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NORTON SOUND HEALTH CORPORATION

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Accounting: Accountant I/II/III \$36.65 + DOE
Acute Care: Acute Care Technician \$34.25 + DOE
Behavioral Health: Administrative Assistant & Relief \$25 + DOE; Administrative Specialist I/II \$26.41 + DOE; Clinical Associate \$27.41 + DOE; Recovery Coach \$27.41 + DOE
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Dental: Dental Health Aide Therapy Student
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In-Home Support Program: Care Coordinator \$34.25 + DOE; IHSP Referral Coordinator \$30.02 + DOE
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Plant Operations: Maintenance Technician I/II/III \$31.73 + DOE; Grounds Maintenance \$25.00 + DOE; Fleet Maintenance Engineer \$36.65 + DOE
Quality Improvement: Administrative Specialist II \$27.41 + DOE
Quyanna Care: Certified Nursing Assistant \$34.25 + DOE
Sanitation: Remote Maintenance Worker I & Relief 36.65 + DOE
Security: Security Officer Trainee Relief \$25.00 + DOE; Security Officer Supervisor \$34.25 + DOE
WIC: WIC Breastfeeding Peer Counselor Relief \$20.00; Health Educator I \$26.41 + DOE

In Our Village Communities:

Brevig Mission: Personal Care Attendant Relief \$25.00 + DOE; Community Health Aide Trainee \$27.41 + DOE
Diomed: Environmental Services Worker & Relief \$26.41 + DOE; Community Health Aide Trainee \$27.41 + DOE; EVS Maintenance Worker \$31.73 + DOE; Clinic Travel Specialist \$26.41 + DOE; Personal Care Attendant \$25.00 + DOE
Elim: Direct Care Attendant Relief \$25.00 + DOE; Community Health Aide Trainee \$27.41 + DOE
Gambell: Community Health Aide Trainee \$27.41 + DOE; Clinic Travel Specialist \$26.41 + DOE
Golovin: Community Health Aide Trainee \$27.41 + DOE; Environmental Services Worker Relief \$26.41 + DOE; Personal Care Attendant \$25.00 + DOE
Koyuk: Environmental Services Worker Relief \$26.41 + DOE; Personal Care Attendant \$25.00 + DOE; Community Health Aide Trainee \$27.41 + DOE; Clinic Travel Specialist \$26.41 + DOE; EVS Worker I \$26.42 + DOE
St Michael: Community Health Aide Trainee \$27.41 + DOE; Maintenance Worker \$31.73 + DOE; Clinic Travel Specialist Relief \$26.41 + DOE; Personal Care Attendant \$25.00 + DOE
Savoonga: Dental Assistant Trainee \$27.41 + DOE; Community Health Aide Trainee \$27.41 + DOE
Shaktolik: Community Health Aide Trainee \$27.41 + DOE; Environmental Services Worker Relief \$26.41 + DOE; Clinic Travel Specialist Relief \$26.41
Shishmaref: Community Health Aide Trainee \$27.41 + DOE
Stebbins: Community Health Aide Trainee \$27.41 + DOE; Environmental Services Worker Relief \$26.41 + DOE; Personal Care Attendant \$25.00 + DOE; Clinic Travel Specialist Relief \$26.41 + DOE; Maintenance Worker \$31.73 + DOE; Village Based Counselor Trainee \$27.41 + DOE
Teller: Community Health Aide Trainee \$27.41 + DOE; Clinic Travel Specialist Relief \$26.41; EVS Worker Relief \$26.41 + DOE
Unalakleet: Community Health Aide Trainee \$27.41 + DOE; Clinic Travel Specialist & Relief \$26.41 + DOE; Assistant Care Coordinator \$34.25 + DOE; Personal Care Attendant \$25.00 + DOE; Maintenance Worker \$34.25 + DOE
Wales: Village Based Counselor Trainee \$27.41 + DOE; Community Health Aide Trainee \$27.41 + DOE; Clinic Travel Specialist & Relief \$26.41 + DOE; Maintenance Worker \$31.73 + DOE; Personal Care Attendant Relief \$25.00 + DOE

For more information or an up-to-date vacancy list, go to www.NortonSoundHealth.org or contact Human Resources at (907) 443-4573
NSHC is a drug-free workplace and will apply Alaska Native/American Indian preference for hire (under PL 93-638 and Veteran Preferences). NSHC will also initiate a criminal history/background check for all positions.

