APPENDIX A

PUBLIC INVOLVEMENT DOCUMENTATION

DOWL ENGINEERS®
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MEETING MINUTES

TO: Mr. Rex Young
State of Alaska, Department of Transportation
and Public Facilities, Central Region Planning

W.O. D58337

FROM: Mr. Tom Middendorf
DOWL Engineers

PROJECT: Seward Airport Master Plan
Project No. 56525

DATE: December 18, 2003

This memorandum documents the discussion during the public meeting held at the Seward City Hall on December 10, 2003. The purpose of the meeting was to inform the public about the purpose of a master plan, initial issues, schedule, public involvement opportunities, address questions about the project, and to solicit public comments on master plan issues.

Attendees included Rex Young of ADOT&PF Central Region Planning, John Jones and Kelly Brown of DOWL Engineers, and Skip Barber of Barber and Associates. Public attendees are shown on the attached sign-in sheet.

The meeting was held from 6:30 to 8:30 p.m. A brief open house period was held for 15 minutes and the presentation began at 6:45 p.m. John Jones introduced the project team and outlined the issues to be considered during the master plan process.

The following comments and discussion occurred during the presentation:

- Airport users felt that incursions on the runway are not a problem. When unauthorized people are on the runway, airport users call the police who do a pretty good job of watching the airport. Airport users would not like a locked fence and a fence isn't necessary to keep unauthorized people off the airfield.

  Response: Airfield incursions are a priority item for the FAA and DOT&PF due to safety concerns. Airports are generally designed to keep automobiles and unauthorized people behind a fence and off the airfield. The frequent automobile traffic on the apron and the free access to the airfield significantly increase the likelihood of a future accident on the airfield. Some sort of fencing to limit airfield access will be considered as part of this master plan. The exact configuration of this fencing is somewhat negotiable, however.

- Floatplane facilities are needed on the airport. The old idea of creating a floatplane pond on the airport was mentioned. Access to the airfield to remove aircraft from the water is not the primary issue. The primary issue is having a calm, safe place to land. The Bay is too rough at times and there is no place to tie-up in the harbor. Bear Lake has no public access and is unusable anyway during freeze-up and break-up. Any float facilities should accommodate at least 10-15 planes.

Response: Options for providing safe floatplane operations will be studied in the Master Plan. Options may include better access at Bear Lake, facilities on the Seward Airport, or facilities at other locations in Seward.

- Approach aids (PAPIs) are needed on both runways and lighting is needed on Runway 15-33.

  Response: Improved lighting and approach aids will be considered for both runways. The existing lighting system is in poor condition and should be replaced.

- The crossover taxiway needs repairs. The pavement is in poor condition and can damage propellers.

  Response: This "taxiway" is not maintained as a taxiway. The project team will follow up on this item to confirm the status of the "taxiway" and to consider options for future maintenance.

- Helicopters hover along the apron and cause debris and wind damage to parked aircraft. Helicopters also frequently land in front of the fuel pumps and interfere with aircraft taxiing along the apron. A helipad is needed, but note that the north end of the apron is a hardstand designated for heavy aircraft. A DC-6 or C-130 uses this hardstand on rare occasions.

  Response: Options for developing a helipad will be considered. The helipad will likely need to accommodate at least two helicopters due to the amount of activity in the summer.

- Lack of utilities at the airport is hampering development. The City fire department requires sprinklers in new, large hangars, but no water is available. Lots may not be large enough to allow both a water well and septic tank on the same lot.

  Response: ADOT&PF leasing has no objection to water wells being drilled on lease lots. The project team will investigate the requirements for separation of wells and septic tanks. Any utility development must be done by the tenants, the City, or perhaps the Railroad. FAA does not fund utility improvements. The Master Plan will look at options for obtaining utility service (water and sewer) to the airport.

- A shared terminal is not generally needed, but would be nice to keep as a long-range option. A public telephone for closing flight plans would be nice, also.

- A shared parking lot for tenants at the north end of the airport is supported by some, but not all airport users.

- All users agree that the current airport entrance is dangerous and support finding a better solution. Some felt that the airport should have two entrances and that the airport should be connected to Port Ave. This arrangement would provide an alternate access to the airport during floods. Others felt that a single entrance to the airport discourages access by unauthorized persons. Port Avenue sometimes floods and the level of the entire road would need to be raised.

- The team presented the idea of abandoning Runway 33 due to river erosion. Several pilots prefer to land on Runway 33 during strong winds due to its distance from the mountains. Winds seem to be less severe at the south end of Runway 33. Several citizens expressed concern about the increased sedimentation that would occur at the docks if the runway is abandoned.

Response: This is just a preliminary idea that will be considered in the Master Plan along with other runway configuration options. An alternate plan is to keep Runway 33 and reinforce it as a flood control structure.

- A request was made to look into alternate airport configurations (7,000 ft runway) capable of handling much larger aircraft than currently fly into Seward. The idea is that the cruise lines could then fly passengers directly into and out of Seward rather than transporting passengers to Anchorage.

  Response: The design of the airport is based on available data and forecasts for cruise lines, air carriers, and the local economy. At present, there is no demand or anticipated need for such facilities at Seward.

- Some citizens felt that the loss of the Essential Air Service (EAS) subsidy was a political decision or that the EAS would soon return based on new EAS money designated for Alaska. Other citizens pointed out that air traffic had decreased due to declines in logging, fish spotting, and prisoner transportation.

  Response: The EAS subsidy for Seward was discontinued based on a rule change for the national EAS program. Under the new rules Seward is no longer eligible for the subsidy due to the other transportation options available to the community. The project team will investigate the effect on the EAS subsidy of discontinued ferry service in 2005.

- Why can't Seward have as reliable an airport as Juneau? The Juneau airport is located in a valley and doesn't have a straight-in approach.

  Response: Much of the development of new technologies and approaches at Juneau Airport has been funded by Alaska Airlines and not the FAA. Technology for improved approaches is being developed by Alaska Airlines and the FAA, but will not be feasible at Seward until the technology is well developed and available to most small aircraft.

- The wetlands along the south edge of the airport are a popular wildlife viewing and hunting area. Public access to this area should be maintained.

  Response: Waterfowl hunting is not compatible with safe airport operations, but the other recreational aspects of this area will be considered.

- A request was made to investigate the compatibility of remote-controlled (RC) model aircraft on the airport.

  Response: Remote controlled aircraft are not generally considered compatible by the FAA. This issue will be further investigated in this Master Plan.

The meeting ended at approximately 8:30 p.m. with one-on-one discussions.

Attachments: Meeting handouts
Sign-in sheet

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SEWARD AIRPORT

MASTER PLAN

SEWARD AIRPORT MASTER PLAN AND ENVIRONMENTAL ASSESSMENT SCOPING MEETING

SIGN IN SHEET
DECEMBER 10, 2003

NAME	ADDRESS	EMAIL	TELEPHONE
Dale E Schutter	PO Box 481 Seward	Schutter@aK.net	224-3690
PHIL SHEALY	PO Box 1258 SEWARD	pshealy@cityofseward.net	224-4068
C. David Brosson	P.O. Box 1242		224-3459
Bob Vandagriff	po 1267 SEWARD		224-5686
Lonny Hamilton	PO 2175 SEW		491-1357
WALTER CORCORAN	POBox 770 SEWARD	walcor@arctic.net	224-3800
Ron Long	Box 2464 "	rlms@ptialaska.net	224-7068
Ben Mathesen	Box 1804		-6417
Bacci Perata	Box 1696 "	B Perata @ A. Net	5638
STEPHANIE MORELAND	Box 3623 "	frsmm@uaf.edu	224-2408
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DON HAUKEBOTEN	Box 3033 SEWARD AK 99664	HA4085@YAHOO.COM	491-1985
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Marcia Walters	PO Box 1532, Seward, Ak 99664		224-8001
DUANE CHASE	PO BOX 667 SEWARD, AK 99664	chasealaska1@juno.com	224-3261
KEVIN CLARK	P O Box 3255 Seward AK 99664		224-8077
Dale Hoagland	po 1991 Seward Ak		224-7617
Lacey Ekberg	POBox 749	director@seward.net	224-8051
Dan Kaschke	Bx 254 Seward		224-55~~8~~0
W.C. Casey	Box 167 Seward 99664	wcasey@cityofseward	224-4093

Public Meeting Presentation

December 10, 2003

6:30 – 7:00 Open House
7:00 – 7:30 Presentation
7:30 – 8:30 Comments/Questions

Overview

- What is an airport master plan?
- Why update the existing plan?
- Initial issues
- Schedule
- How can you be involved?
- Next steps
- Questions/comments

What Is an Airport Master Plan?

- 20 year development plan
- Shows airport, FAA, and tenant facilities
- Required for Federal funding
- Report explains recommendations
- Airport layout plan shows concept plans

What Is an Airport Master Plan?

Master Plan Steps

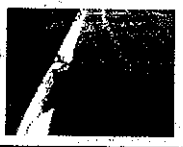
- Phase 1
  - Inventory (under way)
  - Forecasts (under way)
  - Alternatives
- Phase 2
  - Environmental Assessment
- Phase 3
  - Final Plan

Why Update the Existing Plan?

- Existing plan is over 18 years old
- New issues
- Upcoming improvements compatible with long term vision
- Integrate airport and community planning

Initial Airfield Issues

- Runway condition
- Runway safety areas
- Floatplane access
- Flooding and erosion
- Navigation aids
- Airfield lighting
- Vehicles and people on runways



Initial Apron Issues

- Helicopter operations
- Utilities
- Terminal building site
- Fencing

Initial Access Issues

- Vehicle parking area
- Vehicle access to the Seward Highway
- Proposed connection to Port Avenue

Initial M&O/Community Issues

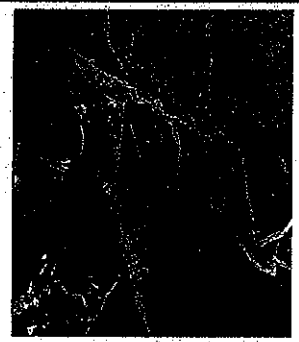
Maintenance and operations
- M&O sand building

Community issues
- Air service
- Medical evacuation
- Keeping runway open during flooding

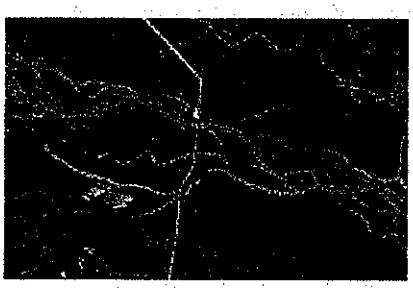
Hydrology

- History of Airport and river relationship
- Discussion of 1995 flooding
- Explanation of 1996 erosion control project
- Future issues

Hydrology – Seward Airport vs. Resurrection River

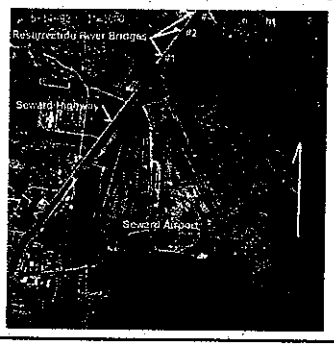


Hydrology - 1950



Hydrology - 1986 Flood Event

Hydrology - 1993

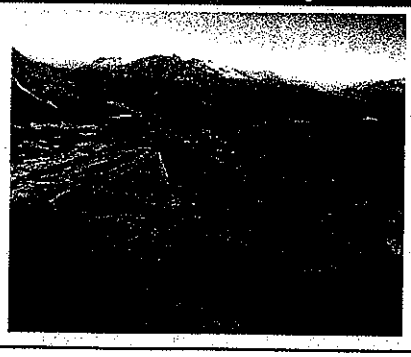


Hydrology - 1995
Runway Under Water

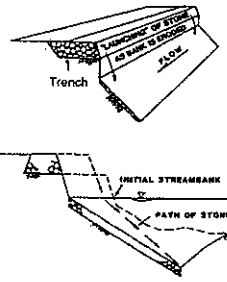
Hydrology - 1995
River Direction Change

Hydrology - 1996
Erosion Control Project

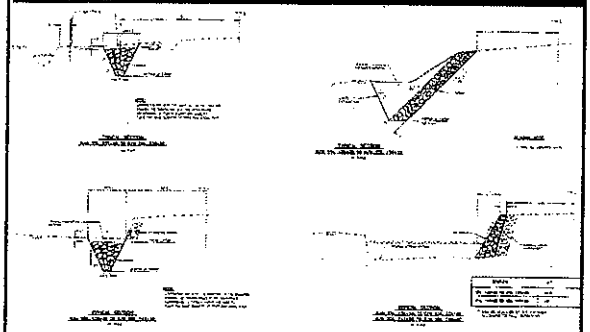
Hydrology - 1996
Erosion Control Project



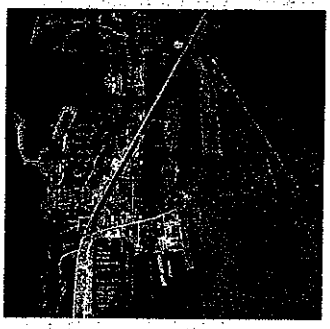
Hydrology - Concept of Erosion Control Project



Hydrology - Typical Section



Hydrology - 2001



Forecast

Seward's Economy:

- Diversified – Tourism, fisheries, transportation, manufacturing, government
- Economy generally strong, with a seasonal component
- 2 Cruise lines will drop Seward as a port next year, but others may fill the void
- Ferry service to stop in 2005

Forecast

Air traffic:

- EAS subsidy dropped in 2002, scheduled service stopped
- Competing transportation options (highway, train)
- Commercial traffic mostly charters & tours
- GA traffic increasing
- Local helicopter tours have uncertain future

Forecast

Forecast:

- Don't expect scheduled service to resume
- Growth will come from tours and GA
- Low = 0%; Moderate = 1.2%; High = 2.0%
- Estimate max 8,005 annual operations by 2023
- Estimate max 30 based aircraft by 2023

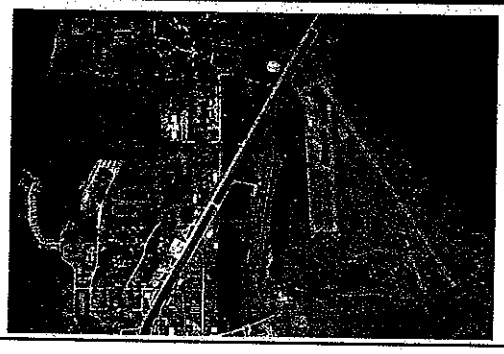
Schedule

Initial Field Trip	-	October, 2003
Public Meeting 1 – Issues	-	December, 2003
Issues Identification Complete	-	December, 2003
Facility Requirements Complete	-	January, 2004
Preliminary Alternatives Evaluation	-	March, 2004
Public Meeting 2 – Alternatives	-	April, 2004
Phase I Report Complete	-	July, 2004

How Can You Be Involved?

- 2 public meetings
- Toll-free hotline: (866) 550-2806
- Email address: tmiddendorf@dowl.com
- Fax: (907) 563-3953
- Mail: Tom Middendorf
  DOWL Engineers
  4040 B Street, Anchorage, AK 99503

Airport Vicinity Current



SEWARD AIRPORT

SEWARD AIRPORT
MASTER PLAN AND
ENVIRENMENTAL ASSESSMENT
SCOPING MEETING

DOWL ENGINEERS

MASTER PLAN

Public Meeting ~ December 10, 2003

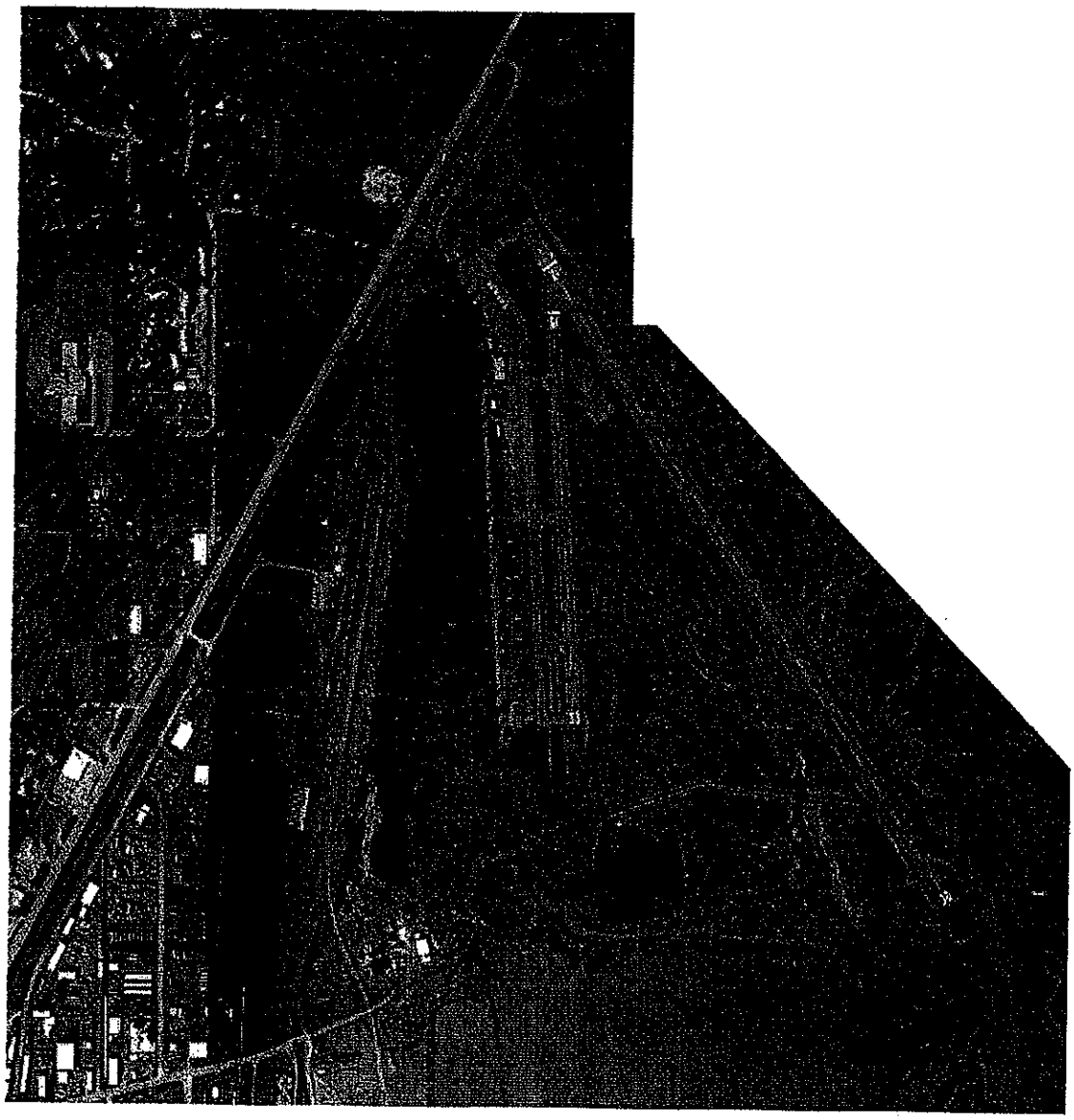
Please provide:

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Comments:



Comments on airport issues, common needs, and alternatives.

