



**Alaska Department of  
Transportation & Public Facilities  
Seward Airport Improvements  
Public Meeting Materials**

April 20, 2016

# Seward Airport Improvements Project

(Project #Z548570000)

Public Meeting #2 • Open House • April 20, 2016

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## Meeting Agenda and Overview

### Meeting Purpose

- Provide an overview of the Seward Airport Improvements Project (needs and challenges that the project will address, work that has occurred to date, upcoming steps).
- Present the results of key studies: Hydrology Report and Aviation Activity and Facility Requirements Report.
- Present alternatives developed to solve identified issues and needs.
- Present the advantages and disadvantages associated with each alternative.
- Gather input from community members.



### Meeting Format

- **Open House Hours:** 5:00 pm to 7:30 pm
  - Please sign in and then visit the information stations (see detail below) in this lobby.

### Open House Stations

**See the back of this agenda  
for a glossary of terms used.**

- **Station #1: Welcome and Sign in**
- **Station #2: Understanding the Challenges**
  - Learn about the top three challenges that form the backdrop for the Seward Airport Improvements Project:
    - Resurrection River Hydrology
    - Airport Demand
    - Funding
- **Station #3: Understanding the Possible Solutions**
  - Learn about the range of alternatives considered to date, including three viable alternatives, and advantages and disadvantages of each.
  - Share your thoughts on alternatives.
  - Learn about the project's next steps.
- **Station #4: Comment Station**
  - Your written comment is an important part of the process. You'll find comment forms here.

*Thank you for your time and participation!*

# Glossary

**Aircraft Approach Category:** a letter code, A-E, that classifies aircraft based on the speed at which the aircraft approaches a runway for landing. Category A aircraft approach at a slower speed than Category E aircraft; the higher the approach speed, the longer the runway needed.

**Aircraft Design Group:** a numerical code, I-VI, that groups aircraft by wingspan range. Group I has the smallest wingspan range; Group VI aircraft has the widest wingspan range. The wider the wingspan range, the wider the runway.

**Armor:** Rock armor, also called **riprap**, is rock or other material used to shield structures along riverbeds or shorelines against scour and water or ice erosion. (<https://en.wikipedia.org/wiki/>)

**Floodplain:** an area of land adjacent to a stream/river that stretches from the banks of its channel . . . and experiences flooding.-It includes the **floodway**, which consists of the stream channel and adjacent areas that actively carry flood flows downstream, and the **flood fringe**, which are areas inundated by the flood. (<https://en.wikipedia.org/wiki/>)

**General aviation (GA):** all civil aviation operations other than those for hire. General aviation flights range from gliders and powered parachutes to corporate business jet flights. (<https://www.google.com>)

**Itinerant GA:** See “General Aviation” for definition. Seward’s itinerant GA aircraft are those who are based at an airport other than the Seward Airport.

**Local GA:** See “General Aviation” for definition. Local GA operations refer to aircraft based at the Seward Airport.

**Long-Term (project definition):** the period of time following the near-term duration (see “near term,” below).

**Near-Term (project definition):** The duration from now until sometime in the future when aviation use or planned use warrants an increase in runway length - that demand threshold will be when large aircraft such as the Beech 1900 or Dash 8 begin to use the airport or plan to use the airport regularly.

**Object Free Area (OFA):** An area on the ground centered on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes. ([http://www.faa.gov/documentLibrary/media/Advisory\\_Circular/150\\_5300\\_13.pdf](http://www.faa.gov/documentLibrary/media/Advisory_Circular/150_5300_13.pdf))

**Part 77** refers to Part 77 of Federal Aviation Regulations that establish standards and requirements for objects affecting airspace. “**Part 77 Primary Surface**” standards are aligned (longitudinally) and extend from each runway end. “**Part 77 Approach Slope**” refers to standards are longitudinally centered with the runway and extend beyond the primary surface. ([http://www.faa.gov/documentLibrary/media/Advisory\\_Circular/150\\_5300\\_13.pdf](http://www.faa.gov/documentLibrary/media/Advisory_Circular/150_5300_13.pdf))

