Robin Reich

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Sent: Wednesday, July 15, 2015 3:57 PM
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Cc: 'Barbara J Beaton (DOT)'; 'Royce Conlon (RoyceConlon@pdceng.com)'; 'Joy A Vaughn (DOT)'; 'Olivia Cohn'; 'Carla SlatonBarker'
Subject: Seward Airport Stakeholder Working Group Meeting #2 Tues, July 21 11 am

Hello Seward Airport Stakeholder Working Group Members;

Based on everyone's availability, we have set the next working group meeting for TUESDAY, JULY 21 @ 11:00 am- 12:45 pm. The meeting will be by teleconference.

The call in number for the meeting will be: 1-800-315-6338 access code: #10285

The project team has prepared the following documents for the meeting:

- Stakeholder Working Group Meeting #2 Agenda
- Stakeholder Working Group Meeting #1 Notes
- Final "Forecast of Aviation Activity & Facility Requirements" Technical Memorandum

By tomorrow, you will be receiving an email from Basecamp. Just click on the Basecamp link, enter a username and password, and you should be able to access these documents.

To help our meeting run smoothly, it would be great if everyone could review the materials and come with questions and input.

If you have any trouble accessing Basecamp or downloading materials, please let me know.

Thanks.

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Meeting #2 Agenda and Overview

Meeting Objectives (Our Work Today)

- Discuss the November 24, 2014 SWG Meeting #1 summary and action taken (provided in advance).
- Answer questions regarding Final "Aviation Activity & Facility Requirements" technical memorandum (provided in advance).
- Discuss the project's status and next steps.

Meeting Goals (Meeting's End Result)

- SWG understanding of the Final "Aviation Activity & Facility Requirements" technical memorandum.

Meeting Agenda (Topic and Timeline)

- **Introductions and purpose of the meeting**
  (Robin Reich, Solstice Alaska Consulting) (11:00-11:15 am)

- **Welcome**
  (Barb Beaton, P.E., DOT&PF) (11:15-11:20 am)

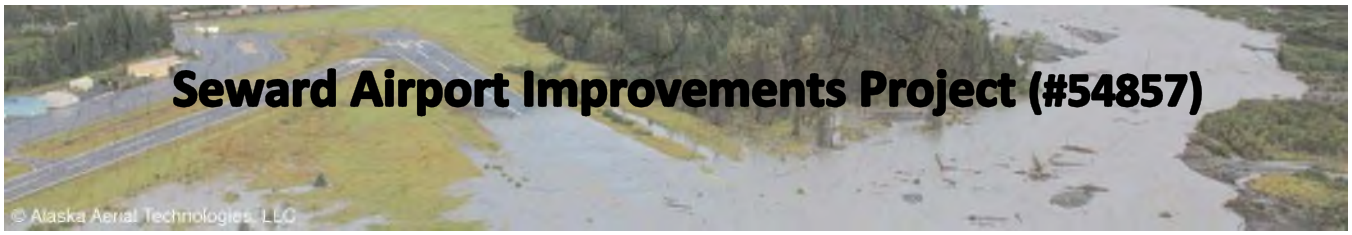
- **Questions regarding SWG Meeting #1 minutes**
  (Robin Reich) (11:20-11:35 am)

- **Final "Aviation Activity & Facility Requirements" tech memo discussion**
  (Royce Conlon P.E., PDC Inc. Engineers) (11:35 am-12:30 pm)

- **Status on other project activities and next steps**
  (Royce Conlon) (12:30-12:45 pm)

Adjourn (12:45 pm) *Thank you for your time and participation!*

Visit the project on the web at: www.dot.state.ak.us/creg/sewardairport/



EXECUTIVE SUMMARY
"Forecast of Aviation Activity & Facility Requirements" Technical Memorandum

The "Forecast of Aviation Activity & Facility Requirements" technical memorandum is a foundational planning document for the Seward Airport Improvements Project. It reports current and expected future aviation activity at the Seward Airport (SWD) in terms of type of aircraft and number of flights (operations). A design aircraft is selected by comparing this information with federal airport design guidance. The design aircraft corresponds to a runway design code, which determines the airport's dimensional requirements (runway width, length, offset from parked aircraft, etc.).

The technical memorandum reports that SWD air traffic activity includes single and twin-engine general aviation (GA) aircraft, medevac aircraft, military aircraft, and helicopters. The memorandum also reports anticipated future aircraft operations. In forecasting the number of operations for each aircraft type, the technical memorandum considers many factors influencing Seward's future.

Presently the most demanding aircraft in steady use (largest wingspan and longest required runway length) is the King Air B200, which is used for medical evacuations. Because project funding is being provided predominately (93.75%) by the federal government through the Federal Aviation Administration (FAA), the key to the viability of any of these scenarios is the adherence with federal guidance and the availability of federal funding. Federally funded projects require that the critical design aircraft (the most demanding aircraft) or family of aircraft have at least 500 or more annual operations at the airport. Also FAA does not fund public airports to support military or other federal agency operations. As such, if another federal agency activity drives the need for airport improvements, that agency would need to provide the funding.

The technical memorandum reports that there will be a modest increase to aviation activity at SWD as a result of the factors considered. Based on the forecast analysis; the following points are made:

- The aircraft based at Seward are similar in design characteristics and could be served by an airport designed to the standards for Aircraft Design Group (ADG) I, Approach Category A, with a runway length of 3,300 feet (see table below, Scenario 1).
- Seward has a demonstrated special need for the medevac aircraft (King Air B-200) used by three of the air ambulance companies serving Seward. If the King Air B-200 is used as the critical design aircraft, the airport design standards increase to ADG II. See Scenario 2 in the table below.
- Pilots and local officials expressed the desire for a runway that can accommodate small charter jets for tourism, emergency preparedness, and search and rescue aircraft such as the Coast Guard C-130, and for potential scheduled air service. The C-130 and small charter jets are not forecasted to meet the federal threshold of regular use. These aircraft, however, have used Seward in the past and owners continue to desire the ability to land. Anecdotal information indicates that up to 20 small charter jets per year have landed at Seward in the past. Scenario 3 in the table represents the facility dimensions required to meet this desire if the planes are not fully loaded.

Runway Dimensional Standards for Various Scenarios

Feature	Current Based Aircraft Group (Scenario 1)	Current Demand & Medevac (King Air B200) (Scenario 2) RECOMMENDED	Growth Scenario & Emergency Preparedness (Beech 1900) (Scenario 3)	Existing (R/W 13/31)
Approach Category	A	B	B	B
ADG	I	II	II	II
Runway Length	3,300 feet	3,300 feet(1)	4,000/4,700 (1)feet	4,533 feet
Runway Width	60 feet	75 feet	100 feet	100 feet

(1) The Forecast and Facility requirements document provides documentation on runway length analysis.

Considering the modest growth, the medivac aircraft use and the funding source, the facility requirements for Scenario 2 is recommendation for this project. However in considering development layouts to meet Scenario 2, Scenario 3 should be considered for the future. Seward has a number of activities that could cause an increase to airport operations beyond the forecasted growth. If these potential economic development activities come to fruition, Scenario 3 would accommodate larger aircraft that maybe added to the fleet mix to accommodate the demand for commuter aircraft.

The technical memo also discusses the difficulties with developing an approach with greater minimums to allow more reliable aircraft service during poor weather conditions and analyzes the wind coverage. The wind analysis reveals that a single runway oriented between 156 and 204 degrees north azimuth provides the wind recommended by FAA guidance. Runway 16-34, oriented at 183 degrees provides 98.6% wind coverage for ADG I aircraft, whereas Runway 13-31 provides 91.1% coverage.

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Prepared for	Barbara Beaton, Aviation Project Manager Alaska Department of Transportation and Public Facilities	**Date**	July 14, 2015
Client #/PDC #	54857/14075FB	**Prepared by**	Ken Risse, PE; Patrick Cotter, AICP; Royce Conlon, PE
Project Name	Seward Airport Improvements	**Reviewed by**	Royce Conlon, PE
Subject	***Final Aviation Activity & Facility Requirements***		

This technical memorandum presents the aviation demand forecast effort and resulting facility requirements. The facility requirements set the stage for development of design alternatives by establishing the runway design code, which determines the airport's dimensional requirements (runway width, length, offset from parked aircraft, etc.).

This technical memo represents an interim review document. Once reviewed and coordinated with DOT&PF, it will be incorporated into the scoping report.

In this memorandum we translate the aviation forecasts into facility requirements by comparing future facility needs to the airport's existing inventory of facilities, reviewing Federal Aviation Administration (FAA) design criteria to ensure the airport meets safety and operational standards, and considering the need to maintain and improve aviation service for the community of Seward.

This document is focused on key elements of the airport that will drive the alternative development and evaluation process, with brief discussion of other secondary facility elements. A more comprehensive analysis will be presented in the scoping report.

Forecast of Aviation Activity

Forecasts of future levels of aviation activity are the basis for making decisions in airport planning and development. A comprehensive forecast includes elements of socioeconomics, demographics, geography, and external factors. Recent interest in Seward by the fishing and marine industries has sparked anticipation of growing industrial development in the community.

The FAA is providing the majority of the funding for the improvements and as such FAA regulations and guidance are used as the basis of this report. The methodology used in this forecast is based on the process recommended in FAA AC 150/5070-6B, *Airport Master Plans*, and in the supplemental FAA publication, *Forecasting Aviation Activity by Airport*. These documents provide national guidance for the development of airport master plans and have been used since enactment of the Airport and Airway Development Act of 1970.

Recommended steps include:

- Step 1 – Identify aviation activity measures
- Step 2 – Collect and review previous airport forecasts
- Step 3 – Gather data
- Step 4 – Select forecast methods
- Step 5 – Apply forecast methods and evaluate results
- Step 6 – Compare forecast with Terminal Area Forecast (TAF)

Step 1 – Identify Aviation Activity Parameters and Measures to Forecast

The level and type of aviation activity anticipated at an airport, as well as the nature of the planning to be done, determine the factors to be forecasted. Generally, the most important activities for airfield planning are **aircraft operations** and the **fleet mix**, since these define the runway and taxiway requirements. Plans for general aviation (GA) airports require forecasts of aircraft operations and based aircraft to define runway, taxiway, and aircraft parking requirements.