DOWL Engineers
Seward Airport Master Plan and
Environmental Assessment Scoping Meeting
Attention Tom Middendorf
4040 B Street
Anchorage, Alaska 99503

Public Service Announcement

Seward Airport Master Plan Public Meeting No. 2

The Alaska Department of Transportation and Public Facilities and its consultant DOWL Engineers invite you to attend a public meeting to discuss proposed airport improvement alternatives for the Seward Airport as a part of the National Environmental Policy Act (NEPA) process for the Seward Airport Master Plan. DOWL will present the advantages, disadvantages, and cost estimates for each alternative at the meeting.

The meeting will be held at the Seward City Hall on Tuesday, April 13 from 6:30 p.m. to 8:00 p.m. Project staff will be available to discuss the project and take public comment. Persons wishing to submit written statements may deliver them to the meeting or mail them to DOWL Engineers at 4040 B Street, Anchorage, AK 99503. You can also contact Tom Middendorf or John Jones with DOWL Engineers at (907) 562-2000.

- sent to Puffin Public Broadcasting, Seward, AK
- sent to Peninsula Communications - KPEN, KWAVE, KBAY, and KGTL (Kenai Peninsula Radio Stations)

RADIO KENAI
KSRM / KWHQ / KKIS / KSLD

Monday, April 12, 2004

LISTEN LIVE ONLINE!

Serving the Kenai Peninsula, Alaska

Programs: Select a program

Local Weather
Local Sports
Tradio
At The Movies
Dog Gone News
What's Happening
Morning Update
Shake 'Em & Wake 'Em
Happy Birthday!
Staff Profiles
About Radio Kenai
Contact Us
Home

"Always do right- this will gratify some and astonish the rest. "

- Mark Twain (1835-1910)

What's Happening!

submit a new event »

Internet Class

4/12/2004

A beginning Internet Class will be held April 12th from 6:30-8. Participants will learn e-mailing basics. For more information or to register call 283-4378.

Pizza party and auction fundraiser for crystal sholin

4/13/2004 | Tuesday April 13th @ 5:30
Peninsula Grace Brethren Church on K-beach Rd accross from Craig Taylor Equip

Pizza party and auction for a great friend who's been fighting breast cancer. Come and enjoy the food and fun, as well as bid on many items including antiques and alaskan made items

Contact: Regina daniels
Email: rdaniels@acsalaska.net
Phone: 262-1843

Seward Airport Master Plan Public Meeting Number 2

4/13/2004 | 6:30 - 8:00 p.m.
Seward City Hall

The Alaska Department of Transportation and Public Facilities and its consultant DOWL Engineers invite you to attend a public meeting to discuss proposed airport improvement alternatives for the Seward Airport as a part of the National Environmental Policy Act (NEPA) process for the Seward Airport Master Plan. DOWL will present the advantages, disadvantages, and cost estimates for each alternative at the meeting. Project staff will be available to discuss the project and take public comment. Persons wishing to submit written statements may deliver them to the meeting or mail them to DOWL Engineers at 4040 B Street, Anchorage, AK 99503.

Contact: Tom Middendorf
Email: tmiddendorf@dowl.com
Phone: (907) 562-2000
Fax: (907) 563-3953

Kindergarten Evening of Information

4/13/2004 | Tuesday Apr 13, 6:30-7:30
Sears Elementary Library.

Come find out about the wonderful opportunities for your child to grow & learn in our Sears Kindergarten environment. Sign your child up for a visit to a kindergarten classroom.

Connections Homeschool Program Informational Meeting Dates

4/13/2004

April 1st 3:00pm at the Nikiski Fire Station #1, also April 1st 6:00pm in Kenai at Aurora Borealis Charter School. Another meeting will be held April 3rd 1:00pm at the Homer - Islands & Oceans Visitor Center Seminar Room. And April 6th 3:00pm at the Soldotna Senior Center and at 6:00pm at the Sterling Senior Center. The final one will be April 13th 12:00pm at the Seward Elementary Conference Room

Contact: Melodie Epperheimer
Email: mepperheimer@kpbsd.k12.ak.us
Phone: 262-6315
Web site: http://connect.kpbsd.k12.ak.us/

Rusty Masons Night, Sterling Lodge #22

ON THE AIR NOW
Tradio with Debbie Wells
show details »

CURRENT WEATHER
Kenai, AK
41 °F / 5 °C
Clear
at 10:53 AM
Click for Forecast

DOG GONE REPORTS
Found Female Dog
Location: By Fred Meyers
details & reports »

abc NEWS RADIO
Every thirty minutes at the top of the hour and on the half-hour.

Verbal Communication Record

Sheet _____ of _____

With _____ By _____

Company _____ Project _____

Subject _____ Date _____ W.O.# _____

☐ Phone Time _____ Placed call ☐ Us ☐ Meeting Time _____

Phone No. _____ ☐ Them Place _____

Notes: Seward Phoenix Log, April 8, 2004

Seward Airport Master Plan
Project No. 56525

Master Plan and Environmental
Public Meeting No. 2

The Alaska Department of Transportation and Public Facilities and its consultant DOWL Engineers invite you to attend a public meeting to discuss proposed airport improvement alternatives for the Seward Airport as a part of the National Environmental Policy Act (NEPA) process for the Seward Airport Master Plan. DOWL will present the advantages, disadvantages, and cost estimates for each alternative at the meeting.

Public Meeting
Tuesday, April 13, 2004
Seward City Hall
Seward, Alaska
6:30 p.m. to 8:00 p.m.

For more information, please contact Tom Middendorf, DOWL Engineers Project Manager at 907-562-2000 or at tmiddendorf@dowl.com.

Persons with a hearing impairment can contact ADOT&PF at 907-269-0473 for telephone device for the deaf (TDD) services. The ADOT&PF will also provide, upon request, accommodations for special needs related to disabilities.

Name ☐ File ☐ Accounting (Bill Call) CC:

SEWARD AIRPORT ALTERNATIVES

A (Not shown)-This "no build" alternative includes no major improvements to the Airport. Only maintenance items such as minor repairs to pavement, lighting, and fencing are included.

B Alternative B would rebuild both runways and improve erosion protection. This would include raising Runway 12-30 by three to five feet and extending erosion protection north to the rail bed. The threshold on the south end of Runway 12-30 would be displaced 100 feet to create an adequate runway safety area.

C Alternative C would upgrade and lengthen Runway 15-33, making it the primary runway. Runway 12-30 would be converted to a flood control structure.

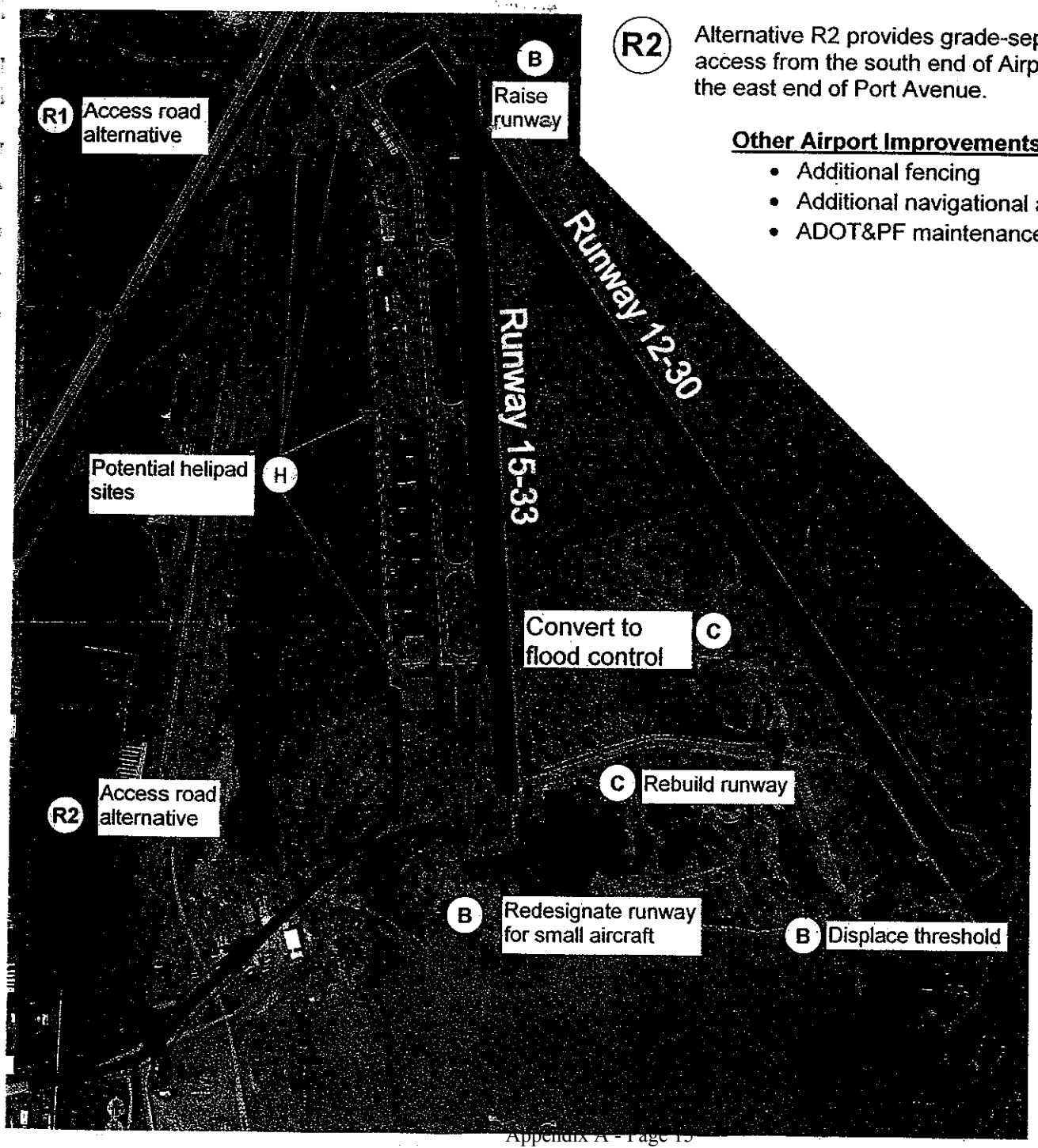
H Alternative H includes plans to construct one to two helipad sites.

R1 Alternative R1 is one of two alternatives being considered to improve airport access. This alternative includes relocating a section of the railroad track and constructing grade-separated access to the Seward Highway.

R2 Alternative R2 provides grade-separated access from the south end of Airport Road to the east end of Port Avenue.

Other Airport Improvements

- Additional fencing
- Additional navigational aids
- ADOT&PF maintenance facilities



Seward Airport Master Plan

State Project No. 56525

Public Meeting Number 2

PURPOSE

The State of Alaska Department of Transportation and Public Facilities and its consultant DOWL Engineers invite you to attend a public meeting to discuss proposed airport improvement alternatives for the Seward Airport as a part of the National Environmental Policy Act (NEPA) process for the Seward Airport Master Plan. DOWL will present the advantages, disadvantages, and cost estimates for each alternative at the meeting.

DATE, TIME & LOCATION

Tuesday, April 13, 2004 ■ 6:30 PM

Seward City Hall ■ Seward, Alaska

AGENDA

6:30 to 7:00 – Presentation

7:00 to 8:00 – Comments and Questions

FOR MORE INFORMATION

For more Information:
Toll free project hotline: (866) 550-2806
Fax: (907) 563-3953
E-mail: tmiddendorf@dowl.com

To send comments by mail:

Tom M. Middendorf
DOWL Engineers
4040 B Street
Anchorage, AK 99503

Rex Young
ADOT&PF
P.O. Box 196900
Anchorage, AK 99519

SPECIAL NEEDS

Persons with a hearing impairment can contact ADOT&PF at 907-269-0473 for telephone device for the deaf (TDD) services. The ADOT&PF will also provide, upon request, accommodations for special needs related to disabilities.

SEWARD AIRPORT
MASTER PLAN

Tom M. Middendorf
DOWL Engineers
4040 B Street
Anchorage, AK 99503

DOWL ENGINEERS®
A Division of DOWL LLC

PUBLIC MEETING MINUTES

TO: Mr. Rex Young
State of Alaska, Department of Transportation
and Public Facilities, Central Region Planning

W.O. D58337

FROM: Mr. Tom Middendorf
DOWL Engineers

PROJECT: Seward Airport Master Plan – April 13, 2004 Public Meeting Minutes
Project No. 56514

DATE: April 29, 2004

This memorandum documents the discussion during the Seward Airport Master Plan public meeting held at the Seward City Hall on April 13, 2004. The purpose of the meeting was to present and obtain feedback on the proposed airport alternatives and identify any issues that require additional research.

Attendees included Rex Young and Rae DeLey of ADOT&PF, Tom Middendorf, John Jones, Nan Llewellyn, and Pat Whitesell of DOWL Engineers, and Skip Barber of Barber and Associates. There were approximately 15 community members present.

The meeting was held from 6:30 to 8:30 p.m. with informal discussion continuing for approximately 30 minutes afterwards. Rex Young opened with a brief introduction. Tom Middendorf and John Jones presented the proposed airport improvement alternatives, significant issues to date, and answered the public's questions.

The following comments and discussion occurred during the presentation. Responses in italics are answers to questions.

HANGARS

- Winter weather conditions are tough on the aircraft and it would be nice to have a place to hangar them. Are T-hangars something ADOT&PF provides?

  Response: Although ADOT&PF does not build T-hangars, it does not object to T-hangars being built on the airport's lease lots. DOWL will check if T-hangars are currently eligible for FAA funding.

- There was a strong desire for T-hangars, and aircraft operators are willing to pay a monthly rental fee. Some discussion about open-sided versus completely enclosed hangars.

HELICOPTERS

- The helicopter rotor wash often blasts general aviation tie down areas, particularly during fueling.

- A helipad(s) on the north end of the airfield is a convenient pick-up and drop-off point for ambulances during medivac operations, assuming the access road stays on the north side. The helipad at the hospital may eventually need to relocate to the airport.

- Any helipad sites located midfield might create a conflict with the general aviation (GA) aircraft that park there. The lease space on either side of a helipad at this location would be lost because no one would want to park so close to the helicopters.

- A helipad on the southern end of the apron would block future apron expansion.

  Response: The helipad on the south end could be moved further south if the apron needed to be expanded.

- It might be good for helicopter business if the helicopter operations are based at the north end of the airport. This area is close to the Seward Highway and passing cars would be able to see their signs.

- There are up to five helicopters parked on the airport at one time.

  A separate fueling facility should be available for helicopters at the helipad, so that they do not need to use the existing fuel facilities near the GA parking areas.

FORECAST

- Several comments that general aviation based aircraft and operations have grown in the last ten years. Although the forecast predicts 30 based aircraft at the airport in 20 years, some felt that this number is too low. There are almost that many airplanes based at the airport now.

  Response: The numbers in the forecast are a result of a best guesstimate; the forecast is not a significant factor in the planning process. It will be used to establish the design standards for the airfield and to size the apron area. Flexibility to provide additional apron expansion beyond the 30 forecasted based aircraft can be shown.

- Moving the heliport from the hospital to the airport would also increase activity.

FACILITY REQUIREMENTS

- Metros, Learjets, C-130s, and other twin engine aircraft use the airport.

  Response: Although the airport will be designed to B-II standards, larger aircraft can still use the airport. 500 operations is the threshold to design to a higher standard, and we do not forecast 500 operations per year by these larger aircraft.

- When deciding how many tie downs to create, consider aircraft parking in the summer. The airport is very busy during the summer, especially from the 4th of July until the Salmon Derby concludes. In ten years, the current available tie downs will be occupied.

  Response: DOWL can recommend more aircraft parking spots be built if the demand exceeds our forecasts. Transient aircraft parking will also be identified.

ALTERNATIVE B

- Can the material removed from the Mile 18 project be used as fill when raising Runway 12-30?

  Response: The planning process is not far enough along to make that decision. This was the first time this suggestion has been brought up. The timing of the road project will probably not coincide with the timing of the airport developments.

ALTERNATIVE C

- The audience did not support this alternative.
- Some comments that the longer runway is more important than the shorter runway, and if a runway were closed, it should be the shorter runway.
- Turbulent winds rolling off the mountains can make landing on Runway 15-33 very difficult. This can be especially problematic during winter months when the runway can be covered with freezing rain.
- Members of the audience felt the wind data for the two runways was inaccurate. They stated during the winter the wind is almost always down Runway 12-30. Due to winds and icy conditions, Runway 12-30 is used more in the winter.

  Response: The project team will take another look at the wind data, and break it down month by month.