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WANTED – Mark Knapp at The Cutting Edge in Fairbanks is buying legal ancient walrus ivory, musk ox horn, mammoth ivory and teeth. Very good prices. 907-452-7477. Knapp's Cutting Edge 1971 Fox Ave Fairbanks AK 99701. cuttingedge@gci.net

Employment

Nome Eskimo Community LEADERSHIP OPPORTUNITY: NEC EXECUTIVE DIRECTOR

NEC is seeking a team leader. We offer great benefits and competitive salaries. The rate of pay is dependent on experience.

HIRING PREFERENCE: When possible, NEC extends a hiring preference for employment in accordance with section 7 (b) of Public Law 93-638.

WE ARE A DRUG FREE WORKPLACE! When required, applicants must pass a criminal history check to be considered.

1.18.2023

Trooper Beat

Norton Sound Region
 Sexual Abuse of a Minor: On 01/02/2024 at approximately 2 p.m., Alaska State Troopers received a report of Sexual Abuse of a Minor, after the fact. The investigation is ongoing.

Norton Sound Region
 Sexual Assault: On 01/04/2024 at approximately 11:44 a.m., AST received a report of a Sexual Assault. The investigation is ongoing.

Saint Michael
 Assault - DV: On 01/06/2024 at approximately 11:58 a.m., AST received a report of an Assault - DV. The investigation is ongoing.

Any charges reported in these press releases are merely accusations and the defendants are presumed innocent unless and until proven guilty.

- Responsibilities include:**
- Administration and management of Nome Eskimo Community Tribal operations;
 - Immediate supervision of administrative staff and program directors;
 - Overall financial management of NEC;
 - Monitoring state and federal legislation;
 - Negotiating funding agreements;
 - Working closely with the NEC Tribal Council;
 - Review and approve all personnel evaluations, and meet employee needs;
 - Develop working relationship with local organizations and various entities while promoting NEC.

Salary: Depends upon experience. The job description and application are available on our website: www.necalaska.org

Questions? 907-443-2246 • jobs@necalaska.org

The Bering Strait School District Maintenance Dept. is seeking applicants for the following positions: - Lead Carpenter - Trades Helper - Boiler Operator - District Vehicle Mechanic - Journeyman Plumber - Journeyman Electrician. All positions serve the 15-village schools of the Bering Strait School District and are based out of Unalakleet. Commuting may be acceptable. These are full-time positions with competitive pay rates and full benefits.

For complete job descriptions please contact: Bering Strait School District Gary Eckenweiler, Director of Maintenance and Facilities geckenweiler@bssd.org

1.11-18-25.2024

Court

Week ending 1/12/2024 Civil
 Cynthia J. Stepanoff v. Kristian Ahwinona-Smith; Domestic Violence: Short-Term

Small Claims
 No current claims via CourtView; Start 2NO-24-00001SC

Criminal
 State of Alaska v. Robert Piscocya (8/19/64); CTN 001: DUI-Operate Under Infl AlcDrug; Date of Offense: 3/25/23; Any outstanding appearance or performance bond is exonerated; CTNs Dismissed: 002;

30 days, 27 days suspended; Report by 5 pm on 3/15/24 to AMCC to remand/serve sentence; Fine: \$1,500 due 1/10/25; Sur-charges due; Cost of Imprisonment: 1st Offense: \$330, full amount due; Complete Treatment, contact local ASAP 264-0735; Complete screening, evaluation and recommended treatment; Submit proof of completion to court by 1/10/25; Pay all costs; Obey driver's license directives, your driver's license is revoked for 90 days; Concurrent with DMV action, after you regain the privilege to drive, use an IID as directed in the IID Information Sheet for 6 months; Costs of the IID will be credited

against fine imposed if you give proof of payment to court clerk before the fine due date; Probation until 1/10/25; Obey all direct court orders above by the deadlines stated; Obey all state, federal, and local laws and ordinances; Do not possess, consume, or buy alcohol; Do not enter a place where alcohol is the primary item for sale; Your driver's license or state ID is subject to cancellation under cited Alaska Statute (AS); Any new license or ID must list the AS buying restriction until the restriction expires.

