

APPENDIX A

Forecast and Facility Requirements Information

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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

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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

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



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Seward Ship's Drydock negotiates sale

January 31, 2014 1:11 pm

by Heidi Zemach



Tustumena at Seward Shipyard in 2013. Heidi Zemach file photo

SEWARD, Alaska – Jim Pruitt, the owner of Seward Ship's Drydock at Seward Marine Industrial Center, (SMIC), has signed a "letter of intent" to sell the assets of the shipyard company to Vigor Industrial. Vigor, a Seattle-based firm with shipyards in Washington, Oregon and Alaska works with the U.S. Navy and Coast Guard on large ships that ply the Pacific Northwest, the Polar Regions, and worldwide, and is also working with the Coast Guard to return American heavy icebreakers to the Arctic and Antarctic, and to build faster, more efficient patrol boats.

The two companies are currently negotiating the terms of the potential sale, and expect it be finalized after completing environmental, financial and business due diligence and after Seward Ship's Drydock, Vigor and the City of Seward reach a final agreement on certain details, according to a press release by Vigor Industrial.

Seward Ship's Drydock has operated the shipyard and drydock facility on land it leases from the City of Seward. Its assets have grown considerably over time, and in 2012, the city extended its ground lease with Seward Ships to 2040 to make it more attractive to potential investors.

Under the terms of the tentative deal, the Seward shipyard would join Vigor as a subsidiary of the company's Vigor Alaska subsidiary.



Seward Ships file photo by Heidi Zemach.

“In order to continue to grow and expand the business, additional capital was required, and this, together with a desire to further diversify my financial holdings, made this an opportune time to seek a buyer for the business,” Pruitt said, in the press release. “Vigor Industrial has an impressive vision for Seward Ship’s Drydock and I am confident that I have made a decision which will leave the future of the business, and its employees in safe hands,” he said.

“This is an exciting opportunity for Vigor, our customers, our employees and the workforce here in Seward,” said Frank Foti,

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president and CEO of Vigor Industrial. “Vigor continually strives to improve our service to the maritime industry, and the purchase of this strategically located shipyard will expand our ability to provide the services our customer’s need, when they need them, where they need them.”

The move was part of Vigor’s larger plan to improve the company’s service offerings in Alaska for existing customers in the fishing, oil and gas and marine transportation sectors as well as increase overall capacity to meet expected increases in demand from arctic drilling and the revitalization of the commercial fishing fleets in the area, Foti said.

“Beyond strengthening our business, we look forward to providing even greater family-wage job opportunities for Seward’s current workforce and Alaskans overall,” Foti said. 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, Foti said, Vigor will leverage its existing strong public/private partnerships in Alaska to maximize opportunities for the Seward yard.

The city has been working steadily to build up SMIC, and its ship-related businesses over the past year or so. It is planning to lobby the State of Alaska to provide the final \$7.9 million it estimates will be needed to enable construction project to begin on a new protective breakwater along with harbor dredging at the industrial center, which was not included in the Alaska Governor Sean Parnell’s Capital Budget. The city also plans to build a new,

larger dock facility at SMIC to accommodate the new research vessel Sikuliak, home-porting Coastal Villages fishing fleet, and other vessels such as those involved in Arctic exploration and drilling.

A little background from Seward Ship Drydock's website: Seward Ship's opened in 1973 to answer to the growing need for vessel repair services close to the fishing grounds. By 1974, the demand and the increasing work load led to the construction of the current home for Seward Ship's Chandlery in the Leirer Industrial Park. In 1979 Seward Ship's leased and rebuilt a 300 ton marine railway facility at Lowell Point. This facility operated until 1985, when Seward Ship's began drydocking and servicing vessels at the Seward Marine Industrial Center, utilizing the new 5,000 ton Syncro-Lift. In 1988 Seward Ship's leased two acres at the Seward Marine Industrial Center, the present site of Seward Ship's Drydock, Inc. operations."

Reported by Heidi Zemach.

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Post Views: / 115



Author: Heidi Zemach

Heidi Zemach is a staff writer for Seward City News.