Practical considerations dictate the level of detail and effort that should go into an airport planning forecast. Air traffic activity at Seward comprises single and twin-engine GA aircraft, medevac aircraft, military aircraft, and helicopters. Because this project centers on runway improvements, the forecast for Seward Airport (SWD) will focus on:

- Aircraft operations – an aircraft landing or takeoff; one flight to and from the same location counts as two operations.
- Based aircraft – the total number of active general aviation aircraft that use an airport as a home base.
- Fleet mix – describes the makeup of the different aircraft in use at an airport.

Step 2 – Collect and Review Previous Airport Forecasts

Relevant forecasts of aviation activity at Seward are summarized below.

Seward Airport Master Plan (2008)

In 2008, the DOT&PF updated the Seward Airport Master Plan. This update forecasted aircraft operations and passenger enplanements as summarized in the following table. An annual growth rate of 1.2% was used to forecast future operations, enplanements, and cargo. An enplanement is defined as a passenger boarding.

Table 1 - 2008 Seward Airport Master Plan Aviation Forecast, Moderate Growth Scenario

	2003 (Base)	2008	2013	2018	2023
Enplanements	3,746	3,976	4,221	4,480	4,755
Commercial Operations	2,912	3,091	3,281	3,483	3,697
GA Operations	2,475	2,627	2,789	2,960	3,142
Military Operations	75	—	—	—	—
Cargo (lbs)	4,000	4,416	4,876	5,383	5,944

Alaska Aviation System Plan (2008)

The Alaska Aviation System Plan (AASP) is a component of DOT&PF's Statewide Transportation Plan. Most recently updated in 2008, the AASP contains forecasts of enplanements, cargo, operations, and based aircraft for 2015, 2020, and 2030. The AASP has a complex forecasting methodology that combines historical data with population projections, expendable income, and other economic considerations, as well as gradual transformation in the aircraft fleet. The equations for forecasting enplanements, cargo, and operations differ, and growth factors are also different for each period. The forecast for the 2008 update was completed and published in 2011 using 2008 as the base year. Details of the methodology are documented in the AASP.

Table 2 - Alaska Aviation System Plan Forecast, Seward Airport

Seward	2008 (Base)	2015	2020	2030
Enplanements	22	23	25	29
Cargo	None	None	None	None
Critical Aircraft		Cessna 185		
Aircraft Operations				
Commercial	4,500	4,136	4,318	4,576
GA	6,000	5,932	6,211	7,133
Military	10	10	10	10
Total Operations	**10,510**	**10,178**	**10,539**	**11,719**
Based Aircraft				
Single engine	28	29	29	31
Multi-engine	0	0	0	0
Helicopter	0	0	0	0

FAA Terminal Area Forecast

The FAA Terminal Area Forecast (TAF) is the official FAA forecast for aviation activity for U.S. airports. The TAF for Seward Airport is summarized in Table 3. The TAF includes passenger enplanements, aircraft operations, and based aircraft. A local operation is performed by a based aircraft, whereas an itinerant operation is performed by an aircraft not based at the airport; another term often used for itinerant operations is transient operations.

Table 3 - FAA Terminal Area Forecast (2013) Seward Airport

Passenger Enplanements			Itinerant Aircraft Operations				Local GA Ops	Total Ops
Air Carrier	Commuter/ Air Taxi	Total	Air Carrier	Commuter/ Air Taxi	GA	Military		
0	9	9	0	4,500	4,000	10	2,000	10,510

The U.S. Department of Transportation (DOT) is the main source of airport statistics. U.S. scheduled and non-scheduled certified air carriers, commuter air carriers, and small certified air carriers submit data to DOT on Form 41 Schedule T-100 (simply referred to as T-100 data). The unusually low number of commuter/air taxi enplanements compared to the number of operations is likely due to the lack of scheduled commercial service to SWD. This means enplanements are not recorded in the T-100 database, which may account for the low number.

National Plan of Integrated Airport Systems (NPIAS)

The NPIAS presents a five-year forecast of enplaned passengers and based aircraft. The current NPIAS forecast for Seward (for the years 2013-2017, using 2011 as the base year) is presented in Table 4.

Table 4 - NPIAS Forecast Year 2017

Enplanements	8
Based Aircraft	25

Step 3 – Gather Data

The FAA requires master plan forecasts to incorporate the number of aircraft operations for various categories of aircraft. Passenger enplanement, cargo, mail, and freight data are also recommended, and the governing Advisory Circular (AC) specifies that population, employment rates, and socio-economic factors be included, as any of these can also affect the forecast.

Historical air traffic data for Seward were collected from FAA's Airport Master Record Form 5010, the FAA TAF, the NPIAS, the USDOT Bureau of Transportation Statistics, the AASP, and the 2008 Airport Master Plan. Data also came from interviews with airport users, potential airport users, medevac providers, and Seward-based industry. Air traffic operations at Seward Airport are not recorded on site because there is no air traffic control tower. Because of this, GA activity is likely underreported. Also, local residents have reported that after the recent airport flooding events, aviation activity has slowed. The magnitude of this would be difficult to define given the airport is not towered and there are no reporting requirements. Aviation activity at Seward is predominantly unscheduled GA and air taxi flights, with consistent medevac and occasional military use.

Passengers

Passenger traffic at Seward Airport (SWD) has remained low over the past decade. The T-100 database shows fewer than 30 passengers per year since 2004 (see Table 5).

It should be noted that scheduled passenger service was discontinued in 2002.

Table 5 – Historic SWD Commuter Passenger Enplanements, 1990-2013

Year	Passengers	Year	Passengers
1990	2218	2002	15
1991	598	2003	0
1992	1073	2004	20
1993	127	2005	1
1994	1073	2006	7
1995	587	2007	26
1996	846	2008	22
1997	1373	2009	18
1998	1331	2010	9
1999	583	2011	22
2000	512	2012	8
2001	338	2013	0

Freight and Mail

The USDOT T-100 data show no history of freight or mail passing through SWD. Mail and cargo are most frequently transported via highway or rail. With the proposed expansion of the shipyard by Vigor Alaska, air cargo may increase in the future; see the Economic Activity discussion below.

Based Aircraft

The FAA Airport Master Record Form 5010 lists 25 single-engine aircraft based at SWD. This number concurs with previous forecasting efforts and interviews with airport users.

Aircraft Operations

There are two primary sources of aircraft operations for Seward Airport: the FAA's Form 5010, *Airport Master Record*, and the FAA TAF. These data are presented in the table below. The FAA TAF for SWD dating back to 1980 has not changed (see attachment). The list has reported 10,510 operations for each year, broken down as shown in Table 6.

Table 6 - Aircraft Operations

Source	Air Carrier	Air Taxi	GA Local	GA Itinerant	Military
Form 5010	0	4,500	2,000	4,000	10
TAF	0	4,500	2,000	4,000	10

Fleet Mix Table 7 lists the types and Aircraft Design Group (ADG) of aircraft that landed at SWD at least once during the period from 2007 through 2013.

Table 7 - Current (2013) Fleet Mix Using Seward Airport

Operator	Aircraft	ADG	Use
LifeMed	A-Star helicopter King Air B200	N/A II	Medevac
LifeFlight	King Air B200	II	Medevac
Guardian	King Air B200	II	Medevac
Scenic Mountain Air	Cessna 172	I	Flight seeing/air taxi
Seward Air	Super Cub PA-18	I	Personal
Private	Cessna 172 Super Cub PA-18	I I	Personal
Private	Cessna 170	I	Personal
Grant Aviation	B200	II	Air Taxi/Charter
Homer Air	Cessna C206/207/209/210 Stationair	I	Air Taxi/Charter
Smokey Bay Air	Cessna C206/207/209/210 Stationair	I	Air Taxi/Charter
Iliamna Air Taxi	Pilatus PC-12	II	Air Taxi/Charter
Island Air Service	Cherokee 6	I	Air Taxi/Charter
Alaska Central Express	Beech 1900	II	Air Taxi/Charter
Era Aviation	Beech 1900	II	Air Taxi/Charter
Frontier Flying Service	Beech 1900	II	Air Taxi/Charter
Warbelow	Cessna 172	I	Air Taxi/Charter
Wright Air Service	Cessna 208 Caravan	II	Air Taxi/Charter

US DOT T-100 data were acquired and reviewed (see attachment). No flights for Seward were listed in the 2013 data, potentially due to the runway flooding and subsequent weight restrictions- of 12,500 lbs placed on the main runway.

The Kenai Peninsula Aviation Superintendent provided a list of large aircraft, either meeting or exceeding the weight restrictions, that requested permission to land at Seward in 2013.

- Lear 35 (ADG C-I): 11 requests
- King Air B200 (ADG B-II): 16 requests
- Gulfstream 5 (ADG C-III): 4 requests
- DC-6 (ADG B-III): As needed

The King Air B200 maximum landing and takeoff weight is 12,500 lbs., so this aircraft was unaffected by the weight restrictions.

In addition to the above fleet mix, the U.S. Coast Guard uses SWD for search and rescue activities and also for pilot training for short field landings with the C-130 (an ADG IV aircraft). Helicopters used include the H-60 and H-65.

Step 4 – Select Forecast Methods

While there are several acceptable techniques and procedures for forecasting aviation activity at a specific airport, most forecasts utilize basic statistical techniques such as linear regression, exponential smoothing, or share analysis. To determine which method is most appropriate, it is important to look at factors affecting aviation demand. The following discussion is an overview of the factors affecting aviation demand at Seward and the forecast method applied.

Economic Activity

An analysis of socioeconomic activity is usually helpful in developing a forecast of aviation demand. Projected increases in population or economic activity can lead to increased use of an airport.