- The winds at the airport sometimes shift direction in a matter of minutes, making both runways necessary.
- An excerpt was read out of a 1950 airport publication stating that Runway 12-30 was constructed partly because of wind conditions at the Airport. DOWL was asked to consider the experience of previous airport planners and pilots.

  Response: The project team requested a copy of this document.

- There was some speculation that if Runway 12-30 is converted to a flood control structure ADOT&PF might not keep up with the maintenance of it.

FENCING AND SECURITY

- An audience member commented they are frequently running kids off the airfield. One commented that drivers sometimes speed down the apron.
- Since the airspace is uncontrolled and ADOT&PF owns the property, how can the FAA tell remote-controlled aircraft operators to stay off the airport?

  Response: The FAA discourages incursions of any type, including remote-controlled aircraft operations. ADOT&PF has the responsibility to manage incursions and control unauthorized use of its property.

- Will the gates be locked? Signage would help control incursions because some pedestrians do not understand airport operations and safety requirements.

  Response: Tenants would control gates on their lease areas. During design it would be determined what kind of gates and locking mechanisms would be installed. Signage would be included.

- If a new fence is extended to the south side, there needs to be a place where floatplanes using the pull-out area on the south end can fit through. The existing road may need to be realigned to eliminate conflicts with the runway.

- A lot of people like to walk their dogs on the south end of the airport property down by the bay. If a fence with locked gates is constructed, is there a way to let these people continue to do this?

  Response: The details of the fence will be worked out in the design phase.

ACCESS ROAD

- A road constructed through the south side of the airport will increase vehicle traffic dramatically. People will use it to get to the Seward Highway.

  Response: This is not necessarily true. The access road possibly will dead end, and not connect all the way through to the Seward Highway on the north end of the airport.

- The City Fire Chief would like to keep the existing airport access available for emergencies. It should have a gate.

- There were comments in support of Access Option Three. A tsunami could prevent access to the airport from the south; in this case, Options Four and Five are not good choices.

FLOATPLANES

- Some mentioned they would like a float pond.

  Response: Lots of ideas were considered when trying to find a safe place for floatplanes to land. Dredging and developing an on-airport floatplane landing area is not practical because of operational, hydrologic, financial, and environmental reasons. Bear Lake is still a viable option for a floatplane base. Although ADOT&PF will not take on sponsorship of another facility, if a local sponsor wants to take responsibility for a public floatplane facility at Bear Lake, ADOT&PF will help in any way they can.

- Bear Lake is frozen longer and is not available when operators begin to fly from other lakes such as Lake Hood. It can be tricky to get off Bear Lake before it freezes and to coordinate timing with high tides, favorable winds and weather, and daylight hours in the fall.

- Floatplane operators feel like "orphans" with no place to conduct operations. Perhaps the State should work with the City to find a solution that would allow floatplanes to use the harbor. Does the harbor receive federal funds? If it does receive federal funds, do regulations say the City has to let floatplanes us it?

  Response: DOWL will find out the answer to the federal harbor funding question.

OTHER ISSUES

- When will construction begin?

  Response: Work will begin approximately three years after an alternative is chosen. The State has a number of projects in the queue that are ahead of this project.

- Since money is short, how will the planned projects be funded?

  Response: When deciding the priority of airport improvement projects, a number of factors are considered, including the airport's need, the number of operations, and safety issues.

- Are "emergency airports" listed as one of the criteria in the STIP?

  Response: They are considered under a box called "other" factors.

- One resident expressed concern that the forecast and number of based aircraft might be affected by recent changes in the City's tax policy.

  Response: The project team was not aware of this but will check into it.

The meeting adjourned at 8:30 p.m., with informal discussion continuing on for half an hour afterwards.

ITEMS TO FOLLOW UP ON:

- Funding sources for T-hangars.
- Can floatplanes use the harbor under federal funding regulations?
- Seasonal wind data.
- Helicopter operation plans at the hospital.
- Recent changes to City aircraft tax policy.
- Add future expansion area for tie downs, beyond 30 based aircraft.
- Get copy of 1950 report.

Attachments: Sign-in sheet
Presentation
Comment sheets

c: Gabriel Mahns

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SEWARD AIRPORT MASTER PLAN
PUBLIC MEETING NO. 2

SIGN IN SHEET
APRIL 13, 2004

NAME	ADDRESS	EMAIL	TELEPHONE
Walter Corrigan	P.O. Box 770 Seward AK 99664	walcor@arctic.net	907-224-3800
Carol Griswold	PO Box 1342 Seward "	C_gn2@yahoo.com	907-224-3620
Stephanie Moreland	PO Box 3623 Seward "	frsimm@uaf.edu	907-224-2408
Steven A. Schafer	P.O. Box 1062 " "	kfat@ptialaska.net	362-1060
Louie Beneardino	Box 95 " "	Beneardinol@ARR.com	362-1079
Jim McCrady	Box 691 " "		362 3701
Ronn Hemstock	Box 2976 Seward AK	Ronn@kpbsd.k12.ak.us	224 5172
Russ Burnand	Box 2466 Seward AK	trailrinse@hotmail.com	285-3194
Dan Mahaldl	1546 " "	Dmahaey@yahoo.com	224-7797
Bob Caldatta	PO 1267 Seward AK		224-5656
Nan Llewellyn	4040 B St Anchorage		
Pat Whitesell	4040 B St. Anchorage		
John Jones			
Tom Middendorf			
RAE DE LEY	ADOT&PF		269-0527
Skip Barber	Barber & Associates	skarber@alaska.net	243-3584
Rex Young	ADOT&PF		

Public Meeting Presentation

April 13, 2004

6:30 – 7:30 Open House/Presentation
7:30 – 8:30 Comments/Questions

Presentation Overview

- What is an airport master plan?
- Why update the existing plan?
- Status of Master Plan
- Issues
- Preliminary Alternatives
- How can you be involved?
- Next steps
- Questions/comments

What Is an Airport Master Plan?

- 20 year development plan
- Shows airport, FAA, and tenant facilities
- Required for Federal funding
- Report explains recommendations
- Airport layout plan shows concept plans

Why Update the Existing Plan?

- Existing plan is over 18 years old
- New issues
- Upcoming improvements compatible with long term vision
- Integrate airport and community planning

Master Plan Status

Master Plan Steps

- Phase I
  - Inventory (complete)
  - Forecasts (FAA Reviewing)
  - Facility Requirements (draft)
  - **Alternatives (under way)**
- Phase II
  - Evaluate Alternatives
    - Technical criteria
    - Environmental Assessment
  - Final Report

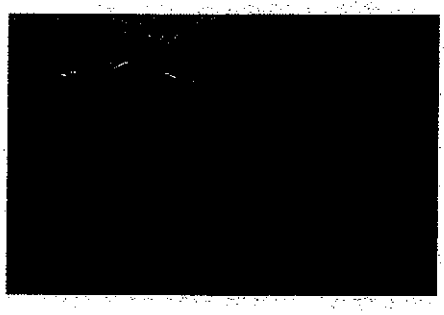
What We Heard in December

Airfield

- River erosion control
  - Future of Runway 12-30?
- Upgrade Taxiway A
- Runway lighting system replacement needed
  - Add lighting to Runway 15-33?
  - PAPIs needed on both runways
- Floatplane facilities
  - Feasibility of on-airport site?
- Future of Essential Air Service subsidies?
- Unreliable air service

What We Heard in December

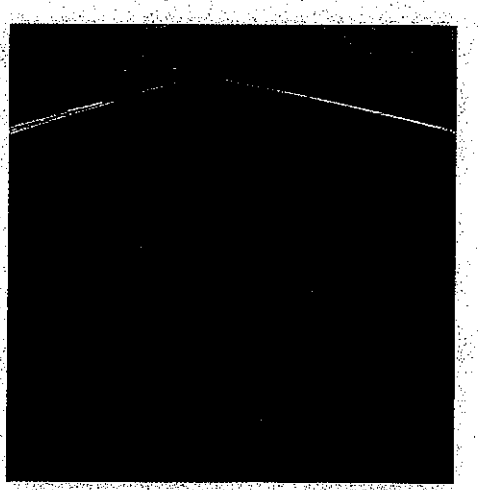
- Airport entrance
  - Current road dangerous
- Helipad
  - Need helipad with parking



- Security
  - Runway incursions/apron security not a problem
- Wildlife viewing/hunting
- Reserve space for shared terminal
- Remote controlled aircraft on airport
- Water and sewer needed
  - Fire protection issues

Maintenance/Safety Issues

- Airport Geometry Issues
- Erosion/Flood Protection
- Pavement Condition
- Airfield Signs
- Maintenance Facilities
- Others?



Forecast

- Don't expect scheduled service to resume
- Growth will come from tours and GA
- Low = 0%; Moderate = 1.2%; High = 2.0%
- Estimate max 8,005 annual operations by 2023
- Estimate max 30 based aircraft by 2023

General Facility Requirements

Airside

- Design Aircraft – B-II
  - B-1900, Metro, Twin Otter
  - Most existing traffic is smaller
- Erosion protection
  - Should be extended
  - Runway raised to 100 yr flood level
- Major runway repairs
- Repair Taxiway A
- Lighting system
  - Replace existing system
  - Add PAPIs
- Airfield signs
- Helipad sites
  - Develop 1 or 2 helipads with parking
  - Designed for H-60 Blackhawk

SEWARD AIRPORT MASTER PLAN

General Facility Requirements

Landside

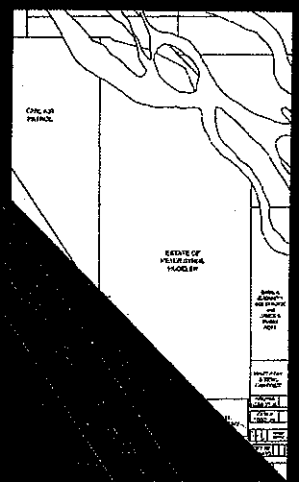
- Access road
  - Traffic safety
  - No impact on rail yard
- Fencing/lighting
  - FAA emphasis on incursions and security
  - Fence entire length of airport road
  - Area lights along apron
- Vehicle parking
  - Common lot, north end
- Utilities
  - Not eligible for funding
  - Consider other ideas
- Maintenance & ops
  - Sand bldg, SRE bldg, new equipment

Alternative A

- No build
- Only minor maintenance
- RW 15-33 proximity to apron
- Displace threshold of RW 30 100 feet

Cost

- $400,000

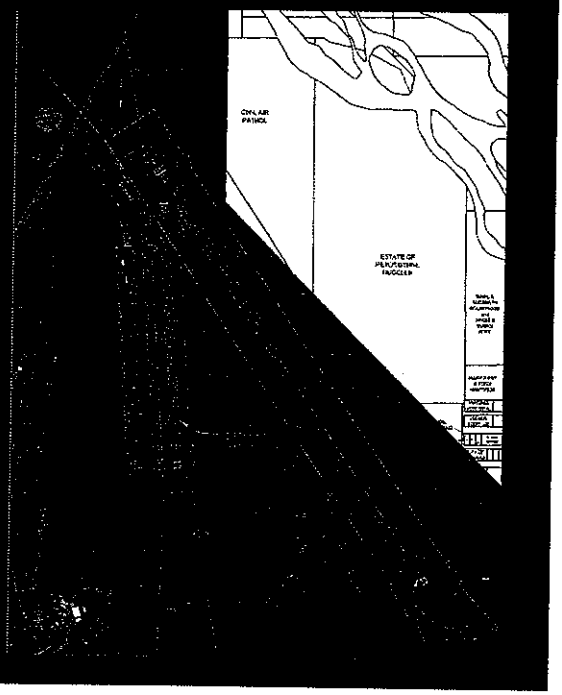


Alternative B

- Reconstruct both runways
- Raise RW 12-30
- RW 15-33 small planes (<12,500 lbs.) only
- Extend erosion protection
- Displace RW 30 threshold 100 feet
- Lighting & PAPIs

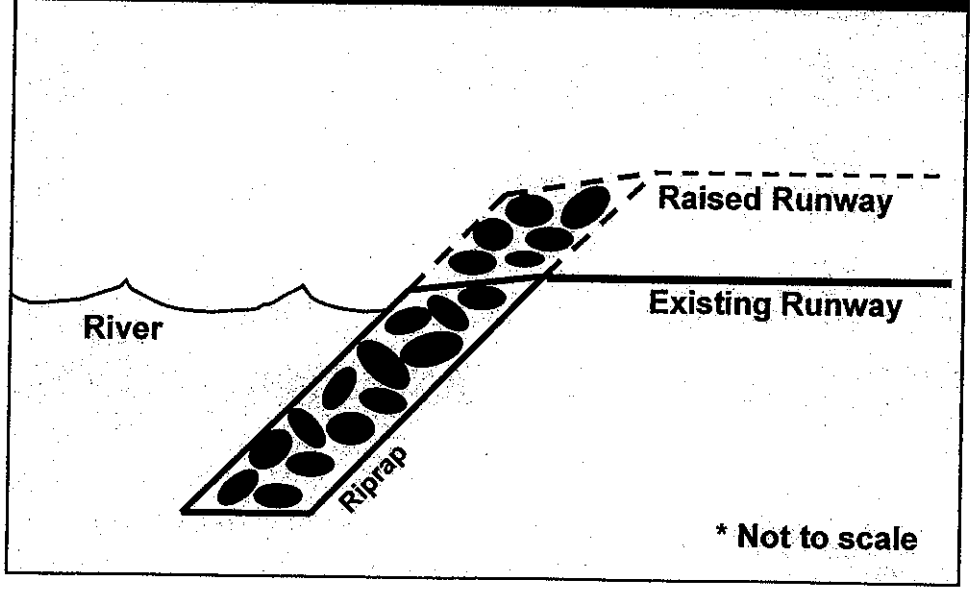
Cost

- $7,500,000



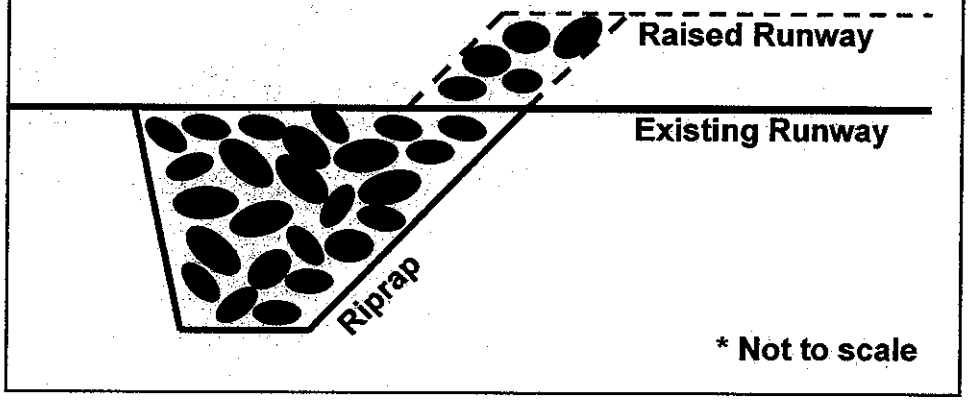
SEWARD AIRPORT MASTER PLAN

Erosion Control



SEWARD AIRPORT MASTER PLAN

Erosion Control

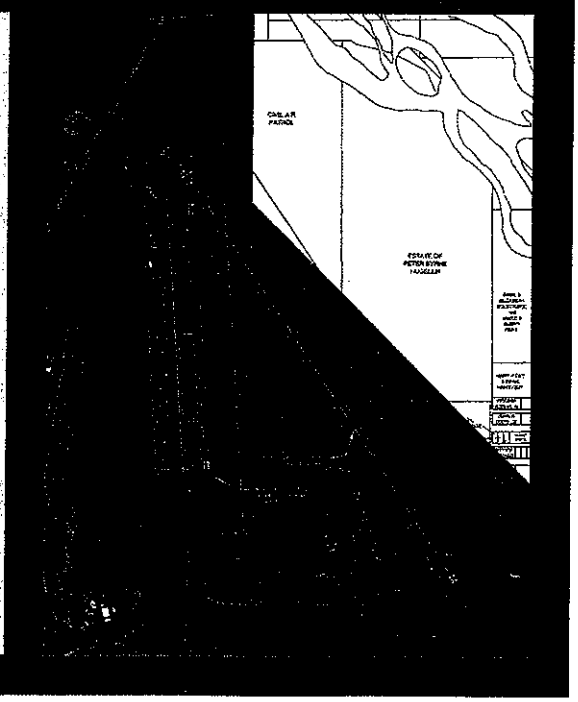


Alternative C

- Abandon RW 12-30
- Reconstruct, lengthen, and shift RW 15-33 (B-II standards)
- Extend erosion protection
- Lighting and PAPIs

Cost

- $4,500,000

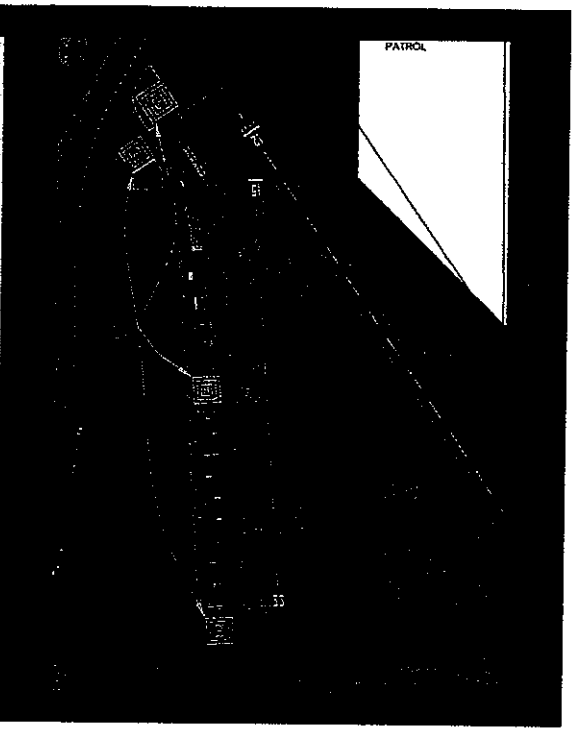


Other Issues

- Helipad
- Utility corridor
- REILs, beacon
- Fencing/apron lighting
- Maintenance facilities/equipment

