and maintained by the State.
Airline Service: No information.
Freight: Freight arrives by mail plane once a week.
Vessel Support: No information available.

Facilities & Utilities:
Communications: **In-State Phone:** United Utilities Inc. **Long-Distance Phone:** AT&T Alascom; United Utilities **Internet Service Provider:** School Only - GCI (www.gci.net) **TV Stations:** ARCS **Radio Stations:** KSKO-AM **Cable Provider:** None **Teleconferencing:** Alaska Teleconferencing Network
Electricity: Electricity is provided by Lime Village Electric Utility. Fuel oil is brought in for the school and clinic, although most residents use wood for heating. A central electrical system was completed in March 1998, with the cooperation of the village, the University, the Department of Community and Regional Affairs' Division of Energy, and the Alaska Science and Technology Foundation.
Fuel: No information available.
Fuel Storage – Tank Owners (number of tanks, total capacity): School (9,800); Village Council (5,000)
Housing: No visitor facilities available.
Services: No visitor facilities available.
Water & Sewage: Water is drawn from Stony River and is treated. Residents haul water from the pump house. Sewage is disposed of in pit privies. The school and teacher's housing are connected to individual wells and septic systems, and are fully plumbed. The school septic tank needs replacement. A small washeteria is scheduled to begin construction during the summer of 1999.
Miscellaneous: There is one school located in the community, attended by 14 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
School
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment:

Economy:
Subsistence activities are essential. There is no store in Lime Village. Salmon, moose, bear, caribou, waterfowl and berries are utilized. Some seasonal work is found through BLM fire fighting or trapping. Income is primarily derived from public assistance programs.

Culture & Demographic
95.2% of the population are Alaska Natives. A federally recognized tribe is located in the community. Lime Village is an Denaina Athabascan Indian settlement practicing a subsistence lifestyle.

9770.7.31 – Lower Kalskag
LOWER KALSKAG
Pronunciation/Other Names: (KAL-skag)

Population: 287 (2011 DCCED certified estimate) **Incorporation Type:** 2nd Class City
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:
Police:
State Troopers: Troopers in Aniak, 675-4398
Fire: Volunteer Fire Dept
Medical: Local hospitals or health clinics include Lower Kalskag Health Clinic (471-2294).

Organizations with Local Offices:
City - City of Lower Kalskag, P.O. Box 81, Lower Kalskag, AK 99626
Phone 907-471-2228, Fax 907-471-2363
Village Council - Village of Lower Kalskag, P.O. Box 27, Lower Kalskag, AK 99626
Phone 907-471-2379, Fax 907-471-2379, e-mail: LowerKalskag@aitc.org

Location & Climate:
Lower Kalskag is located on the north bank of the Kuskokwim River, 2 miles downriver from Upper Kalskag. It lies 26 miles west of Aniak, 64 miles northeast of Bethel, and 350 miles west of Anchorage. It lies at approximately 61d 30m N Latitude, 160d 21m W Longitude (Sec. 02, T016N, R062W, Seward Meridian). Lower Kalskag is located in the Kuskokwim Recording District. The area encompasses 1 sq. miles of land and 0 sq. miles of water. The climate is semi-arctic with maritime influences from the Bering Sea. Precipitation averages 19 inches, with 60 inches of snowfall. Temperatures range between -55 and 87. The Kuskokwim River is ice-free from mid-June through October.

Transportation:
Accessibility: Scheduled air service from Bethel. The village is accessible by boat in summer and snowmachine in winter. Passengers and other freight arrive by air year-round, through scheduled daily air services
Airport Facilities: . The State-owned 2,200' gravel airstrip is shared by Lower and Upper Kalskag, and there is a road connecting the two cities.
Airline Service: Yute Air; Camai Air; Arctic Air; Larry's Air; Hageland's
Freight: Plane and barge service. Commercial barge lines deliver fuel and other bulk supplies in the summer.
Vessel Support: No moorage facilities.

Facilities & Utilities:

Communications: In-State Phone: Bush-Tell Inc. **Long-Distance Phone:** AT&T Alascom **Internet Service Provider:** School Only - GCI (www.gci.net) **TV Stations:** ARCS; KYUK **Radio Stations:** KICY-AM; KYUK-AM **Cable Provider:** None **Teleconferencing:** No information
Electricity: Electricity is provided by AVEC.
Fuel: Marine gas and diesel available.
Fuel Storage – Tank Owners (number of tanks, total capacity): City/AVEC (10 @ 103,500 gals.); School (16,000); City (74,770)
Housing: Arrangements may be made to stay at the school (471-2318).
Services: Restaurant located in the community. No laundromat or banking services. Groceries and supplies available at local store. No repair services. No rental transportation.
Water & Sewage: An 85-foot well provides water, which is treated and piped to most homes and the school. The school, clinic and over 40% of homes use individual septic tanks and have complete plumbing. A 10,000-gallon community septic tank allows for piped sewage collection to part of the village. Funds have been requested to connect the 20 remaining homes using septic tanks to the piped sewer system, due to effluent ponding. The community also needs a washeteria.
Miscellaneous: Refuse is burned or buried at a new landfill located between Lower and Upper Kalskag. There are 2 schools located in the community, attended by 144 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
City community hall.
Schools
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment:

Economy:
Lower Kalskag's economy is predominantly based on subsistence activities. Salmon, moose, black bear, porcupine and waterfowl are utilized. Year-round employment is limited to the school, City and clinic. Eight residents hold commercial fishing permits. BLM fire fighting can provide seasonal income.

Culture & Demographic
98.3% of the population are Alaska Natives. A federally recognized tribe is located in the community. Lower Kalskag is an Eskimo village of Russian Orthodox practitioners who relocated from Upper Kalskag in 1940. Subsistence activities provide food sources. The sale or importation of alcohol is banned in the village.

9770.7.32 – McGrath
McGRATH

Population: 341 (2011 DCCED certified estimate) **Incorporation Type:** 2nd Class City
Borough Located In: Unorganized **Regional Native Corporation:** Doyon, Limited

Emergency Services:
Police: **VPSO:** 524-3075
State Troopers: 522-3222 **Village Police Officer** (contract)**:**
Fire: 911
Medical: Local hospitals or health clinics include McGrath Health Center (524-3104/3299). Auxiliary health care is provided by Kuskokwim Valley Rescue Squad (524-3299/9111).

Organizations with Local Offices:
City - City of McGrath, P.O. Box 30, McGrath, AK 99627
Phone 907-524-3825, Fax 907-524-3536, e-mail: ksnow@mcgrathalaska.com
School District - Iditarod Area Schools, Box 90, McGrath, AK 99627
Phone 907-524-3033, Fax 907-524-3217, e-mail: klangton@mcg.iasd.gcisa.net
Village Corporation - MTNT Limited, P.O. Box 309, McGrath, AK 99627
Phone 907-524-3391, Fax 907-524-3701
Village Council - McGrath Native Village, P.O. Box 134, McGrath, AK 99627
Phone 907-524-3024, Fax 907-524-3899, e-mail: McGrath@aitc.org
Village Council - Medfra Traditional Council, P.O. Box 92, McGrath, AK 99627

Location & Climate:
McGrath is located 221 miles northwest of Anchorage and 269 miles southwest of Fairbanks in Interior Alaska. It is adjacent to the Kuskokwim River directly south of its confluence with the Takotna River. It lies at approximately 62d 57m N Latitude, 155d 35m W Longitude (Sec. 18, T033N, R033W, Seward Meridian). McGrath is located in the Mt. McKinley Recording District. The area encompasses 38 sq. miles of land and 5 sq. miles of water. The McGrath area has a cold, continental climate. Average summer temperatures range from 62 to 80, winters temperatures can range from -64 to 0. Precipitation is light, averaging 10 inches per year, including an average snowfall of 86 inches. The Kuskokwim River is generally ice-free from June through October.

Transportation:
Accessibility: Scheduled air service from Anchorage and Yukon River communities. On-demand air charter service to outlying communities. River travel May to October. There are no road connections to McGrath, but local roads are used by ATVs and trucks. Residents rely on air service, and barges deliver heavy cargo during the summer.
Airport Facilities: Air facilities include a State-owned 5,435' paved runway with a 1,700' crosswind landing strip, and a seaplane base on the Kuskokwim River. The airport is currently undergoing major improvements.
Airline Service: PenAir; Tanana Air; Hageland
Freight: Barge service from Bethel delivers fuel products, heavy equipment, and building materials. Air cargo service also available.
Vessel Support: There is no dock, however, a boat launch ramp is available. Boats and off-road vehicles may be rented locally.

Facilities & Utilities:

Communications: In-State Phone: United KUC, Inc. **Long-Distance Phone:** AT&T Alascom **Internet Service Provider:** McGrath Light and Power (www.mcgrathalaska.net); School Only - GCI (www.gci.net) **TV Stations:** ARCS **Radio Stations:** KSKO-AM **Cable Provider:** McGrath Broadcasting Co. **Teleconferencing:** Alaska Teleconferencing Network
Electricity: Electricity is provided by McGrath Light & Power.
Fuel: All types of fuel (marine gas, aircraft, diesel, propane, etc.)
Fuel Storage – Tank Owners (number of tanks, total capacity): B.J. Magnuson Fuel (12 @ 176,000 gals.); Don Harris (4 @ 80,000); US DOT/FAA (2 @ 42,000); McGrath Church (2,000); City (36,000); Alaska Commercial Co. (40,000); KSKO Radio; Electric Utility; Native Corp.; Alaska Fish & Wildlife (3,000); Alaska State Troopers (3,000)
Housing: Accommodations and meals available at Rosa's Riverside Café and Rooms (524-3666); Takusko House (524-3198); Caroline's Kitchen and Rooms (524-3466); and Fly On In Bed and Breakfast (524-3947).
Services: Groceries and supplies available through local stores. No banking services. Laundromat available with shower facilities. Major repair services for vehicles and heavy equipment available. Charter aircraft service available.
Water & Sewage: McGrath operates a piped water system that serves nearly all 178 households; a few homes have individual wells or haul water. The FAA operates its own water system. Individual septic tanks are used by the majority of residents; a limited City sewage system serves approximately 34 homes. Funds have been requested to expand the piped sewer system to the 144 houses and businesses currently using septic tanks.
Miscellaneous: A private firm, McGrath Trash & Refuse, collects refuse for disposal at the City landfill. There is one school located in the community, attended by 109 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
Teen center.
School
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment:

Economy:
McGrath functions as a transportation, communications, and supply center in Interior Alaska. It has a diverse cash economy, and many families rely upon subsistence. Salmon, moose, caribou, bear, and rabbits are utilized. Some residents trap and tend vegetable gardens. The Nixon Fork gold mine located 30 miles northeast of McGrath ceased operations in May 1999 due to low gold prices. 45 year-round employees were laid off, and 5 caretakers remain on the property.

Culture & Demographic
47% of the population are Alaska Natives. A federally recognized tribe is located in the community. A little less than half of the population are Athabascans, Eskimos or Aleuts. As a regional center, McGrath offers a variety of employment opportunities, but subsistence remains

an important part of the local culture. About 10 families in town have dog teams which they enter into the Iditarod, Kuskokwim 300, and Mail Trail 200 sled dog races.

9770.7.33 – Marshall

MARSHALL

Pronunciation/Other Names: (formerly Fortuna Ledge)

Population: 407 (2011 DCED certified estimate) **Incorporation Type:** 2nd Class City
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:
Police/VPSO: 679-6706
State Troopers (St Marys): (800) 240-2019
Fire: Volunteer Fire Department, 679-6706
Medical: Agnes Boliver Health Clinic, 679-6226. Auxiliary health care is provided by flight to Bethel or Anchorage.
Search and Rescue: 679-6088

Organizations with Local Offices:
City - City of Marshall, P.O. Box 9, Marshall, AK 99585
Phone 679-6215, Fax 679-6220
Village Corporation - Maserculiq Incorporated, P.O. Box 90, Marshall, AK 99585
Phone 679-6512, Fax 679-6740
Village Council - Native Village of Marshall, P.O. Box 110, Marshall, AK 99585
Phone 679-6302, Fax 679-6187, Email: marshalltc@gci.net
Environmental Staff (IGAP): 679-2116

Location & Climate:
Marshall is located on the north bank of Polte Slough, north of Arbor Island, on the east bank of the Yukon River in the Yukon-Kuskokwim Delta. It lies on the northeastern boundary of the Yukon Delta National Wildlife Refuge. It lies at approximately 61d 53m N Latitude, 162d 05m W Longitude (Sec. 27, T021N, R070W, Seward Meridian). Marshall is located in the Bethel Recording District. The area encompasses 5 sq. miles of land and 0 sq. miles of water. The climate of Marshall is maritime with temperatures ranging between -54 and 86. Average annual rainfall measures 16 inches. Heavy winds in the fall and winter often limit air accessibility. The Lower Yukon is ice-free from mid-June through October.

Transportation:
Accessibility: Boat; scheduled or chartered air service from Bethel. There are no roads connecting to Marshall, so access is primarily by air or water. Many residents have boats, and in winter they rely on snow machines and dog teams.
Airport Facilities: A State-owned 3,201' gravel airstrip is available. Funds have been provided to relocate the airport.
Airline Service: ERA Alaska, Grant Aviation, Ryan Air Services
Freight: The community is serviced by barge and cargo plane.
Vessel Support: No moorage facilities. Marine engine repair available. Boats available for rent.

Facilities & Utilities:
Communications: In-State Phone: United Utilities Inc. **Long-Distance Phone:** AT&T Alascom; United Utilities **Internet Service Provider:** None. **TV Stations:** ARCS **Radio Stations:** KYUK-AM; KICY-AM; KNOM-AM **Cable Provider:** None **Teleconferencing:** Alaska Teleconferencing Network
Electricity: Electricity is provided by AVEC.
Fuel: Marine gas, diesel, propane, and regular gasoline available.
Fuel Storage – Tank Owners (total capacity): AVEC (76,560 gals.); Maserculiq/City (110,000); LY Schools (46,000); City (14,200); Hunter Store (17,000); Maserculiq Processing Plant (10,000)
Housing: Accommodations available at Hunter's Sales Room and Board (679-6111).
Services: No restaurant, laundromat, or banking services. Groceries and supplies available at local store. Arrangements can be made to rent boats and off-road vehicles.
Water & Sewage: Water is derived from five wells. Approximately 70% of the City (60 homes) are served by a piped circulating water and sewer system and have full plumbing. The remainder haul water and use honeybuckets. **Miscellaneous:** A new landfill and access road were completed in 1997, and the City has begun a refuse collection service. There is one school located in the community, attended by 96 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
Community center
City public safety building
School
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment: Nearest DEC Spill Response Conex located in Mountain Village. 591-2929 Email: cityofmou@yahoo.com

Backhoe City of Marshall, 679-6215
Bulldozer, City of Marshall, 679-6215
Dump Truck or similar, City of Marshall, 679-6215
Skiff w/ outboard

Economy:
Marshall has a seasonal economy with most activity during the summer. Fishing, fish processing, and BLM firefighting positions are available seasonally. In 2010, 39 residents held commercial fishing permits. Subsistence activities supplement income. Salmon, moose, bear, and waterfowl are harvested. Trapping provides some income.

Culture & Demographic
Marshall is a traditional Yup'ik Eskimo village. Subsistence and fishing-related activities support most residents. Members of the Village of Ohogamiut also live in Marshall. The sale, importation, and possession of alcohol is banned in the village.

An expedition came upon an Eskimo village called "Uglovaia" at this site in 1880. Gold was discovered on nearby Wilson Creek in 1913. "Fortuna Ledge" became a placer mining camp, named after the first child born at the camp, Fortuna Hunter. Its location on a channel of the Yukon River was convenient for riverboat landings. A post office was established in 1915, and the population grew to over 1,000. Later, the village was named for Thomas Riley Marshall, Vice President of the United States under Woodrow Wilson from 1913-21. The community became known as "Marshall's Landing." When the village incorporated as a second-class city in 1970, it was named Fortuna Ledge but was commonly referred to as Marshall. The name was officially changed to Marshall in 1984.

9770.7.34 – Mekoryuk
MEKORYUK
Pronunciation/Other Names: (ma-KOR-ee-yuck)

Population: 215 (DCCED certified estimate) **Incorporation Type:** 2nd Class City
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:
VPSO: 827-8144
State Troopers: Troopers in Bethel, 543-2294
Fire: Volunteer Fire Dept
Medical: Mekoryuk Health Clinic (827-8145).

Organizations with Local Offices:
City - City of Mekoryuk, P.O. Box 29, Mekoryuk, AK 99630
Phone 907-827-8314, Fax 907-827-8626
Village Corporation - Nima Corporation, P.O. Box 52, Mekoryuk, AK 99630
Phone 907-827-8313, Fax 907-827-8427
Village Council - Native Village of Mekoryuk, P.O. Box 66, Mekoryuk, AK 99630
Phone 907-827-8828, Fax 907-827-8133, e-mail: Mekoryuk@aitc.org

Location & Climate:
Mekoryuk is at the mouth of Shoal Bay on the north shore of Nunivak Island in the Bering Sea. The Island lies 30 miles off the coast. It is 149 air miles west of Bethel and 553 miles west of Anchorage. Mekoryuk is part of the Yukon Delta National Wildlife Refuge. It lies at approximately 60d 23m N Latitude, 166d 11m W Longitude (Sec. 31, T004N, R097W, Seward Meridian). Mekoryuk is located in the Cape Nome Recording District. The area encompasses 7 sq. miles of land and 0 sq. miles of water. The Bering Sea which surrounds Nunivak Island strongly influences the climate of the island. Foggy and stormy weather are frequent. Average precipitation is 15 inches; annual snowfall is 57 inches. Summer highs average 48 to 54; winter highs run 37 to 44. Extremes have been recorded from 76 to -48.