The following section highlights major factors anticipated to contribute to socioeconomic growth in Seward. These include:

- Population forecasts
- Possible relocation of Coastal Villages Region Fund (CVRF) Community Development Quota (CDQ) Fleet to Seward
- Use of Seward as the homeport for *R/V Sikuliaq*, a marine research vessel
- Vigor Alaska's purchase and planned expansion of Seward Drydock
- Tourism

Population

The population of Seward has grown steadily over the past 14 years to a current population of 2,754 (see Figure 1). The compound annual growth rate over this time period is 1.23%, which is higher than the Alaska Department of Labor and Workforce Development's projected growth rate of 0.5% for the Kenai Peninsula Borough as a whole (Alaska Department of Labor and Workforce Development, 2014).

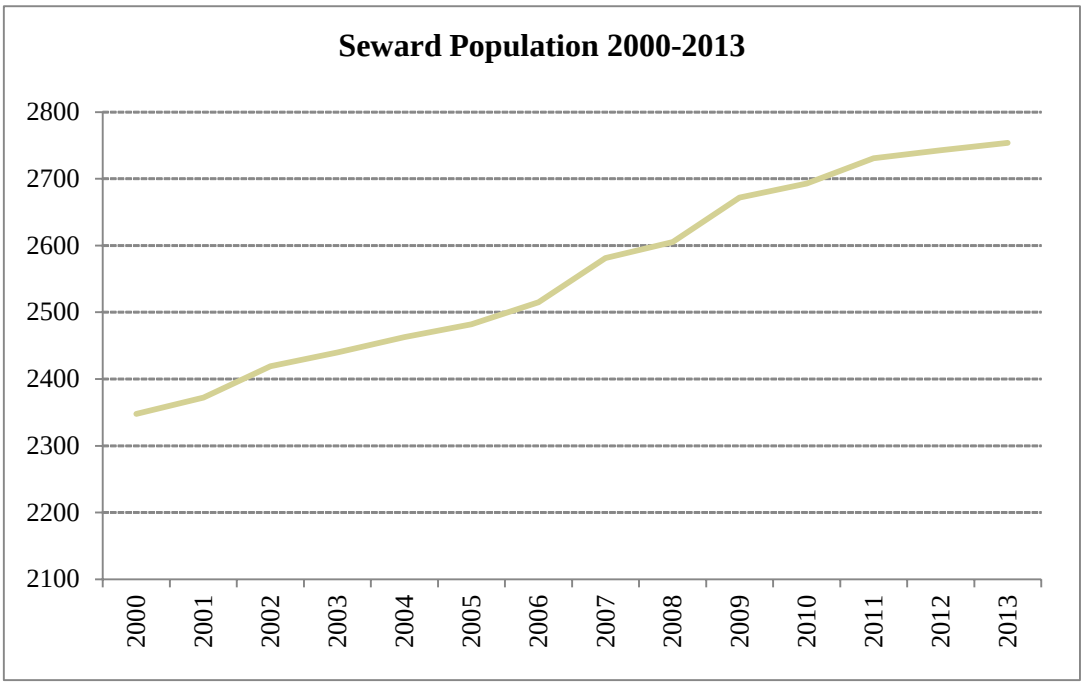

Figure 1 - Historic Seward Population, 2000-2013

Coastal Villages Region Fund CDQ Fleet

The CVRF represents 20 western Alaska communities in the CDQ fishery. The CDQ's purpose is to:

- Provide eligible western Alaska villages with the opportunity to participate and invest in fisheries in the Bering Sea and Aleutian Islands Management Area
- Support economic development in western Alaska
- Alleviate poverty and provide economic and social benefits for residents of western Alaska
- Achieve sustainable and diversified local economies in western Alaska

The City of Seward has been actively trying to homeport the CDQ fleet in Seward rather than Seattle. The CVRF has partnered with Seward to develop the Seward Marine Industrial Center (SMIC) support facilities. The SMIC will increase the available moorage, warehousing space, and upland areas to accommodate the CDQ fleet.

If the CVRF decides to homeport in Seward, the airport could see increased activity during spring deployment of the CDQ fleet when crews return to Seward. Based on the number of ships in the CDQ fleet, the number of potential crew members, and an assumed percentage that might fly into/out of Seward, this could result in approximately 500 enplanements twice a year.

R/V Sikuliaq

The City of Seward reported that the SMIC is the homeport for the 260-foot *R/V Sikuliaq*. This Alaska Region Research Vessel, commissioned in March 2014, is one of the most advanced university research vessels in the world. The *Sikuliaq* is owned by the National Science Foundation (NSF) and operated by the University of Alaska Fairbanks (UAF) as a part of the University-National Oceanographic Laboratory System's academic research fleet. The *Sikuliaq* is the first vessel in the U.S. academic research fleet capable of breaking ice up to 2.5 feet thick, making it uniquely equipped for polar and sub-polar research.

According to the City of Seward, an increase in aircraft operations between Anchorage and Seward could occur to equip, supply, and man this vessel for its voyages.

Vigor Alaska

In early 2014, Vigor Alaska announced the purchase of Seward Ship's Drydock. According to the press release, "the purchase will bring the strength of Vigor's physical, financial and human capital to bear on the yard, which will empower the yard to land more projects and larger-scale projects, translating to more work and sustainable employment for Alaska residents. In addition, Vigor will leverage its existing strong public/private partnerships in Alaska to maximize opportunities for the Seward yard."

Vigor Alaska has provided a letter of support for airport rehabilitation and improvements, stating that "Shipyards rely on timely and affordable transportation and logistics to be competitive in today's economics." Further, the letter says that Vigor's operations depend on specialized production personnel who travel between their six other shipyards, as well as an array of support contractors, vendor technicians, and inspectors. Time is money. Vigor indicates the five-hour round-trip drive from Anchorage is problematic and poses dangerous winter driving conditions as well as closures due to avalanche. (See attachment for copy of the letter of support, dated January 2015).

It is conceivable that this industry buildup would increase demand for more frequent chartered air service or even scheduled service between Seward and Anchorage. The aircraft type that may be charted would depend upon whether the charter was to be cargo or passengers and the number of passengers.

Tourism

Tourism is a major component of Seward's economy. Cruise ships, the railroad, and personal vehicles all bring tourists to the community. Attractions include Kenai Fjords National Park, the Alaska Sealife Center, the Mount Marathon Race, and Exit Glacier. Tourist activities include flightseeing, sportfishing, hiking, wildlife cruises, and sled dog demonstrations.

Seven main cruise lines will serve Seward in 2015: Holland America, Norwegian, Silver Sea, Celebrity, Regent, Crystal, and Royal Caribbean. Cruise ships in port can nearly double the population of the community. Many cruisers embark or disembark in Seward with connections to/from Anchorage, Denali, and Fairbanks via buses or the Alaska Railroad. The number of scheduled dockings is up from 53 in 2014 to 63 in 2015, with an increase in passenger capacity from 67,912 to 91,230. The 34% increase in passengers appears to come not only from the 10 additional dockings, but also through a shift towards larger ships.

Flightseeing activities generally consist of small fixed-wing aircraft tours of the surrounding mountains, glaciers, and ocean. Typical aircraft are Cessna 172 or similar. The increase in passengers could cause an increase in the number of tourism-related flights.

Alaska Railroad (ARRC) Facility Improvements

The ARRC is planning a substantial investment and improvements in the port and rail facilities adjacent to the airport. During a project coordination meeting and again at the November Seward Working Group (SWG) meeting, ARRC staff indicated that if the airport had regularly scheduled flights, ARRC would prefer to have its crews and management teams who occasionally commute to/from Seward fly versus traveling by rail or highway. Travel time and safety were the primary reasons cited. The specific number of enplanements this would add is undetermined, but could be substantial if reliable services could be provided.

Gas Line Construction

Seward experienced significant activity during the construction of the Trans-Alaska Pipeline in the 1970s. Most of the pipe was shipped through the port of Seward. During a project co-ordination meeting, ARRC staff predicted that if a new gas pipeline were constructed through Alaska, activity through the combined port/rail terminal would increase. This would also likely increase activity at the Seward Airport. This construction impact would be transitory, however. Short-term effects such as this normally do not drive long-term investment in airport facilities, especially if other (albeit less efficient) modes of transportation can meet the demand.

Other Oil & Gas Related Activity

Seward's ice-free deep sea port and shipyard capabilities combined with gas and oil exploration and potential development in the Outer Continental Shelf make Seward a desirable port for use by oil companies such as Shell to maintain and store marine vessels. Like Vigor Alaska and the ARRC, Shell Oil has indicated air travel demand could increase with its presence. "An upgrade to the existing airport would permit Shell to factor charter air transportation of material and personnel more aggressively than in the past to support our current operations while introducing a strong planning factor for future operations." (See attached letter of support.)

Medevac Operations

The term "medevac" is an abbreviation for "medical evacuation." This and other terms referring to a type of medical emergency response (e.g., "helicopter emergency medical service" and "air ambulance") are used interchangeably in the United States. The value of air access to remote locations or in the event of an emergency is not generally recognized until it occurs, and it is difficult to place an economic value on such capabilities. Often, the primary means of reaching a community immediately after a major act of nature such as a flood, earthquake, wildfire, or landslide is via air transport.

Both fixed wing aircraft and rotary wing aircraft (helicopters) are used in medical emergency response situations. Patients are flown by fixed wing aircraft for many different reasons. These can range from the stable patient involved in an accident or with a long-term medical condition wishing to relocate closer to family for rehabilitative care to the critical heart failure patient requiring intensive-care transfer to receive a transplant. The fixed wing environment differs from the rotary wing environment primarily in that fixed wing aircraft travel farther, faster, and higher. The fixed wing aircraft is primarily a long-distance facility-to-facility transport and includes a range of multi-engine turboprop and small jet aircraft specially equipped and staffed to respond to patient needs while en route. Rotary wing service is typically engaged for moving a patient from an accident or incident scene to a trauma center and for air transport of stable patients; the helicopters are also suitably staffed and equipped for these missions.