Seawall

Nome Police Department Weekly press releases Activities reported between 1/8/2024 – 1/14/2024

During this period there were 184 calls for service received at the Nome Police Communications Center; 35 (19%) of these calls involved alcohol. The Nome Volunteer Ambulance Department responded to 13 ambulance calls. The Nome Volunteer Fire Department responded to no fire calls during this period. NPD responded to 19 calls reporting intoxicated persons needing assistance. Nobody was remanded to AMCC as protective hold; and 3 persons remained at the hospital for medical evaluation/treatment.

Arrests
 A total of 6 arrests made with 6 (100%) alcohol related.

Monday, Jan. 8, 2024
 Charge: Probation Violation. Name: Jerry Iyapana. Location: Kings Pl.

Tuesday, Jan. 9, 2024
 Charge: Assault in the fourth degree. Name: Kristan Ahwinona-Smith. Location: Steadman St.

Wednesday, Jan. 10, 2024
 Charge: Warrant Arrest. Name: Tadd Okoolmealingok. Location: Nome

Thursday, Jan. 11, 2024
 Charge: Probation Violation. Name: Agnes Etageak. Location: W. 2nd Ave. Charge: Probation Violation. Name: Jerry Iyapana. Location: E. I St.

Saturday, Jan. 13, 2024
 Charges: Criminal trespass in the second degree and Violating Conditions of release. Name: Kevin Ozenna. Location: W 2nd

Ave. Charges: Assault in the third degree. Name: Lionel Winkel. Location: E. N St.

Traffic
 Monday, January 8, 2024
 Charge: Fail to stop at stop sign. Name: Timothy Kunkel. Location: W. 2nd Ave.

A total of 10 traffic stop was conducted, 1 citation and 9 warnings issued. NPD responded to 1 report of a Motor Vehicle accident during this reporting period.

This is a record of activity. The issuance of citations or the act of arrest does not assign guilt to any identified party. Officers refer all cases to the DA for action.

NSEDC Job Opportunities

Norton Sound Economic Development Corporation offers an attractive compensation and benefits package including competitive pay, 401K retirement program, and comprehensive healthcare options.

www.nsedc.com

Community Benefits Specialist (Anchorage):
 The Community Benefits Specialist assists with the coordination and facilitation of all Community Benefits Department programs, including, but not limited to, maintaining department records, facilitating remittance letters, & processing grant requests. An associate degree or applicable experience is required.

Education, Employment, & Training Director (Anchorage, Nome, or Unalakleet):
 The EET Director is responsible for outreach and management of NSEDC's scholarship, employment, and training programs and opportunities, including NSEDC's internship program and connecting residents to employment with NSEDC's fishing partners. A bachelor's degree in business administration or related field is required (or year-for-year applicable experience) and previous program management experience is required.

Facility & Fleet Manager (Nome or Unalakleet):
 The Facility & Fleet Manager develops and provides oversight of maintenance and repair programs and procedures for NSEDC-owned facilities and vehicles. The position oversees repair and maintenance personnel. Requires a bachelor's degree in business, management, accounting, facilities or fleet management, or related field and at least five years of experience.

Human Resources Specialist (Anchorage):
 The Human Resources Specialist assists the Human Resources Director with coordinating and implementing services, policies, and programs for the company. An associate degree or applicable experience required.