Transportation:
Accessibility: Scheduled and chartered air service from Bethel. Scheduled and chartered air service from Bethel. Mekoryuk relies heavily on air transportation for passenger, mail and cargo service. A breakwater protects the shoreline from Bering Sea waves. Boats, snowmachines and ATVs are used for travel within the community.
Airport Facilities: A State-owned 3,070' gravel runway allows year-round access.

Airline Service: ERA Aviation; Arctic Circle Air
Freight: Cargo plane and barge. Barges deliver goods from Bethel once or twice each summer.
Vessel Support: Private boats available for charter. No moorage facilities.

Facilities & Utilities:
Communications: **In-State Phone:** United Utilities Inc. **Long-Distance Phone:** AT&T Alascom; United Utilities **Internet Service Provider:** School Only - GCI (www.gci.net) **TV Stations:** ARCS
Radio Stations: KYUK-AM; KICY-AM; KNOM-AM **Cable Provider:** City of Mekoryuk
Teleconferencing: Alaska Teleconferencing Network
Electricity: Electricity is provided by AVEC.
Fuel: Marine gas, propane, unleaded and regular gasoline.
Fuel Storage – Tank Owners (number of tanks, total capacity): Bering Sea Reindeer Products (3 @ 15,900 gals.); NIMA Corp. (15 @ 95,130); Army Nat'l Guard (3,000); Lower Kuskokwim Schools (8 @ 90,400); City (7 @ 34,700); AVEC (10 @ 84,900)
Housing: Lodging available at Bering Sea Reindeer Products (827-8940) and several bed and breakfast establishments.
Services: Groceries and supplies available at local stores. Laundromat available.
Water & Sewage: Water is derived from a well, is treated and stored in a tank. A new flush/haul system currently serves about 90% of homes. Funds have been provided to complete the remaining homes which use honeybuckets. The school has its own well, and needs a new water treatment system. The washeteria has piped graywater disposal to the lagoon.
Miscellaneous: There is one school located in the community, attended by 57 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
City public safety office
School
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment:

Economy:
Employment by the school, city, village corporation, commercial fishing, construction projects, and services prevails. The Bering Sea Reindeer Products Co. is a major employer. Trapping and crafts, such as knitting qiviut (musk ox underwool), provide income to many families. 54 residents hold commercial fishing permits, most for halibut and herring roe. The village operates a freezer for commercial and subsistence catches. Almost all families engage in subsistence activities and most have fish camps. Salmon, reindeer, seal meat and oil are important staples. The 1992 Community Development Quota (CDQ) program has increased the pollock groundfish quota for small communities like Mekoryuk.

Culture & Demographic

99.4% of the population are Alaska Natives. A federally recognized tribe is located in the community. This Cup'ik Eskimo village maintains reindeer and musk ox herds, and practices a subsistence lifestyle. The sale, importation or possession of alcohol is banned in the village.

9770.7.35 – Mountain Village
MOUNTAIN VILLAGE

Population: 835 (2011 DCCED certified estimate) **Incorporation Type:** 2nd Class City
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:
VPSO: 591-2921
State Troopers: St. Mary's, 438-2019
Fire: Volunteer Fire Dept
Medical: George Waskey Memorial Clinic (591-2620). Auxiliary health care is provided by flight to Bethel or Anchorage.

Organizations with Local Offices:
City - City of Mountain Village, P.O. Box 32085, Mtn. Village, AK 99632
Phone 907-591-2929, Fax 907-591-2920
Regional Native Non-Profit - Kuigpagmiut, Inc., P.O. Box 32209, Mountain Village, AK 99632
Phone 907-591-2631, Fax 907-591-2109
School District - Lower Yukon Schools, P.O. Box 32089, Mountain Village, AK 99632-0089
Phone 907-591-2411, Fax 907-591-2449, e-mail: rgriffith@do.lysd.k12.ak.us, Web: http://www.lysd.k12.ak.us
Village Corporation - Azachorak Incorporated, P.O. Box 32213, Mtn. Village, AK 99632
Phone 907-591-2527, Fax 907-591-2127
Village Council - Asa'carsarmiut Tribal Council, P.O. Box 32249, Mountain Village, AK 99632
Phone 907-591-2814, Fax 907-591-2811, e-mail: MountainVillage@smtp.ak.bia.gov or: MountainVillage@aitc.org

Location & Climate:
Mountain Village is on the north bank of the Yukon River, approximately 20 miles west of St. Mary's and 470 miles northwest of Anchorage. It is at the foot of the 500' Azachorok Mountain, the first mountain encountered by those traveling up the Yukon. It lies at approximately 62d 05m N Latitude, 163d 43m W Longitude (Sec. 14, T023N, R079W, Seward Meridian). Mountain Village is located in the Bethel Recording District. The area encompasses 4 sq. miles of land and 1 sq. miles of water. The climate is continental with maritime influences. Temperatures range from -44 to 80. Precipitation averages 16 inches, with snowfall of 44 inches per year. High winds and low visibility are common during winter. The Lower Yukon is ice-free from mid-June to October.

Transportation:
Accessibility: Scheduled or chartered air service from Nome or Bethel, and direct air service from Anchorage. A summer road links Mountain Village to Pitka's Point, Andreafsky and St. Mary's. The community is accessible by riverboat or barge. In the winter, passengers, cargo and mail are flown in by plane. Snowmachines and skiffs are used for local transportation.

Airport Facilities: A State-owned 2,520' gravel airstrip is available, and floatplanes land on the Yukon River.
Airline Service: Hageland Aviation; Yute Air; Grant Air
Freight: Cargo plane and barge.
Vessel Support: There is a village marina. Marine engine repair available.

Facilities & Utilities:
Communications: In-State Phone: United Utilities Inc. **Long-Distance Phone:** AT&T Alascom; United Utilities **Internet Service Provider: TV Stations:** ARCS **Radio Stations:** KICY-AM; KYUK-AM; KNOM-AM; KSBZ-FM **Cable Provider:** None **Teleconferencing:** Alaska Teleconferencing Network
Electricity: Electricity is provided by AVEC.
Fuel: Marine gas, propane, and regular gasoline.
Fuel Storage – Tank Owners (number of tanks, total capacity): AVEC (23 @ 194,700 gals.); Schools (16 @ 206,045); City (2 @ 33,550); Azachorok Inc. (193,550); Hageland (1,495)
Housing: City Nightly Rental Unit; Azachorak Corp.; School
Services: Food, groceries and supplies available in the community. No laundromat or banking services. Autos and charter aircraft can be rented.
Water & Sewage: Water is derived from a well and is treated. Mountain Village operates a piped water and sewer system that serves 200 households and facilities. A system expansion for the east side, including household plumbing for 18 units, was recently completed. The wastewater treatment plant needs major repairs or replacement.
Miscellaneous: A new landfill is now available. There is one school located in the community, attended by 239 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
City community hall
City teen center
School
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment:

Economy:
Mountain Village has a seasonal economy. Fishing, fish processing and canning provide income in the summer. 93 residents hold commercial fishing permits. There are a few full-time positions with the city, school district, federal government and native corporation. Subsistence foods are relied upon, including salmon, moose and waterfowl. Some residents trap for additional income.

Culture & Demographic
91.1% of the population are Alaska Natives. A federally recognized tribe is located in the community. It is a Yup'ik Eskimo community with traditional subsistence practices. Commercial

fishing and fish processing provide income. The sale or importation of alcohol is banned in the village.

9770.7.36 – Napaimute

NAPAIMUTE

Pronunciation/Other Names: (nuh-PIE-mute)

Napaimute is currently an **unpopulated** community, and/or no U.S. Census data is available for the community. Consequently, a complete Community Information Summary has not been developed for this community. The information below provides a brief overview of the community.

Location:
Napaimute is located on the north bank of the Kuskokwim River, 28 miles east of Aniak in the Kilbuck-Kuskokwim Mountains.

Transportation:
Napaimute is easily accessible by riverboat. In the summer months all passengers, cargo and mail arrive in the village by boat. A cargo barge stops several times during the summer. Air charters by float planes or ski planes are available. The River is used as a ice road by snowmachines during winter.

General:
Napaimute means "forest people," and was once called "Hoffman's." In 1906, George W. Hoffman, an Englishman, established a trading post at the site. A community of non-Native trappers and miners, with a significant number of Eskimos, developed around the trading post. Hoffman built a territorial school in 1920. A second school was established in 1926. By the early 1950s, most residents had moved to nearby villages, many to Aniak. Today, it is used as a summer fish camp. The 1990 Census counted only three permanent non-Native residents in Napaimute. As a river site, it is used seasonally by area Natives as a subsistence camp. No sustained income-producing activity exists within the village. Residents must depend on subsistence harvests for their livelihood. Salmon, moose, bear, rabbit and berries provide food sources.

9770.7.37 – Napakiak

NAPAKIAK

Pronunciation/Other Names: (nuh-PAH-key-ack)

Population: 359 (2011 DCCED certified estimate) **Incorporation Type:** 2nd Class City
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:
VPSO: 589-2920
State Troopers: Bethel, 543-2294
Fire: Volunteer Fire Dept
Medical: Napakiak Health Clinic (589-2711)

Organizations with Local Offices:
City - City of Napakiak, General Delivery, Napakiak, AK 99634
Phone 907-589-2611, Fax 907-589-2611
Electric Utility - Napakiak Ircinraq Power Company, P.O. Box 34030, Napakiak, AK 99634
Phone 907-589-2227, Fax 907-589-2412
Village Corporation - Napakiak Corporation, P.O. Box 34030, Napakiak, AK 99634
Phone 907-589-2227, Fax 907-589-2227
Village Council - Native Village of Napakiak, P.O. Box 2, Napakiak, AK 99634
Phone 907-589-2135, Fax 907-589-2136, e-mail: Napakiak@aitc.org

Location & Climate:
Napakiak is on the north bank of the Kuskokwim River, 15 miles southwest of Bethel. It is located on a sandbar between the Kuskokwim River and Johnson's Slough. It lies 407 miles west of Anchorage. It lies at approximately 60d 41m N Latitude, 162d 07m W Longitude (Sec. 17, T007N, R072W, Seward Meridian). Napakiak is located in the Bethel Recording District. The area encompasses 7 sq. miles of land and 0 sq. miles of water. Napakiak is influenced by storms in the Bering Sea and also by inland continental weather. Average annual precipitation is 16 inches, with 50 inches of snowfall. Summer high temperatures average 59 to 62, winter highs average 11 to 19. Extremes from 86 to -46 have been recorded. The Kuskokwim River is typically ice-free from June through October.

Transportation:
Accessibility: Scheduled air service from Bethel. The river is an important means of transportation in summer; the Kuskokwim is a major thoroughfare. In winter the river becomes an ice road to surrounding villages. The community is interested in construction of a 9-mile road to Bethel.
Airport Facilities: A State-owned 2,150' gravel runway and seaplane landing area provide air transportation for passengers, mail and cargo. The runway is currently undergoing major improvements.
Airline Service: Yute Air; Camai Air; Hageland; Ryan Air
Freight: Airplane and barge. Barges from Bethel deliver goods during the summer.
Vessel Support: There are no docking facilities. Boats may be rented. Contact Mott's Marina (589-2811).

Facilities & Utilities:
Communications: **In-State Phone:** United Utilities Inc. **Long-Distance Phone:** AT&T Alascom **Internet Service Provider:** Unicom/United Utilities, Inc. (www.unicom-alaska.net); School Only - GCI (www.gci.net) **TV Stations:** ARCS; KYUK **Radio Stations:** KYUK-AM; KYKD-FM **Cable Provider:** Napakiak Corporation **Teleconferencing:** Alaska Teleconferencing Network
Electricity: Electricity is transmitted by overhead lines from Bethel Utilities and purchased and distributed locally by Incinraq Power Company.
Fuel: Information on repair service and fuel at Mott's Marina (589-2811).
Fuel Storage – Tank Owners (number of tanks, total capacity): Lower Kuskokwim Schools (8 @ 73,000 gals.); Napakiak Corp. (2 @ 61,500); Marina (2,500); Nat'l Guard/Native Corp. Diesel Dispensary (2,800)
Housing: Accommodation may be arranged at the school (589-2420) or the washeteria (589-2611).
Services: Groceries and supplies available at local store. Boats may be rented.

Water & Sewage: 56 residents are using a new flush/haul system, including plumbing for sinks and low-flush toilets. Water is derived from a well and is treated. The school has its own well, and needs a new water treatment system. The flush haul system is being expanded, and the washeteria is being remodeled.
Miscellaneous: There is one school located in the community, attended by 104 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
Community hall (under construction)
City public safety building
School
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment:

Economy:
Napakiak's primary employers include the school and local, state, and federal governments. Seasonal commercial fishing, construction projects, trapping and crafts also provide income. 43 residents hold commercial fishing permits, primarily for herring roe and salmon net fisheries. Subsistence activities provide an estimated 50% of the local diet. Most families have fish camps. Salmon, waterfowl, moose, bear and seals provide meat.

Culture & Demographic
94.3% of the population are Alaska Natives. A federally recognized tribe is located in the community. This city is predominantly Yup'ik Eskimos who maintain a fishing and subsistence lifestyle. The sale, importation or possession of alcohol is banned in the village.

9770.7.38 – Napaskiak
NAPASKIAK
Pronunciation/Other Names: (nuh-PASS-key-ack)

Population: 428 (2011 DCCED certified estimate) **Incorporation Type:** 2nd Class City
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:
VPSO: 737-7639
State Troopers: Bethel, 543-2294
Fire: Volunteer Fire Dept
Medical: Elena Alexie Memorial Clinic (737-7329).

Organizations with Local Offices:
City - City of Napaskiak, P.O. Box 6109, Napaskiak, AK 99559
Phone 907-737-7626, Fax 907-737-7412
Village Corporation - Napaskiak Corporation, P.O. Box 6069, Napaskiak, AK 99559
Phone 907-737-7433, Fax 907-737-2919

Village Council - Native Village of Napaskiak, P.O. Box 6009, Napaskiak, AK 99559
Phone 907-737-7364, Fax 907-737-7039, e-mail: Napakiak@smtp.ak.bia.gov or:
Napaskiak@aitc.org

Location & Climate:
Napaskiak is located on the east bank of the Kuskokwim River, along the Napaskiak Slough, 7 miles southeast of Bethel. It lies at approximately 60d 42m N Latitude, 161d 54m W Longitude (Sec. 08, T007N, R071W, Seward Meridian). Napaskiak is located in the Bethel Recording District. The area encompasses 4 sq. miles of land and 0 sq. miles of water. Napaskiak is strongly influenced by storms and patterns in the Bering Sea and also by inland continental weather. Average annual precipitation is 16 inches, with 50 inches of snowfall. Summer temperatures range from 42 to 62, winter temperatures are -2 to 19.

Transportation:
Accessibility: Scheduled air service from Bethel. Winter air and river taxi service. Snow machines and ATVs are used in winter
Airport Facilities: A State-owned 3,000' gravel airstrip and seaplane landing area west of the village provides charter and general aviation access year-round.
Airline Service: No information.
Freight: Freight arrives by plane and barge. Barges deliver goods during the summer months.
Vessel Support: Although there are no docking facilities, many residents have fishing boats, and skiffs are used in the summer for subsistence fishing and travel to Bethel or nearby villages.

Facilities & Utilities:
Communications: In-State Phone: United Utilities Inc. **Long-Distance Phone:** AT&T Alascom; United Utilities **Internet Service Provider:** Unicom/United Utilities, Inc. (www.unicom-alaska.net); School Only - GCI (www.gci.net) **TV Stations:** ARCS; KYUK **Radio Stations:** KYUK-AM; KYKD-FM **Cable Provider:** None **Teleconferencing:** Alaska Teleconferencing Network
Electricity: Electricity is provided by Napaskiak Electric Utility.
Fuel: Fuel available for snow machines, boat motors, and 3- and 4-wheelers.
Fuel Storage – Tank Owners (number of tanks, total capacity): No information
Housing: Information on visitor services not available.
Services: Supplies available at local store.
Water & Sewage: Residents haul treated water from one of two watering points. Some homes have tanks with running water for the kitchen, but very few have complete plumbing. Honeybuckets are disposed of by residents in bunkers at various locations. Sewage is then pumped from the bunkers and transported to the sewage lagoon. The school has its own well, but needs a new water treatment system. The community has requested funds to develop a flush/haul demonstration project for 5 to 10 homes. They occasionally experience water shortages.
Miscellaneous: There is one school located in the community, attended by 121 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
Community building
School
Potential Staging Areas:

Airport –
National Guard Armory –
Other government facilities –

Local Spill Response Equipment:

Economy:
The school, local businesses and some commercial fishing provide employment. 42 residents hold commercial fishing permits for salmon drift netting. Subsistence activities are a part of the culture and supplement cash earnings.