**Riprap.** See “Armor” above.

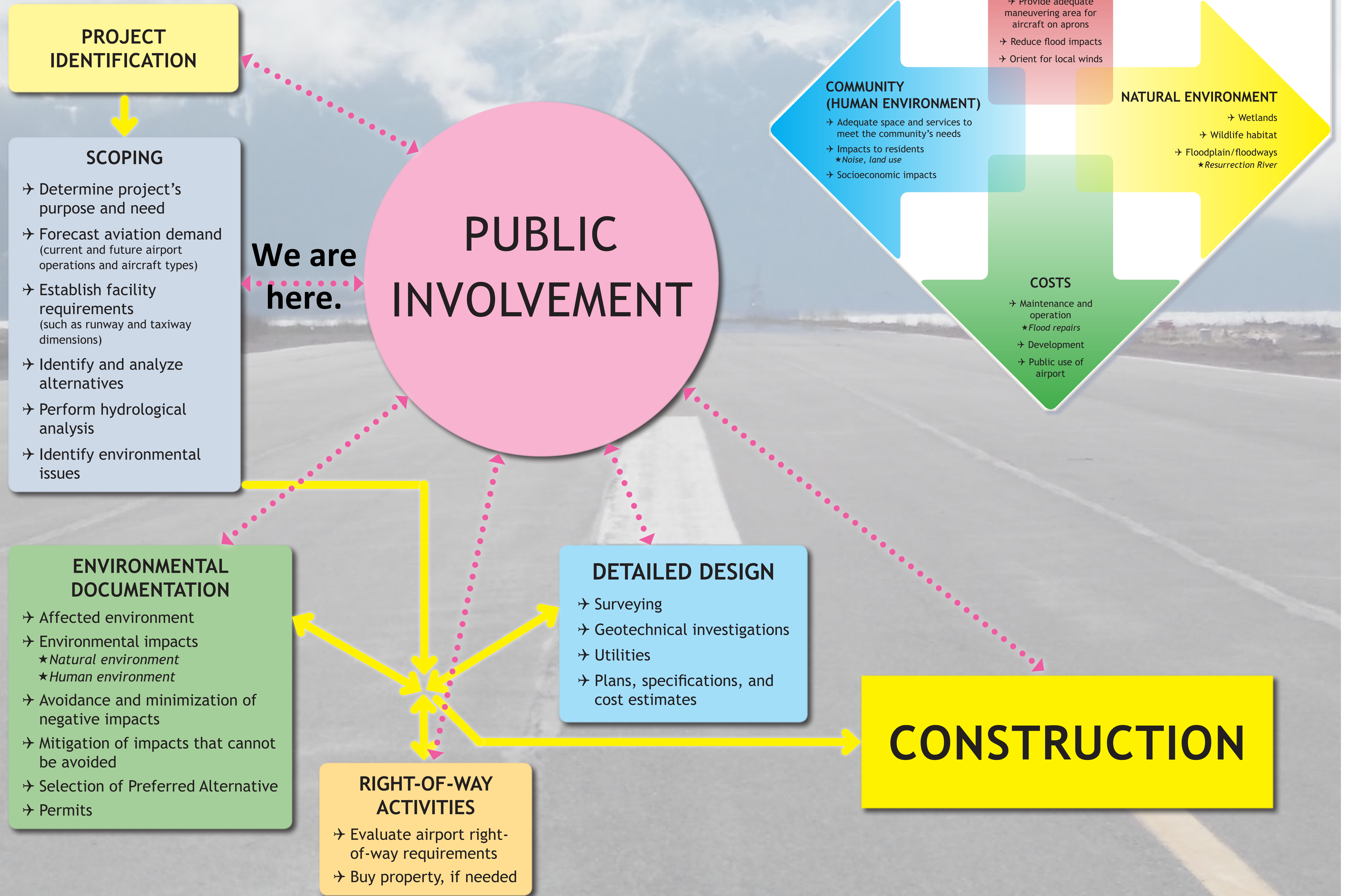
**Runway Safety Area (RSA):** A defined surface surrounding the runway suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway. ([http://www.faa.gov/documentLibrary/media/Advisory\\_Circular/150\\_5300\\_13.pdf](http://www.faa.gov/documentLibrary/media/Advisory_Circular/150_5300_13.pdf))

**Runway Protection Zone (RPZ):** an area off the runway end to enhance the protection of people and property on the ground. The RPZ is trapezoidal in shape and centered about the extended runway centerline. (<http://aviationglossary.com/>)

**RWY:** Runway

**SWD:** Seward Airport

# THE PROJECT PROCESS





# Schedule & Process



\*The schedule is dependent upon a number of variables and will likely change

**Scoping**



**Environmental**

At least 1 year



**Right of Way Acquisition**

Up to 2 years

**Airport Design**

Preliminary

Local  
35%

Plans in Hand  
65%

Review PS&E  
95%

Final PS&E  
100%

**Construction**

2018 or later  
depending on duration of  
prior phases

**Public Involvement**