Not all medevac transport is associated with an emergency situation. Many medevacs involve medically appropriate, hospital-to-hospital transport on a scheduled basis. Therefore, medevac service providers are actively engaged in both emergency response and critical care transport.

Air transportation of patients between Seward and Anchorage is fairly common. Although Seward is connected to Anchorage via the highway system, the local volunteer ambulance service does not have enough staff to transport patients to Anchorage. Therefore, fixed-wing aircraft and helicopters are used for medevac transport.

Three medevac operators currently provide service to Seward: LifeFlight, LifeMed, and Guardian. LifeMed and Guardian are the most common medevac operators at SWD, with approximately 300 annual operations combined.

Table 8 - Medevac Operations at SWD

Medevac Operator	Aircraft	Estimated Annual Operations
LifeMed	King Air B200[1]	60
LifeMed	A-Star Helicopter	140
Guardian	King Air B200	100
LifeFlight	King Air B200	40

LifeMed and Guardian also utilize Lear Jets for medevacs. Those aircraft require 5,000 feet of runway length and are therefore not used at SWD. Discussions with medevac operators, however, did indicate that Lear Jets based in Anchorage would be utilized for approximately half of the medevacs if the runway were longer and the instrument approach were better.

Commuter Travel

Seward has not had scheduled air service since 2002. Recent contact with Alaska Airlines and RAVN Alaska, the two air operators most likely to offer commuter service, indicate they have no plans (within the foreseeable future) to offer scheduled service. When asked what would trigger the addition of SWD to their schedule, RAVN replied demand and a better approach to ensure they could offer reliable service.

RAVN does provide charter service to SWD, generally in support of the cruise ship industry. Also, RAVN provides scheduled service to Homer and Kenai Airports. A brief analysis was conducted to compare and contrast Seward with Homer and Kenai to evaluate potential for future air service to SWD.

Table 9 – Comparison with Homer and Kenai

Community	Airport	Population	Distance/Drive Time	Commercial Flights
Seward (+ Moose Pass)	SWD	5,775	127 miles/2.5 hours	0
Kenai (+ surrounding contributing communities)	ENA	33,489	157 miles/3.25 hours	10 daily
Homer (+ surrounding area)	HOM	8,408	224 miles/4.5 hours	5 daily

Homer and Kenai have better instrument approach capabilities than Seward. Homer has six published approaches with as low as one mile visibility and minimum descent altitude of 437 feet (389’ height above touchdown). Kenai has six published approaches with as low as one half mile visibility and minimum descent altitude of 298 feet (200-foot height above touchdown). Seward has a single circling approach for aircraft approach categories A and B only, with as low as 1-1/4 mile visibility and minimum descent altitude of 2,660 feet (2,638-foot height above touchdown).

The anticipated economic growth in Seward improves the probability of an air carrier increasing service to Seward. Improved approach procedures with lower minimums would also increase the likelihood of scheduled air service. Conversations with FAA Flight Standards indicate an improved public approach would be difficult if not impossible to design in Seward. However an improved special approach designed for an individual carrier or for specially qualified aircrew and equipment may be possible. Such special procedures are expensive to have designed, so an air carrier or other sponsor would only be likely to pursue a special procedure if they felt reasonably assured that the cost would be outweighed by profit or benefit.

[1] The King Air B200 is a fixed-wing aircraft.

Initially, carriers would most likely serve Seward with charter aircraft, but if reliable air transportation is available, demand may increase over the next 20 years to make scheduled service with the larger commuter aircraft currently flying into Kenai and Homer a feasible option, at least seasonally. Kenai is presently served on a regular basis by the Beech 1900 (B-II) and Dash 8 (C-III) aircraft, and Homer is served by the Beech 1900.

Emergency Preparedness

A larger runway supports emergency preparedness. Although Seward is connected to other communities by rail, road, and the marine highway, the airport provides essential access during emergency or disaster situations when other access (single rail line and single highway) may be vulnerable. Reportedly, during the 1964 earthquake, the airport was minimally damaged but remained the only connection with the rest of Alaska for an extended period of time because the railroad, the Seward Highway, and the port facilities were completely destroyed (Seward Airport Master Plan, Phase II, Hydrology Report, by Skip Barber, July 25, 2006).

The U.S. Coast Guard (USCG) has landed C-130s at Seward in the past and would continue to use this aircraft at Seward if the pavement strength allowed it to land. The C-130 is an ADG IV aircraft used for support of search and rescue and for medical evacuation of mass casualties. The C-130 is not forecast to meet the threshold of regular use (500 annual operations), but it is extremely useful during emergencies such as avalanches, earthquakes, or flooding that disrupt road access to Seward. The USCG indicated that with a runway length of 4,500 feet they can normally operate at about 120,000 lbs., allowing enough fuel and gear to respond to most situations. The H-60 helicopters could also be used for mass casualty response, but the C-130 can respond more quickly; additionally, if the H-60 needed fuel, the C-130 could provide it. (See attached e-mail, 8/14/2014, LT Robert Hornick, C-130 Assistant Operations Officer.)

Forecast Method

The most demanding aircraft (largest wingspan and longest required runway length) currently using the airport regularly is the **King Air B200**, which is used for medical evacuations. While the annual operations of the medevac aircraft alone do not meet the FAA threshold of 500, the B200 is a part of the family of B-II aircraft serving Seward. Other ADG II aircraft operating in Seward are the air taxi and charter aircraft listed in the fleet mix (Table 7). Air taxi, charter, and medevac operations can be expected to increase as the population increases. The population of Seward has historically grown at 1.23%. The population of the entire Kenai Peninsula Borough is forecast to grow at 0.5% annually. Seward has the potential to grow even faster if the economic factors discussed begin to materialize (Vigor Alaska, tourism, SWD Marine Center, CDQ fleet, ARRC, and offshoots of gas and oil activities). Following consultation with the Seward Working Group, it was decided that a 1.23% growth rate would be used, but that a higher growth scenario using 2% could be conceivable. Table 10 presents forecasts with both growth rates.

Step 5 – Apply Forecast Methods and Evaluate Results

With a either a 1.23% or 2.0% annual growth rate, SWD will see modest growth in aircraft operations (Table 10), with general aviation continuing to be the dominant type of operation.

Table 10 - Forecast Operations at SWD at 1.23% growth/*2.0% growth*

Operations	Base Year 2013	+5 Years	+10 Years	+15 Years
Local GA	2,000	2,127 / *2,208*	2,260 / *2,438*	2,402 / *2,693*
Itinerant GA	4,000	4,252 / *4,417*	4,520 / *4,877*	4,805 / *5,387*
Medevac	200	213 / *220*	228 / *2,43*	243 / *268*
Air Taxi/Charter	4,500	4,783 / *4,969*	5,085 / *5,485*	5,406 / *6,056*

Step 6 – Compare Forecast with TAF

The base year data used in this forecast are consistent with the TAF. The TAF shows no change in aircraft operations at SWD throughout the planning period, however, which will likely not be the case. Table 11 summarizes the differences between the 1.23% growth forecast and the TAF.

Table 11 - Forecast - TAF Comparison

	2018			2023			2028		
	Forecast	**TAF**	***Difference***	**Forecast**	**TAF**	***Difference***	**Forecast**	**TAF**	***Difference***
Local GA	2,127	2,000	***127***	2,260	2,000	***260***	2,402	2,000	***402***
Itinerant GA	4,252	4,000	***252***	4,520	4,000	***520***	4,805	4,000	***805***
Air Taxi/ Charter	4,783	4,500	***283***	5,085	4,500	***585***	5,406	4,500	***906***

Facility Requirements

The facility requirements depend on the critical design aircraft or group of aircraft. With the increasing economic activity and population in Seward, the fleet mix providing the air taxi and charter operations will likely include a greater percentage of the larger B-II aircraft. There is a good probability that over 500 operations of the B-II family of aircraft will result from these changes. Thus, the Seward Airport facilities should meet the B-II facility standards. This standard is consistent with the 2008 Airport Master Plan and approved Airport Layout Plan. A minimum runway length of 3,300 feet is needed to serve the existing based aircraft and medevac operations. A longer, 4,000-foot runway should be considered long term to accommodate the potential demand for commuter aircraft such as the Beech 1900 and/or the Dash 8.

Wind Coverage

Wind conditions affect aircraft in varying degrees. Generally, the smaller the aircraft, the more it is affected by wind, particularly crosswinds, which are often a contributing factor in small aircraft accidents. The FAA provides the following guidance on maximum crosswind components for small to medium-sized aircraft.

Table 12 – Allowable Crosswind Components by Aircraft Design Group

Aircraft Design Group	Allowable Crosswind Component
ADG I Cessna 170, 185, 206	10.5 knots
ADG II Beech 200, 1900; Cessna 208, Grand Caravan	13 knots
ADG-III DC-6, Dash 8, 737	16 knots

Wind coverage is the percentage of time crosswind components are below an unacceptable velocity. A runway oriented to provide the greatest wind coverage with the minimum crosswind components is preferred. The desirable wind coverage for an airport is 95%. A second (crosswind) runway is recommended when the primary runway orientation provides less than 95% wind coverage.

Based on the current wind data available for Seward, a single runway oriented between 156 and 204 degrees north azimuth provides 95% or greater wind coverage (for ADG I aircraft, which have the least tolerance for crosswinds).

- Runway 16-34 is oriented at 183 degrees, providing 98.6% wind coverage for ADG I aircraft.
- Runway 13-31 is oriented at 146 degrees, providing 91.1% coverage for ADG I aircraft and 96.0% coverage for ADG II aircraft.

Aircraft Use at Seward

The based aircraft at Seward are similar in design characteristics and could be served by an airport designed to the standards for ADG I, Approach Category A, with a runway length of 3,300 feet or less for small (under 12,500 lb.) aircraft. In addition, the Alaska Aviation Preconstruction Manual identifies a minimum runway length of 3,300 feet for community class airports such as SWD. This is the minimum runway length under consideration.