Culture & Demographic
94.8% of the population are Alaska Natives. A federally recognized tribe is located in the community. Napaskiak is a traditional Eskimo village dependent upon fishing and subsistence activities. The sale or importation of alcohol is banned in the village.

9770.7.39 – Newtok
NEWTOK
Pronunciation/Other Names: (NOO-tock)

Population: 370 (2011 AK Dept of Labor estimate) **Incorporation Type:** Unincorporated
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:
Police:
State Troopers (Bethel): 907-543-3494
Fire: Volunteer Fire Department
Medical: Manguan Health Clinic, 237-2111.

Organizations with Local Offices:
Electric Utility - Ungusraq Power Company, P.O. Box 5564, Newtok, AK 99559
Phone 237-2130, Fax 237-2130
Village Corporation - Newtok Native Corporation, P.O. Box 5528, Newtok, AK 99559
Phone 907-237-2512, Fax 907-237-2227
Village Council - Newtok Village, P.O. Box 5545, Newtok, AK 99559
Phone 237-2314/2316, Fax 237-2428, e-mail: Newtok@smtp.ak.bia.gov or: Newtok@aitc.org

Location & Climate:
Newtok is on the Kealavik River north of Nelson Island in the Yukon-Kuskokwim Delta Region. It is 94 miles northwest of Bethel. Due to severe beach erosion, the village wants to relocate homes and facilities to a new site approximately 5 miles away. It lies at approximately 60d 56m N Latitude, 164d 38m W Longitude (Sec. 24, T010N, R087W, Seward Meridian). Newtok is located in the Bethel Recording District. The area encompasses 7 sq. miles of land and 1 sq. miles of water. Newtok is located in a marine climate. Average precipitation is 17 inches, with annual snowfall of 22 inches. Summer temperatures range from 42 to 59, winter temperatures are 2 to 19.

Transportation:

Accessibility: Scheduled air service from Bethel. Boats, skiffs and snowmachines are used for local transportation and subsistence activities.
Airport Facilities: A State-owned 2,202' gravel airstrip provides chartered or private air access year-round; major improvements are under construction. A seaplane base is also available.
Airline Service: ERA Alaska, Grant Aviation, Ryan Air Service, Yute Air
Freight: Freight arrives by mail plane and barge. Barges deliver cargo during the summer months.
Vessel Support: No information available.

Facilities & Utilities:
Communications: In-State Phone: United Utilities Inc. **Long-Distance Phone:** AT&T Alascom; United Utilities **Internet Service Provider:** United Utilities Inc. **TV Stations:** ARCS **Radio Stations:** KYUK-AM **Cable Provider:** None **Teleconferencing:** Alaska Teleconferencing Network
Electricity: Electricity is provided by Ungusraq Power Company.
Fuel: No information available.
Fuel Storage – Tank Owners (total capacity): Newtok Corp. Store (52,200 gals.); LK Schools (121,070); Electric Utility (55,955); Tom's Store (4,125); Agayuvik Holy Family Church (3,000); Army Nat'l Guard (2,500)
Housing: Quyurrvik Community Hall
Services: No information.
Water & Sewage: Water is pumped from a lake into a water treatment plant, then hauled from a storage tank. In winter, melted ice is used when water in the storage tank runs dry or freezes. Households are not plumbed, and honeybuckets are used. A washeteria is available. A feasibility study for a flush/haul system was recently completed. The health clinic now uses flush/haul tanks. The schools have individual wells; a new well and water treatment system are needed.
Miscellaneous: A new landfill and refuse collection are provided. The community wants to relocate.
There is one school located in the community, attended by 101 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
School
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment: Nearest DEC Spill Response Conex located in Toksook Bay, 427-7511

Economy:
The school, clinic, village services, and commercial fishing provide employment. Subsistence activities and trapping supplement income. In 2010, 17 residents held commercial fishing permits.

Culture & Demographic

Newtok is a traditional Yup'ik Eskimo village, with an active subsistence lifestyle. Relative isolation from outside influences has enabled the area to retain its traditions and customs, more so than other parts of Alaska. The sale and importation of alcohol is banned in the village.

The people of Newtok share a heritage with Nelson Island communities; their ancestors have lived on the Bering Sea coast for at least 2,000 years. The people from the five villages are known as Qaluyaarmiut or "dip net people." Only intermittent outside contact occurred until the 1920s. In the 1950s, the Territorial Guard found volunteers from Newtok while they were traveling to Bethel. Tuberculosis was a major health problem during this period. In the late 1950s, the village was relocated from Old Kealavik ten miles away to its present location to escape flooding. A school was built in 1958, although high school students were required to travel to Bethel, St. Mary's, Sitka, or Anchorage for their education. This was often their first exposure to the outside, and students returned with a good knowledge of the English language and culture. A high school was constructed in Newtok in the 1980s. The city was incorporated in 1976, but it was dissolved on January 28, 1997. Due to severe erosion, the village wants to relocate to a new site called Taqikcaq, approximately 5 miles away on Nelson Island. In November 2003, the 108th Congress passed S. 924, allowing the village to relocate to Nelson Island. The legislation authorizes an exchange of lands between the U.S. Fish and Wildlife Service and the Newtok Native Corporation to allow villagers to relocate.

9770.7.40 – Nightmute
NIGHTMUTE
Pronunciation/Other Names: (formerly Fortuna Lodge)

Population: 407 (2011 DCCED certified estimate) **Incorporation Type:** 2nd Class City
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:
Police: VPO 647-6436
State Troopers (Bethel): 543-2294
Fire: VPO Volunteer Fire Department 647-6436
Medical: Nightmute Health Clinic, 647-6312.

Organizations with Local Offices:
City - City of Nightmute, P.O. Box 90010, Nightmute, AK 99690
Phone 647-6426, Fax 647-6427; E-Mail: Nightmute_clerk@yahoo.com
Village Corporation - Chinuruk, Incorporated, P.O. Box 90, Nightmute, AK 99680
Phone 647-6813, Fax 647-6814
Village Council - Native Village of Nightmute, P.O. Box 90021, Nightmute, AK 99690
Phone 647-6215, Fax 647-6112, E-Mail: negtemiut_tribe@live.com

Location & Climate:
Nightmute is located on Nelson Island, in western Alaska. It is 18 miles upriver from Toksook Bay and 100 miles west of Bethel. It lies at approximately 60d 28m N Latitude, 164d 44m W Longitude (Sec. 33, T005N, R088W, Seward Meridian). Nightmute is located in the Bethel Recording District. The area encompasses 97 sq. miles of land and 5 sq. miles of water. Nightmute is influenced by a marine climate. Precipitation averages 22 inches, with 43 inches of snowfall annually. Summer temperatures range from 41 to 57; winter temperatures are 6 to 24.

Transportation:
Accessibility: Scheduled and charter air service from Bethel. Snow machines and ATVs are used during winter months.
Airport Facilities: A State-owned 1,600' gravel airstrip is used by chartered and private aircraft. A seaplane landing area is also available.
Airline Service: ERA Alaska, Grant Aviation, Ryan Air Service, Yute Air
Freight: Freight arrives by cargo plane and barge.
Vessel Support: There are no docking facilities, although many residents use fishing boats or skiffs for local travel.

Facilities & Utilities:
Communications: **In-State Phone:** United Utilities Inc. **Long-Distance Phone:** AT&T Alascom; United Utilities **Internet Service Provider:** School Only - GCI (www.gci.net) **TV Stations:** ARCS **Radio Stations:** KYUK-AM; KNOM-AM **Cable Provider:** None **Teleconferencing:** Alaska Teleconferencing Network
Electricity: Electricity is provided by AVEC.
Fuel: Marine gas, diesel, and regular gasoline available.
Fuel Storage – Tank Owners (total capacity): Chinurak Inc. (40,400 gals.); Nightmute Power Co. (89,900); Army Nat'l Guard (3,000); Lower Kuskokwim Schools (27,500); Our Lady of Perpetual Help Catholic Church (1,650)
Housing: Lodging can be arranged with local homes. Contact city (647-6426). Lodging can also be arranged through the school (647-6313).
Services: No banking service or laundromat. Groceries and supplies available through local store. No repair service or rental transportation.
Water & Sewage: The City of Nightmute provides a small water facility, which is the central watering point from which residents haul their own water. A washeteria is not available. The city also provides water and sewer haul service. The school has its own sewage lagoon.
Miscellaneous: There is one school located in the community, attended by 63 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
City community hall.
School
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment: Nearest DEC Spill Response Conex located in Toksook Bay, 427-7511

Economy:
The economy is a mixture of both subsistence and cash-generating activities. Employment is primarily with the city, school, services, commercial fishing, and construction. Trapping and crafts also provide income. Almost all families engage in either commercial or subsistence fishing, and most have fish camps. In 2010, 19 residents held commercial fishing permits for herring roe, salmon drift, and net fisheries.

Culture & Demographic
Nightmute is a traditional Yup'ik Eskimo village, active in subsistence. The sale, importation, and possession of alcohol is banned in the village.

Nelson Island has been inhabited by the Qaluyaarmiut ("dip net people") for 2,000 years. The area was relatively isolated from outside contact and has kept its traditions and culture. Umkumiut is the traditional fish camp. In 1964, several residents moved to Toksook Bay to obtain more cost-effective goods. The city was incorporated in 1974.

9770.7.41 – Nikolai
NIKOLAI
Pronunciation/Other Names: (NICK-oh-lie; a.k.a. Edzeno Nikolai)

Population: 101 (2011 DCCED certified estimate) **Incorporation Type:** 2nd Class City
Borough Located In: Unorganized **Regional Native Corporation:** Doyon, Limited

Emergency Services:
Police:
State Troopers: McGrath, 542-3052
Fire: Volunteer Fire Dept
Medical: Nikolai Clinic (293-2328).

Organizations with Local Offices:
City - City of Nikolai, P.O. Box 9145, Nikolai, AK 99691
Phone 907-293-2113, Fax 907-293-2115
Village Council - Nikolai Village, P.O. Box 9105, Nikolai, AK 99691
Phone 907-293-2311, Fax 907-293-2115, e-mail: Nikolai@aitc.org

Location & Climate:
Nikolai is located in Interior Alaska on the South Fork of the Kuskokwim River, 46 air miles east of McGrath. It lies at approximately 62d 58m N Latitude, 154d 09m W Longitude (Sec. 36, T028S, R023E, Kateel River Meridian). Nikolai is located in the Mt. McKinley Recording District. The area encompasses 5 sq. miles of land and 0 sq. miles of water. Nikolai has a cold, continental climate with relatively warm summers. Average summer temperature range from 42 to 80, winter temperatures range from -62 to 0. Precipitation is light, averaging 16 inches per year, including an average snowfall of 56 inches. The River is ice-free generally from June through October.

Transportation:
Accessibility: Scheduled air service from McGrath and Anchorage. Accessible by river (May to October). Boats, ATVs and snowmachines are used for recreation and subsistence activities. It is a check point for the Iditarod sled dog race held in March.
Airport Facilities: A State-owned 2,350' gravel airstrip is available.
Airline Service: From McGrath - Tanana Air; Red Line Air; Woods Air
Freight: Barges supply fuel and heavy equipment. Other freight delivered by cargo plane.
Vessel Support: No information provided.

Facilities & Utilities:
Communications: In-State Phone: United Utilities Inc. **Long-Distance Phone:** United Utilities **Internet Service Provider:** School Only - GCI (www.gci.net) **TV Stations:** ARCS **Radio Stations:** KDKO-AM **Cable Provider:** City of Nikolai **Teleconferencing:** Alaska Teleconferencing Network
Electricity: Electricity is provided by Nikolai Light & Power Utility.
Fuel: Gasoline available.
Fuel Storage – Tank Owners (number of tanks, total capacity): Iditarod Schools (1 @ 8,500 and 1 @ 6,500)
Housing: City-owned hotel/apartment building provides limited accommodations.
Services: Supplies available at local store. Laundromat and coffee shop available. No banking services. No major repair service.
Water & Sewage: All 47 households and facilities use individual wells; of these, only 2 units lack plumbing. 33 homes, including 10 new HUD housing units north of the airport, are connected to the piped sewage system. The remaining 15 homes use septic tanks. Funds have been requested to rehabilitate the washeteria, develop two new wells, upgrade the landfill and expand the piped sewer system.
Miscellaneous: There is one school located in the community, attended by 13 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
City recreation center
School
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment:

Economy:
Village employment peaks during the summer when construction gets under way. City, state and federal governments provide the primary year-round employment. Residents rely heavily on subsistence activities for food, and wood for heat. Some residents tend gardens. Salmon, moose, caribou, rabbits, and the occasional bear are utilized. Trapping and handicrafts also provide income.

Culture & Demographic
89% of the population are Alaska Natives. A federally recognized tribe is located in the community. Nikolai is an Athabascan community. Residents are active in subsistence food-gathering. The sale or importation of alcohol are prohibited in the City.

9770.7.42 – Nunapitchuk
NUNAPITCHUK
Pronunciation/Other Names: (noo-nah-PIT-chuck; a.k.a. Akolmiut)

Population: 518 (2011 DCCED certified estimate) **Incorporation Type:** 2nd Class City

Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:
VPSO: 527-5718 **City VPO:** 527-5718
State Troopers: Bethel, 543-2294
Fire: Volunteer Fire Dept
Medical: Eliza Maxie Memorial Clinic (527-5329).

Organizations with Local Offices:
City - City of Nunapitchuk, P.O. Box 190, Nunapitchuk, AK 99641
Phone 907-527-5327, Fax 907-527-5011, e-mail: eliwass@unicom-alaska.com
Village Corporation - Nunapitchuk, Limited, P.O. Box 129, Nunapitchuk, AK 99641
Phone 907-527-5717, Fax 907-527-5229
Village Council - Native Village of Nunapitchuk, P.O. Box 130, Nunapitchuk, AK 99641
Phone 907-527-5705, Fax 907-527-5705, e-mail: Nunapitchuk@aitc.org

Location & Climate:
Nunapitchuk is located on the both banks of the Johnson River, 22 miles northwest of Bethel in the Yukon-Kuskokwim Delta. It lies at approximately 60d 53m N Latitude, 162d 29m W Longitude (Sec. 05, T009N, R074W, Seward Meridian). Nunapitchuk is located in the Bethel Recording District. The area encompasses 8 sq. miles of land and 0 sq. miles of water. The area averages 16 inches of precipitation, with snowfall of 50 inches. Summer temperatures range from 62 to 42; winter temperatures run from 19 to -2.

Transportation:
Accessibility: Scheduled air service from Bethel. Snowmachines, ATVs and dog sleds are used on the frozen river in winter months.
Airport Facilities: A State-owned airstrip provides chartered or private air access year-round.
Airline Service: No information.
Freight: Freight arrives by air transport and barge.
Vessel Support: A new dock, small boat harbor, and seaplane landing area are available on the Johnson River. Marine engine repair services available.

Facilities & Utilities:
Communications: **In-State Phone:** United Utilities Inc. **Long-Distance Phone:** AT&T Alascom; United Utilities **Internet Service Provider:** Unicom/United Utilities, Inc. (www.unicom-alaska.net); School Only - GCI (www.gci.net) **TV Stations:** KYUK **Radio Stations:** KYUK-AM; KYKD-FM **Cable Provider:** Icuicaraq Cable (Village Corp.) **Teleconferencing:** Alaska Teleconferencing Network
Electricity: Electricity is provided by AVEC.
Fuel: Propane and gasoline available.
Fuel Storage – Tank Owners (number of tanks, total capacity): School (84,750 gals.); City (15,750); Army Nat'l Guard (3,000); AVEC (167,750); Village Corp. (101,000)
Housing: Limited accommodations available through IRA Council (contact city at 527-5327).
Services: No restaurant or banking services. Groceries and supplies available through local stores.
Water & Sewage: Well water is treated and supplied from a central tap year round. A flush/haul system was recently installed in 33 homes in Nunapitchuk, with water delivery and

tank hauling services. Construction continues on the remaining 73 homes. Unserved households haul their own water and honeybuckets. Sewage containers are located throughout the City, and are emptied into one of two new sewage lagoons (one on each side of the River). Teacher's housing, located in the old school, has an independent water and sewer system that needs improvements.
Miscellaneous: There is one school located in the community, attended by 139 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
City recreation center
School
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment:

Economy:
The school, local businesses and the city government provide most employment in Nunapitchuk. Commercial fishing and subsistence activities are a focal point of the culture. 52 residents hold commercial fishing permits for salmon and herring roe net fisheries and roe on kelp.

Culture & Demographic
97.1% of the population are Alaska Natives. A federally recognized tribe is located in the community. Nunapitchuk is an Eskimo village, and residents are involved in commercial fishing and subsistence activities. The sale, importation or possession of alcohol is banned in the village.