NSEDC Internship (Anchorage, Nome, Unalakleet, or Seattle):
 Join the NSEDC team this summer. Learn on-the-job, build professional skills, and engage with NSEDC departments and Norton Sound Seafood Products. Ask about potential opportunities with NSEDC fishing partners in Seattle. Internships are available to current or recent NSEDC scholarship recipients.

Quota Analyst (Anchorage, Nome, or Unalakleet):
 The Quota Analyst assists in managing and administering all quota activities and fishery acquisitions/investments (primarily non-regional). This includes, but is not limited to, Community Development Quota (CDQ) and Individual Fishing Quota (IFQ) harvest-related negotiations, allocations, monitoring, reporting, and regulations. Bachelor's degree in finance, marketing, business management or a related field required. Requires at least three years experience in fisheries management or a related field.

For an application or a complete job description, visit www.nsedc.com or contact NSEDC Human Resources via phone, (907) 274-2248 (Anchorage) or 1-(800)-650-2248 (toll-free), or via email: hr@nsedc.com.

Oil field road traffic disrupts North Slope caribou more than previously recognized

A new study adds to mounting evidence about caribou sensitivity to roads, raising questions about further development in the animals' habitat

By Yereth Rosen,
Alaska Beacon

Road traffic has long posed a challenge to caribou on the North Slope. For decades, there has been a standard for oil field traffic heavy enough to disturb the animals: 15 vehicles per hour. Environmental studies and permits invoke that as the threshold at which caribou stop walking freely near and across roads.

Now a newly published study analyzing caribou movements at two oil fields shows that the traffic volumes that inhibit animals' movements appear to be much lower: five vehicles an hour.

The study adds to a growing body of evidence that caribou are much more bothered by infrastructure and industrial activity than was assumed in the past, when existing North Slope oil fields were planned and permitted.

"Caribou are really sensitive. They're really sensitive to human activity. And we've seen from past studies that they're also sensitive to human infrastructure, and they really respond to it," said Heather Johnson, a U.S. Geological Survey biologist who coauthored the study. "The key takeaway from the paper is they're more sensitive to road activity than we had previously recognized."

The results of the new study about road traffic and previous studies of caribou interactions with infrastructure have implications for existing Arctic Alaska industrial operations — and for expanded development, such as the massive Willow oil project that ConocoPhillips is building this winter and the proposed 211-mile Ambler Access Project road that would link an isolated Northwest Alaska mining district to the state's existing highway system.

The new study examines the movements of female caribou that have had radio tracking collars attached to them in and around the Kuparuk and Milne Point oil fields. In doing so, it tested the effects of human activity, adding to results from previous work by Johnson and others that examined how the presence of human-created infrastructure affects caribou. That research includes a 2020 study Johnson led that showed that caribou in the oil field areas, even after generations, continue to stay away from manmade features like pipelines, roads and buildings and show little sign of habituation to development, especially during the sensitive calving period.

The new road-traffic study and Johnson's 2020 study focused on the Central Arctic Caribou Herd, currently estimated at 34,000 animals. By tracking the animals' movements through the collar-derived data and road traffic through counting devices, USGS biologist John Severson, Johnson and coauthor Timothy Vosburgh of the U.S. Bureau of Land Management found that the caribou generally stayed away from roads, preferring spaces that were at least 1 to 3 kilometers — or about 0.6 to 2 miles — away from roads during the post-calving and mosquito seasons. During all the periods they were present in the oil field areas, caribou generally stayed away from roads with traffic levels of five or more vehicles an hour, the study found.

Caribou's reluctance to cross or be near busier roads is seen despite long-standing rules intended to protect them, Johnson said. Oil field roads are closed to public use, authorized traffic is under speed limits that top out at 45 miles an hour and caribou are granted the right of way. "So it's a very controlled environment where drivers are instructed to stop for caribou crossing," she said. "And yet, even in that environment, you know, caribou are showing these responses."

The 15-vehicle-per-hour standard dates back to the 1980s, when biologists used visual observations to compare caribou reactions in various settings ranging from undeveloped areas to areas with both roads and pipelines, said Johnson and Severson, the study's lead author. Those studies predated the use of radio collars and the fine-scale movement tracking that they enable.