Cost

- $1,800,000



Access Road Options

- Do Nothing
  - Keep existing access
- On-grade - North
- Separated Grade - North
- Separated Grade - South
- On-grade - South

Cost

- Up to $4,800,000
  - – grade separated options

Schedule

- Initial Field Trip - October, 2003
- Public Meeting 1 – Issues - December, 2003
- Issues Identification Complete - December, 2003
- Facility Requirements Complete - March, 2004
- Preliminary Alternatives Evaluation - March, 2004
- **Public Meeting 2 – Alternatives - April, 2004**
- Phase I Report Complete - July, 2004

Next Steps

- Comments on preliminary alternatives by May 3
- Evaluate alternatives
- Draft Airport Master Plan- June 2004
- Environmental Assessment – summer/fall 2004
- Final Airport Master Plan and Airport Layout Plan

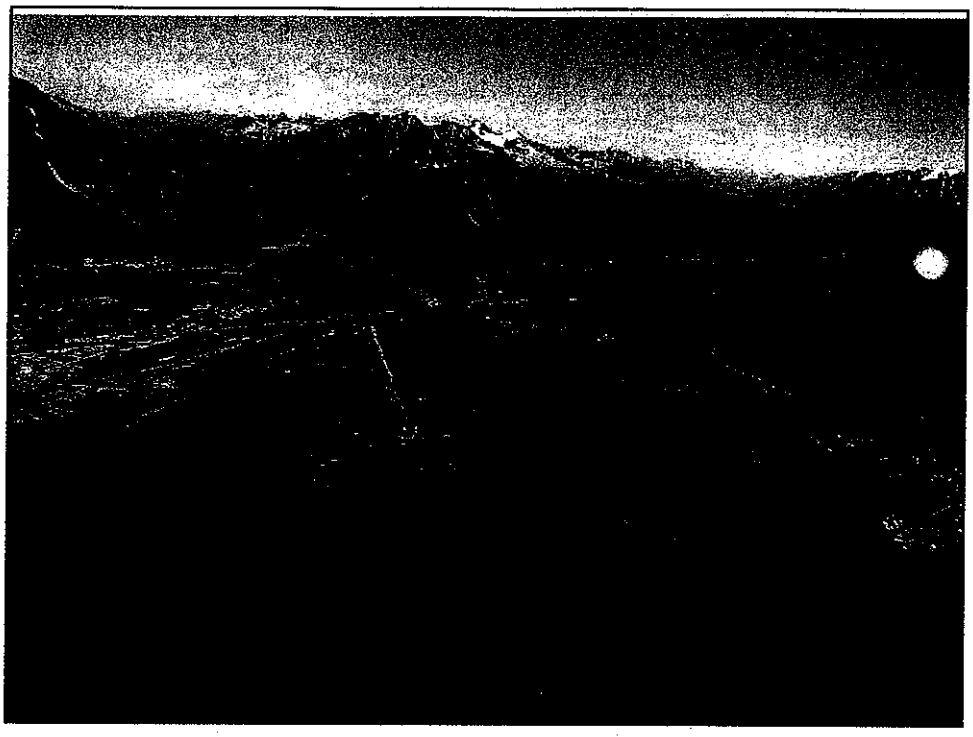
How Can You Be Involved?

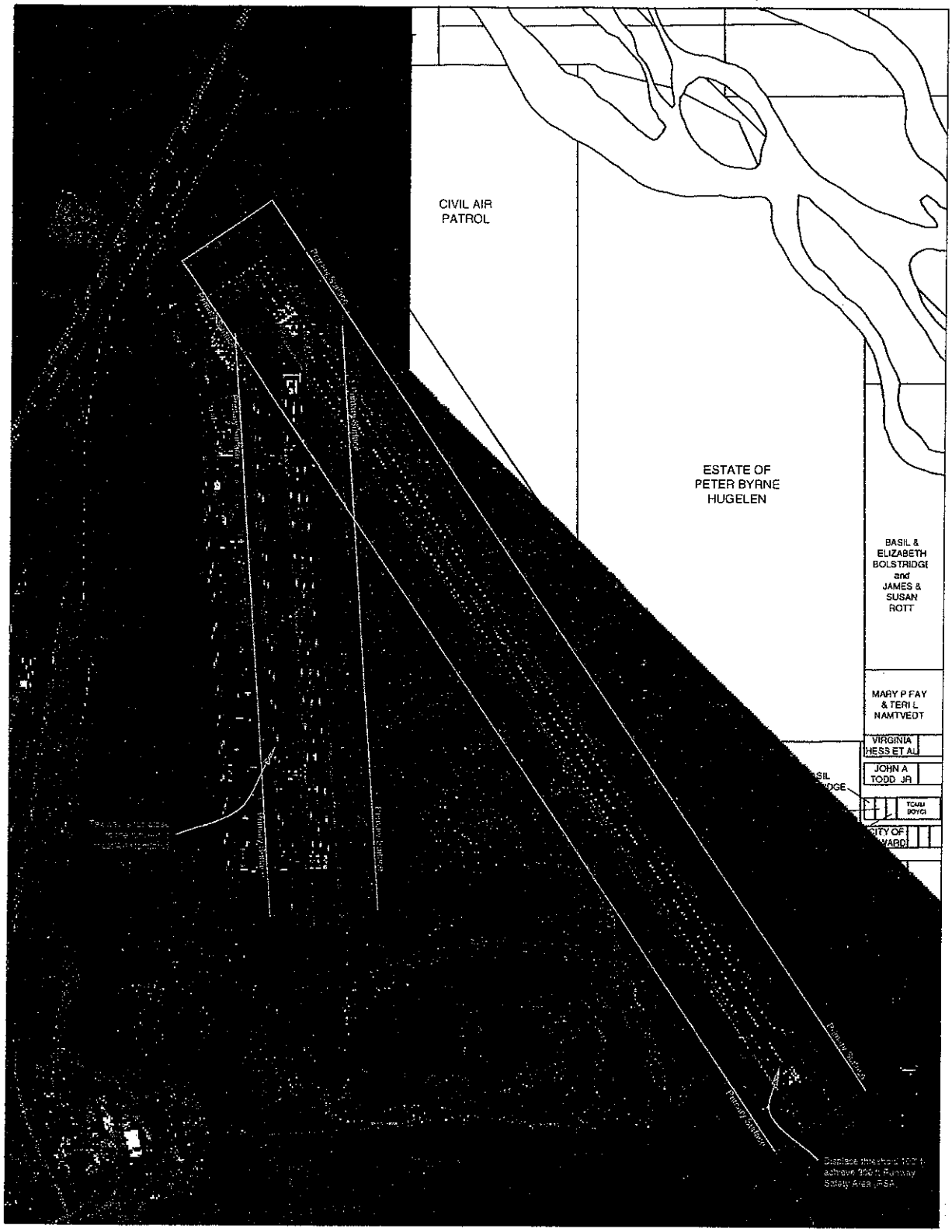
- Public meetings
- Comment sheets
- Toll-free hotline: (866) 550-2806
- Email address: tmiddendorf@dowl.com
- Fax: (907) 563-3953
- Mail:

Tom Middendorf
DOWL Engineers
4040 B Street
Anchorage, AK 99503

Rex Young
ADOT&PF
PO Box 196900
Anchorage, AK 99503
Phone (907) 269-0507
Fax (907) 269-0521

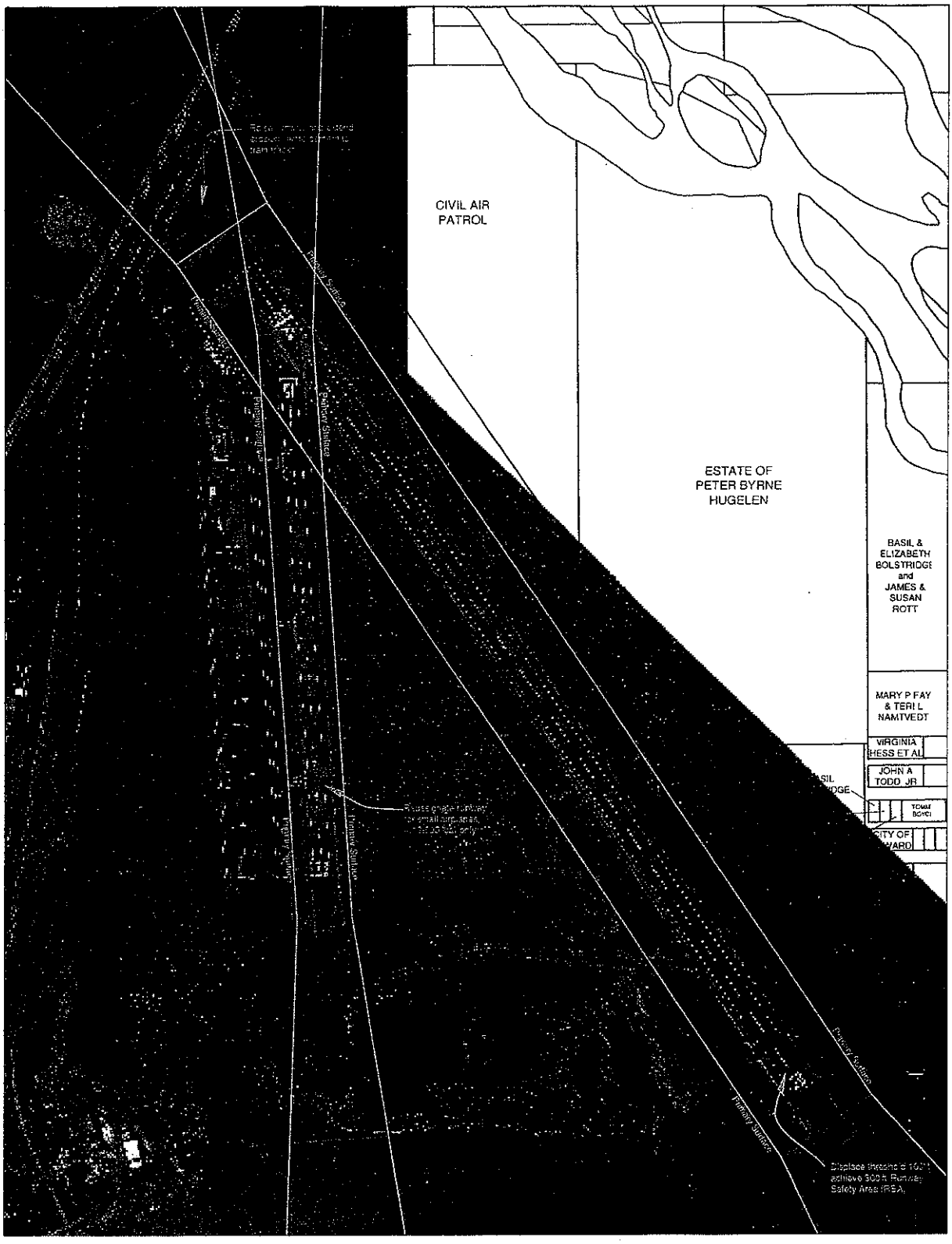
Airport Vicinity Current





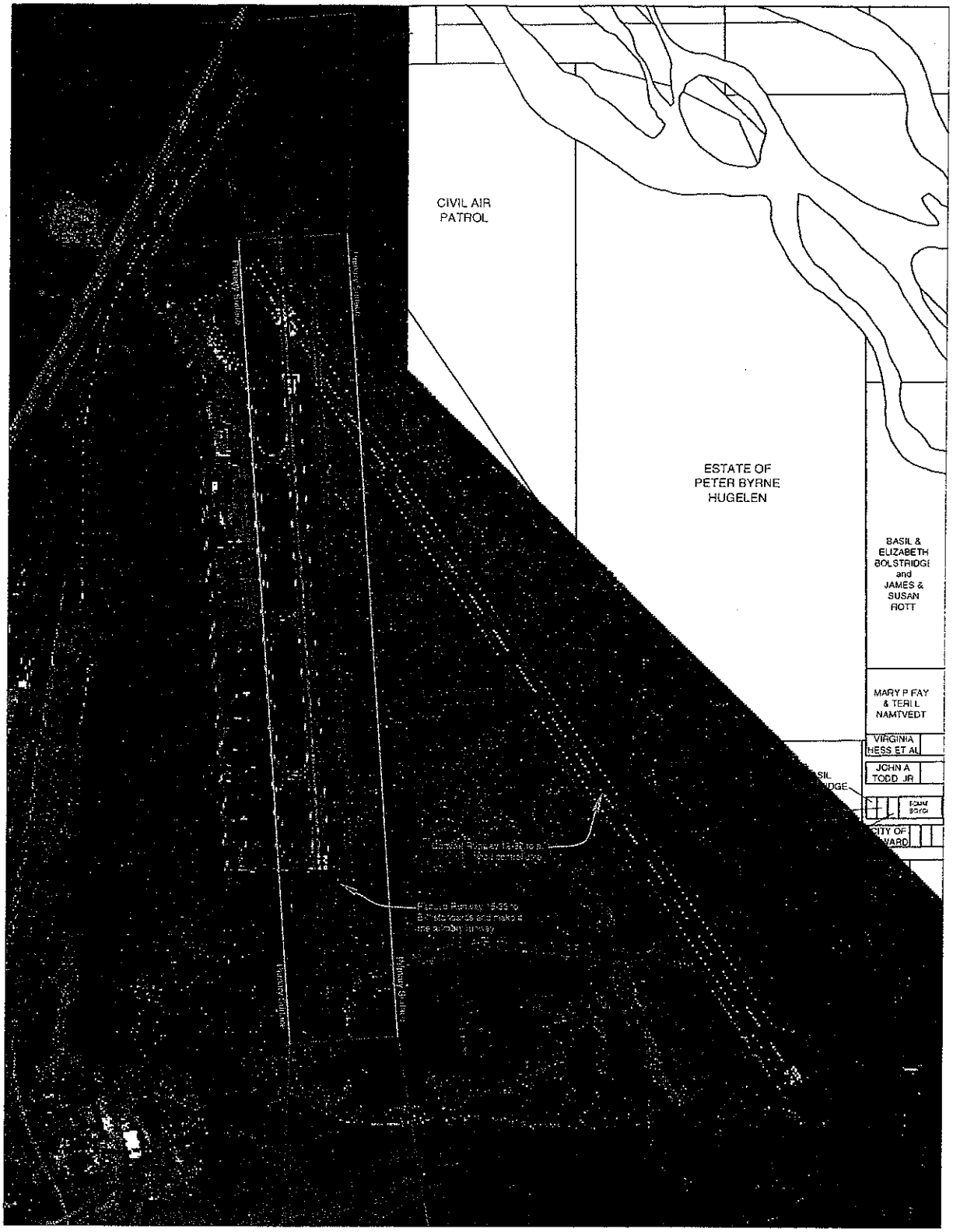
Alternative A
No Build (only minor maintenance)

Seward Airport - Seward, Alaska



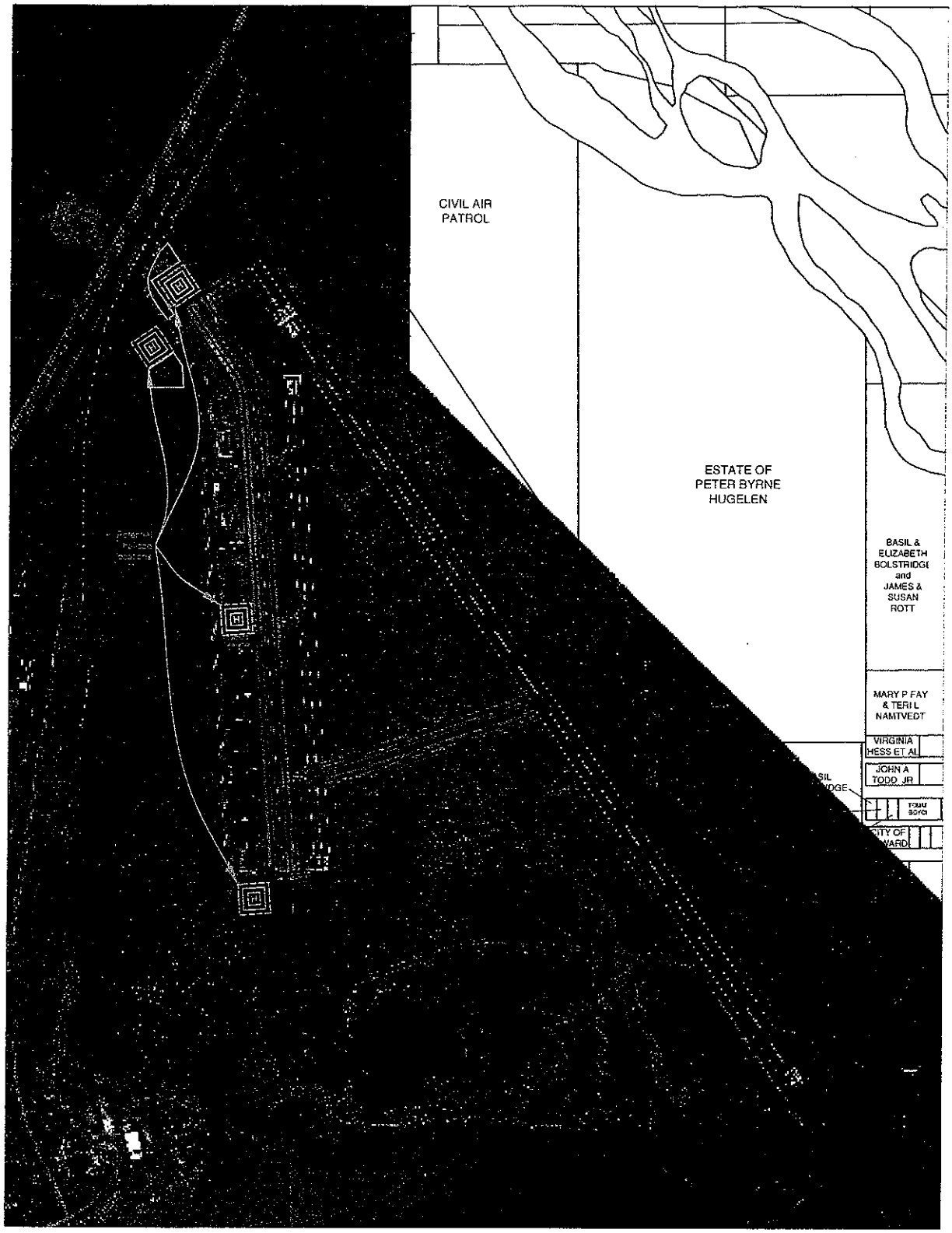
Alternative B
Repair and Protect Runways, RW 15-33 for Small Airplanes Only