9770.7.43 – Ohogamiute
OHOGAMIUTE
Pronunciation/Other Names: (oh-HOE-ga-myoot)

Ohogamiut is currently an **unpopulated** community, and/or no U.S. Census data is available for the community. A detailed Community Information Summary has not been developed for this community.

The information below provides a brief overview of the community.

Location:
Ohogamiut is located on the right bank of the Yukon River, 22 miles southeast of Marshall, in the Yukon-Kuskokwim Delta.

General:

The Eskimo name "Okhnagamiut" means "village (people) on the other side (of the river)." The name was also shown as "Ohogamut" on a 1916 USGS field sheet. The village is now a summer fish camp. The site is accessible by boat or float plane.

Organizations:
Village Corporation - Ohog Incorporated, General Delivery, Marshall, AK 99585
Village Council - Village of Ohogamiut, P.O. Box 26, Marshall, AK 99585
Phone 679-6112, Fax 679-6637

9770.7.44 – Oscarville
OSCARVILLE

Population: 71 (2011 AK Dept of Labor estimate) **Incorporation Type:** Unincorporated
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:
Police: None
State Troopers:
Fire: None
Medical: Oscarville Health Clinic (737-7231).

Organizations with Local Offices:
Village Corporation - Oscarville Native Corporation, General Delivery, Oscarville, AK 99559
Phone 907-543-2066
Village Council - Oscarville Traditional Council, P.O. Box 6129, Napaskiak, AK 99559
Phone 907-737-7099, Fax 907-737-7428, e-mail: Oscarville@smtp.ak.bia.gov or:
Oscarville@aitc.org

Location & Climate:
Oscarville is located on the north bank of the Kuskokwim River opposite Napaskiak, 6 miles southwest of Bethel. It lies 401 miles west of Anchorage. It lies at approximately 60d 43m N Latitude, 161d 46m W Longitude (Sec. 05, T007N, R071W, Seward Meridian). Oscarville is located in the Bethel Recording District. The area encompasses 2 sq. miles of land and 1 sq. miles of water. The weather is influenced by storms in the Bering Sea and also by the inland continent. Average precipitation is 16 inches and snowfall is 50 inches. Summer temperatures average 42 to 62, winter temperatures average -2 to 19. The Kuskokwim River is typically ice-free from June through October.

Transportation:
Accessibility: Boat, snow machine, and float plane service from Bethel. Oscarville relies heavily on Napaskiak for passenger, mail and cargo services. Residents use skiffs to pick up mail in Napaskiak or shop in Bethel. The river is an important means of transportation in summer and in the winter as an ice road, however, during breakup and freezeup, the community can be periodically isolated.
Airport Facilities: The village is interested in construction of an airport.
Airline Service: No information.
Freight: Airplane or barge. Barge services deliver goods once a year.
Vessel Support: No information available.

Facilities & Utilities:
Communications: In-State Phone: United Utilities Inc. **Long-Distance Phone:** AT&T Alascom
Internet Service Provider: No information **TV Stations:** ARCS **Radio Stations:** KYUK-AM; KYKD-FM **Cable Provider:** None **Teleconferencing:** Alaska Teleconferencing Network
Electricity: Electricity is provided by Bethel Utilities Corporation. An electrical transmission line from Bethel supplies power.
Fuel: No information available.
Fuel Storage – Tank Owners (number of tanks, total capacity): No information
Housing: No information available on visitor facilities.
Services: No information available
Water & Sewage: Treated well water is hauled from the washeteria. However, the washeteria itself is not functioning. A few homes have individual systems that collect and use rainwater. About one-fourth of homes have running water to the kitchen. The school has its own well and sewage lagoon, but it needs a new water treatment system. Honeybuckets are disposed of by residents in the sewage lagoon. Funds have been requested to increase water storage capacity, to upgrade the washeteria, and to upgrade the water and sewer services to a flush/haul system.
Miscellaneous: There is one school located in the community, attended by 19 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
School
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment:

Economy:
The school and health clinic are the only permanent sources of employment. Residents use the post office and airstrip at Napaskiak. One resident holds a commercial fishing permit for the salmon net fishery. Trapping and handicrafts provide some income. Subsistence activities provide most food sources. Salmon, waterfowl, moose, bear, and seals are utilized.

Culture & Demographic
91.2% of the population are Alaska Natives. A federally recognized tribe is located in the community. The year-round population of Oscarville is primarily Yup'ik Eskimos. Subsistence is an integral part of the lifestyle, and some commercial fishing occurs.

9770.7.45 – Paimuit
PAIMUIT
Pronunciation/Other Names: (PIE-myoot)

Paimiut is currently an **unpopulated** community, and/or no U.S. Census data is available for the community. A detailed Community Information Summary has not been developed for this community.

The information below provides a brief overview of the community.

Paimiut is located on Kokechik Bay, on the east bank of the Lithkealik River. It lies on the Bering Sea, south of Scammon Bay.

Paimiut is an Eskimo name meaning "people of the stream's mouth." It was first reported in 1951 as having two groups of two or three frame houses, about a quarter of a mile apart. The village is now a summer fish camp. Villagers live in Hooper Bay during the winter months. The village is accessible by boat or float plane.

Organizations:
Village Council - Native Village of Paimiut, P.O. Box 41, Hooper Bay, AK 99604
Phone 758-4915, Fax 758-4066, e-mail: Paimiut@aitc.org
Village Corporation - Paimiut Corporation, General Delivery, Hooper Bay, AK 99604
Phone 527-4915

9770.7.46 – Pilot Station
PILOT STATION

Population: 583 (2011 DCCED certified estimate) **Incorporation Type:** 2nd Class City
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:
VPSO: 549-3213
State Troopers: St Mary's (800) 240-2019
Fire: Volunteer Fire Dept
Medical: Pilot Station Clinic (549-3127). Auxiliary health care is provided by flight to Bethel or Anchorage.

Organizations with Local Offices:
City - City of Pilot Station, P.O. Box 5040, Pilot Station, AK 99650
Phone 907-549-3211, Fax 907-549-3014
Village Corporation - Pilot Station Incorporated, P.O. Box 5059, Pilot Station, AK 99650
Phone 907-549-3512, Fax 907-549-3234
Village Council - Pilot Station Traditional Council, P.O. Box 5119, Pilot Station, AK 99650
Phone 907-549-3373, Fax 907-549-3301, e-mail: PilotStation@smtp.ak.bia.gov or: PilotStation@aitc.org

Location & Climate:
Pilot Station is located on the northwest bank of the Yukon River, 11 miles east of St. Mary's and 26 miles west of Marshall on the Yukon-Kuskokwim Delta. It lies at approximately 61d 56m N Latitude, 162d 52m W Longitude (Sec. 05, T021N, R074W, Seward Meridian). Pilot Station is located in the Bethel Recording District. The area encompasses 2 sq. miles of land and 1 sq. miles of water. The climate is maritime, averaging 60 inches of snowfall with 16 inches of total precipitation per year. Temperatures can range from -44 to 83. The Lower Yukon is ice-free from mid-June through October.

Transportation:

Accessibility: Scheduled and charter air service from Bethel. Cargo, passengers and mail arrive by air. Heavy winds of up to 50 MPH are common during fall and winter. Pilot Station is easily accessible by river-going vessels. Skiffs and snowmobiles provide inter-village transportation. There are no roads to surrounding communities.
Airport Facilities: A State-owned 2,520' gravel airstrip is available.
Airline Service: No information.
Freight: Cargo plane or barge. Barges deliver fuel and other bulk supplies during the summer.
Vessel Support: No moorage facilities.

Facilities & Utilities:
Communications: **In-State Phone:** United Utilities Inc. **Long-Distance Phone:** AT&T Alascom; United Utilities **Internet Service Provider:** **TV Stations:** ARCS **Radio Stations:** KICY-AM; KYUK-AM; KNOM-AM **Cable Provider:** City of Pilot Station **Teleconferencing:** Alaska Teleconferencing Network
Electricity: Electricity is provided by AVEC.
Fuel: Propane, kerosene, marine gas, and regular gasoline.
Fuel Storage – Tank Owners (number of tanks, total capacity): AVEC (11 @ 96,340 gals.); Native Corp. Store (14 @ 101,840); School District (47,725); City (16,850)
Housing: Accommodations available.
Services: No restaurant, banking services or laundromat. Groceries and supplies available at local store. Rental transportation includes boats, off-road vehicles, and charter aircraft.
Water & Sewage: More than half of the community is served by a piped water and sewer system, completed in 1973 by PHS, and are fully plumbed. 32 homes continue to haul treated well water and honeybuckets. The school operates its own water treatment system. Major infrastructure improvements are underway, in preparation for an expansion of the piped system to the remaining unserved 32 homes. A new water source, water treatment plant. and 200,000-gal. water storage tank have been funded.
Miscellaneous: The City also needs a new landfill. There is one school located in the community, attended by 205 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
City public safety building
School
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment:

Economy:
Almost 85% of the year-round employment is with the school, city and state government. Pilot Station's private sector employment is related to the summer fishing season. 55 residents hold commercial fishing permits. Incomes are supplemented by subsistence activities. Salmon,

moose, bear, porcupine and waterfowl are harvested. Trapping and BLM fire fighting also provide income.

Culture & Demographic
95% of the population are Alaska Natives. A federally recognized tribe is located in the community. Pilot Station is a Yup'ik Eskimo village dependent upon a fishing and subsistence lifestyle. The sale or importation of alcohol is banned in the village.

9770.7.47 – Pitka's Point
PITKA'S POINT
Pronunciation/Other Names: (PIT-kus)

Population: 93 (2011 AK Dept of Labor estimate) **Incorporation Type:** Unincorporated
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:
Police:
State Troopers: St Mary's 438-2019
Fire: Volunteer Fire Dept
Medical: Pitka's Point Clinic (438-2546).

Organizations with Local Offices:
Village Corporation - Pitka's Point Native Corporation, P.O. Box 184, Pitka's Point, AK 99658
Phone 907-438-2232
Village Council - Native Village of Pitka's Point, P.O. Box 127, Saint Mary's, AK 99658
Phone 907-438-2833, Fax 907-438-2569, e-mail: PitkasPoint@aitc.org

Location & Climate:
Pitka's Point is located near the junction of the Yukon and Andreafsky Rivers, 5 miles northwest of St. Mary's on the Yukon-Kuskokwim Delta. It lies 3 miles by road from the St. Mary's airport. It lies at approximately 62d 02m N Latitude, 163d 17m W Longitude (Sec. 06, T022N, R076W, Seward Meridian). Pitka's Point is located in the Bethel Recording District. The area encompasses 1 sq. miles of land and 2 sq. miles of water. The climate is both maritime and continental. Temperatures range from -44 to 83. Precipitation measures 16 inches, with 60 inches of snowfall per year.

Transportation:
Accessibility: Scheduled air service from Bethel to St Mary's. The Yukon River allows easy access by water, and most families own a skiff. There is a 17.7 mile road connecting Mountain Village with the St. Mary's airport and Andreafsky, so residents have access to the transportation facilities at St. Mary's. Snowmachines provide local winter transportation.
Airport Facilities: None available. See St Mary's airport information.
Airline Service: No information.
Vessel Support: No moorage facilities.
Freight: Cargo plane and barge.

Facilities & Utilities:

Communications: **In-State Phone:** United Utilities Inc. **Long-Distance Phone:** AT&T Alascom **Internet Service Provider:** No information **TV Stations:** ARCS **Radio Stations:** KICY-AM; KYUK-AM; KNOM-AM **Cable Provider:** None **Teleconferencing:** Alaska Teleconferencing Network
Electricity: Electricity is provided by AVEC (provided by a transmission line from St. Mary's).
Fuel: Marine gas, diesel, propane, and regular gasoline.
Fuel Storage – Tank Owners (number of tanks, total capacity): LY School District (22,320 gals.); Village Corp. (15,000)
Housing: Accommodations and supplies available in St Mary's.
Services: No accommodations, restaurant, or banking services in Pitka's Point. Laundromat with showers available. Autos may be rented.
Water & Sewage: Water is supplied by a small stream and infiltration gallery. Over 90% of residences haul treated water from the washeteria and use honeybuckets. Approximately one-fourth of homes have running water for the kitchen. A few homes and facilities are connected to a community septic tank. The water treatment plant and washeteria were recently renovated. The community wants to develop a piped water and sewer system.
Miscellaneous: There is one school located in the community, attended by 39 students.
Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
Community hall
Fire hall
School
Potential Staging Areas:
Airport – None
National Guard Armory –
Other government facilities –
Local Spill Response Equipment:

Economy:
Employment is limited, although some year-round enterprises are available. Subsistence activities provide food sources, including salmon, moose, bear and waterfowl. Dog sledding is prevalent. One resident holds a commercial fishing permit. All supplies are brought in through Saint Mary's -- there are no public facilities other than a school and washeteria.

Culture & Demographic
95.6% of the population are Alaska Natives. A federally recognized tribe is located in the community. Pitka's Point is a Yup'ik Eskimo village dependent upon a subsistence lifestyle.

9770.7.48 – Platinum
PLATINUM

Population: 67 (2011 DCCED certified estimate) **Incorporation Type:** 2nd Class City
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:
Police: None
State Troopers:
Fire: Volunteer Fire Dept

Medical: Platinum Village Clinic, 979-8212

Organizations with Local Offices:
City - City of Platinum, P.O. Box 2, Platinum, AK 99651
Phone 979-8114, Fax 979-8210
Village Corporation - Arviq, Incorporated, P.O. Box 9, Platinum, AK 99651
Phone 979-8113, Fax 979-8114
Village Council - Platinum Traditional Village, P.O. Box 8, Platinum, AK 99651
Phone 979-8220, Fax 979-8178, e-mail: Platinum@smtp.ak.bia.gov e-mail: Platinum@aitc.org

Location & Climate:
Platinum is located on the Bering Sea coast, below Red Mountain on the south spit of Goodnews Bay. It lies 11 miles from Goodnews Bay and 123 miles southwest of Bethel. It is 440 miles west of Anchorage. It lies at approximately 59d 00m N Latitude, 161d 49m W Longitude (Sec. 32, T013S, R075W, Seward Meridian). Platinum is located in the Bethel Recording District. The area encompasses 45 sq. miles of land and 0 sq. miles of water. Platinum has a marine climate. Average annual precipitation is 22 inches, with 43 inches of snowfall. Summer highs range from 53 to 57, winter highs average 6 to 9. Extremes have been measured from 82 to -34.

Transportation:
Accessibility: Scheduled air service from Bethel. The community relies heavily on air transportation for passengers, mail and cargo service. Boats, snow machines and ATVs are used for local travel and subsistence activities.
Airport Facilities: There are two gravel airstrips. One is State-owned, at 3,640' in length with a 2,000' crosswind runway. The second is a 2,000' gravel airstrip owned by the Platinum Mine. A seaplane landing site is also available.
Airline Service: No information.
Freight: Freight arrives by barge or mail plane. Barge services deliver goods twice a year.
Vessel Support: No moorage facilities.

Facilities & Utilities:
Communications: **In-State Phone:** United Utilities Inc. **Long-Distance Phone:** AT&T Alascom; United Utilities **Internet Service Provider:** School Only - GCI (www.gci.net) **TV Stations:** ARCS **Radio Stations:** KYUK-AM **Cable Provider:** Platinum Trad. Village Council **Teleconferencing:** Alaska Teleconferencing Network
Electricity: Electricity is provided by City of Platinum. The City operates the electric service once provided by the mining company.
Fuel: Diesel, propane, and regular gasoline.
Fuel Storage – Tank Owners (number of tanks, total capacity): Arviq Inc. (5 @ 67,100 gals.); City Power Plant (5,600); Lower Kuskokwim School District (7,000)
Housing: Accommodations possible at school (979-9111).
Services: No restaurant, banking services, or laundromat. Supplies available in the community.
Water & Sewage: Almost half of the homes have individual water wells and septic systems. During the summer, untreated water is hauled from approximately fifteen watering points. During winter, residents dig holes in the ice to draw water. Honeybuckets are disposed of in seepage pits. A washeteria is under construction. Funds have been requested to construct a 20,000-gallon water storage tank, water treatment plant, water connections, plumbing and septic tanks for 16 homes, a sludge disposal site and new landfill. The school has asked for funds

to drill its own well, and construct a treatment plant that would also serve as the community's back-up water system.
Miscellaneous: There is one school located in the community, attended by 13 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities. Facility available with phone, fax, and modem that can serve as central organizational meeting point for spill responders.
Potential Command Posts:
School
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment:
(as of September 2000 survey)
Boom: None available
Sorbent Pads None available
Hazwoper Trained Staff: 1
Boats: 1
Backhoes: 1
Logistical Support: Capable of providing support (food, lodging) for 10 cleanup crewmembers for up to 2 weeks.
Internet Access:Yes

Local Protection Priorities for Spill Incidents: (as of September 2000 survey)

Location	Specific Resource to Protect/Reason
Small's Creek	Fish entering to spawn in creek
Beach Banks	Wild greens and subsistence nets, birds feeding on banks
Main Well (water)	Main source of water for community
School	Children
Airport	Connection to outside world, mail, groceries arrival point

Economy:
Commercial fishing now contributes to the largely cash-based economy. The mine, school, stores and City provide employment. Platinum is a major supplier of gravel to area villages. Seven residents hold commercial fishing permits. The 1992 Community Development Quota (CDQ) program has increased the pollock groundfish quota for small communities like Platinum. Subsistence activities are also an important part of the lifestyle. Salmon and seal are the staples of the diet. The community is interested in developing a marine repair facility and dry dock, a seafood processing plant, specialty seafoods venture, or herring roe aquaculture project.