Seward has experienced a large number of medivac aircraft operations over the years. The King Air B-200 (used by three of the air ambulance companies) serves the community. If the King Air B-200 is used as the critical design aircraft, the airport design standards increase to ADG II. US DOT T-100 statistics indicated other ADG II aircraft using Seward Airport in the past 5 years include the Beech 1900, Cessna 208 Caravan, and Pilatus PC-12. Although a 3,300 feet runway would serve the existing based aircraft and medevac operations, the facility should have a long-term plan to accommodate a runway length up to 4,000 feet to support commuter aircraft such as the Beech 1900 and/or the Dash 8.

Pilots and local officials expressed the need for a runway that can accommodate small charter jets for tourism, emergency preparedness and search and rescue aircraft such as the Coast Guard C-130, and potential scheduled air service.

The C-130 and small charter jets are not forecast to meet the threshold of regular use, but they have been used at Seward in the past and pilots continue to request to land them. FAA does not fund public airports to support military or other federal agency operations or aircraft. The Coast Guard needs to provide funding if this activity drives airport improvements.

Anecdotal information indicates that up to 20 small charter jets per year have landed at Seward in the past. A 4,000-foot runway could support this occasional demand, if the aircraft is not fully loaded. (see attachments for runway length information provided by NetJet) Beyond the current project planning horizon further lengthening and widening of the facility could be considered.

Airfield Requirements

Runways Given the number of operations and amount of growth anticipated in Seward, a greater growth factor in the forecast of operations (2% vs 1.23%) would not show an increase great enough to warrant substantial changes in the facility requirements (such as a second runway or parallel taxiway). A single runway can handle between 62,000 and 131,000 operations annually based on VFR conditions and calculations with a taxiway located at the runway midpoint and airport open for operation 8 to 12 hours per day, 5 to 7 days per week. This is significantly more operations than projected. Parallel taxiway systems to help improve runway capacity and minimize user delays are typically not warranted until annual operations approach 20,000.

Facility requirements are listed in the table below for three potential groups and compared with the larger of the two existing runways. Data collected and analyzed in this document supports the "Current Demand & Medevac" scenario. Currently, there is an insufficient number of operations by large aircraft to support the "Growth Scenario & Emergency Preparedness" column in the chart below. That scenario is included for future planning purposes.

Table 13 – Runway Dimensional Standards for Various Scenarios

Feature	Current Based Aircraft Group	Current Demand & Medevac (King Air B200) Recommended for Near-Term Development	Growth Scenario & Emergency Preparedness (Beech 1900) Consider for Long-Term Development	Existing RW 13-31
Approach Category	A	**B**	B	B
ADG	I	**II**	II	II
Runway Length	3,300' (Note 1)	**3,300' (Note 1)**	4,000'/4,700' (Note 2)	4,533'
Runway Width	60'	**75'**	75' (Note 3)	100'
Visibility Minimums	1 mile	**1 mile**	1 mile	1 mile
Crosswind Component	10.5 knots	**13 knots**	16 knots	13 knots
Runway Safety Area	120' x 3,780'	**150' x 3,900'**	150' x 5,300'	150' x 4,749'
Object Free Area	400' x 3,780'	**500' x 3,900'**	500' x 5,300'	500' x 4,749'
RPZ	1,000' x 500' x 700'	**1,000' x 500' x 700'**	1,700' x 500' x 1,010'	1,000' x 500' x 700'
Part 77 Primary Surface	500' x 3,700'	**500' x 3,700'**	500' x 5,100'	500' x 4,649'
Part 77 Approach Slope	20:1 (Visual)	**20:1 (Visual) (Note 4)**	20:1 (Visual) (Note 4)	20:1 (Visual)

1. Minimum runway length for community airports per Alaska Aviation Preconstruction Manual exceeds FAA AC 150/5325-4B (2,750 feet for 95% of fleet or 3,250 feet for 100% of fleet) and King Air B200 published takeoff and landing distances.

2. The 4,700-foot runway length is based on FAA AC 150/5325-4B for aircraft over 12,500 lbs. but less than 60,000 lbs. (75% of fleet at 60% useful load). The FAA is circulating a Draft AC 150/5325-4C, which recommends using manufacturer's airport planning manuals for all large airplanes (over 12,500 lbs.). The Beech 1900D specification and performance sheet lists a takeoff length of 3,737 feet. Discussions with the primary air carrier in Alaska using this aircraft indicated a need for a 4,000-foot runway to accommodate it. A 4,000-foot runway option is being considered, which would accommodate the Beech 1900 and other large aircraft such as the Dash 8 and Sherpa.

3. Runway width may be increased to 100 feet to provide for larger emergency response aircraft such as the C-130.

4. By definition, a non-precision instrument (NPI) approach runway means a straight-in approach is planned or has been approved (Part 77.2). SWD's approach is currently a circling approach (RNAV [GPS]-A). Review of the FAA flight standards and local topography indicates a straight-in approach is not viable at Seward due to the mountainous terrain on all sides.

Taxiways / Taxilanes

Taxiways should be upgraded to meet the current standards. Major changes to taxiway standards have been made in the revisions to AC 150/5300-13 and AC 150/5300-13A since the design of the current airport. It will be critical to establish the design aircraft to be used for taxiway geometry, as taxiway design requirements are no longer established solely by the airplane design group, but also depend on the wheelbase and distance between the cockpit and main landing gear of the design aircraft.

Current guidance also indicates the taxiway intersections with runways should avoid the middle one third of the runway length, which ¶401.b(5)(d) defines as a "high energy" intersection. "By limiting runway crossings to the outer thirds of the runway, the portion of the runway where a pilot can least maneuver to avoid a collision is kept clear." Taxiways A and D currently conflict with this guidance.

Further, taxiways providing direct access from the aircraft parking areas to a runway should be avoided (¶401.b(5)(g) and ¶503.). Taxiways C, D, E, and F currently conflict with this guidance. Future layouts should consider correcting this deficiency.

The key minimum dimensional standards for taxiways that need to be considered in developing the layout of facility improvements are listed in the table below.

Table 14 – Taxiway and Taxilane Design Dimensions Based on Aircraft Design Group (per AC 150/5300-13A; Table 4-1)

Feature	Near Term & Ultimate – B-II (King Air B200 & Beech 1900)	Existing
Runway to Taxilane Separation	240'	184' (Note 1)
Taxiway Safety Area	79'	79'
Taxiway OFA	131'	131'
Taxilane OFA	115'	131'
Taxilane Centerline to Fixed or Movable Object	57.5'	
Taxilane Wing Tip Clearance	18'	

1. Separation distance shown on 2008 ALP between Runway 16/34 centerline and GA apron taxilane (A-I small requires 150 feet).

To meet the dimensional standards above and preserve the existing Building Restriction Line (BRL) and GA apron size, a runway parallel to the apron (Runway 16-35) would need to have a runway-to-BRL separation of 394.5 feet; the existing Runway 16-35 is separated from the BRL by only 300 feet. Additional separation may be needed to correct the layout deficiency of taxiways that provide direct access from the runway to aircraft parking areas.

Navigational Aids and Airfield Lighting

One set of VASI lights is installed on Runway 31. The previous master plan indicated the VASI should be replaced with PAPIs on both ends of all runways. This is not feasible at Seward because of the terrain on the north end of the airport. Only the south end can achieve the PAPI Obstacle Clearance Surface, which extends 4 miles out from the end of the runway.

The airfield lighting system is old and should be upgraded and expanded to include taxiways and all runways. The Electrical Equipment Building (EEB) should also be replaced or upgraded in association with the runway/taxiway lighting upgrades.

During any paving project, the runway and taxiway markings should be replaced with markings that meet current guidance. Seward Airport runways will continue to be marked as visual runways. SWD currently has a published GPS approach for Category A and B aircraft, but it is rarely used because of the high minimum descent altitude (2,660 feet). This published approach is not a straight-in approach, so the runway is not considered an NPI runway. There are no instrument approaches for Category C and D aircraft.

Lower minimums would make the airport more reliable and would weigh into the consideration for a commuter air taxi service to start scheduled service into Seward. Discussions with the FAA about lowering the minimums, however, did not result in optimism that this would occur. The surrounding terrain is an onerous constraint to improving the approaches in/out of Seward. (See phone log, conversation dated 2/6/2015 with Kyle Christianson of FAA.)

Other Facility Requirements

A new sand storage building is needed. The existing building is in poor condition. However the SSB is not presently part of the project.

The airport access road, Seward Highway, and the Alaska Railroad are all within the RPZ of Runway 13-31, and a small portion of the RPZ of Runway 16-34 overlaps the access road. Although prior to FAA's *Interim Guidance on Land Uses within a Runway Protection Zone* (9/27/2012) these transportation uses were acceptable, they are not encouraged. Additionally, due to their proximity to the end of Runway 13/31, these transportation features create an obstruction to that approach. Correction of these non-standard conditions should be considered to the extent practicable.