Seward Airport - Seward, Alaska



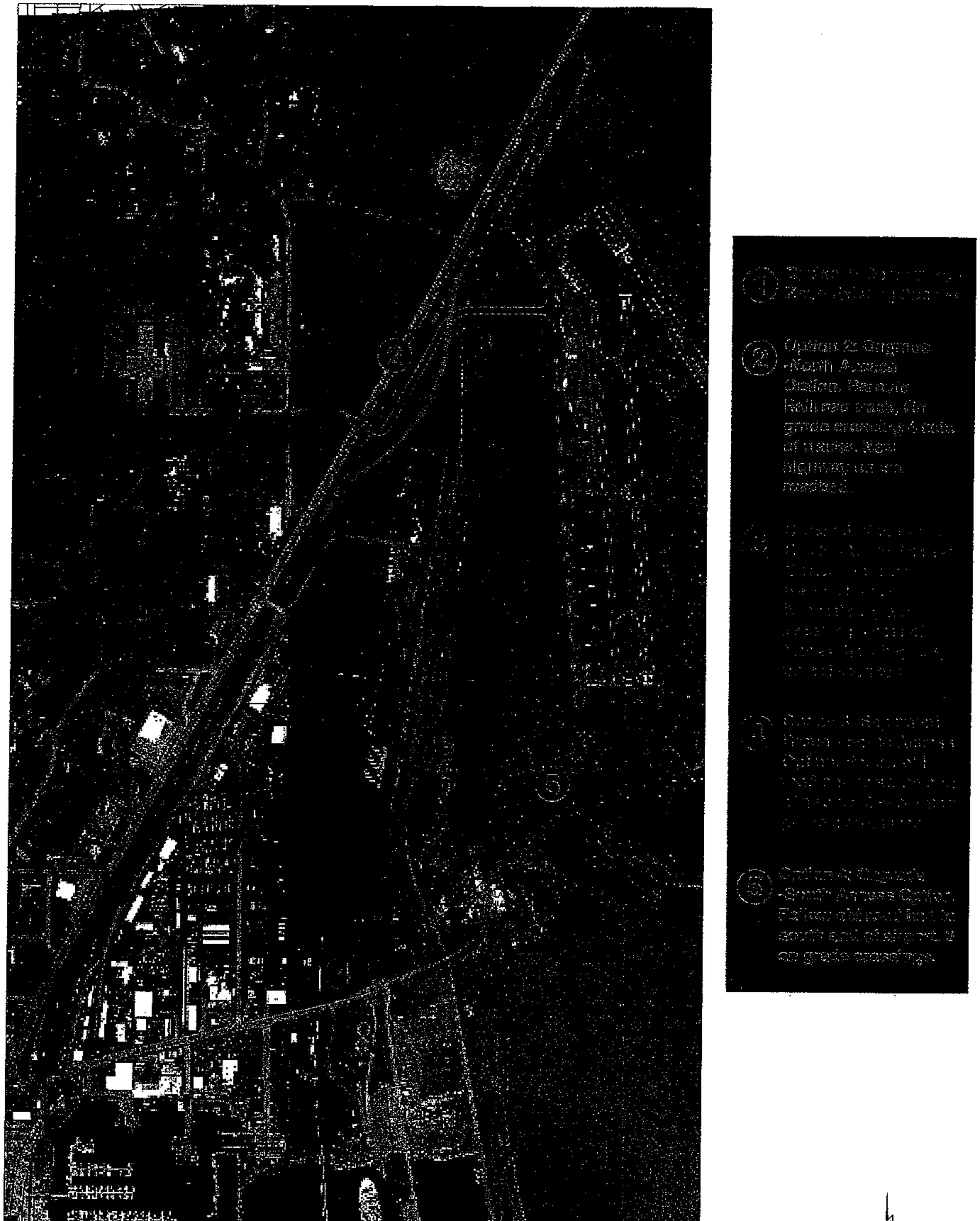
Alternative C
Abandon RW 12-30,
Build New RW 15-33 (B-II)

Seward Airport - Seward, Alaska



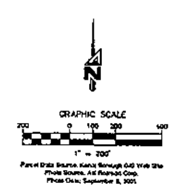
Taxiway and Helipad Issues

Seward Airport - Seward, Alaska



Vehicular Access Options

Seward Airport - Seward, Alaska



SEWARD AIRPORT

SEWARD AIRPORT MASTER PLAN
PUBLIC MEETING NUMBER 2

DOWL ENGINEERS

MASTER PLAN

Public Meeting ~ April 13, 2004

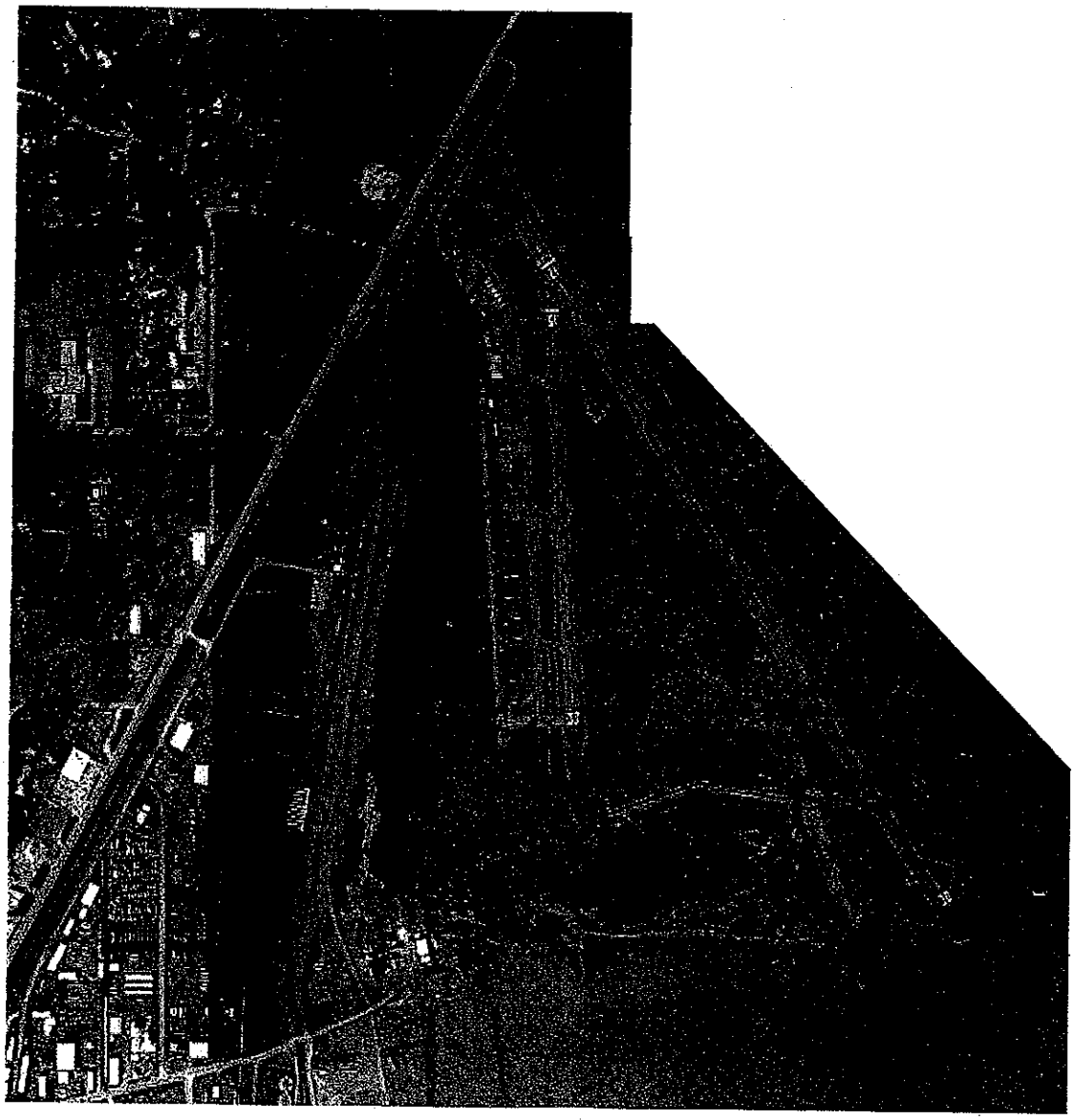
Please provide:

Name: WALTER E. CORRIGAN, JR

Address: P.O. BOX 770

City: SEWARD State: AK Zip: 99664

Comments:



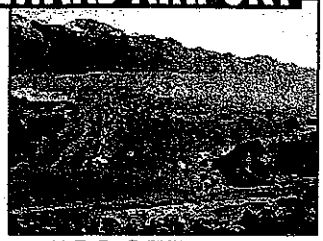
Comments on airport issues, common needs, and alternatives.

I SUPPORT ALTERNATIVE "B" FOR THE DEVELOPMENT/REPAIR OF THE SEWARD AIRPORT. FROM AN OPERATOR'S STANDPOINT, ELIMINATION OF RWY 12-30 WOULD RENDER THE AIRPORT UNUSABLE FOR EXTENDED PERIODS DURING THE WINTER MONTHS (SEE THE 1950 DEVELOPMENT REPORT) RWY 12-30 WAS BUILT FOR (HIGH WINDS, ICE-COVERED RUNWAY)
A GOOD REASON. LIGHTING AND MARKING DESPERATELY NEED UPGRADING.
I SUPPORT MOVING THE HELIPADS TO THE NORTH END OF THE RAMP, BUT OPERATORS NEED TO HAVE THEIR OWN FUELING CAPABILITIES ON-SITE. THEY NEED TO BE KEPT AWAY FROM THE FIXED-WING AIRCRAFT.
I SUPPORT THE NORTHERN GRADE-SEPARATED ACCESS, PROVIDING THAT EMERGENCY-ONLY ACCESS (LOCKED & GATED) REMAIN FOR SEISMIC EVENTS. THE SOUTHERN ACCESS WOULD BE USELESS IN A FLOOD OR TSUNAMI SCENARIO, WHEN THE AIRPORT WOULD BE MOST NECESSARY

WALTER E. CORRIGAN, JR.
OPERATIONS OFFICER, CIVIL AIR PATROL

DOWL Engineers
Seward Airport Master Plan
Public Meeting No. 2
Attention Tom Middendorf
4040 B Street
Anchorage, Alaska 99503

SEWARD AIRPORT



SEWARD AIRPORT MASTER PLAN
PUBLIC MEETING NUMBER 2

DOWL ENGINEERS

MASTER PLAN

Public Meeting ~ April 13, 2004

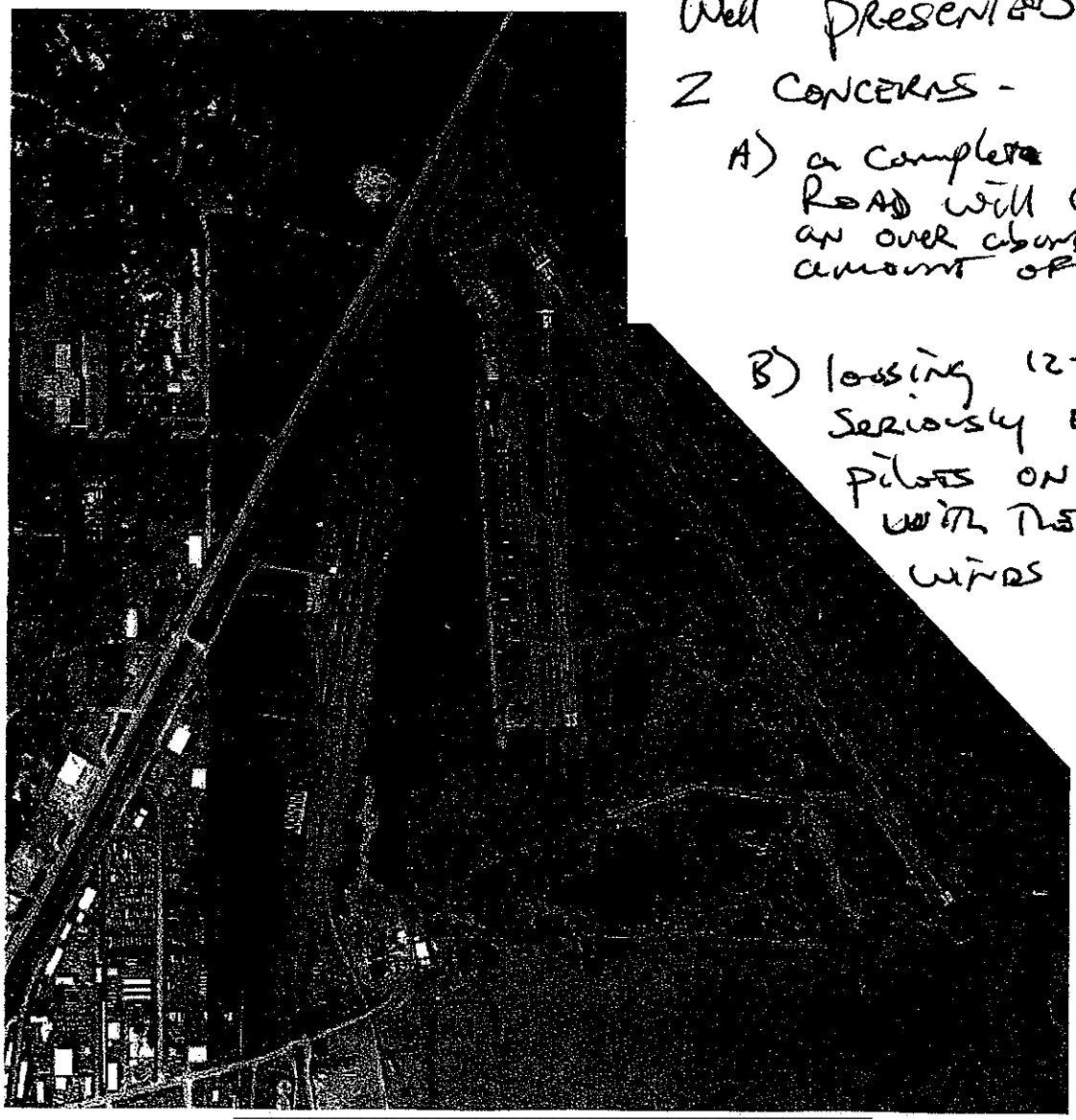
Please provide:

Name: RONN HEMSTOCK

Address: Box 2976

City: SEWARD State: AK Zip: 99664

Comments:



Well PRESENTED!

2 CONCERNS -

A) a complete Loop ROAD will CAUSE an over abundant amount of TRAFFIC.

B) loosing 12-30 will SERIOUSLY ENDANGER PILOTS ON DAYS WITH THE RAN WINDS,

Comments on airport issues, common needs, and alternatives.