2 Comments



betsy

February 1, 2014 at 2:46 am

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shares



This ought to be more than interesting. Seward Ship has been much less than a model local player; shorting Seward city treasurers hundreds of thousands in tax when the city’s coffers were in dire straits. There are still huge toxic surface water runoff issues; along with airborne aerosol solvents, particulates and hundreds of bags of solid waste items blown downwind. The prospective buyer produced the Kulluk floating drill rig, and the emission plagued drill ship and tow rigs also. Let’s hope the city fathers and mothers vet this buyer more responsibly before granting a 40 year extended lease that might restrict access to the popular Fourth of July Creek recreation area; and worse yet, continue the legacy of local pollution. This area is a vital recreational resource; and very popular with longtime Seward local citizens whom have long contributed faithfully to the city’s well being.



fed up

February 2, 2014 at 12:06 pm

Shorting Seward city treasures—I think not!—the frivolous millions of dollars and years the city of Seward has spent to extort from The Seward shipyards- and failed because you had no legal leg to stand -the only ones that have profited were the attorneys—The city of Seward would cut off it’s nose to spite it’s face—This is good for the economy of Seward but God forbid City of Seward leaders can see past their own agenda!



January 19, 2015
Mr. Ron Long, Assistant Manager
City of Seward
P.O. Box 167
Seward, Alaska 9966

Re: Seward Airport Rehabilitation and Upgrade Project

Dear Mr. Long:

As the City of Seward's lease holder and operator of the Seward Shipyard, I am writing in support of the Alaska Department of Public Facility's (ADOTPF) Seward Airport Rehabilitation and Upgrade Project (Airport Upgrade).

Vigor Alaska is committed to the expansion and improvement of the marine industrial support sector in Seward. Shipyards rely on timely and affordable transportation and logistics to be competitive in the today's economics.

While the one hundred and twenty five mile drive from Anchorage to Seward Highway offers unmatched views of Alaska in all her beauty, the two and one half hour drive each way creates a competitive disadvantage to the Seward Shipyard. Seward's location on Resurrection Bay is ideal for access by the many marine vessels operating in the region serving Valdez, Cook Inlet, the Aleutian Chain and western Alaska. Seward's location as it relates to road access to Anchorage, which is Alaska's major shipping and logistics center, is problematic. Aside from the five hour round trip drive, the Seward Highway is hazardous in the winter and subject to closure from avalanche hazard.

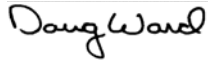
As operators of one of Alaska's largest shipyards, we depend on a wide array of production personnel, contractors and vendor technicians to accomplish complex and high volume vessel repair, maintenance and conversion work on time and on budget.

Complex ship repair work often requires specialized production personnel for critical short term repair processes. Vigor Alaska routinely dispatches production specialists from our six other shipyard locations in Oregon, Washington, and Ketchikan to Seward to support peaks in labor demand. Vendor technical personnel are routinely required for major equipment installation and service.

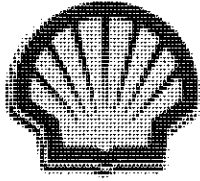
US Coast Guard (USCG) inspection and safety personnel stationed Anchorage currently require at least a full day to accomplish critical inspections of ship repair work that often require an hour or less to complete. Critical ship repair production activities cannot proceed without USCG inspection and approval. Inspection delays create cascading financial impacts for both marine vessel operators facing rigid schedule requirements and for Vigor Alaska facing strict contract requirements for timely completion of vessel repair work.

The airport upgrade project will enable scheduled air service between Seward to Anchorage and other major Alaska cities facilitating the growth improvement of the states emerging marine industrial support sector. Vigor Alaska supports the Seward airport project to provide a year round safe, affordable, and efficient, transportation link for our employees and the many technical personnel required to conduct competitive ship repair and maintenance activities at the Seward Shipyard.