Culture & Demographic
92.2% of the population are Alaska Natives. A federally recognized tribe is located in the community. Because the community was founded as a commercial center, and has always seen an influx of outsiders, local traditions have not been retained as much as in other villages. Platinum is one of the few Eskimo villages in the region in which the first language of the

children is English. The economy is primarily cash-based. The sale or importation of alcohol is banned in the village.

9770.7.49 – Quinhagak

QUINHAGAK

Pronunciation/Other Names: (QUINN-uh-hawk; var. Kwinhagak)

Population: 675 (2011 DCCED certified estimate) **Incorporation Type:** 2nd Class City
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:

VPO: 556-8314 **Tribal Police VPSO:** 556-8314
State Troopers: Bethel, 543-2294
Fire: Quinhagak EMS Quick Response Team, 556-8448
Medical: Quinhagak (Kwinhagak) Clinic (556-8320).

Organizations with Local Offices:

City - City of Quinhagak, P.O. Box 90, Quinhagak, AK 99655
Phone 907-556-8202, Fax 907-556-8166, e-mail: nvkkwn@aol.com
Village Corporation - Qanirtuuq, Incorporated, P.O. Box 69, Quinhagak, AK 99655
Phone 907-556-8712, Fax 907-556-8814
Village Council - Native Village of Kwinhagak, P.O. Box 149, Quinhagak, AK 99655
Phone 907-556-8165, Fax 907-556-8166, e-mail: nvkkwn@aol.com or: Kwinhagak@aitc.org

Location & Climate:

Quinhagak is on the Kanektok River on the east shore of Kuskokwim Bay, less than a mile from the Bering Sea coast. It lie 71 miles southwest of Bethel. It lies at approximately 59d 45m N Latitude, 161d 54m W Longitude (Sec. 17, T005S, R074W, Seward Meridian). Quinhagak is located in the Bethel Recording District. The area encompasses 5 sq. miles of land and 0 sq. miles of water. Quinhagak is located in a marine climate. Precipitation averages 22 inches, with 43 inches of snowfall annually. Summer temperatures average 41 to 57, winter temperatures average 6 to 24. Extremes have been measured from 82 to -34.

Transportation:

Accessibility: Boat, scheduled and charter air service from Bethel. Quinhagak relies heavily on air transportation for passenger mail and cargo service. Boats, ATVs, snow machines, and some vehicles are used for local transportation.
Airport Facilities: A State-owned 2,600' gravel airstrip is available. Plans are underway to relocate the airport. Float planes land on the Kenektok River.
Airline Service: No information.
Freight: Barges delivery heavy cargo at least twice a year.
Vessel Support: A harbor and dock were recently completed. Marine engine repair available.

Facilities & Utilities:

Communications: **In-State Phone:** United Utilities Inc. **Long-Distance Phone:** AT&T Alascom; United Utilities **Internet Service Provider:** School Only - GCI (www.gci.net) **TV Stations:** ARCS **Radio Stations:** KYUK-AM **Cable Provider:** Frontier Cable, Inc. **Teleconferencing:** Alaska Teleconferencing Network

Electricity: Electricity is provided by AVEC.
Fuel: Marine gas, diesel, propane, and regular gasoline.
Fuel Storage – Tank Owners (number of tanks, total capacity): School (2 @ 100,500 gals.); City (3 @ 28,600); Village Council (2,600); AVEC (99,400); Qanirtuuq Store (1,030); Qanirtuuq (79,900); Moravian Church (2,700); Kusko Aviation (10,300); A&C Market (9,600); Army Nat'l Guard (8,020)
Housing: Lodging available on occasion at the high school and washeteria.
Services: Laundry and shower facilities available. Groceries and supplies available through local store. Air charter service available. No rental transportation.
Water & Sewage: All services are provided by the Native Village of Kwinhagak, under agreement with the City. Water is derived from a well near the Kenektok River. The water treatment plant, storage tank, and waterline were relocated in 1997, as part of a new flush/haul system for the community. 30 homes are now served by the new system, with water delivery and tank haul. An old BIA building has been renovated as a new washeteria and health clinic. The school and washeteria are connected directly to the water plant. 107 households still haul water and use honeybuckets, and funds are being sought to expand the flush/haul system.
Miscellaneous: There is one school located in the community, attended by 148 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
City fire hall
School
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment:

Economy:
Most of the employment is with the school, government services or commercial fishing. Trapping, basket weaving, skin sewing and ivory carving also provide income. Subsistence remains an important part of the livelihood; seal and salmon are staples of the diet. 90 residents hold commercial fishing permits for herring roe and salmon net fisheries. The Incorporated Fishermen of Quinhagak has been organized to improve market conditions and stabilize prices. A fish processing facility was recently completed, owned by the village IRA council. The 1992 Community Development Quota (CDQ) program has increased the pollock groundfish quota for small communities like Quinhagak.

Culture & Demographic
93.8% of the population are Alaska Natives. A federally recognized tribe is located in the community. The community is primarily Yup'ik Eskimos who fish commercially and are active in subsistence food gathering. The sale, importation or possession of alcohol is banned in the village.

9770.7.50 – Red Devil
RED DEVIL

Population: 19 (2011 AK Dept of Labor estimate) **Incorporation Type:** Unincorporated
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:
Police:
State Troopers: Aniak, 675-4398
Fire: Volunteer Fire Dept
Medical: Red Devil Clinic Clara Morgan Sub-Regional Clinic in Aniak

Organizations with Local Offices:
Community Non-Profit - Red Devil People & Community, Inc., Gen. Delivery, Red Devil, AK 99656
Phone 907-447-3213, Fax 907-447-3214
Electric Utility - Middle Kuskokwim Electric Cooperative, P.O. Box 40, Red Devil, AK 99656
Phone 907-447-3230, Fax 907-447-3231
Village Council - Red Devil Traditional Council, General Delivery, Red Devil, AK 99656
Phone 907-447-3236, Fax 907-447-3231, e-mail: RedDevil@aitc.org

Location & Climate:
Red Devil is located on both banks of the Kuskokwim River, at the mouth of Red Devil Creek. It lies 75 air miles northeast of Aniak, 161 miles northeast of Bethel, and 250 miles west of Anchorage. It lies at approximately 61d 45m N Latitude, 157d 18m W Longitude (Sec. 06, T019N, R044W, Seward Meridian). Red Devil is located in the Kuskokwim Recording District. The area encompasses 24 sq. miles of land and 2 sq. miles of water. The climate in Red Devil is continental with temperatures ranging between -58 and 90. Annual snowfall averages 85 inches, with total precipitation of 20 inches. High winds often cause flight delays in fall and winter. The Kuskokwim River is ice-free from mid-June through October.

Transportation:
Accessibility: Boat; scheduled and air charter service from Bethel. The Kuskokwim River serves as a major transportation link and supply route for bulk supplies and fuel oil during the summer. In the winter the frozen river is used by snowmachines for travel to neighboring villages. Local interests want a 9-mile road from Red Devil to Sleetmute constructed.
Airport Facilities: A 4,750' gravel airstrip provides year-round access. It is owned and operated by the State. Scheduled weekday service is available.
Airline Service: No information.
Freight: Cargo plane and barge.
Vessel Support: Boats available for rent. No moorage facilities.

Facilities & Utilities:
Communications: **In-State Phone:** Bush-Tell Inc. **Long-Distance Phone:** AT&T Alascom
Internet Service Provider: School Only - GCI (www.gci.net) **TV Stations:** ARCS **Radio Stations:** No information **Cable Provider:** None **Teleconferencing:** No information
Electricity: Electricity is provided by Middle Kuskokwim Electric Cooperative.
Fuel: Marine gas, diesel, and regular gasoline.
Fuel Storage – Tank Owners (number of tanks, total capacity): School (18,100 gals.); Village Corp. (42,500); Red Devil Hardware (3,000); G&L Riverside Inn (12,000)
Housing: Accommodations and meals available.

Services: No banking services or laundromat. Groceries and supplies available at local store. Rental transportation includes boats, and charter aircraft through local air service.
Water & Sewage: Water is derived from individual wells or hauled from the school well. Some wells have a high iron content. Almost 40% of households are fully plumbed. Sewage is disposed of on an individual basis. The school and teacher's housing uses individual septic tanks and drain fields; others use pit privies. A new landfill site is needed. A feasibility study of alternative water, sewer and waste operations has been funded. The community needs a small watering point and washeteria.
Miscellaneous: There is one school located in the community, attended by 16 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
School
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment:

Economy:
Since the closure of the mercury mine in 1971, employment opportunities have been limited. Income is supplemented by subsistence activities, BLM fire fighting, or work in the commercial fishing industry. Salmon, bear, moose, caribou, rabbit, waterfowl and berries are harvested in season.

Culture & Demographic
50.9% of the population are Alaska Natives. A federally recognized tribe is located in the community. Unlike other villages in the area, Red Devil is a mixed population of Eskimos, Athabascans and non-Natives. Subsistence activities are prevalent. The sale of alcohol is prohibited, although importation or possession is allowed.

9770.7.51 – Russian Mission
RUSSIAN MISSION

Population: 303 (2011 DCCED certified estimate) **Incorporation Type:** 2nd Class City
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:
Police: 584-5111 **VPSO:** 584-5626
State Troopers: St Mary's, (800) 240-2019
Fire: Volunteer Fire Dept
Medical: Russian Mission Clinic (584-5611). Auxiliary health care is provided by flight to Bethel or Anchorage.

Organizations with Local Offices:
City - City of Russian Mission, P.O. Box 49, Russian Mission, AK 99657
Phone 907-584-5111, Fax 907-584-5476

Village Corporation - Russian Mission Native Corp., P.O. Box 48, Russian Mission, AK 99657
Phone 907-584-5885, Fax 907-584-5311
Village Council - Iqurmiut Tribe, P.O. Box 09, Russian Mission, AK 99657
Phone 907-584-5511, Fax 907-584-5593, e-mail: RussianMission@aitc.org

Location & Climate:
Russian Mission is located on the west bank of the Yukon River in the Yukon-Kuskokwim Delta, 25 miles southeast of Marshall. It lies 70 air miles northeast of Bethel and 376 miles west of Anchorage. It lies at approximately 61d 47m N Latitude, 161d 19m W Longitude (Sec. 31, T020N, R066W, Seward Meridian). Russian Mission is located in the Bethel Recording District. The area encompasses 5 sq. miles of land and 1 sq. miles of water. The climate exhibits a significant maritime influence. Temperatures range from -54 to 86. Annual precipitation is 16 inches, with snowfall of 60 inches. Heavy northern winds often limit air access in the fall and winter. The Lower Yukon is ice-free from mid-June through October.

Transportation:
Accessibility: Scheduled and charter air service from Bethel. Russian Mission's location on the Yukon River allows barge and small boat travel during the summer. Passengers, mail and light goods arrive primarily by air. Snow machines enable inter-village transportation in the winter on the frozen riverbed.
Airport Facilities: A 2,700' gravel airstrip and seaplane landing area are owned and operated by the State. Scheduled daily flights are available.
Airline Service: No information.
Freight: Cargo plane and barge.
Vessel Support: Marine engine and boat repair service available. Moorage facilities available.

Facilities & Utilities:
Communications: **In-State Phone:** United Utilities Inc. **Long-Distance Phone:** AT&T Alascom; United Utilities **Internet Service Provider:** No information **TV Stations:** ARCS **Radio Stations:** KICY-AM; KYUK-AM; KNOM-AM **Cable Provider:** None **Teleconferencing:** Alaska Teleconferencing Network
Electricity: Electricity is provided by AVEC.
Fuel: Diesel, propane, and regular gasoline.
Fuel Storage – Tank Owners (number of tanks, total capacity): AVEC (4 @ 58,830 gals.); LY Schools (5 @ 29,830); Native Corp. Store (4 @ 34,785); U.S. PHS (11,530); Alaska Native Industrial Coop Assoc. (9,775)
Housing: Accommodations possible at private homes, school (584-5615), and clinic (584-5529).
Services: No banking services. Laundromat available. Groceries and limited supplies available at local store.
Water & Sewage: Water is derived from a deep well, is treated and distributed via buried pipes throughout the community. Most homes are also connected to the piped sewage system, including 25 new HUD homes. The City has requested funds to replace the plumbing and fixtures in 15 homes.
Miscellaneous: There is one school located in the community, attended by 106 students. Refuse is disposed of by individuals at the landfill; a new site is needed.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.

Potential Command Posts:
Recreation center
City public safety building
School
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment:

Economy:
Employment opportunities in Russian Mission are limited to the school, local businesses and fishing. Ten residents hold commercial fishing permits. Seasonal employment includes BLM fire fighting and construction. Some income is earned from trapping, and subsistence activities are prevalent. Salmon, moose, black bear, porcupine, rabbit and waterfowl are utilized.

Culture & Demographic
94.7% of the population are Alaska Natives. A federally recognized tribe is located in the community. Russian Mission is an Eskimo village. Subsistence is the focus of the culture. The sale or importation of alcohol is banned in the village.

9770.7.52 – Saint Mary's
SAINT MARY'S

Population: 554 (2011 DCCED certified estimate) **Incorporation Type:** 1st Class City
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:
Police: 438-2911 **VPSO:** 438-2911
State Troopers: 438-2019 or (800) 240-2019
Fire: Volunteer Fire Dept
Medical: John Afcan Memorial Clinic (438-3500). Auxiliary health care is provided by flight to Bethel or Anchorage.

Organizations with Local Offices:
City - City of Saint Mary's, P.O. Box 163, St. Mary's, AK 99658
Phone 907-438-2515, Fax 907-438-2719, e-mail: waltonksm@yahoo.com
Regional Development - Lower Yukon Economic Dev. Council, 825 Mulchatna Dr., Wasilla, AK 99654
Phone 907-745-2262, Fax 907-745-7984, e-mail: lyedc@mtaonline.net
School District - Saint Mary's School District, Box 9, Saint Mary's, AK 99658-0009
Phone 907-438-2411, Fax 907-438-2831, e-mail: greseth@yahoo.com
Village Corporation - Saint Mary's Native Corporation, P.O. Box 162, Saint Mary's, AK 99658
Phone 907-438-2315, Fax 907-438-2315
Village Council - Algaaciq Tribal Government, P.O. Box 48, St. Mary's, AK 99658
Phone 907-438-2932, Fax 907-438-2932, e-mail: algaaciq@aol.com

Location & Climate:

St. Mary's is located on the north bank of the Andreafsky River, 5 miles from its confluence with the Yukon River. It lies 450 air miles west-northwest of Anchorage. The City of St. Mary's encompasses the Yup'ik villages of St. Mary's and Andreafsky. It lies at approximately 62d 03m N Latitude, 163d 10m W Longitude (Sec. 26, T023N, R076W, Seward Meridian). Saint Mary's is located in the Bethel Recording District. The area encompasses 42 sq. miles of land and 6 sq. miles of water. The climate is continental with a significant maritime influence. Temperatures range between -44 and 83. Annual precipitation measures 16 inches, with 60 inches of snowfall. The Yukon is ice-free from June through October.

Transportation:
Accessibility: Boat service up and down Yukon; scheduled and charter air service from Anchorage and Bethel. St. Mary's is served by barge, large commercial vessels and aircraft. Local roads link St. Mary's to Andreafsky, Pitka's Point, and Mountain Village.
Airport Facilities: The State-owned 6,000' gravel runway and 1,900' crosswind strip provide year-round access.
Airline Service: Hagland Air Service; PenAir
Freight: Cargo plane and barge.
Vessel Support: . An expansion of the deep water dock is under construction.

Facilities & Utilities:
Communications: **In-State Phone:** United Utilities Inc. **Long-Distance Phone:** AT&T Alascom; United Utilities **Internet Service Provider:** School Only - GCI (www.gci.net) **TV Stations:** ARCS
Radio Stations: KICY-AM; KYUK-AM; KNOM-AM **Cable Provider:** Frontier Cable, Inc.
Teleconferencing: Alaska Teleconferencing Network
Electricity: Electricity is provided by AVEC.
Fuel: Marine gas, propane, regular gasoline.
Fuel Storage – Tank Owners (number of tanks, total capacity): City (11 @ 275,050 gals.); Boreal Fisheries Inc. (3 @ 24,500); Hageland Aviation (3 @ 23,000); City School District (4 @ 46,500); Mark Air (4 @ 56,000 - out of business); ADOT (3 @ 60,430); Ryan Air (9,300); Omni Corp. (2,000); St. Mary's Fuel Co. (300,000); Native Corp. (2 @ 41,200); Army Nat'l Guard (10,000); Herman's Air (5,000); St. Mary's Mission (4 @ 173,500); AVEC (215,751); Delta Dev. Corp. (100,000)
Housing: Food and lodging available at Bays Bed and Breakfast (438-2048) and the Road House.
Services: Meals available at several restaurants. Laundry facilities available. No banking services. Groceries and supplies available at local stores. Marine engine, boat, and aircraft repair available. Charter aircraft available.
Water & Sewage: Water is derived from Alstrom Creek reservoir and is treated. The majority of the City (120 homes and facilities) have complete plumbing and are connected to the piped water and sewer system. Approximately 15 residences haul water and use honeybuckets; the City provides hauling services. 20 new HUD houses were recently connected to the system. A new honeybucket disposal site is under construction. Funds have been requested to repair plumbing in 40 older homes, and to study replacement of the failing 30-year-old water and sewer mains. A washeteria is available nearby at Pitka's Point.
Miscellaneous: The landfill must be relocated. There is one school located in the community, attended by 129 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.