DOWL Engineers
Seward Airport Master Plan
Public Meeting No. 2
Attention Tom Middendorf
4040 B Street
Anchorage, Alaska 99503

SEWARD AIRPORT

SEWARD AIRPORT MASTER PLAN
PUBLIC MEETING NUMBER 2

DOWL ENGINEERS

MASTER PLAN

Public Meeting ~ April 13, 2004

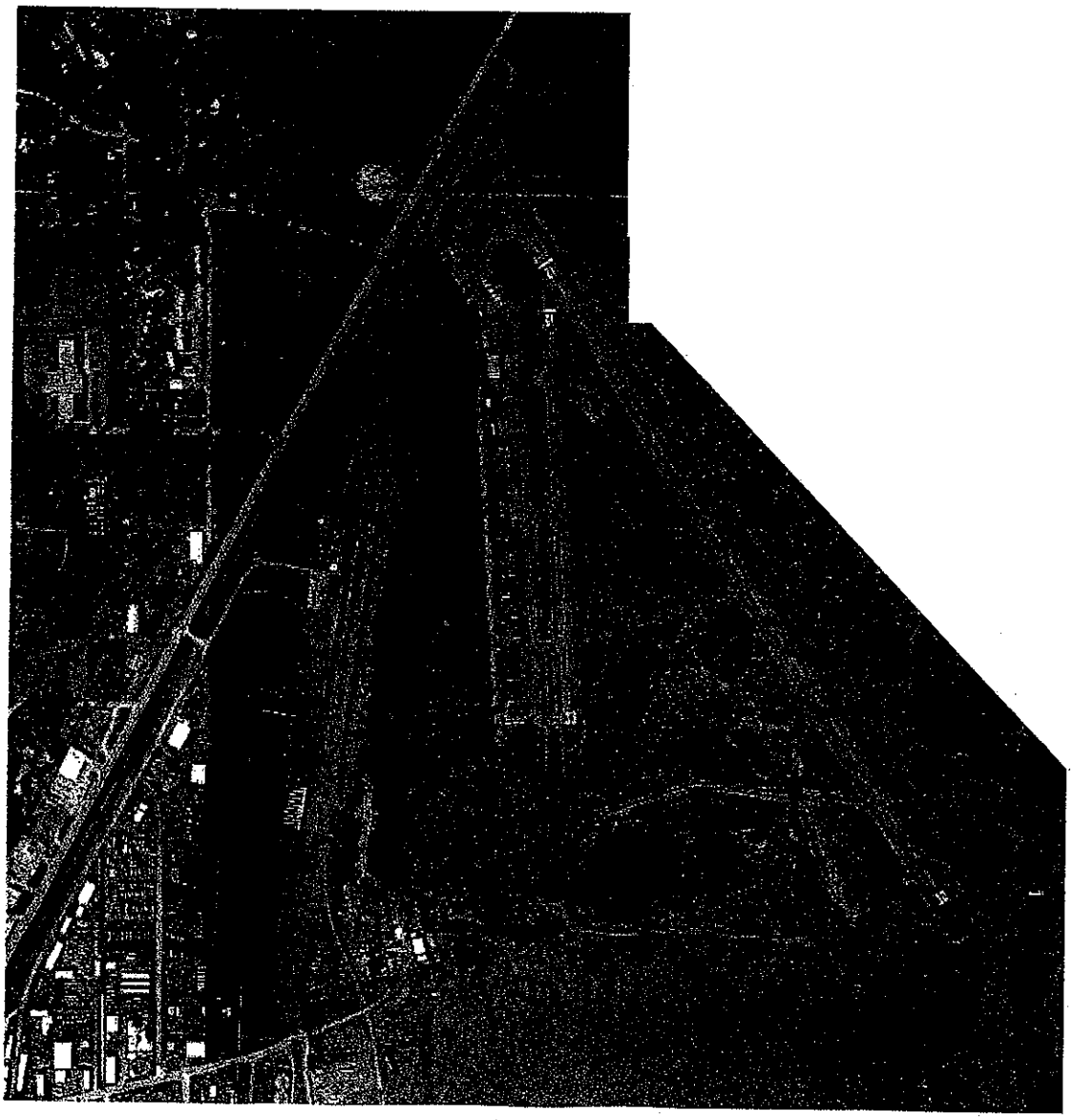
Please provide:

Name: Steven A. Schafer

Address: P.O. Box 1062

City: Seward State: AK Zip: 99664

Comments:



Comments on airport issues, common needs, and alternatives.

Dear Sirs,

The day after your public meeting of 13 April 2004 I called Mr. Rex Young's office and left a message about the very winds we, in Seward, were trying to tell you people about the night before. Winds 280° at 16 gusting to 22. Come fly with me when the winds are like that, and I will make a convert out of you in a short amount of time.

This having been said, Alternative C is a very dangerous option. A or B yes, or if you are only going to have one runway make it 12-30. This way you fulfill the flood hazard problem and still have a long runway, that just happens to be more suited for adverse wind conditions. This <u>is</u> a safety issue.

Sincerely
Steven A. Schafer
FAA Aviation Safety Counselor
Badge #119

cc. Ernie Walker
FSDO

DOWL Engineers
Seward Airport Master Plan
Public Meeting No. 2
Attention Tom Middendorf
4040 B Street
Anchorage, Alaska 99503

DOWL ENGINEERS®
A Division of DOWL LLC

MEETING MINUTES

TO: Mr. Rex Young
State of Alaska, Department of Transportation
and Public Facilities, Central Region Planning

W.O. D58337

FROM: Mr. Tom Middendorf
DOWL Engineers

PROJECT: Seward Airport Master Plan – April 13, 2004 City of Seward Meeting Minutes
Project No. 56514

DATE: April 29, 2004

This memorandum documents the discussion during the meeting with the City of Seward held at the Seward City Hall on April 13, 2004. The purpose of the meeting was to present and obtain feedback on the proposed airport alternatives and identify any issues that require additional research.

Attendees included several City employees, Tom Brooks of the Alaska Railroad Corporation, Rex Young and Rae DeLey of ADOT&PF, Tom Middendorf, John Jones, Nan Llewellyn, and Pat Whitesell of DOWL Engineers, and Skip Barber of Barber and Associates.

The meeting was held from 3:00 to 4:30 p.m. Tom Middendorf and John Jones presented the alternatives.

The following comments and discussion occurred during the presentation. Comments in italics are answers to questions:

RUNWAY ISSUES

- Under Alternative B, will the sides and ends of the runway be raised to the same height of the raised runway to protect aircraft that might accidentally run off the runway?

  Response: Yes, the sides will be raised to the same height of the runway.

- What type of aircraft will be able to use Runway 15-33 if it is 3,300 feet long?

  Response: The ADOT&PF standard runway length of 3,300 feet is more than adequate for aircraft with 10 seats or less. The next size up of aircraft seats is 19. Landing and taking off of a runway that is 3,300 feet long would be possible for some planes of this size, with reduced payloads.

FLOATPLANE FACILITIES

- What consideration has been given to floatplanes?

  Response: Several ideas were considered; however, dredging and developing an on-airport floatplane landing area is not practical because of operational, hydrologic, financial, and environmental reasons. Bear Lake is still a viable option for a floatplane base. Although

ADOT&PF will not take on sponsorship of another facility. If a local sponsor wants to take responsibility for a public floatplane facility at Bear Lake, ADOT&PF will help in any way they can.

- Would the City or Borough be interested in matching an FAA grant for a Bear Lake facility?

  Response: This would be the Borough's decision, since Bear Lake lies outside City limits.

HELIPAD ISSUES

- During the summer of 2003 there were approximately four helicopters using the airport. What does the Master Plan say about future helicopter use of the airport?

  Response: Helicopter activity is growing at the airport. The Master Plan recommends one or two helipads sized for the H60 Blackhawk.

- A helipad site on the north side of the airport will not interfere with Alaska Railroad Corporation (ARRC) operations. The helicopters have steep approaches and will not conflict with the trains.

- Sites near the highway would have better visibility for customers and police patrolling the area and quicker access for customers. However, this entry area to the airport is already becoming congested and the Plan is considering other improvements in this area such as a bridge across the railroad and airport maintenance facilities.

- Will there be additional parking spaces around the helipad(s)?

  Response: Yes, to accommodate the additional vehicle traffic they will generate.

MAINTENANCE FACILITY

- How much land is available on ARRC property to work with if a maintenance facility is built there?

  Response: The project team does not know the answer to this yet. More details on space needed would be worked out in the later stages of the Master Plan if this site is selected.

- The City Manager mentioned the City Council is interested in moving the current maintenance facility to somewhere out of town. This would allow the space it occupies now to be available for other purposes.

UTILITIES & LEASE LOTS

- Is ADOT&PF willing to work on a DEC grant for utilities at the airport?

  Response: ADOT&PF does not normally go to another agency and request money, but they would support the community if the community chose to do this.

- Is it the long-term goal of the ADOT&PF to lease out all the lots at the airport, and if yes, how would utilities get to the lots?

  Response: Yes, but ADOT&PF will not provide utilities such as electricity, water and wastewater facilities to each lot; that would be up to the tenant and/or utility company. Utilities are not usually eligible for FAA funding. However, the Master Plan will mention that there is a desire for utilities at the Airport and will identify a corridor, probably along the access road.

- Could ADOT&PF raise the money to add utilities to the airport by increasing the lease lot fees?

  Response: The ADOT&PF airport revenues go into the State's General Fund and cannot be dedicated for airport development. However, the General Fund is used to provide maintenance to the State's airports. Airports like Seward operate at a net loss; costs exceed revenues.

- The proposed veneer plant would also need utilities and may be able to help contribute funding for a project.

FENCING AND LIGHTING

- Will the fence go around the whole airport?

  Response: A final fence route has not been established but it is likely the fence would go through the lease lots and aircraft parking aprons and extend around the ends of Runway 15-33 and the north end of Runway 12-30.

- What is going to be done about including emergency exits in the fence?

  Response: The number of gates the fence will have and their location is not yet known. Emergency exits would be addressed during design of the fence.

- Don't just look at human safety issues when considering fencing, think about the safety issues animals on the airport create. There have been sightings of moose on the airfield.

AIRPORT ACCESS

- Who would construct the new access road, the City or the State?

  Response: It would most likely be a State project. There is money earmarked in the Federal transportation bill. Also, if the State can show the FAA the planned access road is needed for safe airport access, it could potentially get some funding from the FAA.

- Where does access option number 5, the south on-grade option, end?

  Response: The road would connect to Port Avenue. The ARRC is strongly opposed to any on-grade road options. In the past on-grade crossings have not been popular with community.

- The ARRC prefers the north grade separated alternative.

- The access road would only have one entrance/exit point to the airport, but ADOT&PF may be able to work with the ARRC to create a second emergency access point.

OTHER ISSUES/COMMENTS/CONCERNS

- There are plans to pave the gravel taxiway that connects the two runways eventually.
- What alternative is the project team leaning towards?

  Response: There is no preferred alternative at this point. A decision will not be made until all the information is gathered and reviewed.

- Is the Automated Surface Observing System (ASOS) in the best location to detect what the winds are doing at the airport?
- The meeting adjourned at 4:30 p.m.

c: Gabriel Mahns

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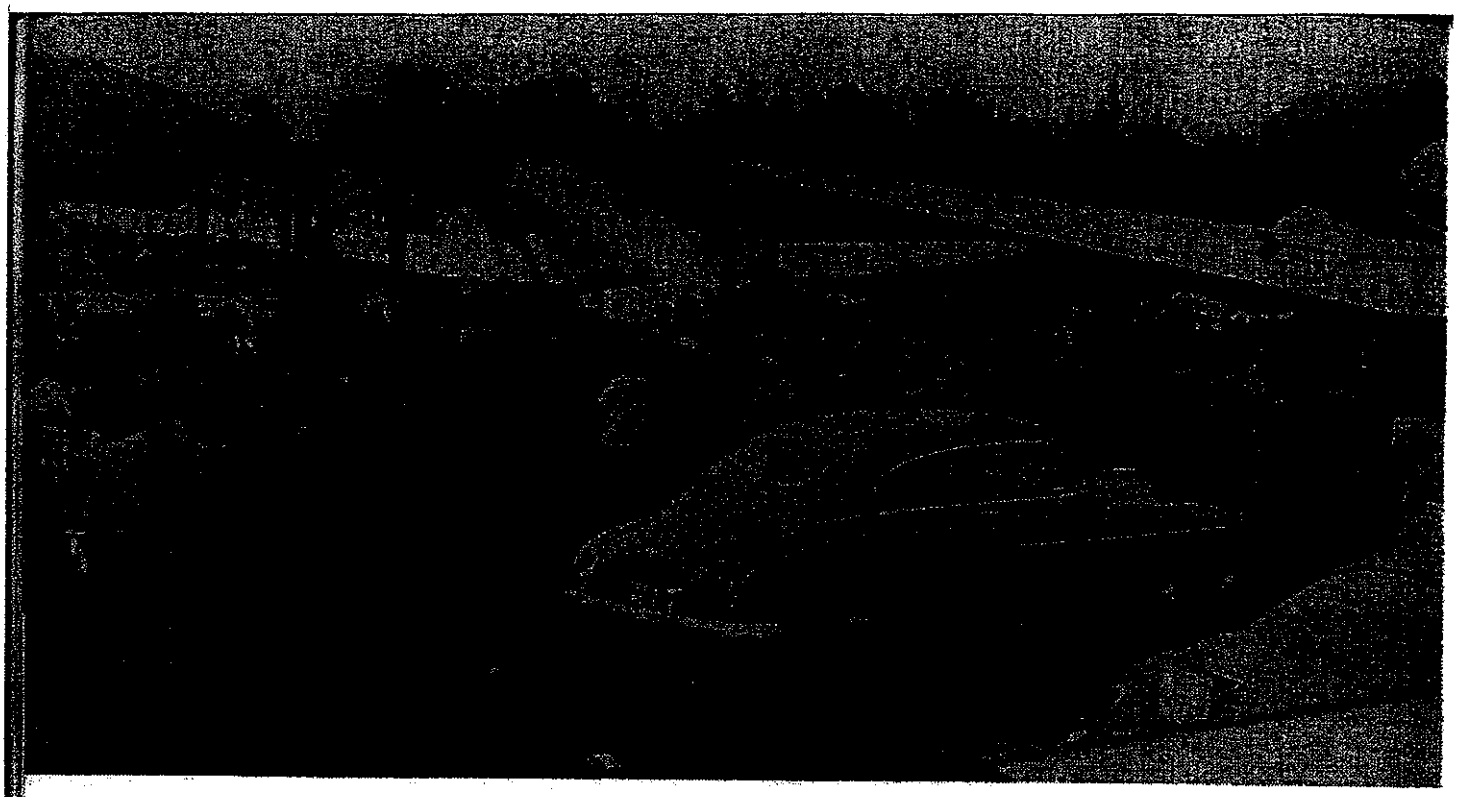
ALASKA DEPARTMENT OF AVIATION

Biennial Report
Progress and Finance
1951-1952

Tony Schwamm --- *Director*
Anchorage, Alaska



One of the largest crowds ever assembled in Alaska was at the dedication of the Seward Municipal Airport. The transport type aircraft on runway can now serve this year-round seaport for civil or military needs.

Seward

A free moose barbecue was served at the Seward Airport by the local Elks and American Legion on the opening day. The C-46 in background is the largest plane to land at Seward.

Seward

Seward, known for fifty years as the Gateway City, was alert to the possibilities created by the National Airport Act of 1946. In fact, Seward was one of the very first Alaska cities to make application long before the passage of the Territorial Enabling Act of 1949, and prior to the organization of the Territorial Department of Aviation.

The people of Seward demanded, and unquestionably deserved, a better airport. Even the best of the famous Alaska bush pilots were frequently baffled at Seward by dangerous cross winds; by deep puddles that often assumed the proportions of small lakes; and by glare ice on the field during the winter. Yet the air traffic in and out of Seward was considerable, and small planes were making heroic efforts to maintain schedules on a daily-or-better basis.

Improvement of the Seward Airport was important to other towns and villages of the Kenai Peninsula. Scores of "mercy flights" were made annually, bringing injured or seriously-ill patients to the Seward General Hospital, or transporting Seward doctors to the scene. In addition, a large number of charter flights were being made from Seward to outlying points in all directions; carrying business men, prospectors, commercial fishermen, government officials, and hunting and fishing parties into areas inaccessible by other means of transportation.

In spite of Seward's rather special needs and early application, a scarcity of funds prevented definite action until the summer of 1950, when an engineer from the Department of Aviation made a preliminary survey to determine the amount of land which had to be acquired by purchase from private individuals for a new and larger airport.

About this time, "Chris" Christensen, veteran bush pilot, appeared personally before the board of the Alaska Aeronautics and Communications Commission, to urge a change in the angle of the proposed airport. "Chris" had flown regularly between Anchorage and Seward for more than ten years, having made during this time over 4,500 flights between these points.

After weighing this and much other testimony, a new airstrip was approved, aligned in a northwest-southeast direction, 3,800 feet by 150 feet; plus an extension of the old runway, 450 feet by 150 feet. It was also necessary to rehabilitate the old runway, because of poor drainage, frost-heaves, and frost-boils, particularly during the spring thaw.

Much of the additional land needed for the new Seward Airport was privately owned, and before bids could be advertised or contracts awarded, a lengthy but unavoidable period of delay ensued, which was nevertheless a very busy and trying time for the personnel of the Aviation Department. Options on property had to be secured; title searches instituted; negotiations entered into with property owners and heirs of deceased owners. Appraisals of land and buildings had to be made by qualified and disinterested parties; deeds prepared and payments arranged.

During the course of these steps toward acquiring the necessary additional land, a flaw was discovered in the title to the property of Mr. Dufresne, and a further delay resulted. Negotiations with Mr. Dufresne were difficult to conclude, because his health was poor and he had retired to a small town in Washington state. It was necessary for Mr. Dufresne to return to Seward in order to complete these arrangements.

Fortunately, the majority of the property owners were resident in Seward, and they were cooperative even to the point of personal sacrifice in order to make the new airport possible. Special appreciation is due Mr. Herman Leirer, Mr. Peter Huglin, Mr. Hedley Davis, and Mrs. Petrovitch for promptly transferring their land to the Territory at prices below the actual market value. They, and many other Seward citizens, notably former Mayor Gene Lanier, who worked extremely hard on the project, showed a very high degree of community spirit.

After advertising for and receiving competitive bids, it was determined that the contract should be awarded on a low bid basis to the Oaks Construction Co. and Owen Butcher, who had also submitted the lowest bid on the Valdez Airport.

Difficulties did not end with the securing of the land and the award of the contract. In the process of stripping old underbrush and topsoil, dozers uncovered subsurface springs, one after another, which spouted fresh water over the new surface and flooded the construction equipment out of the area. This necessitated a change in the original plans, to include the installation of subsurface drains. A dragline had to be brought in, and the amount of steel culvert pipe greatly increased over the initial estimate.

This extra culvert pipe became strike-bound in transit, and the work was brought to a virtual halt. Since this occurred through no fault of the contractor, it was deemed fair to extend the deadline for the completion of the project.

Another extension of time had to be granted because a combination of extraordinarily heavy rainfall and seasonal high tides interfered with the normal drainage of the airport area, and made it impossible to obtain the correct mixture of gravel and fine materials for the foundation. Hence the engineer in charge, with the concurrence of the CAA engineers, granted an additional extension of time in the interests of obtaining a more substantial airport surface than

Aerial view of old Seward runway which was too short for transport aircraft.

would have been possible had the work been continued under the extreme wet conditions.

On September 14, 1952, the airport was complete and ready for dedication. This event was combined with the dedication of the Valdez Airport and the beginning of the Cordova Road, into what was without a doubt the most impressive ceremony in the history of Alaska aviation, attended by the largest group of aviation enthusiasts ever gathered together in the Territory.