By correlating caribou movements with weather conditions, the new study found that it generally took conditions conducive to severe insect harassment — high summer air temperatures and low wind speeds — to motivate the caribou across more heavily trafficked roads to reach the cooler, windier areas along the coast or river bars that provide relief from biting bugs. "They become less risk averse," Johnson said.

It is unclear how traffic deters caribou movement, whether through dust, noise, visual signals or something else, Severson said. But from what he has seen, there is often a noticeable response when the animals encounter traffic.

"Sometimes they'll just stand there. Sometimes it seems like they kind of get freaked out and kind of run around a little bit. But it varies," he said.

Average road traffic during the study period was less than 15 vehicles per hour, closer to 12 per hour in 2019 and eight per hour in 2020, the scientists found. Rates varied a lot from road to road, they said, with traffic concentrated on the large main roads.

Since Central Arctic caribou are present in the oil fields for just a few weeks out of the year, operators have some available options for reducing traffic impacts on the animals, Johnson and Severson said.

A possible response from oil operators would be better timing of vehicle traffic by season or even time of day. "When insect activity is really high in the middle of the day, they could potentially reduce traffic then," Severson said.

Teshkepuk and Western Arctic caribou may face different road challenges

Avoiding impacts may be more complicated at the Willow project being built farther west on the North Slope, however.

Willow overlaps habitat used by the Teshkepuk Caribou Herd, estimated at 61,500 as of 2022. Unlike the Central Arctic herd, which migrates north only for calving and the post calving period before venturing south to Brooks Range foothills well south of the established oil fields, most of the Teshkepuk herd remains on or near the western North Slope all year.

Caribou figure prominently in the environmental studies that led to the Biden administration approving Willow in March. In the supplemental environmental impact statement released by the BLM just before the approval, the word "caribou" is used more than 1,000 times just in the first volume. The document described the importance of caribou to traditional Native hunting and the federal government's obligation to protect it and other subsistence resources. The document also notes differences between the Teshkepuk herd and the Central Arctic herd, and that the latter has been more studied for its impacts from oil development. That makes predicting impacts to the Teshkepuk herd more difficult, the document said.

On the positive side for the Teshkepuk herd, there will be a good opportunity for scientists and managers to track the impacts of oil development, said Kyle Joly, a National Park Service biologist who studies Alaska's caribou. "They'll have a lot

of data as to what movements were like before development," he said. That contrasts with the Central Arctic herd, for which predevelopment data "was in short supply," he said.

There will likely be plenty of information about traffic interactions if Willow development is carried out as planned. A BLM document provides detailed information on projected road traffic at Willow, which according to the analysis is expected to top 3.1 million vehicle trips over the project's 30-year lifespan.

During Willow's first 10 years, when construction is underway, traffic on the oilfield road is expected to average 15.5 to 81.7 vehicles per hour, according to the supplemental environmental impact statement. For the 20 years of Willow operations to follow, traffic would be lighter, at 7.5 to 9.5 trips per hour.

The record of decision that approved Willow development includes some requirements for traffic controls to protect caribou, including periodic closures, but it invokes the long-used 15-vehicles-per-hour standard.

The proposed Ambler Access road would cut through habitat used by the larger but declining Western Arctic Caribou Herd, now estimated at 152,000 animals.

The most recent environmental analysis of that project, released by the BLM in October, describes expected traffic loads there. It cites a traffic estimate of 80 one-way double-trailer truck trips per day expected on the road during the early years of Ambler mine production. The rate is expected to reach up to 168 trips per day as other mines come into production, and the National Park Service has calculated a traffic rate of about seven vehicles per hour, the document says.

For the Western Arctic Caribou Herd, the very existence of at least one road appears to affect movement for some animals, past studies have shown. Those studies monitored movements of collared Western Arctic caribou from the herd and found clear patterns of road avoidance.