Sincerely:



Doug Ward
Director of Shipyard Development



Shell Exploration & Production Company

3601 C Street, Suite 1000

Anchorage, Alaska 99503

Tel 907.770.3700

Fax 907.646.7135

Internet <http://www.shell.us/alaska>

February 9, 2015

Mr. Ron Long, Assistant Manager
City of Seward
P.O. Box 167
Seward, Alaska 99664
Re: Seward Airport Rehabilitation and Upgrade Project

Dear Mr. Long:

I am writing in support of the Alaska Department of Transportation & Public Facilities' (ADOTPF) Seward Airport Rehabilitation and Upgrade Project.

Shell Alaska recognizes significant opportunity with the Seward Airport Rehabilitation and Upgrade Project. Given the dynamic nature of our operations, we are frequently in search of viable marine ports and associated services that will enhance our ability to operate exceptionally well while engaging in Outer Continental Shelf (OCS) energy exploration and development. To that end, Seward's deep water port is an attractive option for consideration.

During our 2012 operations, Shell Alaska utilized Seward to support our fleet and one of our drilling units. Road transportation was utilized to support these assets. 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. Moreover, with the expansion of the marine industry in Seward to include Vigor, we strongly believe that demand for significant and reliable air services will only increase, not decrease.

In closing, Shell Alaska supports the Seward airport project to provide a year round safe, affordable, and efficient transportation link for our employees and the many technical personnel required to conduct ship repair and maintenance activities at the Seward Shipyard.

Sincerely,

A handwritten signature in black ink, appearing to read "M D Guadagnini", is written over the typed name.

Mark Guadagnini
Vice President, Arctic Maritime & Logistics
Shell Exploration and Production Company

Ken Risse

From: Robert.D.Hornick@uscg.mil on behalf of Hornick, Robert D LT
<Robert.D.Hornick@uscg.mil>
Sent: Thursday, August 14, 2014 12:18 PM
To: Ken Risse
Cc: Coulter, Nathan CDR
Subject: RE: PDC Engineering Facility Requirement - Seward

I do not know who does the pavement strength tests or who funds them. The LCN report I was stating came from an Air Force report. We just go by what is published in the AK aviation supplement.

As far as the use of an airfield during a mass casualty or natural disaster, if the runway is still usable we would/can use the C130 as an air ambulance to get people to higher level of care quicker.

As far as the chain of command, we normally get our direction through our district office in Juneau Alaska.

The H60 / H65 helicopters have used Seward before, and usually they only require gas. As stated earlier the C130's have not been there in a while. I will not say we will never use Seward for SAR, as we never know what situation will present itself. Having Seward available for use by C130's only allows for increased flexibility/capability to respond.

If Seward were rated for C130 use we would use it training pilots to land on shorter/narrower runways. Currently the only other field we use that is close to Seward's dimensions is Dutch Harbor and that is a 2 hr flight. You would probably see weekly flights stopping by for touch and go's. C130's would need no other services.

Let me know if you have any more questions.

LT Robert Hornick
C-130 Assistant Operations Officer
Robert.D.Hornick@uscg.mil
(W) 907-487-5586
(C) 858-752-3103

-----Original Message-----

From: prvs=296a1c91b=KenRisse@pdceng.com [mailto:prvs=296a1c91b=KenRisse@pdceng.com] On Behalf Of Ken Risse
Sent: Thursday, August 14, 2014 10:12 AM
To: Hornick, Robert D LT
Cc: Coulter, Nathan CDR
Subject: RE: PDC Engineering Facility Requirement - Seward

LT. Hornick,

Thanks for the reply. Can you tell me more about the way the Coast Guard would handle mass casualties or medical evacuations? For instance, if there were an accident with a fishing boat, cruise ship or other vessel with a dozen injuries, would the Coast Guard C-130 act as a medical ambulance moving mass casualties to hospitals in Anchorage or

other cities? If there were a natural disaster, not at sea, such as an earthquake, fire or flood, would the Coast Guard respond under FEMA direction?

For the pavement strength, you mentioned that it previously had an LCN of 14. Do you go by the published pavement strength in the 5010 records (currently not available), or does the military test pavement strength at airports it plans to use?