Speakers and honored guests included Governor Ernest Gruening; Lieutenant General William E. Kepner, Commanding General, Alaska Command; Federal and Territorial officials, including those of the Civil Aeronautics Administration, the Alaska Road Commission, the Alaska Railroad, and many others; officials of leading private airlines; and the Mayors of Anchorage, Valdez, Cordova, and Seward.

Following the ceremonies, the guests were tendered a moose barbecue sponsored by the Seward Post, American Legion, and the Seward Elks Lodge.

With the completion of this project, Alaska's greatest seaport, whose annual port tonnage will soon pass the half-million ton mark, is now no longer under a handicap for the lack of modern air facilities. The days of the "missing links" in Seward's transportation, so well-remembered by the pioneers of the town, are at an end. The bitter disputes of a generation ago, over the location of roads and railroads, have taught the people of Alaska—that any form of artificially-maintained monopoly in transportation helps no one; that the widest possible extension of competing modes of travel tends toward the general prosperity of all.

As pointed out by Col. J. P. Johnson, general manager of the Alaska Railroad: "The new airport will add to, rather than detract from, the facilities already provided."

Valdez, Seward, Cordova, and Anchorage, once in heated rivalry over means of transportation, are today drawn closer together than at any time in Alaska's history, through the progressive sharing of each other's advantages.

The establishment of daily DC's air service between these communities, with daily return flights, will further cement this new friendship and provide new opportunities for private enterprise, both large and small. The potentialities for new commercial development in connection with the improved Seward Airport are great, and in no way limited by the fact that Seward already has outstanding advantages in water, rail, and highway transportation. For example, freight flights are already being planned from Seward to Kuskokwim points, such as McGrath, thus linking steamship with fast, economical air transport to interior Alaska points.

Site of New Seward Runway showing large trees and heavy brush that had to be cleared under heavy rainfall conditions.

Summary of Interviews for Seward Air Traffic Forecast

ERA Aviation:
ERA stopped scheduled service with fixed wing aircraft in 2001-02. Not enough business. Still do occasional charters, usually to bring baggage or stragglers in or out of Seward for the cruiselines. They began flying local helicopter tours during the 2003 cruiseship season using A-Star helicopters. During the summer of 2003 they based two or three helicopters at Seward for those tours. They had a bad summer due to weather, but are coming back again in 2004, and expect to do at least as well as last year, but will probably do better, even given the reduction in cruiseship traffic. About half of their tour passengers last year were cruiseship passengers. They are either not anticipating future fleet mix changes, or are not able to predict any changes.

FS Air:
FS Air used to have the EAS subsidy. In May of 2002, the (EAS) subsidy to Seward was discontinued. Restrictions on that subsidy were tightened and it was determined that Seward's close proximity (within 200 miles) to a major airport by road ruled it out as a subsidy recipient. They tried to make a go by offering specials, but quit scheduled service in about July of 2002. They still do medivacs once or twice a month, and occasional charters. They are either not anticipating future fleet mix changes, or are not able to predict any changes.

Scenic Mountain Air:
Scenic Mountain Air flew summer tours in Cessna 172 and 206 wheeled planes. They flew about three one-hour tours per day in the summer of 2003, and averaged about 2.5 passengers per flight. They also flew occasional charters. Because of the slow business and a perceived lack of support from the government and business community, Scenic Mountain Air is selling their office and hanger, and are pulling out of Seward.

Godwin Glacier Tours:
Godwin Glacier Tours has a hanger across the street from the airport where they base two Eurocopters in the summer season. They averaged five or six tours per day during their 100-day summer 2003 season, and carried two or three passengers per tour (about a 40% load factor). Next summer they may take their operations off of the airport to a piece of land about a mile away, which they leased from the State of Alaska. They have applied for a permit from the Chugach National Forest for 1,200 glacier landings (3,200 client days) on the Godwin Glacier in 2004. This request constitutes a large increase over this company's traffic in 2003. The same company is requesting an increase in allowable glacier landings in 2005 to 1,500 (4,000 client days). They are either not anticipating future fleet mix changes, or are not able to predict any changes.

Other Carriers:
Harbor Air used to provide floatplane service out of Bear Lake but they have since gone out of business. Alaska Aerial Tours, Kenai Air Alaska, and Bear Lake Air all used to fly tours and/or charters out of the Seward area and have all since closed Seward operations. Some of these carriers have gone out of business. The Alaska National Guard lands at Seward in a C-130 only every few years. The U.S. Coast Guard occasionally lands at Seward with an H-60 helicopter and has done practice approaches to the airport in a C-130 fixed-wing craft.

President of the CAP:
Seward has a very active chapter of the Civil Air Patrol (CAP). There are about two dozen practicing licensed pilots living in Seward and two or three licensed instructors. In addition, Seward is a popular place to visit for Anchorage area pilots, especially during the summer. During the summer seasons as many as five or six additional private aircraft will overnight at the airport on any given weekend. Steve Shaffer of the Seward CAP stated that since 1985, he has seen General Aviation air traffic increase by about 50% (an average of about 2.7% per year). During the winter season, about 20 private aircraft (mostly single-engine wheel planes) are based at the airport. That number increases by five or six private planes on the weekend, and in the summer season. Last summer, commercial carriers based four helicopters at the airport. Last summer there were three floatplanes based at Bear Lake. Those planes move in the winter because the lake freezes.

The seaplane float in the Seward harbor was removed and the City discourages people from landing planes in the harbor. There is a seaplane float at Bear Lake, which was used commercially until recently. Now there are about three private planes based at the lake during the summer. Operations at the lake are minimal, likely less than 150 per season.

Other Comments:
One helicopter carrier who frequents Seward is approved for Department of Defense charters for operations dealing with security and safety. One helicopter operator estimated that his company performs about 10 to 15 charters per month at Seward during the summer season. Another operator performs a few charters a month in summer also. Helicopter charter traffic slows in winter, although charters may occur when fixed-wing planes cannot get through the mountain passes between Anchorage and Seward. When scheduled service was available at Seward, commercial air carriers operated DeHaviland Twin Otters, Swearington Merlins and Metros, Piper Navajos, and Constucciones Aeronauticas CASAs on wheels. Lear jets are used infrequently for medivacs.

Even at a high rate of growth (say 5.0% growth per year), operations at Bear Lake would be less than 400 per year by 2023. Even though the lake is only open during the summer seasons, it is unlikely that more than 200 operations per month would occur on the lake during peak season in 2023.

Name & Title: Steve Schafer	**Business:** Flight instructor; also with Civil Air Patrol
Phone Numbers: 362-1060	**Done by:** Nan Llewellyn
Date: Monday, May 10, 2004	
Purpose: Find out observations on aircraft operations at Seward.	

- Steve has been flying in Seward since 1984 and has been instructing there approximately 10 years. He has a Cessna 180.

- From his observations over the years, pilots use Runway 15-33 half of the time (50%) and Runway 12-30 the other half. Which runway is being used depends on many factors, mainly the wind direction.

- Which end pilots will land/take off on depends again on many factors. It was hard to say a definite percentage of time that pilots land/take off each end of the runway. Would have to say that they land from either direction 50% of the time. In summer the winds are often out of the north in the morning, but will switch direction in the afternoon.

- The worst turbulence is when the winds are the west-northwest (anywhere from 270 – 290). Under these conditions, Runway 12-30 is absolutely necessary. Landing on 13-55 is dangerous under these turbulent wind conditions.

- Feels the current runway length for each runway is fine. If there is only one runway, will need at least 4,000 feet. The current width of each runway is ample.

- If one runway were converted to a gravel surface, would prefer that Runway 15-33 be gravel and Runway 12-30 remain paved.

Name & Title: Walter "Wally" Corrigan	**Business:** Seward Civil Air Patrol
Phone Numbers: 907 224-3800	**Done by:** Nan Llewellyn
Date: Thursday, May 6, 2004 phone conversation	
Purpose: To determine percent of use for each runway by fixed wing aircraft.	

- Walter estimated he uses Runway 15-33 75% of the time and 12-30 25% of the time. Uses Runway 12-30 if Runway 15-33 is not plowed or winds favor 12-30. If 12-30 was the only runway, then there would be times the Airport would be unusable (i.e. dangerous wind conditions)

- When landing on 12-30 usually land on 30-approach end of Runway 12-30 – winds are normally coming from the northwest straight down Resurrection Pass.

- If he had to choose, would have Runway 15-33 as gravel runway and keep Runway 12-30 paved, so medevac flights can get in. Walter has had special training to land and takeoff gravel strips; most people don't know proper technique to avoid having gravel cause damage to aircraft.

- Godwin Glacier has put a wooden platform to land helicopters on north end of airport (exact same spot as northernmost potential helipad site).

- Civil Air Patrol has 1 Cessna 172 provided by the Air Force, plus several private aircraft: 2 172s, 1 Cessna 177 Cardinal, 1 Cherokee 180, 1 Maule, and 1 Cessna 140 (tail dragger).

- Capt. Stephanie Moreland of the Civil Air Patrol is out at sea on a fishing boat for an extended period of time – will not be able to get a hold of her.

- Steve Schafer, a flight instructor with Civil Air Patrol who has many years flying at Seward, and Vern Kingsford, owner of Scenic Mountain Air, are other people to contact.

Name & Title: Vern Kingsford	**Business:** Scenic Mountain Air
Phone Numbers: (907) 288-3646	**Done by:** Nan Llewellyn
Date: Monday, May 10, 2004	
Purpose: Find out observations on aircraft operations at Seward.	

- Vern owns and operates Scenic Mountain Air. He has been operating out of Seward for approximately 12 years. In Seward he keeps one Cessna 172, and possibly will keep a Cessna 206 there this year.

- Has been trying to sell Scenic Mountain Air for a while.

- Uses Runway 15-33 50% of the time and Runway 12-30 50% of the time. He does not pay attention to what other pilots do.

- Prefers Alternative C, except would like to still be able to land on Runway 12-30 if it is a flood stucture.

- Would not like to see either runway converted to gravel; he would like a gravel strip next to 15-33.

- Has a good relationship with the helicopter operators and has never had a problem with them.

- Where Godwin Glacier Tours is located is the best location for a helipad site.

- Would really like more fencing. Constantly sees vehicles speeding on ramp – dangerous situation.

Name & Title: Benton Groom	**Business:** Seward M & O Station Manager
Phone Numbers: 362-1949	**Done by:** Nan Llewellyn
Date: Monday, May 10, 2004	
Purpose: Find out observations on aircraft operations at Seward.	

- From what he has observed, small planes use Runway 15-33 majority of time, and larger aircraft (twins) use Runway 12-30 all the time. Benton could not say a definite percentage of time each runway is used, nor which direction they take off and land. It depends on many factors, mostly the wind direction.

- Benton said he misses a lot of aviation activity, since he is not at the airport on weekends, and that seems to be when a lot of planes land at Seward.

- Benton is not at the airport all the time but during the last three months when he has been there he has not seen a single plane take off or land.

Name & Title: Jim Cork, Owner	**Business:** Godwin Glacier Dog Sled Tours
Phone Numbers: (907) 224-8239	**Done by:** Nan Llewellyn
Date: Wednesday, May 19, 2004 phone conversation	
Purpose: To discuss potential helipad sites	

- Godwin Glacier Dogsled Tours has been operating out of Seward for the last five years. Jim is the owner of HeloAmerica, the company that owns Godwin Glacier Dog Sled Tours and several other helicopter companies all over the United States. Godwin has one A-Star helicopter in Seward.

- It is possible Godwin may not be back next summer (2005). In the past three years, Jim has put a little over $1 million dollars into the business but has not made any money. With the cruise ships pulling out of Seward and going to Whittier the tourism market will be down. The business will have to rely on vehicle traffic.

- If they do stay in Seward next year, Godwin is considering operating the business off the dock, because the infrastructure necessary for a helipad is already there.

- Currently Godwin has an off-airport office building to avoid having to pay the State's $750 annual permit fee. Customers are shuttled in a van from the office to the helipad site, which is next to the NOAA (electrical) building.

- Godwin pays $10,000 a month per helicopter for insurance.

- Likes the northernmost potential helipad site the best (where Godwin currently has their helicopter). Blue lights on each corner of the helipad would be helpful with night landings. Also there is plenty of room at this site to construct several helipads.

- Does not like the mid-apron site because it would create a conflict with the fixed-wing operators.

- Does not like the southernmost potential helipad site, because it would be hard for tourists to see the businesses.

- It would be expensive to have a helipad on the Railroad property - the infrastructure for the helipad would need to be put in place before a helipad could even be constructed. (By infrastructure Jim means electricity for lighting, a sidewalk for accessibility, elevating the area, and creating a blast site).

- The maximum number of helipads the airport needs is three. Also, it does not make sense to have one helipad and several parking spots – Jim has rarely seen this setup before. The logical solution is a site where the helicopters can land and tie down. A helipad does not have to be fancy; it can be as minimal as a painted box or circle.

- Most of the helicopters that use the airport are about the size of the A-Star.

- Based on the type of helicopters that use the airport the most, an appropriate size for a helipad is approximately 30 ft by 30 ft.

- In the last three years, Jim has never seen more than three helicopters at the airport at the same time.

- The Coastguard will sometimes land Dolphins and Black Hawk helicopters on the runway, and will taxi over to get fuel (these particular helicopters have wheels). If they stay overnight they park in the transient aircraft spot on the north part of the apron by Taxiway B.

- Godwin has not received any complaints from the fixed-wing operators – Jim feels that he has a good relationship with them and avoids hovering near their planes. Godwin does receive noise complaints from residents who live near the airport. At the beginning of each summer, Godwin holds a public meeting regarding noise issues. They are not required to; rather this is something they choose to do in order to resolve any conflicts.

Name & Title: Gus Lapthorne, Director of Helicopter Operations	**Business:** ERA
Phone Numbers: 266-8342	**Done by:** Nan Llewellyn
Date: Thursday, May 13, 2004 phone conversation	
Other: Discuss potential helipad sites at the Seward Airport.	

- ERA keeps one A-Star helicopter in Seward from approximately mid-May to September, and may bring in an additional A-Star if it is necessary.

- ERA has a lease agreement with FS Air – they conduct operations on the ramp in front of FS Air's building. Like being close to the fuel facility.

- Favored the potential helipad on Railroad property where Godwin Glacier has their building. This location is great for two reasons – it is visible from the Seward Highway and may attract business; also it is far from the fixed wing aircraft, so the rotor wash would not cause damage to the planes.

- Would not like the helipad to be right up against the access road – wants to avoid causing damage to cars.

- Would consider getting a fuel truck. Would not like to have a helipad in one spot and have to fly to another area to get fuel – this would be costly. Routine helicopter maintenance is based on the number of times engine is started. The more often it is started the more often maintenance needs to be done. Having to start the engine just to fly over to FS Air for fuel would be costly to ERA. On the other hand, buying a fuel truck or putting in a fuel facility is also expensive.

- Believes that ERA needs two helipad sites just for their helicopters, and the Seward Airport needs about six helipad sites overall.

- Would lease space next to a helipad site for an operations building. Would be nice to have a building where passengers can get out of the rain and be briefed on the flight. Currently use FS Air's building to do this.

- ERA currently picks up customers at the dock in a van and drives them to the airport. Estimated six parking places would be adequate.

- Gus would like to be involved in any way he can. Call him anytime we have a question.

Name & Title: Ben Faust, Facility Director	**Business:** Seward Providence Hospital
Phone Numbers: 907 224-2505	**Done By:** Nan Llewellyn
Date: April 29, 2004 phone conversation	
Purpose: To find out if there is any value in the long term of moving medevac operations conducted at Seward Providence Hospital to the airport. (A follow up item from 4-13 public meeting.)	

- No value in moving helistop to airport. Having the helistop located at the hospital rather than the airport saves approximately one hour when receiving/transporting patients. After a serious accident, 1st hour is known as the "golden hour"- meaning this hour is absolutely critical in stabilizing patient and administering care. Having helistop at hospital is literally a lifesaver.

- 50% of neighbors complain about noise caused by helistop, other half doesn't mind. Some people in town have been trying for years to get the heliport relocated to airport.

- A 3 foot high chain link fence has been constructed around the heliport, because some residents were worried about children wandering onto helistop and getting hurt by helicopters.

- Construction for a new long-term care center will begin in approximately 2 ½ years, and the planned location for the building is the current helistop site. Will have to temporarily relocate helicopter flights out to airport until new helistop is constructed.

- The helistop at the hospital is seven years old.

- If helistop had to be relocated to airport would like access that is not blocked by the train. Ben can remember at least one time in past when transporting patient from hospital to airport the access road was blocked. An access road at the north end of the airport that is grade-separated would be most convenient.

- Will use fixed-wing aircraft for medevac flights if helicopters busy.

- Assuming the access road stays in the same location, a helistop site on the north end of the airfield is preferable.

- Ben provided name of Tom Bailey, Director of Ops for Lifeguard (261-3103). Lifeguard does medevac flights for Providence Hospital. Lifeguard contracts with Evergreen for use of their helicopters (a BK-117 and a Bell 212) and Northwest Arctic Air for use of their aircraft (a King Air and a Lear 25 and 35).

- **Follow up item-** Nan will send Ben a flyer from the public meeting, and Ben will send Nan a drawing of helistop at hospital.

Name & Title: Tom Bailey, Director of Ops	**Business:** Lifeguard (medevac operations)
Phone Numbers: 261-3103	**Done by:** Nan Llewellyn
Date: Wednesday, May 5, 2004 phone conversation	
Purpose: Lifeguard conducts medevac operation for Seward Providence Hospital. Ben Faust with Seward Providence Hospital (refer to record of conversation) recommended calling Tom Bailey to find out further details of Lifeguard's medevac operations at Seward.	

- For helicopters and aircraft, Lifeguard contracts with Evergreen helicopters, a Eurocopter BK-117 and a Bell 212. They contract with Northwest Arctic Air for a Lear 25 and 35 and a King Air. These helicopters and aircraft are fully dedicated to Lifeguard (only used for Lifeguard flights). Used for entire service area, not just Seward.