A study of collared caribou found that a significant percentage delayed their fall migrations when they encountered the 52-mile road that connects the Red Dog mine site, one of the world's largest zinc producers, with its Chukchi Sea port. That road, officially called the Delong Mountain Transportation System, significantly slowed migration for parts of the herd, a 2016 study by Joly and some colleagues showed. An update to that study is in the works, but annual monitoring of collared animals shows that the "barrier effect" continues, with even longer delays in migration, Joly said.

Just what it is that the caribou dislike about the road is yet to be understood, though there are plans to try to find out, he said.

"Is it traffic? Is it noise? Is it dust deposits that affect the habitat along the road? Or is it something else?" he said.

The traffic-volume findings in Severson's and Johnson's study thus represent a big advance in knowledge, Joly said, even though the summer movements they studied among the Central Arctic caribou are different from the spring and fall migrations during which Western Arctic caribou might encounter the Ambler road.

The accumulated scientific evidence of the animals' aversion to roads has rattled members of the Western Arctic Caribou Herd Working Group, an advisory panel composed mostly of members representing Indigenous villages dependent on caribou hunting for food and traditional culture.

The working group in the past has issued official positions against the

Ambler road.

At the group's annual meeting in December, Johnson presented her findings and the latest status reports and migratory patterns of the Western Arctic herd were reviewed. Members reiterated their concerns about the presence of roads

"My true thoughts, my heavy thoughts, are to continue to stand our ground," co-chair Cyrus Harris of Kotzebue said.

Member Darrell Hess of Huslia agreed: "We have to fight it, because if we don't, our kids are going to suffer. They're going to say, what happened? Why did you let this go? I'm not going to let this go." Others expressed a sense of fatalism or resignation.

If the federal government decides to build the road, "no way we're going to beat the federal government," said Vernon Cleveland, who is the group's chair and represents the Inupiat village of Noorvik. "We're playing Cowboys and Indians. I'm not a cowboy. I'm an Indian. The cowboys win all the time."

One member, William Bernhardt, spoke up in favor of the road and the Ambler mine development, saying it would help lift the region's economy and provide a future for residents. "Life's not easy up there for people who have to work. Most of the opposition up there are people who are on food stamps or welfare," said Bernhardt, who represents the Upper Kobuk River area, which is relatively close to the site where producing

mines would be developed.

Throughout North America, road development has been cited as one of several reasons for caribou population decline problems. The governments of Canada and its province of British Columbia both describe habitat fragmentation caused by roads as a major problem for that country's dwindling boreal caribou herds, which live in more southern regions. The existence of even seasonal winter roads in the Northwest Territories were shown to inhibit crossings by more northern, tundra-dwelling caribou, according to a 2023 study by University of Northern British Columbia scientists who also tracked movements through GPS collars.

For Alaska's Western Arctic herd, the Red Dog mine road has long been virtually the only road with which caribou interact during migration, Joly said. But the Kivalina Evacuation Route was completed in 2021 as part of the Inupiat community's response to accelerated coastal erosion and flooding. It runs about seven miles roughly parallel to the Red Dog road.

Even prior to any construction of an Ambler road, Joly said, there is some emerging evidence that the new Kivalina road is also inhibiting caribou movement.

This story is printed with permission and was first published on January 16 at www.alaskabeacon.com

NOTICE

King Island Native Community
2023 Annual Meeting and Election

Saturday January 27, 2024

VOTING

10:30am - 6:00pm
at the King Island Hall

MEETING

4:30pm Doors Open
5:00pm Potluck Dinner
5:30pm Meeting Starts
at the King Island Hall
Open to all KINC Tribal Citizens

There are five (5) Tribal Council Seats up for election.

- One (1) tribal council seat has a 1 year term.
- Four (4) tribal council seats have a 2 year term.

Call Janice @ 443-2209

if you have questions about the meeting, potluck, election, or rides for Elders.

Adopt your best friend!

Email pawsofnome@gmail.com to start the application process.
Support Animal Rescue & Rehoming - make your donation today!

Make animal control-related reports
to Nome Police Dispatch at 443-5262.