Attachments

- Aviation activity data (USDOT T-100, FAA TAF)
- Letter of support from Vigor Alaska
- U.S. Coast Guard correspondence
- Letter of support from Shell Oil
- NetJet correspondence and aircraft performance charts
- Phone log

FAA Terminal Area Forecast: National Forecast 2007 (1) — Enplanements

LOCID: SWD — SEWARD

Year	F	Air Carrier	Air Taxi	Commuter	US Flag	Foreign Flag	Total International Enpl.	Total Enplanements
1976		0	30	0	0	0	0	0
1977		0	0	0	0	0	0	0
1978		0	0	0	0	0	0	0
1979		0	0	1,172	0	0	0	1,172
1980		0	4,474	26	0	0	0	26
1981		11	4,500	111	0	0	0	122
1982		11	25	293	0	0	0	304
1983		0	13	423	0	0	0	423
1984		0	203	489	0	0	0	489
1985		0	5	514	0	0	0	514
1986		0	10	1,117	0	0	0	1,117
1987		0	4	924	0	0	0	924
1988		0	279	1,091	0	0	0	1,091
1989		0	600	1,877	0	0	0	1,877
1990		0	65	2,218	0	0	0	2,218
1991		0	0	598	0	0	0	598
1992		0	0	1,073	0	0	0	1,073
1993		0	0	127	0	0	0	127
1994		0	0	1,073	0	0	0	1,073
1995		0	0	587	0	0	0	587
1996		0	0	846	0	0	0	846
1997		0	0	1,373	0	0	0	1,373
1998		173	0	1,158	0	0	0	1,331
1999		0	0	583	0	0	0	583
2000		0	0	512	0	0	0	512
2001		0	0	338	0	0	0	338
2002		0	0	15	0	0	0	15
2003		0	0	0	0	0	0	0
2004		0	0	20	0	0	0	20
2005		0	0	1	0	0	0	1
2006		0	0	6	0	0	0	6
2007	*	0	0	6	0	0	0	6
2008	*	0	0	6	0	0	0	6
2009	*	0	0	6	0	0	0	6
2010	*	0	0	6	0	0	0	6
2011	*	0	0	6	0	0	0	6
2012	*	0	0	6	0	0	0	6
2013	*	0	0	6	0	0	0	6
2014	*	0	0	6	0	0	0	6

2015	*	0	0	6	0	0	0	6
2016	*	0	0	6	0	0	0	6
2017	*	0	0	6	0	0	0	6
2018	*	0	0	6	0	0	0	6
2019	*	0	0	6	0	0	0	6
2020	*	0	0	6	0	0	0	6
2021	*	0	0	6	0	0	0	6
2022	*	0	0	6	0	0	0	6
2023	*	0	0	6	0	0	0	6
2024	*	0	0	6	0	0	0	6
2025	*	0	0	6	0	0	0	6

Report created 5/13/2015 19:23

DEPARTURES_PERFORMED	PASSENGERS	FREIGHT	DISTANCE	UNIQUE_CARRIER_NAME	ORIGIN_CITY_NAME	DEST_CITY_NAME	YEAR	MONTH	AIRCRAFT_NAME
1	2	0	274	Grant Aviation	Seward, AK	King Salmon, AK	2012	6	Beech 200 Super Kingair
1	0	0	75	Grant Aviation	Seward, AK	Anchorage, AK	2012	6	Beech 200 Super Kingair
1	0	0	79	Homer Air	Seward, AK	Homer, AK	2012	8	Cessna C206/207/209/210 Stationair
1	1	0	93	Homer Air	Seward, AK	Seldovia, AK	2012	8	Cessna C206/207/209/210 Stationair
1	0	0	79	Smokey Bay Air Inc.	Seward, AK	Homer, AK	2012	10	Cessna C206/207/209/210 Stationair
1	2	0	274	Grant Aviation	King Salmon, AK	Seward, AK	2012	6	Beech 200 Super Kingair
1	1	0	75	Grant Aviation	Anchorage, AK	Seward, AK	2012	6	Beech 200 Super Kingair
1	0	0	79	Homer Air	Homer, AK	Seward, AK	2012	8	Cessna C206/207/209/210 Stationair
1	1	0	93	Homer Air	Seldovia, AK	Seward, AK	2012	8	Cessna C206/207/209/210 Stationair
1	1	0	79	Smokey Bay Air Inc.	Homer, AK	Seward, AK	2012	10	Cessna C206/207/209/210 Stationair
1	1	0	75	Iliamna Air Taxi	Seward, AK	Anchorage, AK	2011	6	Pilatus PC-12
2	8	0	79	Homer Air	Seward, AK	Homer, AK	2011	8	Cessna C206/207/209/210 Stationair
1	0	0	198	Island Air Service	Seward, AK	Kodiak, AK	2011	9	Piper PA-32 (Cherokee 6)
1	8	0	192	Iliamna Air Taxi	Iliamna, AK	Seward, AK	2011	6	Pilatus PC-12
1	5	0	200	Homer Air	Hallo Bay, AK	Seward, AK	2011	8	Cessna C206/207/209/210 Stationair
1	0	0	79	Homer Air	Homer, AK	Seward, AK	2011	8	Cessna C206/207/209/210 Stationair
1	2	0	198	Island Air Service	Kodiak, AK	Seward, AK	2011	9	Piper PA-32 (Cherokee 6)
1	0	0	100	Homer Air	Seward, AK	Port Graham, AK	2010	6	Cessna C206/207/209/210 Stationair
1	0	0	79	Homer Air	Seward, AK	Homer, AK	2010	8	Cessna C206/207/209/210 Stationair
1	6	0	75	Grant Aviation	Anchorage, AK	Seward, AK	2010	7	Beech 200 Super Kingair
1	2	0	79	Homer Air	Homer, AK	Seward, AK	2010	6	Cessna C206/207/209/210 Stationair
1	1	0	79	Homer Air	Homer, AK	Seward, AK	2010	8	Cessna C206/207/209/210 Stationair
2	1	0	79	Homer Air	Seward, AK	Homer, AK	2009	8	Cessna C206/207/209/210 Stationair
2	5	500	79	Homer Air	Homer, AK	Seward, AK	2009	8	Cessna C206/207/209/210 Stationair
1	0	0	75	Alaska Central Express	Seward, AK	Anchorage, AK	2008	9	Beech 1900 A/B/C/D
1	0	0	75	Era Aviation	Seward, AK	Anchorage, AK	2008	4	Beech 1900 A/B/C/D
1	0	0	75	Alaska Central Express	Seward, AK	Anchorage, AK	2008	6	Beech 1900 A/B/C/D
1	0	0	328	Warbelow	Seward, AK	Fairbanks, AK	2008	8	Cessna 172 Skyhawk
2	22	0	328	Frontier Flying Service	Seward, AK	Fairbanks, AK	2008	8	Beech 1900 A/B/C/D
1	0	0	75	Alaska Central Express	Anchorage, AK	Seward, AK	2008	6	Beech 1900 A/B/C/D
1	0	0	75	Alaska Central Express	Anchorage, AK	Seward, AK	2008	9	Beech 1900 A/B/C/D
1	3	0	79	Era Aviation	Homer, AK	Seward, AK	2008	4	Beech 1900 A/B/C/D
1	2	0	153	Warbelow	Talkeetna, AK	Seward, AK	2008	8	Cessna 172 Skyhawk
2	23	0	328	Frontier Flying Service	Fairbanks, AK	Seward, AK	2008	8	Beech 1900 A/B/C/D
1	0	0	198	Island Air Service	Seward, AK	Kodiak, AK	2007	8	Cessna C206/207/209/210 Stationair
1	9	0	328	Wright Air Service	Seward, AK	Fairbanks, AK	2007	7	Cessna 208 Caravan
1	17	0	328	Frontier Flying Service	Seward, AK	Fairbanks, AK	2007	7	Beech 1900 A/B/C/D
1	9	0	328	Wright Air Service	Fairbanks, AK	Seward, AK	2007	7	Cessna 208 Caravan
1	17	0	328	Frontier Flying Service	Fairbanks, AK	Seward, AK	2007	7	Beech 1900 A/B/C/D
1	2	0	198	Island Air Service	Kodiak, AK	Seward, AK	2007	8	Cessna C206/207/209/210 Stationair

FAA Terminal Area Forecast: National Forecast 2007 (1) — Airport Operations

LOCID: SWD — SEWARD

Year	F	Itn Air Carrier	Itn Air Taxi	Itn GA	Itn Mil	Local GA	Local Mil	Total Airport Ops
1976		0	2,500	4,000	5	1,000	5	7,510
1977		0	2,500	4,000	5	1,000	5	7,510
1978		0	2,500	4,000	5	1,000	5	7,510
1979		0	4,500	4,240	5	1,060	5	9,810
1980		0	4,500	4,000	5	2,000	5	10,510
1981		6	4,500	4,000	5	2,000	5	10,516
1982		6	4,500	4,000	5	2,000	5	10,516
1983		0	4,500	4,000	5	2,000	5	10,510
1984		0	4,500	4,000	5	2,000	5	10,510
1985		0	4,500	4,000	10	2,000	0	10,510
1986		0	4,500	4,000	10	2,000	0	10,510
1987		0	4,500	4,000	10	2,000	0	10,510
1988		0	4,782	4,103	10	2,052	0	10,947
1989		0	4,500	4,000	10	2,000	0	10,510
1990		0	4,500	4,000	10	2,000	0	10,510
1991		0	4,500	4,000	10	2,000	0	10,510
1992		0	4,500	4,000	10	2,000	0	10,510
1993		0	0	0	0	0	0	0
1994		0	4,500	4,000	10	2,000	0	10,510
1995		0	4,500	4,000	10	2,000	0	10,510
1996		0	4,500	4,000	10	2,000	0	10,510
1997		0	4,500	4,000	10	2,000	0	10,510
1998		0	4,500	4,000	10	2,000	0	10,510
1999		0	4,500	4,000	10	2,000	0	10,510
2000		0	4,500	4,000	10	2,000	0	10,510
2001		0	4,500	4,000	10	2,000	0	10,510
2002		0	4,500	4,000	10	2,000	0	10,510
2003		0	4,500	4,000	10	2,000	0	10,510
2004		0	4,500	4,000	10	2,000	0	10,510
2005		0	4,500	4,000	10	2,000	0	10,510
2006		0	4,500	4,000	10	2,000	0	10,510
2007	*	0	4,500	4,000	10	2,000	0	10,510
2008	*	0	4,500	4,000	10	2,000	0	10,510
2009	*	0	4,500	4,000	10	2,000	0	10,510
2010	*	0	4,500	4,000	10	2,000	0	10,510
2011	*	0	4,500	4,000	10	2,000	0	10,510
2012	*	0	4,500	4,000	10	2,000	0	10,510
2013	*	0	4,500	4,000	10	2,000	0	10,510
2014	*	0	4,500	4,000	10	2,000	0	10,510