- In 2003 had 63 transports out of Seward. Approximately 20 (1/3) were made by the King Air, the rest by helicopters.

- Under current Part 135 regulations, the Lear 25 and 35 cannot land at Seward. Part 135 states they need at least 5,000 feet of paved, dry runway. This regulation is going to change in about a month. The runway length minimum won't be as strict, and the Lear aircraft will be able to land on Runway 12-30 under the new 135 reg. Tom did not know the exact runway length requirement of the proposed reg (he guesstimated approximately 4,000 feet). Ricci Coons, who is the Director of Flight Ops for Lifeguard, would know the exact figures. (Ricci's number is 317-9296).

- King Air can land at Seward - 3,300 feet long runway length minimum and doesn't have to be paved.

- I explained Alternatives A, B, and C to Tom – he did not like Alternative C (Runway 15-33 as the main runway and 3,300 feet long). When the helicopters are busy will use airplanes for medevac flights. The King Air is usually out and the Lear jets are not able to land at Seward.

- Lifeguard helicopters will ONLY use airport if helistop at Seward Providence Hospital is under maintenance. It's under maintenance approximately 2 times a year, so rarely need to use airport.

- Does not like landing at Airport, because transporting the patient to/from the airport takes so long and times matters with a patient in critical condition.

- Aeromed provides medevac flights for the Yukon Kuskokwim Health Corporation out of Bethel – they contract with American Air Network out of St. Louis for their aircraft.

- FS Air used to provide aircraft for YKHC medevac flights, but no longer do this. They do provide aircraft for Life Flight (who flies medevac flights for Alaska Regional). Rarely do Aeromed or Life Flight do medevac ops out of Seward – it's usually Lifeguard doing the flights.

Name & Title: Ricci Coons, Director of Ops	**Business:** Northwest Arctic Air
Phone Numbers: 317-9296	**Done by:** Nan Llewellyn
Date: Wednesday, May 5, 2004 phone conversation	
Purpose: Northwest Arctic Air - contracts a King Air and Lear Jet 25 and 35 for Lifeguard's medevac flights.	

- Currently flies King Air into Seward – length of current runway more than adequate. King Air needs approximately 3,300 feet of runway to land.

- Cannot land Lear Jets in Seward under current Part 135 regulations.

- Ricci is currently working with the FAA to meet Part 135.385, Paragraph F requirements and hopes to have approval to land the Lear Jets in Seward by the end of June. Under current Part 135 regulations, the Learjet cannot land in Seward because it cannot make a full stop within 60% of the effective runway length. In order to meet Part 135.385 Paragraph F requirements, Ricci must show the FAA that the Lear Jets are able to make a full stop within 80% of the effective runway length and complete a destination airport analysis.

- Reconfirmed Tom Bailey's statement that they had 20 medevac flights to Seward in 2003.

- Has never had a problem with the access road being blocked by the Railroad when transporting patients.

- Use Runway 12-30 100% of the time and about 99% of time land on 30-approach end of Runway 12-30.

Name & Title: Tom Rehberg, Director of Operations	**Business:** Evergreen Helicopters of Alaska, Inc.
Phone Numbers: 257-1505	**Done by:** Nan Llewellyn
Date: Monday, May 10, 2004 phone conversation	
Purpose: Discuss Evergreen helicopter operations in Seward.	

- Evergreen uses the Seward Airport for a number of reasons – for medevac flights, survey work, and a number of odd jobs. Uses a BK-117 (manufactured by Eurocopter) and a Bell 212.

- Evergreen flies medevac flights for Lifeguard, who contracts with Seward Providence Hospital.

- Main reason to use Airport for medevac flights is if helistop at hospital is undergoing maintenance. Estimates that Evergreen lands at Airport approximately six times a year for medevac flights. Has never had problems with the access road being blocked.

- When landing at Seward airport for reasons other than medevac flights, will usually park by FS Air hangar to get fuel. Sometimes stays overnight.

- Evergreen has never had a conflict with fixed-wing operators – have a pretty good relationship with them.

- For potential helipad sites, does not prefer one site to any of the others; would like the helipad locations to be paved. The rotor wash can stir up gravel and cause damage to nearby planes – would not like to see that happen.

Name & Title: Robert, flight dispatcher	**Business:** FS Air @ Anchorage International
Phone Numbers: 800-478-9595	**Done by:** Nan Llewellyn
Date: Wednesday, May 5, 2004 phone conversation	
Purpose: To discuss medevac operations in Seward.	

- Currently FS Air's only aviation activity in Seward is on-demand charter flights and medevac flights for Life Flight, who goes to Alaska Regional Hospital. Aeromed is the company that is in charge of doing Native medevac flights for the Yukon-Kuskokwim Health Corporation. FS Air used to fly the Native Medevac flights from Seward to Anchorage, but now American Air Network does. However, if Aeromed's planes are busy, FS Air does medevac flights.

- Use Casa, Metro and Merlin for charter flights and the Merlin and the Metro for medevac flights.

- Does not matter if a runway in Seward is turned into a gravel runway – the Merlin is equipped to land on gravel surfaces.

- Use the Runway 12-30 approximately 95% of the time, and Runway 15-33 5% of the time. When landing on 12-30, usually come in over the water and land on 30-end of runway.

- Runway length required:

    - Metro - 4,000 feet
    - Merlin - 3,500 feet
    - Casa – 2,500 feet

- Conduct 3 – 5 medevac flights out of Seward a year.

Name & Title: Aleshia	**Business:** American Air Network
Phone Numbers: 868-9099	**Done by:** Nan Llewellyn
Date: Thursday, May 6, 2004 phone conversation	
Purpose: To discuss medevac operations at Seward.	

- Aeromed Delta conducts medevac flights for the Yukon-Kuskokwim Health Corporation (YKHC). American Air Network provides aircraft for Aeromed's Anchorage service area.

- American Air Network took over medevac flights from FS Air, and has only been in conducting medevac flights since October 2003. They have done approximately a dozen medevac flights to date.

- Fleet consists of Lear 35s, which under current Part 135 regulations cannot land in Seward, and a Citation II, which is used for medevac flights in Seward.

- Citation II does medevac flights to Seward to pick up injured Natives and bring them to Anchorage. Needs a minimum runway length of approximately 3,200 feet.

- Have not had a problem with access road being blocked by train.

- American Air Network Chief Pilot Dan Hopkins – 229-3348, will be able to tell me the primary direction planes land (left a message for Dan on 5/7).

Name & Title: Connie Hawker	**Business:** Kenai Borough Peninsula Assessing Dept.
Phone Numbers: 714-2243	**Done by:** Nan Llewellyn
Date: Friday, May 7, 2004 phone conversation	
Purpose: How does the Borough's recent change in tax policy affect aircraft? Follow up item from 4-13-04 public meeting.	

- The Kenai Peninsula Borough's tax policy has been to not tax planes valued under $100,000. This was recently changed, and the new policy goes into effect January 1, 2004. Under the new policy, aircraft will now be assessed a flat tax based on the aircraft manufacturer's maximum gross weight with an internal load (MGWIL). This weight can be found in the aircraft owner's manual. The new policy is Ordinance 2003-45.

- Older smaller planes that are valued at less than $100,000 will now have to pay the KPB a tax based on the aircraft's MGWIL.

- Attached is the letter sent out to all aircraft owners in the Kenai Peninsula Borough, detailing the meaning of the new ordinance.

KENAI PENINSULA BOROUGH

144 N. BINKLEY SOLDOTNA, ALASKA 99669-7599
BUSINESS (907) 262-4441 FAX (907) 262-1892

DALE BAGLEY
MAYOR

May 4, 2004

PTOLEMY ALEX P
PO BOX 723
SOLDOTNA, AK 99669-0723

Re: Ordinance **2003-45** Amending KPB Chapter 5.12 to Provide for a Flat tax on Aircraft Effective January 1, 2005

PTOLEMY ALEX P,

It has come to our attention through one or more of the following sources such as; ownership transfer notification, field surveys conducted by this staff, FAA aircraft data or Airport tie down records that you may be the owner of the aircraft listed below which may be located within the Kenai Peninsula Borough.

1947 STINSON 108-2 N221C

Your aircraft will be affected by the above ordinance 2003-45 effective January 1, 2005. Aircraft have been exempted Borough wide up to the first $100,000.00 in value and taxed on the value over and above the $100,000.00 since 1998. This exempted most of the "personal use" smaller aircraft under $100,000.00. Remember, Ordinance 2003-45 (Aircraft Flat Tax) affects the Kenai Peninsula Borough Portion of the tax only. If your aircraft is located within an Incorporated City such as Kenai, Seward, Seldovia, Homer or Soldotna, the city portion of the Aircraft tax will remain the same until further notification from the Cities. Kenai, Seward and Seldovia are Advalorum (based on the full value of the aircraft (x) the city portion of the mill rate.) Homer and Soldotna had adopted the $100,000.00 exemption and the value of the aircraft over $100,000.00 is taxed Advalorum (based on value).

KPB Ordinance 2003-45; For purposes of taxation, aircraft that have been issued an N number by the Federal Aviation Administration ("FAA") by January 1 of the tax year shall be totally exempted from ad valorem taxes and shall be taxed in accordance with the following flat tax schedule:

AIRCRAFT FLAT TAX SCHEDULE BASED ON (MGWIL)
Manufactureres Gross Weight with an Internal Load

Fixed Wing			Rotorcraft/Rotary Wing		
Class	Weight	Annual Tax	Class	Weight	Annual Tax
1	Less than 2,000 lbs	$50	1	Less than 1500 lbs	$100
2	2,000 to less than 4,000 lbs	$100	2	1500 to less than 3500	$600
3	4,000 to less than 6000 lbs	$300	3	3500 or more in weight	$1,000
4	6,000 to less than 12,500 lbs	$600			
5	12,500 or more in weight	$1,000			

COMPLETE REVERSE SIDE AIRCRAFT INFORMATION AND RETURN BY AUGUST 31, 2004

KENAI PENINSULA BOROUGH
144 N. BINKLEY SOLDOTNA, ALASKA 99669-7599
BUSINESS (907) 262-4441 FAX (907) 262-1892

DALE BAGLEY
MAYOR

AIRCRAFT INFORMATION

N#_____ MGWIL_____ Fixed or Rotary wing (circle one)

Note: (MGWIL) Manufacturers Gross Weight with an Internal Load must be completed in order to accurately assess the aircraft. Aircraft owners must provide this information that can be obtained in the Aircraft owners manual for each aircraft.

YEAR_____ Make_____ Model_____

Physical Location of Aircraft; TCA_____

_____ _____

(Airstrip/Airport/Parcel #)

Is this Aircraft on an existing account? Yes / No Acct#_____

Year Purchased_____

Original Purchase Price_____ Present Market Value_____

I certify that the statements above are true and correct.

Print Owners Name:_____
Owners Address:_____

Signature:_____ Date:_____
Phone#_____ _____ Cell#_____

Failure to return this form does not relieve the taxpayer from Assessment of the personal property listed above. If there is a discrepancy in our information, please notify us immediately. It is extremely important for you to respond to this request for information even if you may have sold the aircraft. Please attach a copy of the bill of sale or a letter stating who and when the aircraft was sold.

Thank you for your time and assistance in this matter. If you have any questions, please do not hesitate to contact this office. Please view the Kenai Peninsula Borough website www.borough.kenai.ak.us/AssemblyClerk/Assembly/Ordinances/2003/O2003-45.htm for additional details on this ordinance and to obtain Personal Property filing forms. If completed and returned, this form will be utilized, as your 2005 filing that is due by February 15, 2005.

Sincerely,

Connie R. Hocker
Appraiser

Seward Airport Master Plan
Public Service Announcement

The Alaska Department of Transportation and Public Facilities and its consultant, DOWL Engineers invite you to attend a public scoping meeting to discuss the development of an Airport Master Plan for the Seward Airport. The purpose of this meeting will be to solicit public comment on the upcoming Master Plan and subsequent airport improvements as part of the National Environmental Policy Act (NEPA) process for the Seward Airport Master Plan.

The Open House style meeting will be held at the Seward City Hall on Wednesday, December 10 from 6:30 pm to 8:30pm with a formal presentation at 7:00pm. Project staff will be available to discuss the project and take public comment. Persons wishing to submit written statements may deliver them to the meeting or mail them to DOWL Engineers at 4040 B Street, Anchorage, AK 99503. You can also contact Tom Middendorf, the Project Manager, at (907) 562-2000.

- Emailed to Drake Diteman, Board President Puffin Public Broadcasting Seward, AK
- Submitted to local events calender on Radio Kenai Kenai Peninsula, AK
- Emailed to Kwavefm@xyz.net Peninsula Communications, KPEN, KWAVE, KBAY, KGTL

Anchorage Daily News, December 5, 2003

Seward Airport Master Plan
Project No. 56525

Master Plan and Environmental Assessment Scoping Meeting

The Alaska Department of Transportation and Public Facilities and its consultant, DOWL Engineers, invite you to attend a public scoping meeting to discuss the development of an Airport Master Plan for the Seward Airport. The purpose of this meeting will be to solicit public comment on the upcoming Master Plan and subsequent airport improvements as part of the National Environmental Policy Act (NEPA) process for the Seward Airport Master Plan.

Public Meeting
Wednesday, December 10, 2003
Seward City Hall
Seward, Alaska
6:30 p.m. to 8:30 p.m.

If you have comments or require additional information, please contact Tom Middendorf, DOWL Engineers at 907-562-2000 or at tmiddendorf@dowl.com.

Persons with a hearing impairment can contact ADOT&PF at 907-269-0473 for telephone device for the deaf (TDD) services. The ADOT&PF will also provide, upon request, accommodations for special needs related to disabilities.

Name ☐ File ☐ Accounting (Bill Call) CC:

The Seward Phoenix LOG

Thursday, November 27, 2003 Volume 38, Number 13 Seward, Alaska 75 cents

Seward Airport Master Plan
State Project No. 56525

Master Plan and Environmental Assessment Scoping Meeting

The Alaska Department of Transportation and Public Facilities and its consultant DOWL Engineers invite you to attend a public scoping meeting to discuss the development of an Airport Master Plan for the Seward Airport. The purpose of this meeting will be to solicit public comment on the upcoming Master Plan and subsequent airport improvements as part of the National Environmental Policy Act (NEPA) process for the Seward Airport Master Plan.

Public Meeting
Wednesday, December 10, 2003
Seward City Hall
Seward, Alaska
6:30 PM – 8:30 PM

For more information, please contact Tom Middendorf, DOWL Project Manager, at 907-562-2000 or tmiddendorf@dowl.com.

Persons with a hearing impairment can contact DOT&PF at 907-269-0473 for telephone device for the deaf (TDD) services. The DOT&PF will also provide, upon request, accommodations for special needs related to disabilities.

The Seward Phoenix LOG

Thursday, December 4, 2003 Volume 38, Number 14 Seward, Alaska 75 cents

Seward Airport Master Plan
State Project No. 56525

Master Plan and Environmental Assessment Scoping Meeting

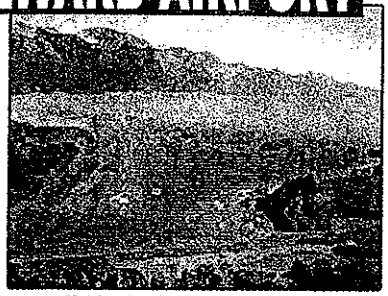
The Alaska Department of Transportation and Public Facilities and its consultant DOWL Engineers invite you to attend a public scoping meeting to discuss the development of an Airport Master Plan for the Seward Airport. The purpose of this meeting will be to solicit public comment on the upcoming Master Plan and subsequent airport improvements as part of the National Environmental Policy Act (NEPA) process for the Seward Airport Master Plan.

Public Meeting
Wednesday, December 10, 2003
Seward City Hall
Seward, Alaska
6:30 PM – 8:30 PM

For more information, please contact Tom Middendorf, DOWL Project Manager, at 907-562-2000 or tmiddendorf@dowl.com.

Persons with a hearing impairment can contact DOT&PF at 907-269-0473 for telephone device for the deaf (TDD) services. The DOT&PF will also provide, upon request, accommodations for special needs related to disabilities.

SEWARD AIRPORT MASTER PLAN



SEWARD AIRPORT MASTER PLAN AND ENVIRONMENTAL ASSESSMENT SCOPING MEETING

PURPOSE

The Alaska Department of Transportation and Public Facilities and its consultant, DOWL Engineers, invite you to attend a public scoping meeting to discuss the development of an Airport Master Plan for the Seward Airport. The purpose of this meeting will be to solicit public comment on the upcoming Master Plan and subsequent airport improvements as part of the National Environmental Policy Act (NEPA) process for the Seward Airport Master Plan.

DATE, TIME & LOCATION

December 10, 2003 ■ 6:30 PM

Seward City Hall ■ Seward, Alaska

AGENDA

6:30 to 7:00 – Open House
7:00 to 7:30 – Presentation
7:30 to 8:30 – Comments and Questions

SPECIAL NEEDS

Persons with a hearing impairment can contact ADOT&PF at 907-269-0473 for telephone device for the deaf (TDD) services. The ADOT&PF will also provide, upon request, accommodations for special needs related to disabilities.

POSSIBLE ISSUES FOR DISCUSSION

- What is an Airport Master Plan?
- Why update the existing plan?
- Schedule
- Public involvement
- Initial forecast
- Runway condition
- Floatplane access
- Terminal building site
- Fencing
- Vehicle access to the Seward Highway
- Air service during flooding
- Flooding/Erosion issues

FOR MORE INFORMATION

For more Information:
Toll free project hotline: (866) 550-2806
Fax: (907) 563-3953
E-mail: tmiddendorf@dowl.com

To send comments by mail:

Tom M. Middendorf
DOWL Engineers
4040 B Street
Anchorage, AK 99503

Rex Young
ADOT&PF
P.O. Box 196900
Anchorage, AK 99519

SEWARD AIRPORT MASTER PLAN

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Anchorage, AK 99503