Potential Command Posts:
School
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment:

Economy:
The economy in St. Mary's is subject to seasonal fluctuations. Employment peaks during the summer fishing season. 68 residents hold commercial fishing permits. Cold storage is available. Cash income is supplemented by subsistence activities and trapping. Salmon, moose, bear, and waterfowl are harvested.

Culture & Demographic
83% of the population are Alaska Natives. A federally recognized tribe is located in the community. St. Mary's is a Yup'ik Eskimo community that maintains a fishing and subsistence lifestyle. The sale of alcohol is prohibited in the City, although importation and possession are allowed.

9770.7.53 – Scammon Bay
SCAMMON BAY

Population: 498 (2011 DCCED certified estimate) **Incorporation Type:** 2nd Class City
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:
Police: 558-5529 **VPSO:** 558-5529
State Troopers: Bethel, 543-2294
Fire: Volunteer Fire Dept
Medical: Scammon Bay Clinic (558-5511). Auxiliary health care is provided by flight to Bethel or Anchorage.

Organizations with Local Offices:
City - City of Scammon Bay, P.O. Box 90, Scammon Bay, AK 99662
Phone 907-558-5529, Fax 907-558-5626, e-mail: aulak@aol.com
Village Corporation - Askinuk Corporation, P.O. Box 89, Scammon Bay, AK 99662
Phone 907-558-5628, Fax 907-558-5963
Village Council - Scammon Bay Traditional Council, P.O. Box 126, Scammon Bay, AK 99662
Phone 907-558-5425, Fax 907-558-5134, e-mail: ScammonBay@smtp.ak.bia.gov

Location & Climate:
Scammon Bay is on the south bank of the Kun River, one mile from the Bering Sea. It lies to the north of the 2,300-foot Askinuk Mountains on the Yukon-Kuskokwim Delta. It lies at approximately 61d 50m N Latitude, 165d 35m W Longitude (Sec. 10, T020N, R090W, Seward Meridian). Scammon Bay is located in the Bethel Recording District. The area encompasses 1 sq. miles of land and 0 sq. miles of water. The area's climate is maritime. Temperatures range between -25 and 79. Annual precipitation is 14 inches, with 65 inches of snowfall. Severe

easterly winds during the fall and winter limit accessibility. The Bering Sea is ice-free from mid-June through October.

Transportation:
Accessibility: Scammon Bay is accessible by air and water. Scheduled and charter air service from Bethel. Winter trails connect Scammon Bay with Hooper Bay. Snowmachines and skiffs are the primary means of local transportation.
Airport Facilities: A State-owned 3,000' gravel airstrip and City-owned seaplane base on the Kun River serve air traffic.
Airline Service: ERA; Yute Air; Hageland Aviation; Grant Air
Freight: Cargo plane and barge. Barges bring in bulk supplies each summer.
Vessel Support: Marine engine repair available. No moorage facilities.

Facilities & Utilities:
Communications: In-State Phone: United Utilities Inc. **Long-Distance Phone:** AT&T Alascom; United Utilities **Internet Service Provider:** No information **TV Stations:** ARCS **Radio Stations:** KICY-AM; KCUK-FM **Cable Provider:** City of Scammon Bay **Teleconferencing:** Alaska Teleconferencing Network
Electricity: Electricity is provided by AVEC. AVEC and the City are interested in developing a small hydroelectric plant.
Fuel: Marine gas, diesel, propane, and regular gasoline.
Fuel Storage – Tank Owners (number of tanks, total capacity): School (60,100 gals.); City (10,800); Army Nat'l Guard (3,000); AVEC (81,200); Village Corp. (132,800); Catholic Church (1,000)
Housing: Accommodations possible through local school (558-5312).
Services: No restaurant, laundromat, or banking services. Groceries and supplies available at local store. Arrangements may be made to rent autos.
Water & Sewage: Water is derived from an infiltration gallery located on a small stream south of the City, is treated and stored in a 100,000-gal. tank. Nearly all homes and the school are connected to the piped water and sewer system and are plumbed. Only a few residents use honeybuckets, typically due to frozen pipe damage. There is no washeteria.
Miscellaneous: A new landfill and access road were recently completed, but funds are needed for equipment. There is one school located in the community, attended by 164 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
School
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment:

Economy:
Employment is focused on commercial fishing. Fire fighting for BLM, construction projects and handicrafts also provide seasonal income. 49 residents hold commercial fishing permits. The

1992 Community Development Quota (CDQ) program has increased the pollock groundfish quota for small communities like Scammon Bay. Subsistence activities provide fish, beluga whale, walrus, seal, birds and berries.

Culture & Demographic
96.5% of the population are Alaska Natives. A federally recognized tribe is located in the community. Scammon Bay is a Yup'ik Eskimo community that relies on fishing and subsistence activities. Most residents travel to the Black River each summer for fish camp, 50 miles to the north. The sale, importation or possession of alcohol is banned in the village.

9770.7.54 – Shageluk
SHAGELUK
Pronunciation/Other Names: (SHAG-uh-look)

Population: 83 (2011 DCCED certified estimate) **Incorporation Type:** 2nd Class City
Borough Located In: Unorganized **Regional Native Corporation:** Doyon, Limited

Emergency Services:
Police:
State Troopers: Aniak, 675-4398
Fire: Volunteer Fire Dept
Medical: Shageluk Clinic (473-8231).

Organizations with Local Offices:
City - City of Shageluk, P.O. Box 107, Shageluk, AK 99665
Phone 907-473-8221, Fax 907-473-8220
Village Corporation - Zho-Tse, Incorporated, P.O. Box 108, Shageluk, AK 99665
Phone 907-473-8229
Village Council - Shageluk Native Village, P.O. Box 35, Shageluk, AK 99665
Phone 907-473-8239, Fax 907-473-8239, e-mail: Shageluk@smtp.ak.bia.gov

Location & Climate:
Shageluk is located on the east bank of the Innoko River, approximately 20 miles east of Anvik and 34 miles northeast of Holy Cross. The Innoko drains into the Yukon River. It lies at approximately 62d 41m N Latitude, 159d 34m W Longitude (Sec. 22, T030N, R055W, Seward Meridian). Shageluk is located in the Mt. McKinley Recording District. The area encompasses 10 sq. miles of land and 1 sq. miles of water. Shageluk has a cold, continental climate. Summer temperatures average from 42 to 80, winters can range from -62 to 0. Annual precipitation is 67 inches, with average snowfall of 110 inches. The Innoko River is generally ice-free from June through October.

Transportation:
Accessibility: Access to Shageluk is by air or water. Scheduled and charter air service from Bethel, Aniak, Grayling, Anvik, and McGrath. Locals use ATVs, snowmobiles and dog sleds. Every other year it is a check point for the Iditarod dog sled race.
Airport Facilities: A State-owned 2,300' gravel airstrip and a seaplane base are available. Major airport improvements are underway.

Airline Service: Yute Air; Hageland Aviation; Alaska Transportation Services; Tanana Air; Arctic Circle Air
Freight: Mail plane or by barge (several times a year).
Vessel Support: No information available.

Facilities & Utilities:
Communications: **In-State Phone:** Bush-Tell Inc. **Long-Distance Phone:** AT&T Alascom **Internet Service Provider:** School Only - GCI (www.gci.net) **TV Stations:** ARCS **Radio Stations:** KICY-AM; KNOM-AM **Cable Provider:** City of Shageluk **Teleconferencing:** Alaska Teleconferencing Network
Electricity: Electricity is provided by AVEC.
Fuel: Gasoline and propane.
Fuel Storage – Tank Owners (number of tanks, total capacity): AVEC (6 @ 54,990 gals.); Innoka River School (12 @ 44,360); City (29,610); Zho-Tse, Inc. (12,085)
Housing: Accommodations available at local school (473-8233).
Services: Washeteria with showers available. Groceries and supplies available at local store. Other information on visitor facilities not available.
Water & Sewage: Residents haul treated well water and dispose of honeybuckets in pit privies or bunkers. Residents are dependent upon the washeteria for bathing and laundry. New HUD houses, constructed in 1991, use pit privies. The City provides water to the school and the washeteria. A sanitation Master Plan has been completed, and funds are needed to proceed with the design and engineering of a community system.
Miscellaneous: There is one school located in the community, attended by 48 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
City community building
Teen center
School
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment:

Economy:
Employment is limited primarily to the city, federal agencies and the school. Residents rely upon subsistence activities; several trap and garden. Salmon, moose, bear, small game and waterfowl provide food sources. Summer construction projects provide seasonal employment. A village store and lodging are under construction.

Culture & Demographic
95% of the population are Alaska Natives. A federally recognized tribe is located in the community. Shageluk is an Ingalik Indian community that relies on subsistence activities. The sale or importation of alcohol is banned in the village.

9770.7.55 – Nunam Iqua (Sheldon Point)

NUNAM IQUA (formerly Sheldon Point) - Pronunciation/Other Names: (NOO-nam ICK-wa; formerly Sheldon Point)

Population: 190 (2011 DCCED certified estimate) **Incorporation Type:** 2nd Class City
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:
City VPO: 498-4911
State Troopers:
Fire: Volunteer Fire Dept
Medical: Nunam Iqua Clinic (498-4228). Auxiliary health care is provided by flight to Bethel or Anchorage.

Organizations with Local Offices:
City - City of Nunam Iqua, P.O. Box 26, Sheldon Point, AK 99666
Phone 907-498-4226, Fax 907-498-4250
Village Corporation - Swan Lake Corporation, P.O. Box 25, Sheldon Point, AK 99666
Phone 907-498-4227, Fax 907-498-4242
Village Council - Native Village of Nunam Iqua, P.O. Box 27, Sheldon Point, AK 99666
Phone 907-498-4184, Fax 907-498-4185, e-mail: SheldonPoint@aitc.org

Location & Climate:
Nunam Iqua is on a south fork of the Yukon River, about 9 miles south of Alakanuk and 18 miles southwest of Emmonak on the Yukon-Kuskokwim Delta. It lies 500 miles northwest of Anchorage. It lies at approximately 62d 32m N Latitude, 164d 52m W Longitude (Sec. 10, T028N, R084W, Seward Meridian). Nunam Iqua is located in the Bethel Recording District. The area encompasses 13 sq. miles of land and 5 sq. miles of water. The climate is maritime, averaging 60 inches of snowfall with a total of 18 inches of precipitation per year. Temperatures range from -25 to 78. Heavy winds in the fall and winter often limit accessibility. The Bering Sea is ice-free from mid-June through October.

Transportation:
Accessibility: Boat; scheduled or charter service from Emmonak. Nunam Iqua has easy access by boat and barge. In the winter snowmachines serve as the primary mode of inter-village transportation.
Airport Facilities: It has a State-owned, City-operated 2,060' gravel airstrip. Float plane landing sites are available at Kwemeluk Pass and Swan Lake.
Airline Service: Grant Aviation; Hageland
Freight: Cargo plane, barge, small boat, and snow machine.
Vessel Support: No moorage facilities.

Facilities & Utilities:
Communications: **In-State Phone:** United Utilities Inc. **Long-Distance Phone:** United Utilities **Internet Service Provider:** Unicom/United Utilities, Inc. (www.unicom-alaska.net) **TV Stations:** No information **Radio Stations:** KICY-AM; KNOM-AM **Cable Provider:** Swan Lake Corp.
Teleconferencing: Alaska Teleconferencing Network
Electricity: Electricity is provided by Sheldon Point Electric Co..

Fuel: Regular gasoline and fuel oil.
Fuel Storage – Tank Owners (number of tanks, total capacity): LY Schools (67,240 gals.); Swan Lake Corp. (95,423); ADOT (3,000)
Housing: Accommodations possible at private homes or school (498-4112).
Services: No banking services. Groceries and supplies available at local store. No repair services.
Water & Sewage: Residents haul treated well water from a new storage tank. Honeybucket hauling services are provided by the City. The washeteria was destroyed by fire in August 1997, and funds have been provided to rebuild the water supply and treatment. A few homes are connected to a community septic tank and have plumbing. A comprehensive Master Plan for a piped system has been completed. Funds have been requested to complete phase 1, a new water treatment plant, vacuum sewer plant and a new washeteria.
Miscellaneous: The existing refuse site is temporary; a new landfill is needed. There is one school located in the community, attended by 61 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
Community hall (under construction)
City public safety building
School
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment:

Economy:
Commercial fishing is the economic foundation of the community. 27 residents hold commercial fishing permits. There are a few year-round positions with government organizations and the private sector. Subsistence activities and trapping supplement income. Salmon, beluga whale, seal, moose, and waterfowl are harvested.

Culture & Demographic
92.7% of the population are Alaska Natives. A federally recognized tribe is located in the community. Commercial fishing and subsistence activities are the means of support in this Yup'ik Eskimo village. The sale or importation of alcohol is banned in the village.

9770.7.56 – Sleetmute
SLEETMUTE - Pronunciation/Other Names: (SLEET-myoot)

Population: 93 (2011 AK Dept of Labor estimate) **Incorporation Type:** Unincorporated
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:
VPSO: 449-4205
State Troopers: Aniak, 675-4398
Fire: Volunteer Fire Dept

Medical: Sleetmute Clinic (449-9901).

Organizations with Local Offices:
Village Council - Sleetmute Traditional Council, P.O. Box 34, Sleetmute, AK 99668
Phone 907-449-4205, Fax 907-449-4203, e-mail: Sleetmute@aitc.org

Location & Climate:
Sleetmute is located on the east bank of the Kuskokwim River, 1.5 miles north of its junction with the Holitna River. It lies 79 miles east of Aniak, 166 miles northeast of Bethel, and 243 miles west of Anchorage. It lies at approximately 61d 42m N Latitude, 157d 10m W Longitude (Sec. 25, T019N, R044W, Seward Meridian). Sleetmute is located in the Kuskokwim Recording District. The area encompasses 28 sq. miles of land and 2 sq. miles of water. The climate in Sleetmute is continental with temperatures ranging from -58 to 90. Snowfall averages 85 inches, with total precipitation of 22 inches per year. High winds often cause flight delays in the fall and winter. The Kuskokwim is ice-free from mid-June through October.

Transportation:
Accessibility: Boat; scheduled or charter air service from Bethel or Aniak. The Kuskokwim River provides barges and boats transportation in the summer, and snowmachines are used on the frozen river in the winter.
Airport Facilities: The 3,100' gravel airstrip is owned and maintained by the State. Scheduled weekday service is provided.
Airline Service: No information.
Freight: Cargo plane and barge.
Vessel Support: No moorage facilities.

Facilities & Utilities:
Communications: **In-State Phone:** Bush-Tell Inc. **Long-Distance Phone:** AT&T Alascom **Internet Service Provider:** School Only - GCI (www.gci.net) **TV Stations:** ARCS **Radio Stations:** No information **Cable Provider:** None **Teleconferencing:** No information
Electricity: Electricity is provided by Middle Kuskokwim Electric Cooperative.
Fuel: Marine gas, diesel, and propane.
Fuel Storage – Tank Owners (number of tanks, total capacity): School (30,000 gals.); Middle Kuskokwim Electric Co-op (17,000); Village Council (25,500)
Housing: Accommodations possible at city offices (449-9901).
Services: Groceries and supplies available at local store. Laundry facilities and public showers available. No repair services, rental transportation, or moorage facilities. No banking services.
Water & Sewage: A central well with treated water and several individual wells are used in the community. Water is pumped by hand to fill gravity storage tanks at each house. The washeteria has its own untreated water source. Privies, honeybuckets and seepage pits are used. Nine homes and the school use individual systems and are completely plumbed. A Master Plan has been completed to design alternative water, sewer and refuse systems.
Miscellaneous: There is a landfill site southeast of the airstrip. There is one school located in the community, attended by 24 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:

School

Potential Staging Areas:

Airport –

National Guard Armory –

Other government facilities –

Local Spill Response Equipment:

Economy:

Most cash income in Sleetmute is derived seasonally from BLM fire fighting, trapping, or from cannery work in other communities. The school is the primary employer. One resident holds a commercial fishing permit. 60% of the village's food is derived from subsistence fishing, hunting and gathering. Many residents travel to fish camps during the summer. Salmon, moose, bear, porcupine, rabbit, waterfowl and berries are harvested in season.

Culture & Demographic

86.8% of the population are Alaska Natives. A federally recognized tribe is located in the community. Sleetmute is an Ingalik Indian village, and subsistence activities contribute substantially to local diets.