2015	*	0	4,500	4,000	10	2,000	0	10,510
2016	*	0	4,500	4,000	10	2,000	0	10,510
2017	*	0	4,500	4,000	10	2,000	0	10,510
2018	*	0	4,500	4,000	10	2,000	0	10,510
2019	*	0	4,500	4,000	10	2,000	0	10,510
2020	*	0	4,500	4,000	10	2,000	0	10,510
2021	*	0	4,500	4,000	10	2,000	0	10,510
2022	*	0	4,500	4,000	10	2,000	0	10,510
2023	*	0	4,500	4,000	10	2,000	0	10,510
2024	*	0	4,500	4,000	10	2,000	0	10,510
2025	*	0	4,500	4,000	10	2,000	0	10,510

Report created 5/13/2015 18:57

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NetJets
Fleet Aircraft Resource

AIRCRAFT TYPE	FUEL DELIVERY	PRIST	RUNWAY SPECS			AIRCRAFT SPECS						OPERATING WEIGHTS					SPEEDS	
			DRY ABSOLUTE MINIMUM	MINIMUM RUNWAY WIDTH	MINIMUM TAXIWAY WIDTH	DESIGN CATEGORY	MAIN GEAR SPACING	AIRCRAFT WING SPAN	AIRCRAFT TAIL HEIGHT	ACN	MAIN TIRE PRESSURE	NJ BASIC OPERATING WEIGHT	MAX ZERO FUEL WEIGHT	MINIMUM RELEASE FUEL (LBS)	MAX LANDING WEIGHT	MAX TAKEOFF WEIGHT	APPROACH CAT/SPD STRAIGHT-IN (VRef)	APPROACH CAT CIRCLING or Vref + 20
EMB-505	S/O	NO	3500'	50'	30'	BII	9'4"	52'3"	16'9"	5/7.5	174	11922	13999	1750	16865	17968	B	C
CE-560 E	S/O	NO	3500'	50'	35'	BII	13'4"	54' 9"	15' 5"	7	156	10865	12600	1643	15200	16630	B 108	C
CE-560 P	S/O	NO	3500'	50'	35'	BII	13'4"	54' 9"	15' 4"	7	158	10954	12600	1539	15200	16830	B 108	C
CE-560 XL	S/O	NO	3800'	50'	30'	BII	14' 11"	55' 9"	17' 3"	9/10	210	13117	15000	1972	18700	20000	B 117	C
CE-560 XLS	S/O	NO	3800'	50'	30'	BII	14' 11"	55' 9"	17' 3"	9/10	210	13117	15200	1935	18700	20200	B 117	C
CE-680	S/O	NO	4000'	70'	35'	BII	10' 1"	63' 2"	20'	10/11	160	18440	20300	2564	27100	30300	B 110	C
CE-750	S/O	NO	4600'	75'	35'	CII	10' 7"	63' 8"	19' 2"	8/13	180	22139	24400	2968	31800	35700	C 131	D
BE-400	O/W	NO	4200	50'	35'	BII	9' 4"	43' 6"	13' 11"	7	125	11253	13000	1855	15700	16300	B 117	C
HS-125/800 XPC	S/O	NO	4500'	75'	35'	CII	9' 2"	51' 5"	17' 5"	4/9	135	17305	18450	2407	23350	28000	C 127	D
HS-125/900 XP	S/O	NO	4500'	75'	35'	CII	9' 2"	54'4"	17' 5"	4/9	135	16647	18450	2407	23350	28000	C 127	D
G-200	S/O	NO	4600'	75'	35'	CII	12' 6"	58' 1"	21' 5"	4/11	203	20296	24000	2977	28000	35450	C 140	D
DA-2000 (33K)	S/O	NO	4500'	75'	35'	CII	14' 6"	63' 5"	22' 9"	5/12	190	23186	28660	3033	33000	36500	C 126/128	D
DA-2000 (34.5K)	S/O	NO	4500'	75'	35'	CII	14' 6"	63' 5"	22' 9"	5/13	190	23186	28660	3050	34500	36500	C 126/129	D
DA-2EASY	S/O	NO	4500'	75'	35'	CII	14' 7"	63' 5"	23' 2"	5/15	229	24269	29700	3362	39300	42200	C 138	D
GIV-SP/450	S/O	NO	4500'	75'	45'	CII	16'	77' 10"	24' 5"	10/26	189	43656	49000	3-5000	66000	74600	C/D 126-144	C/D 140-150
GV/550	S/O	NO	4500'	75'	45'	CIII	17'	93' 6"	25' 10"	17/33	198	48348	54500	3-5000	75300	90500	C 112-124	C/D 122-134
GL5T	S/O	NO	5000'	100'	50'	CIII	13' 4"	94'	25' 6"	15/31	182	51731	58000	4000	78600	92500	C	C
GLEX	S/O	NO	5000'	100'	50'	CIII	13' 4"	94'	25' 6"	14/33	185	53373	58000	4000	78600	99500	C	C

S - Single Point, O/W - Overwing, S/O - Both
GIV-SP - must weigh 51,000 to circle CAT C
ACN = empty wt/max wt; figure toward high end
NetJets pax wts - 221 Smr, 226 Wntr
* *This document not valid for flight planning* *

10/26/2012

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Fleet Aircraft Resource

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			DRY ABSOLUTE MINIMUM	MINIMUM RUNWAY WIDTH	MINIMUM TAXIWAY WIDTH	DESIGN CATEGORY	MAIN GEAR SPACING	AIRCRAFT WING SPAN	AIRCRAFT TAIL HEIGHT	ACN	MAIN TIRE PRESSURE	NJ BASIC OPERATING WEIGHT	MAX ZERO FUEL WEIGHT	MINIMUM RELEASE FUEL (LBS)	MAX LANDING WEIGHT	MAX TAKEOFF WEIGHT	APPROACH CAT/SPD STRAIGHT-IN (VRef)	APPROACH CAT CIRCLING or Vref + 20
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* *This document not valid for flight planning* *

10/26/2012

Date/Time NEW ENTRY	Contact/Phone	Disc.	Comments

			of snowfall.
			Kyle asked if they are trying to reduce the minimums of the north approach or add an approach from the south. Any procedures for Seward are controlled by terrain. Reducing the minimums may be done with special (non-public) procedures. With special procedures, every item must be addressed. The FAA has to determine that the special procedure has an equivalent level of safety. The proponent must show why it is just as safe. This might restrict the approach to only authorized users with training and proof of aircraft performance. This is no sure thing. The review board is in Washington DC, and meets every Thursday to evaluate specials. They are not likely to take risks, and with the mountainous terrain, they are likely to say no.
			Developing a special approach is expensive. If the FAA works on it, they need a reimbursable agreement. Kyle is the only FAA person that works on the approaches in Alaska, his backup is in Seattle. Another option is to find a private consultant to design the approach. They would have to follow the FAA-approved design procedure. Jeppeson is one contractor that designs approaches, Kyle knows of only one other one. It takes a long time to learn the system. They may be able to get a little bit lower (descent altitude), but they need to have good data points. Even if they could get down to 1500 feet, that is a good day in Seward.
			Kyle described the process for getting FAA to design a procedure. The FAA reimbursable agreement will be a minimum of $10,000 for development of an RNAV procedure; it costs a lot to flight check. To use a special procedure, the operators will have to request authorization and prove performance. Dennis felt Lifeflight might do this.
			Kyle said we need to be smart about how the approach is designed (to make it most useful to operators). He will be happy to discuss it further with Dennis, and gave him his card. Dennis said Tom George is interested in the Seward Airport, and has some ideas on the approaches. He will be meeting with Tom.
			Dennis said he is trying to get electricity hooked up and the city wants $50,000 for that. They told his neighbor (Lucky) it was $100,000 to get hooked up.
			Kyle and Dennis discussed the approaches into Valdez and Juneau and compared them to Seward.
			
			Barbara added the following notes from the teleconference:
			• Kyle discussed the idea of increasing the gradient for the existing approach. However a high percentage of operators need to sign an agreement that they can use a steeper gradient. Even with a steeper gradient, good minimums are not possible due to surrounding terrain. Lower minimums are not possible for a public approach using existing criteria.
			
			• A special approach would be expensive and would require the following:
			
			  • Hiring a private contractor to determine feasibility. One is not available in Alaska.
			  • A Reimbursable Agreement with FAA to cover their internal costs as well as a flight check. (About $10K)
			  • Discussion of what items need to be waived for the procedure to work.

Date/Time NEW ENTRY	Contact/Phone	Disc.	Comments
2/6/15 10:00 am By Ken Risse	Kyle Christianson, FAA 271-5187	CE	A meeting with Kyle Christianson and Dennis Perry (Seward working group) was held at the 3rd floor, Federal Building, 222 W 7th Ave, Anchorage, AK. Royce and I attended by teleconference. Attendees: Dennis Perry – Seward Working Group Barbara Beaton – DOT Project Manager Joy Vaughn – DOT Consultant Coordinator Royce Conlon – PDC Project Manager Ken Risse – PDC Civil Designer Kyle Christianson – FAA Flight Procedures Office Dennis spoke about his experience flying in and out of Seward. He operated Bear Lake Air Service for 15 years. He now runs a B&B and takes hunters out to Montague Island. Getting off of the island in the winter depends on weather, tides, and daylight. He estimated the chance of getting off the island any given day in November is about 50%, in December it is about 20%. Dennis noted that Seward is the second most popular tourist destination in Alaska, next to Denali. Seward used to have daily service from FS Air. It was subsidized by the DOT. Floyd Salts would always be able to fly out of Seward, but could not always get in. When he died, his wife did not have a grasp of what worked in Seward and moved the operation to Anchorage. Often they would launch for Seward and then cancel due to weather. Eventually DOT withdrew the subsidy. Dennis described one of his most memorable flights returning to Seward with some hunters. It was a bad situation where the weather closed in quickly and at altitude he was icing up, so he had to drop down and fly low. He ended up relying on his knowledge of where the Alaska Railroad 200' tall coal gantry was relative to the airport and made a landing shortly after passing that landmark. This was before the GPS instruments were as developed as they are now. Dennis now has synthetic vision, but said he is too old to do the (FAR Part) 135 work. Aeromed flys the RNAV approach. Large planes occasionally fly into Seward. Dennis has seen a 737 make an emergency landing. The Chinooks and C-130's use it occasionally. The airport also needs a place for the float planes. When the city built the dock, they took out a float plane ramp. Some planes on floats land near the beach when they cannot get to Bear Lake, and bob up and down with the tides. Overall Dennis felt extending the shorter runway was the best solution for the airport. Dennis said what they are looking for is an approach with a 500 foot decision height. (The current RNAV MDA is 2660'. Kyle said the published approach is based on a 200'/nautical mile climb rate per TERPs. They can publish a higher climb rate, but only if operators can assure the higher rate. The missed approach splays out so quickly, that it runs into terrain. More terrain comes into play with a lower descent point. A private approach could be developed as they have in Southeast Alaska, but it would not be published. Dennis noted that a lower minimum could help during times when the community is cut off due to avalanches. In the late 1990's Seward was cut off for 2 ½ weeks. Trucks with supplies had to be ferried from Whittier. The DC-6 and Otters did not fly until they had VFR weather. Bear Lake has had 572 inches

Date/Time NEW ENTRY	Contact/Phone	Disc.	Comments
			• Review/approval by a group in the lower 48. The group is made of primarily of airline pilots. Kyle had a high level of confidence a private special approach could be approved. • For no cost, a public approach can be requested from the south. • A LP/LPV approach may be possible but only limited operators can use it. • Per Kyle, tweaking the runway alignments will not likely help with the existing approach. The airport is not aligned well with the valley. To align the airport will mean moving it to the middle of the river. • A public approach with a 2,400 ft runway may be supported by flight standards even though they like to have 3,200 ft. Joy added the note below: • Kyle said a public approach, if requested, would take the FAA 18 months to 2 years to establish assuming they don't have problems with "bad data points," which I took to mean data problems with the locations of obstacles.
11/5/2014 10:00 am By Ken Risse	Kyle Christianson, FAA 271-5187	CE	I called Kyle to discuss the approaches at Seward, and the possibility of reducing the minimums. He said the big problem at Seward is that it is surrounded on all fours sides by onerous terrain. The missed approach trapezoid expands so rapidly that no matter how the runway is oriented, it runs into the mountains. The only way to substantially reduce the minimums is with an RNP approach, which requires high cost equipment both on the ground and in the aircraft flying into the airport. Alaska Airlines uses these approached flying into Anchorage and Deadhorse. He did not think it would ever be feasible at Seward. The published approach was developed on best available information. If an aeronautical survey is done for Seward, the minimum altitude may go down a few feet. In summary, no significant improvements to the instrument approaches are expected.
8/27/2014 10:12 AM by Patrick Cotter	Dirk Bowen LifeFlight 907.903.5987	P	Dirk called me back to discuss LifeFlight's use of SWD. He said they use the King Air 200 for medevacs, and need at least 3,000' of runway. During the times the runway was flooded, they were unable to land – the crosswind is too short.
8/13/2014 10:03 AM by Ken Risse	Kodiak Coast Guard Air Station 907-487-5888 Menu Item 4	CE	I called the Kodiak Coast Guard to discuss their needs at Seward. Primarily they fly the H-60 helicopters into Seward and their primary need is fuel They have not flown any C-130s into Seward recently because of the weight restrictions. They will have someone from the C-130 contact me either by phone or email to discuss their facility needs.

Date/Time NEW ENTRY	Contact/Phone	Disc.	Comments
8/12/2014 4:32 PM by Royce Conlon	RAVN Air (formally ERA/Frontier) Jim Hajdukovich	P	I called Ravn Air to discuss current and potential operations into the Seward Airport. Bob Hajdukovich (CEO) was also in the background and project Jim with some answering to my questions. Is Ravn currently providing any service to Seward? Jim said only by Charter and without looking it up he would estimate only 2-3 times in the last 8 years. Those were for charters of groups that where separating from the cruise ship tours for whatever reason. <In review of the T-100 data after talking with Jim it shows Frontier Flying had flights in the past 5 years using the Beech 1900>. Are they considering providing scheduled service into Seward? Not within the foreseeable future (which he clarified was probably 5 years). What would it take for them to consider services? Demand and a better approach; he looked it up and said with 4300' ceilings it would be to unreliable to commit to scheduled service. If they did add a scheduled service what aircraft would they use? Not one of their Part 121 aircraft, probably a smaller VFR aircraft like a 206 or a Caravan. I explained the runway situation in Seward and the importance of determining the future design aircraft for purpose of determining runway length and design group. He said he thought the State should maintain at a minimum at least a 4000' runway; if nothing else for medevac operations (he suggested we make contact with the medevac providers if we hadn't already done so).
8/8/2014 2:32 PM by Patrick Cotter	Mike Fisher Northern Economics 907.274.5600	P	Mike called me back to talk about NEI's feasibility study for relocating the CDQ fleet to Seward. Coastal Villages was very interested in keeping their fleet in Alaska during the off-season – ½ of the fleet in Seward and ½ in Platinum. In the last couple years, Coastal Villages' growth has slowed down and now they aren't as interested in investing in infrastructure in those ports. NEI's feasibility study also determined that expanding the SMIC to accommodate the CDQ fleet didn't "pencil out" for the city. Essentially the city would have to either find other users during the times the CDQ fleet was out to sea, or charge the CDQ a ridiculously high rate. The feasibility study didn't include an assessment of who those other users might be.
8/7/2014 12:33 PM by Patrick Cotter	Tim Veneer Guardian 907.982.2299	P	I called Tim to discuss Guardian's use of the Seward Airport. He said that they use a King Air to service SWD, approximately 20-50 times/year. They do not have a helicopter. He mentioned that there are times when the braking action is nil at SWD and they can't land. I asked about Lear Jet use and he said it would need a wider and longer runway, as well as a better approach.
8/1/2014 11:43 AM by Patrick Cotter	Tim Nixon LifeMed 907.249.8402	P	Tim returned my call to discuss LifeMed's use of Seward Airport, including aircraft types and needs. He said that they have approximately 100 medevac flights out of Seward every year. Roughly 70 are by helicopter and 30 by fixed-wing. The fixed-wing is a King Air dispatched out of Fairbanks. They also have a Lear Jet, but it requires 5,000' of runway. He mentioned that Seward is fogged in pretty regularly and often prevents the helicopter from getting in. He gave me the chief pilot's number and told me that he could answer specific questions about the aircraft and runway needs. Steve Lewis – 907.317.7614
7/31/2014 9:21 AM by Patrick Cotter	Kristen Providence Seward Medical & Care Ctr 224.5205	P	Called Seward Providence to ask how they use the airport for Medevacs. Kristen told me they call one of their flight services (either LifeMed or Guardian) and let them decide what type of aircraft to use. Generally, LifeMed will choose the helicopter first, while Guardian tends to use fixed-wing. Helicopters can land at the medical center, but will occasionally use the airport if conditions warrant. Local ambulance will transport the patient to the airport.

Date/Time NEW ENTRY	Contact/Phone	Disc.	Comments
7/24/2014 11:48 AM by Ken Risse	Mike Insalaco Seward Aircraft Storage 830-7393	CE	Mike is working with Lucky Wilson, who has a lease lot and the large hangar for sale at Seward. Lucky is out of state right now. I called Mike on 7-14-14. They do not have any aircraft at Seward, but have a large hangar available. He felt if the runway length were reduced, it would affect the viability of their business. The hangar was built for large aircraft like the Coast Guard Apache Helicopters, Beech 1900 or other large aircraft that ERA or other commuter air carriers may use. He felt the runway length should be 5000' for landing larger commuter aircraft. He has seen a Beech Premier jet aircraft parking at Seward 1-2 times /year. Airport needs he listed include: A better instrument approach – lengthening the short runway would give a better alignment for up the valley. When ERA flew, the GPS approach was on the wrong runway. Although there was just as much traffic at Seward as Kenai, Mark Air Express could not open a station at Seward because of the weather and poor approaches. Seward also needs a place for seaplanes to be hauled out. Tiedowns on the apron need to be fixed.
7/9/14 8:30 am	Jerry Olson (907)362-2510		Give him a call in the afternoon. He might be around. Not a lot of time to talk/busy season.
7/9/14 8:40 am	Scenic Mountain Air (907)288-3646		Not interested in meeting. He's done these things before and believes it's a waste of time. Doesn't care what they do with the runway. His big issue is the cell phone towers nearby. They are a danger and someone is going to kill themselves on them one day.
7/9/14 8:45 am	Denny Hamilton (Seward Air) (909)491-1357		He's 5 minutes away. Give him a call when we're available and he'll come by the airport.
7/9/14 8:50 am	Dennis Perry (907)362-1866		Has a dentist appointment in the morning. Will stop by afterward, probably around 11:30. Told him we would leave him a message on his cell when we are in town. His is the 3rd hangar from the end.
7/9/14 9:00 am 7/9/14 3:15 pm	Brandon Anderson (Civil Air Patrol) (907)224-3000		Left message – our contact info, when we will be at the airport, why we would like to meet He should be on-site after 11:30 and there for several hours. Stop by at your convenience.
7/9/14 9:00 am	Gregory Thrall (907)288-3643		Left message – our contact info, when we will be at the airport, why we would like to meet [tried again at 3:15pm, voicemail]
7/9/14 9:00 am	Lucky Wilson (907)224-5664		Left message – our contact info, when we will be at the airport, why we would like to meet [tried again at 3:15, voicemail]