9770.7.57 – Stony River

STONY RIVER

Population: 46 (2011 AK Dept of Labor estimate) **Incorporation Type:** Unincorporated
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:

Police:

State Troopers: Aniak, 675-4398

Fire: 745-2738 (Volunteer Fire Dept)

Medical: Stony River Clinic (537-3228).

Organizations with Local Offices:

Village Council - Village of Stony River, P.O. Box SRV, Stony River, AK 99557
Phone 907-537-3209, Fax 907-537-3210 , e-mail: StonyRiver@aitc.org

Location & Climate:

Stony River is located on the north bank of the Kuskokwim River, 2 miles north of its junction with the Stony River. The village is 100 miles east of Aniak, 185 miles northeast of Bethel, and 225 miles west of Anchorage. It lies at approximately 61d 47m N Latitude, 156d 35m W Longitude (Sec. 31, T020N, R040W, Seward Meridian). Stony River is located in the Kuskokwim Recording District. The area encompasses 17 sq. miles of land and 3 sq. miles of water. The climate is continental with temperatures ranging from -58 to 90. Snowfall averages 85 inches, with total precipitation of 22 inches per year. High winds often cause flight delays in the fall and winter. The Kuskokwim is ice-free from mid-June through October.

Transportation:

Accessibility: Boat; snow machine; scheduled and charter air service from Aniak. Stony River's location near the confluence of the Kuskokwim and Stony Rivers affords it easy accessibility by riverboat in summer and snowmachine in winter.
Airport Facilities: The 2,555' gravel airstrip is State-owned and -operated. Scheduled weekday air services deliver mail and other cargo.
Airline Service: No information.
Freight: Chartered plane or barge. Barges deliver cargo and bulk fuel.
Vessel Support: No moorage facilities. No marine engine repair service.

Facilities & Utilities:
Communications: In-State Phone: Bush-Tell Inc. **Long-Distance Phone:** AT&T Alascom **Internet Service Provider:** School Only - GCI (www.gci.net) **TV Stations:** ARCS **Radio Stations:** KSKO-AM **Cable Provider:** None **Teleconferencing:** Alaska Teleconferencing Network
Electricity: Electricity is provided by Middle Kuskokwim Electric Cooperative. The Middle Kuskokwim Electric Co-op provides power from Chuathbaluk to Stony River.
Fuel: Marine gas and regular gasoline.
Fuel Storage – Tank Owners (number of tanks, total capacity): Village Council (22,550 gals.); School (26,250); Middle Kusko Electric Coop (23,960)
Housing: Accommodations possible in private homes or in IRA Council building.
Services: No restaurant, banking services, or laundry facilities. Groceries and supplies available. Most supplies acquired from Sleetmute, Red Devil, Aniak, or Anchorage. No rental transportation or moorage facilities.
Water & Sewage: Water is derived from individual wells; the school, washeteria and clinic each have a well. Septic tanks and some outhouses are used for sewage disposal. Most residents are reliant on the washeteria for laundry and bathing. Feasibility and engineering of a piped water system has been completed; the system will also include individual septic tanks for all homes.
Miscellaneous: There is one school located in the community, attended by 20 students. The school uses a septic tank/drainfield system. There is a landfill a half mile from the school.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
School
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment:

Economy:
There are few income opportunities in Stony River; the school is the only year-round employer. BLM fire fighting can provide seasonal income. Subsistence provides 60% of the village's food sources. Salmon, moose, caribou, bear, porcupine, waterfowl and berries are harvested.

Culture & Demographic

88.2% of the population are Alaska Natives. A federally recognized tribe is located in the community. The village is a mixed population of Indians and Eskimos. Residents depend heavily on subsistence foods.

9770.7.58 – Takotna

TAKOTNA

Pronunciation/Other Names: (tuh-KOTT-nuh)

Population: 49 (2011 AK Dept of Labor estimate) **Incorporation Type:** Unincorporated
Borough Located In: Unorganized **Regional Native Corporation:** Doyon, Limited

Emergency Services:

Police:
State Troopers: Bethel, 543-2294
Fire: Takotna EMS (Clinic 298-2214/2114)
Medical: Takotna Clinic (298-2214). Auxiliary health care is provided by Takotna Rescue Squad (298-2114).

Organizations with Local Offices:

Community Non-Profit - Takotna Community Assoc., Inc., P.O. Box 86, Takotna, AK 99675
Phone 907-298-2211, Fax 907-298-2325
Village Council - Takotna Village, P.O. Box TYC, Takotna, AK 99675
Phone 907-298-2212, Fax 907-298-2314, e-mail: Takotna@aitc.org

Location & Climate:

Takotna is located in Interior Alaska on the north bank of the Takotna River in a broad scenic river valley, 17 air miles west of McGrath in the Kilbuck-Kuskokwim Mountains. It lies at approximately 62d 59m N Latitude, 156d 04m W Longitude (Sec. 35, T034N, R036W, Seward Meridian). Takotna is located in the Manley Hot Springs Recording District. The area encompasses 15 sq. miles of land and 0 sq. miles of water. Takotna has a cold, continental climate. Summer temperatures average 42 to 80, winter temperatures range from -42 to 0. The Takotna River is generally ice-free from June through October.

Transportation:

Accessibility: Scheduled passenger and mail plane from McGrath; charter plane, river travel (June through September). Access to Takotna is by air or water. The community has 80 miles of local roads that connect with Tatalina Air Force Station, Sterling Landing and existing mines. It is a check point for the Iditarod sled dog race.
Airport Facilities: There is a State-owned 1,717 gravel airstrip, and a 3,800' gravel runway at Tatalina Air Force Station 10 miles southeast of town.
Airline Service: No information.
Freight: Cargo plane or barge. Cargo is offloaded at Sterling Landing, 24 miles southeast of Takotna.
Vessel Support: No information available.

Facilities & Utilities:

Communications: **In-State Phone:** United Utilities Inc. **Long-Distance Phone:** AT&T Alascom; United Utilities **Internet Service Provider:** School Only - GCI (www.gci.net) **TV Stations:** ARCS

Radio Stations: KSKO-AM **Cable Provider:** None **Teleconferencing:** Alaska Teleconferencing Network
Electricity: Electricity is provided by Takotna Community Assoc., Inc.
Fuel: Marine gas and diesel.
Fuel Storage – Tank Owners (number of tanks, total capacity): No information.
Housing: No formal lodges, but community has beds for rent.
Services: Limited groceries and supplies available at local store. Laundromat with showers available. Meals, banking service, rental transportation and major repair service are not available.
Water & Sewage: Water from Gold Creek is treated and hauled by residents from the washeteria. Water is also hauled from the Takotna Waterworks. Approximately 20% of homes have storage tanks with running water for the kitchen. Community buildings use individual wells. Honeybuckets and individual septic tanks are used for sewage disposal. A feasibility study for water, sewer and refuse system improvements is underway. Funds have been requested to upgrade the washeteria and to relocate the landfill
Miscellaneous: There are 2 schools located in the community, attended by 24 students. The high school has no running water or restrooms.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
Community hall
Schools
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment:

Economy:
Takotna has a combined cash and subsistence economy. Employment is through the school district, post office, clinic, local businesses and seasonal construction. A lodge is currently under construction. 80% of residents are involved in subsistence activities. Moose and salmon are the primary meat sources. Many residents garden during the summer.

Culture & Demographic
44.7% of the population are Alaska Natives. A federally recognized tribe is located in the community. Takotna is a mixed population of Non-Natives, Ingalik Indians and Eskimos. Subsistence is a prevalent activity. The sale of alcohol is prohibited in the village.

9770.7.59 – Telida
TELIDA
Pronunciation/Other Names: (tuh-LYE-duh)

Population: None listed on DCCED website **Incorporation Type:** Unincorporated
Borough Located In: Unorganized **Regional Native Corporation:** Doyon, Limited

Emergency Services:

Police:
State Troopers: McGrath, 542-3052
Fire: Volunteer Fire Dept
Medical: L Telida Health Clinic

Organizations with Local Offices:
Village Council - Telida Village, P.O. Box TLF, Telida, AK 99627-8998
Phone 907- 843-8115, e-mail: Telida@aitc.org

Location & Climate:
Telida is located on the south side of the Swift Fork (McKinley Fork) of the Kuskokwim River, about 50 miles northeast of Medfra. It lies at approximately 63d 23m N Latitude, 153d 16m W Longitude . The area experiences a cold, continental climate. Summer temperatures average 42 to 80, winters can range from -60 to 0. The Kuskokwim is generally ice-free from June through October.

Transportation:
Accessibility: Scheduled mail plane; charter plane; small riverboat. Access to Telida is primarily by air. There is no road connection, but a winter trail connects the village with Nikolai. Snowmobiles, motor bikes and ATVs are used.
Airport Facilities: A locally-maintained 2,270' turf/dirt airstrip is available.
Airline Service: No information.
Freight: Freight comes in by plane.
Vessel Support: Small boats can reach Telida, but snags and sticks downriver prevent large boat access.

Facilities & Utilities:
Communications: **In-State Phone:** United Utilities Inc. **Long-Distance Phone:** AT&T Alascom; United Utilities **Internet Service Provider:** **TV Stations:** ARCS **Radio Stations:** KSKO-AM **Cable Provider:** None **Teleconferencing:** Alaska Teleconferencing Network
Electricity: Electricity is provided by Telida Village Utility.
Fuel: Gasoline is available.
Fuel Storage – Tank Owners (number of tanks, total capacity): No information.
Housing: Rental cabin available (843-8115).
Services: No meals, restaurants, or stores. Supplies obtained from McGrath and Anchorage. No other visitor services.
Water & Sewage: Water is hauled from the school watering point or the River. Outhouses are used for sewage disposal. No homes are plumbed. Traditional steam baths are available.
Miscellaneous: There are no state operated schools located in the community.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
None identified
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –

Local Spill Response Equipment:

Economy:
Telida is heavily dependent on subsistence activities. Employment is primarily in seasonal summer jobs. Trapping, handicrafts and gardening also sustain residents.

Culture & Demographic
90.9% of the population are Alaska Natives. A federally recognized tribe is located in the community. Telida is an Upper Kuskokwim Athabascan village. Subsistence is an important activity.

9770.7.60 – Toksook Bay
TOKSOOK BAY
Pronunciation/Other Names: (TOOK-sook or TUCK-sook; aka Nunakauyak)

Population: 598 (2011 DCCED certified estimate) **Incorporation Type:** 2nd Class City
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:
Police/VPSO: 427-7313
State Troopers: 543-2994 (Bethel)
Fire: Volunteer Fire Department, 427-7313
Medical: Toksook Bay Health Clinic, 427-7712/7810

Organizations with Local Offices:
City - City of Toksook Bay, P.O. Box 37008, Toksook Bay, AK 99637
Phone 427-7511, Fax 427-7811, Email: cityofookclerk@yahoo.com
Village Corporation - Nunakauiak Yupik Corp., P.O. Box 37068, Toksook Bay, AK 99637
Phone 427-7929, Fax 427-7326
Village Council - Nunakauyarmiut Tribe, P.O. Box 37048, Toksook Bay, AK 99637
Phone 427-7114/7615, Fax 427-7714, Email: nunakauyaktc@hotmail.com

Location & Climate:
Toksook Bay is one of three villages located on Nelson Island, which lies 115 miles northwest of Bethel. It is on Kangirlvar Bay across the water from Nunivak Island. Tununak is about 6 miles to the northwest. It lies at approximately 60d 31m N Latitude, 165d 06m W Longitude (Sec. 17, T005N, R090W, Seward Meridian). Toksook Bay is located in the Bethel Recording District. The area encompasses 32 sq. miles of land and 41 sq. miles of water. Toksook is located in a marine climate. Precipitation averages 22 inches, with 43 inches of snowfall annually. Summer temperatures range from 41 to 57, winter temperatures run 6 to 24.

Transportation:
Accessibility: Scheduled air and charter service from Bethel. Fishing boats, skiffs, snow machines and ATVs are used by residents for local travel.
Airport Facilities: A State-owned 3,218' gravel airstrip provides scheduled and chartered service year-round. **Airline Service:** ERA Alaska, Grant Aviation, Ryan Air Service, Yute Air .
Freight: Freight arrives by plane and barge. Barges deliver goods during the summer months.
Vessel Support: There are no docking facilities, but boat haul-out services are available.

Facilities & Utilities:
Communications: **In-State Phone:** United Utilities Inc. **Long-Distance Phone:** AT&T Alascom; United Utilities **Internet Service Provider:** United Utilities Inc. **TV Stations:** ARCS **Radio Stations:** KICY-AM; KYUK-AM; KNOM-AM **Cable Provider:** Frontier Cable, Inc.
Teleconferencing: Alaska Teleconferencing Network
Electricity: Electricity is provided by AVEC.
Fuel: No information available.
Fuel Storage – Tank Owners (total capacity): Lower Kuskokwim Schools (34,460 gals.); AVEC (147,475); City (26,000); Nunakauiak Yupik Corp. (120,020); Army Nat'l Guard (5,000)
Housing: Accommodations can be arranged at the school (427-7815), or Nunakauiak Yupik Corp. (427-7928/7929).
Services: No restaurant, but a snack bar is available. Groceries and supplies available at local store.
Water & Sewage: Water is derived from a well and infiltration gallery, is treated and stored in a 212,000-gal. tank, then piped throughout the community. A gravity piped sewer system also serves most households. Most occupied homes have complete plumbing. However, several homes have failed plumbing and haul water and honeybuckets. The City collects refuse and maintains the landfill. The traditional council operates the washeteria.
Miscellaneous: There is one school located in the community, attended by 172 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
Multi-purpose facility
City public safety facility
School
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment: A DEC spill response container is located in this community. Contact the Mayor, 427-7511

Sorbent "sausage" or "pom-pom" boom	10 bales (5" X 10', 4 lengths per bale)
Pom-pom (oil snare without rope)	10 bales
Overpack Drum, Steel 55-gal	1
Jabsco Rotary Vane Pump	1
40' X 40' 20 mil Plastic Liner	2
Drum Liner, 8 mil, 85-gal, 50 bags per roll	2 rolls
Sorbent Materials Hand Wringer	1
MW41 Rope Mop Skimmer w/ return pulley (w/ 55-gal open top drum)	1
4" oil-absorbing endless loop poly-mop	100 feet
1,800 gallon portable storage tank system	1
500-watt halogen light single head, light stand	2
Smart Ash Incinerator w/ 55-gal open top drum	1

5,000-watt portable generator	1
Ice auger w/ 8" steel auger bit & 18" extension, 2hp, gas mix	1
Portable water cleaning system w/ absorbent material	1
85-gal response drums loaded with sorbents, bags, PPE	3
Sorbent pads	65 bales (100 pads/bale)

Economy:
Commercial fishing and the school, city, and tribal council are the primary income producers. Subsistence activities supplement income and provide essential food sources. In 2010, 77 residents held commercial fishing permits for herring roe and salmon net fisheries. Coastal Villages Seafood, Inc., processes halibut and salmon in Toksook.

Culture & Demographic
Toksook Bay is a traditional Yup'ik Eskimo community with a reliance on fishing and subsistence activities. The sale and importation of alcohol is banned in the village. The area has been inhabited and utilized by Yup'iks for thousands of years. Toksook Bay was established in 1964 along the Tuqsuk River by residents of Nightmute. Cyril Chanar, Tom Sunny, and Nasgauq Tangkaq were the earliest inhabitants. Toksook Bay was settled to be more accessible to the annual freighter ship, the North Star. The city was incorporated in 1972.

9770.7.61 – Tuluksak
TULUKSAK
Pronunciation/Other Names: (too-LOOK-sack)

Population: 373 (2011 AK Dept of Labor estimate) **Incorporation Type:** Unincorporated
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:
Police:
State Troopers: Bethel, 543-2294
Fire: Volunteers
Medical: Tuluksak Clinic (695-6991).

Organizations with Local Offices:
Village Corporation - Tulkisarmute, Incorporated, General Delivery, Tuluksak, AK 99679
Phone 907-693-6420, Fax 907-693-6932
Village Council - Tuluksak Native Community, P.O. Box 95, Tuluksak, AK 99679
Phone 907-695-6420, Fax 907-695-6932, e-mail: Tuluksak@smtp.ak.bia.gov

Location & Climate:
Tuluksak lies on the south bank of the Tuluksak River at its junction with the Kuskokwim River. The village is 35 miles northeast of Bethel. It lies at approximately 61d 06m N Latitude, 160d 58m W Longitude (Sec. 27, T012N, R066W, Seward Meridian). Tuluksak is located in the Bethel Recording District. The area encompasses 3 sq. miles of land and 1 sq. miles of water.

Precipitation averages 16 inches in this area, with snowfall of 50 inches. Summer temperatures range from 62 to 42; winter temperatures can be 19 to -2.

Transportation:
Accessibility: Scheduled and charter air service from Bethel. It can be accessed by a State-owned 2,500' gravel airstrip year-round. Residents use fishing boats, skiffs, snow machines and ATVs for local transportation.
Airport Facilities: State-owned 2,500' gravel airstrip open year-round.
Airline Service: No information.
Freight: Mail plane and barge.
Vessel Support: There are no docking facilities, although cargo barges deliver during the summer.

Facilities & Utilities:
Communications: In-State Phone: United Utilities Inc. **Long-Distance Phone:** AT&T Alascom; United Utilities **Internet Service Provider:** School Only - GCI (www.gci.net) **TV Stations:** ARCS; KYUK **Radio Stations:** KYUK-AM; KYKD-FM **Cable Provider:** None **Teleconferencing:** Alaska Teleconferencing Network
Electricity: Electricity is provided by Tuluksak Traditional Power Utility.
Fuel: No information available.
Fuel Storage – Tank Owners (number of tanks, total capacity): Village Council (2 @ 38,500 gals.); School (10 @ 80,000); Elementary School (8 @ 50,000); Village Corp. (50,000)
Housing: Accommodations may be arranged with the city (695-6212).
Services: Washeteria available. Supplies available at local stores.
Water & Sewage: Treated well water is hauled by residents. Only one watering point, with storage capacity of less than 7,000 gallons, serves the entire community, washeteria, clinic and school. The washeteria was rehabilitated in 1996, but water shortages are limiting its use. Residents haul honeybuckets -- Tuluksak has 75 active honeybucket disposal pits. A feasibility study has been completed to implement a piped water and sewer system. A larger water storage tank, water system improvements and a honeybucket haul system are the village's priorities.

Miscellaneous: There is one school located in the community, attended by 137 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
School
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment:

Economy:

The primary employers are the school, village government, and services. Some commercial fishing also occurs; 31 residents hold commercial fishing permits for herring roe and salmon net fisheries. Subsistence activities provide most food sources. A village store was recently completed.

Culture & Demographic

95.5% of the population are Alaska Natives. A federally recognized tribe is located in the community. Tuluksak is a traditional Eskimo village with a fishing and subsistence livelihood. The community has abandoned its city government in favor of more village governmental control, and in 1994 the city was conditionally dissolved by the Local Boundary Commission. The sale, importation or possession of alcohol is banned in the village.

9770.7.62 – Tuntutuliak

TUNTUTULIAK

Pronunciation/Other Names: (tun-too-TOO-lee-ack)

Population: 428 (2011 AK Dept of Labor estimate) **Incorporation Type:** Unincorporated
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:

Police/VPSO: 256-2634
State Troopers (Bethel): 543-2294
Fire: VPSO/Volunteer Fire Department, 256-2634
Medical: Kathleen Daniel Memorial Clinic, 256-2129

Organizations with Local Offices:

Electric Utility - Tuntutuliak Community Service Assoc., P.O. Box 8127, Tuntutuliak, AK 99680
Phone 256-2934, Fax 256-2934
Village Corporation - Tuntutuliak Land Limited, P.O. Box 8106, Tuntutuliak, AK 99680
Phone 256-2315, Fax 256-2441
Village Council - Native Village of Tuntutuliak, P.O. Box 8086, Tuntutuliak, AK 99680
Phone 256-2128, Fax 256-2080, Email: Tuntutuliak@aitc.org

Location & Climate:

Tuntutuliak is on the Qinaq River, approximately 3 miles from its confluence with the Kuskokwim River, about 40 miles from the Bering Sea coast. It lies 40 miles southwest of Bethel and 440 miles west of Anchorage. It lies at approximately 60d 22m N Latitude, 162d 38m W Longitude (Sec. 21, T003N, R077W, Seward Meridian). Tuntutuliak is located in the Bethel Recording District. The area encompasses 27 sq. miles of land and 0 sq. miles of water. Tuntutuliak's summer temperatures average from 42 to 62, winter temperatures average -2 to 19. Extremes have been recorded from 86 to -46. Annual precipitation averages 16 inches, with snowfall of 50 inches.

Transportation:

Accessibility: Scheduled and charter air service from Bethel. Tuntutuliak relies heavily on air transportation for passengers, mail and cargo service. Boats and snow machines are used for local travel.

Airport Facilities: A State-owned 3,025' gravel runway, and a public seaplane base on the Qinaq River are available.
Airline Service: ERA Alaska, Grant Aviation, Ryan Air Service, Yute Air
Freight: Mail plane and barge. Barge services deliver goods approximately six times a year.
Vessel Support: No information available.

Facilities & Utilities:
Communications: In-State Phone: United Utilities Inc. **Long-Distance Phone:** AT&T Alascom; United Utilities **Internet Service Provider:** United Utilities Inc. **TV Stations:** ARCS; KYUK **Radio Stations:** KYUK-AM; KYKD-FM **Cable Provider:** Quinarmiut Cablevision (Village Corp.)
Teleconferencing: Alaska Teleconferencing Network
Electricity: Electricity is provided by Tuntutuliak Community Service Assoc.
Fuel: No information available.
Fuel Storage – Tank Owners (total capacity): School (74,400 gals.); Village Council (86,900); Village Corp. (71,700)
Housing: Accommodations can be arranged with the school (256-2415); Community Hall.
Services: Washeteria available. Supplies available in the community.
Water & Sewage: A flush/haul system, unpermitted landfill, sewage lagoon, and 4-mile sanitation boardwalk are available. The school has its own well and sewage lagoon.. The Tuntutuliak Community Service Association, a non-profit arm of the Village Council, operates the utilities.
Miscellaneous: There is one school located in the community, attended by 98 students.

Spill Response Support:
Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
School
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment: Nearest DEC Spill Response Conex located in Bethel. 543-2047/2087

Economy:
The school, various services, commercial fishing, and fish processing provide most of the income. Trapping, basket weaving, skin-sewn products, and other Native handicrafts also provide cash. Subsistence foods comprise a majority of the diet, and about one-half of families go to fish camp each summer. In 2010, 47 residents held commercial fishing permits for salmon net and herring roe fisheries.

Culture & Demographic
It is a traditional Yup'ik Eskimo village with a fishing and subsistence lifestyle. Salmon and seal are important food sources. Children are taught in Yup'ik until the third grade and then classes are taught in English. The sale, importation, and possession of alcohol is banned in the village.

The village's Yup'ik name is Tuntutuliaq, meaning "place of many reindeer." It was originally located four miles to the east and called Qinaq, as noted in 1879 by Edward Nelson, who noted 175 residents at that time. In 1908, a Moravian missionary visited the village and reported 130 people living there. In 1909 a BIA school was built, and the first teacher was well-liked in the community. Due to lack of confidence in the subsequent teachers, the school was closed in 1917, and the building moved to the village of Eek. It is thought that some Qinaq villagers may have moved to Eek, so their children could attend school. In 1923 the first Moravian chapel was built with lumber and other support from Eek. In the late 1920s, a trading post and store was opened by John Johnson. The community moved to its present site on higher ground and was renamed Tuntutuliak in 1945. The BIA built a school in 1957. A post office opened in 1960.

9770.7.63 – Tununak

TUNUNAK

Pronunciation/Other Names: (too-NOO-nuck; var. Tananak)

Population: 342 (2011 AK Dept of Labor Estimate) **Incorporation Type:** Unincorporated
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:
Police/VPSO: 652-6812
State Troopers (Bethel): 907-543-2294
Fire: None
Medical: Tununak Health Clinic, 652-6829.

Organizations with Local Offices:
Village Corporation - Tununrmiut Rinit Corporation, P.O. Box 89, Tununak, AK 99681
Phone 652-6311, Fax 652-6315
Village Council - Native Village of Tununak, P.O. Box 77, Tununak, AK 99681
Phone 652-1818, Fax 652-4086, Email: tribe2work@yahoo.com

Location & Climate:
Tununak is located in a small bay on the northeast coast of Nelson Island, 115 miles northwest of Bethel and 519 miles northwest of Anchorage. It lies at approximately 60d 35m N Latitude, 165d 15m W Longitude (Sec. 28, T006N, R091W, Seward Meridian). Tununak is located in the Bethel Recording District. The area encompasses 4 sq. miles of land and 0 sq. miles of water. The village is located in a marine climate. Average precipitation is 17 inches, with annual snowfall of 28 inches. Summer temperatures can range from 42 to 59, winter temperatures average 2 to 19. Extremes have been recorded from 80 to -35.

Transportation:
Accessibility: Scheduled and charter air service from Bethel. Tununak relies heavily on air transportation for passengers, mail and cargo service. Boats, snow machines and ATVs are used extensively for local travel.
Airport Facilities: A State-owned 1,778' gravel airstrip is available.
Airline Service: ERA Alaska, Grant Aviation, Ryan Air Service, Yute Air
Freight: Cargo plane and barge. Barges deliver goods two to four times each summer.
Vessel Support: No moorage facilities.

Facilities & Utilities:

Communications: In-State Phone: United Utilities Inc. **Long-Distance Phone:** AT&T Alascom; United Utilities **Internet Service Provider:** United Utilities Inc. **TV Stations:** ARCS **Radio Stations:** KICY-AM; KYUK-AM; KNOM-AM **Cable Provider:** Frontier Cable, Inc.
Teleconferencing: Alaska Teleconferencing Network
Electricity: Electricity is provided by AVEC.
Fuel: Marine gas, propane, and regular gasoline.
Fuel Storage – Tank Owners (total capacity): Lower Kuskokwim Schools (70,300 gals.); Tununak Elders Council (15,600); AVEC (79,800); Tununrmiut Rinit Corp. Store (120,400); Army Nat'l Guard (6,300)
Housing: Accommodation in the school (652-6827) or the clinic can be arranged through the city office (652-6312).
Services: Food available at local restaurant. No banking services. Washeteria available. Groceries and supplies available at local stores. No major repair services.
Water & Sewage: Water is derived from Muskox Creek. A flush/haul system began construction in 1992. Only five homes are currently served, and 30 additional units are in construction. 40 additional household units will need to be installed. Most residents currently haul water and honeybuckets, and rely on the washeteria for laundry and bathing. 5% of households use individual septic systems.
Miscellaneous: There is one school located in the community, attended by 101 students. The landfill needs to be upgraded.

Spill Response Support:

Contact local officials to determine possibility of using community facilities.
Potential Command Posts:
School
Potential Staging Areas:
Airport –
National Guard Armory –
Other government facilities –
Local Spill Response Equipment: Nearest DEC Spill Response Conex located in Toksook Bay, 427-7511

Economy:

Employment is primarily with the school district, village corporation, stores, and commercial fishing. Trapping and Native crafts also generate cash for many families, and subsistence activities are an important contributor to villagers' diets. Seal meat, seal oil, and herring are the staples of the diet. Beluga whale and walrus are also hunted. Residents participate in a lottery to hunt musk-ox on Nelson or Nunivak Islands. In 2010, 46 residents held commercial fishing permits. Coastal Villages Seafood, Inc., processes halibut and salmon in Tununak.

Culture & Demographic

Tununak is a traditional Yup'ik Eskimo village, with an active fishing and subsistence lifestyle. The sale and importation of alcohol is banned in the village.

In 1878 Nelson Island was named after Edward Nelson, a Smithsonian naturalist who noted 6 people, including 1 non-Native trader, living in Tununak. In 1889 the Jesuits opened a small chapel and school. They found the villagers difficult to convert due to the migratory nature of

their traditional culture and because the shamans were still quite powerful. The mission closed in 1892. In 1925 a government school was built, and a Northern Commercial Company store was opened in 1929. From 1934 to 1962, a missionary named Father Deshout lived on Nelson Island. His long-standing relationship and work with the people in the area had a great influence. The 1950s brought great changes to the islanders' lifestyle, through their involvement with the Territorial Guard and work in fish canneries, high schools, and healthcare treatment for tuberculosis. For many, this was their first exposure outside the community. By the 1970s, snowmachines were replacing dog-sled teams, and the last qasgiq (men's community houses) was abandoned. The city was incorporated in 1975, but it was dissolved on Feb. 28, 1997, in favor of traditional council governance.

9770.7.64 – Umkumiute

UMKUMIUTE

Pronunciation/Other Names : (OOM-kuh-myoot) var. Umkumiut

Population: Seasonal **Located In: Unorganized**
Incorporation Type: Unincorporated

Umkumiute serves as a seasonal, summer fish camp for Toksook Bay residents.

The information below provides a brief overview of the community.

Location and Climate:

Umkumiute is located on Nelson Island in the Yukon-Kuskokwim Delta, adjacent to Toksook Bay. It lies at approximately 60.498320 North Latitude and -165.198850 West Longitude. (Sec. 26, T005N, R091W, Seward Meridian.) Umkumiute is located in the Bethel Recording District. The island experiences a marine climate. Annual precipitation averages 22 inches, with 43 inches of snow. Summer temperatures range from 41 to 57 °F, and winter temperatures are 6 to 24 °F.

Economy:

As a seasonal-use fish camp, Umkumiute provides subsistence food items for area residents. The 2006-2010 American Community Survey (ACS) estimated zero residents as employed.

Culture and Demographics:

Umkumiute is a summer fish camp for Toksook Bay residents. The resources of this area have been used by Yup'ik Eskimos for thousands of years. During 1950, approximately 100 residents were enumerated in the village.

9770.7.65 – Upper Kalskag

UPPER KALSKAG

Pronunciation/Other Names: (KAL-skag; aka Kalskag)

Population: 219 (2011 DCCED certified estimate) **Incorporation Type:** 2nd Class City
Borough Located In: Unorganized **Regional Native Corporation:** Calista Corp.

Emergency Services:

VPSO: 471-2442
State Troopers: Aniak, 675-4398

Fire: Volunteer Fire Dept
Medical: Catherine Alexie Health Clinic (471-2276).

Organizations with Local Offices:
City - City of Upper Kalskag, P.O. Box 80, Upper Kalskag, AK 99607, Phone 471-2220, Fax 471-2220
Village Council - Village of Kalskag, P.O. Box 50, Upper Kalskag, AK 99607, Phone 471-2207, Fax 471-2207, e-mail: Kalskag@aitc.org

Location & Climate:
Upper Kalskag is located on the north bank of the Kuskokwim River, 2 miles upriver from Lower Kalskag. It lies 28 miles west of Aniak, 68 miles northeast of Bethel and 348 miles west of Anchorage. It lies at approximately 61d 32m N Latitude, 160d 20m W Longitude (Sec. 27, T017N, R061W, Seward Meridian). Upper Kalskag is located in the Kuskokwim Recording District. The area encompasses 4 sq. miles of land and 0 sq. miles of water. The climate in Upper Kalskag is semi-arctic with influences from the Bering Sea. Snowfall averages 60 inches, with total precipitation of 19 inches per year. Temperatures range from -55 to 87. The Kuskokwim is ice-free from mid-June through October.

Transportation:
Accessibility: Scheduled and charter air service from Aniak or Bethel. The Kuskokwim River affords easy access by boat in summer and snowmachine in winter.
Airport Facilities: A State-owned 3,200' gravel airstrip is shared by Upper and Lower Kalskag, and a road connects the two cities. Daily scheduled air services deliver passengers, mail and other cargo year-round.
Airline Service: Hageland; Yute Air; Arctic Air
Freight: Freight arrives by plane and barge. Barges deliver cargo and bulk fuel during the summer.
Vessel Support: No moorage facilities.

Facilities & Utilities:
Communications: **In-State Phone:** Bush-Tell Inc. **Long-Distance Phone:** AT&T Alascom **Internet Service Provider:** School Only - GCI (www.gci.net) **TV Stations:** ARCS **Radio Stations:** KYUK-AM; KICY-AM **Cable Provider:** None **Teleconferencing:** No information
Electricity: Electricity is provided by AVEC (from Lower Kalskag).
Fuel: Marine gas, diesel, unleaded gas and propane.
Fuel Storage – Tank Owners (number of tanks, total capacity): School (49,200 gals.); Village Corp. Store (36,200); Ausdahl Mercantile/Danny Ausdahl (1,980); City (2,500); Ken Morgan (36,800)
Housing: Accommodations may be arranged with the school (471-2288) or the Kalskag Store (471-2268).
Services: No laundromat or banking services. Groceries and supplies available through several local stores. No repair service. No rental transportation or moorage facilities.
Water & Sewage: As of November 1997, nearly all homes, the school and the store have individual wells with potable water and indoor plumbing. A new piped gravity sewage system with lift stations, force main and lagoon now serves over 60 households and facilities. The school has requested funds for a new septic tank and leachfield, or connection to the community sewer system.

Miscellaneous: There is one school located in the community, attended by 31 students. The landfill is located between Upper and Lower Kalskag.

Spill Response Support:

Contact local officials to determine possibility of using community facilities.

Potential Command Posts:

City Multi-Purpose Facility (under construction).
City public safety office
School

Potential Staging Areas:

Airport –
National Guard Armory –
Other government facilities –

Local Spill Response Equipment:

Economy:

Most cash income in Upper Kalskag is derived from public employment at the school, City or clinic. Some trap or work as BLM firefighters. Three residents hold commercial fishing permits. 70% of the village's total livelihood is earned from subsistence activities. Salmon, moose, rabbit, and waterfowl are the primary meat sources. A few residents maintain gardens.

Culture & Demographic

84.9% of the population are Alaska Natives. A federally recognized tribe is located in the community. Upper Kalskag is an Eskimo village which was strongly influenced by the Roman Catholic Church. Today, subsistence activities are an important component of their lifestyle. The sale or importation of alcohol is banned in the village.