If there were no pavement strength limitations/restrictions, how many annual C-130 operations would you expect at Seward in a typical year?

Would Coast Guard search and rescue operations ever be based out of Seward? If so, what airport facilities are needed?

Thanks for your help.

Ken Risse, PE, Senior Associate
Civil Engineer

PDC Inc. Engineers
Planning Design Construction

1028 Aurora Drive | Fairbanks, Alaska 99709 v 907.452.1414 | f 907.456.2707 | www.pdceng.com
"Transforming Challenges into Solutions"

-----Original Message-----

From: Robert.D.Hornick@uscg.mil [mailto:Robert.D.Hornick@uscg.mil]
Sent: Wednesday, August 13, 2014 3:33 PM
To: Ken Risse
Cc: Coulter, Nathan CDR
Subject: RE: PDC Engineering Facility Requirement - Seward

Ken,
Understand you are inquiring about Coast Guard operations at the Seward airport with regards to C130 operations and impacts.

Since I have been here (2012) we have not used Seward due to the fact that it is no longer tested for the C130 bearing capacity. From what I have been told we used to operate there when it was certified for our weight.

The real impact for Coast Guard operations is for expedient planning in case of mass casualty or Medical Evacuation that would allow a quicker response via C130 than an H60. Additionally, if an H60 needed fuel and a fuel provider was not available at the airport the C130 could provide fuel. With the bearing capacity as it stands we would need a DOT waiver, which could take some time. The last report, before the 12,500 NOTAM restriction was established, is that the main Runway has an LCN of 14 equating to a max gross C130 weight of 100,000 lbs. With a runway length of 4500 we can normally operate at about 120,000 lbs, allowing enough fuel and gear to respond to the majority of situations.

Let me know if you have any questions.

LT Robert Hornick
C-130 Assistant Operations Officer
Robert.D.Hornick@uscg.mil
(W) 907-487-5586
(C) 858-752-3103

-----Original Message-----

From: Vojtech, Zachary R LT
Sent: Wednesday, August 13, 2014 2:58 PM
To: Hornick, Robert D LT
Cc: DeAngelo, Daniel J LT; Coulter, Nathan CDR
Subject: PDC Engineering Facility Requirement - Seward

Bob,

I received a phone call from Ken Risse who works for PDC Consulting Engineers, contract work with Dept of Transportation. They are putting together a Facility Requirement Chapter for the Seward airport and would like to know the importance of Seward in regards to the Coast Guard. Specifically, they are deciding whether or not the DOT should shorten the runway or change the weight capability, but would like to know impacts to our C-130 operations.

Ken Risse's phone number is 907-452-1414 and email is kenrisse@pdceng.com.

He will be completing this chapter by Friday, and would like to add our input to it before then.

Thank you.

Zach

LT Zach Vojtech
Air Station Kodiak
w: (907)487-5887

Date/Time	NEW ENTRY	Contact/Phone	Disc.	Comments
2/6/15 10:00 am By Ken Risse		Kyle Christianson, FAA 271-5187	CE	<p>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.</p> <p>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</p> <p>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%.</p> <p>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.</p> <p>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.</p> <p>Aeromed flies 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.</p> <p>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.</p> <p>Dennis said what they are looking for is an approach with a 500 foot decision height. (The current RNAV MDA is 2660'.</p> <p>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 plays 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.</p> <p>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</p>


Date/Time	NEW ENTRY	Contact/Phone	Disc.	Comments
				<p>of snowfall.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Kyle and Dennis discussed the approaches into Valdez and Juneau and compared them to Seward.</p> <p>Barbara added the following notes from the teleconference:</p> <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • 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
				<ul style="list-style-type: none"> Review/approval by a group in the lower 48. The group is made of primarily of airline pilots. <p>Kyle had a high level of confidence a private special approach could be approved.</p> <ul style="list-style-type: none"> 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. <p>Joy added the note below:</p> <ul style="list-style-type: none"> 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	<p>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 four 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 approaches 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.</p> <p>In summary, no significant improvements to the instrument approaches are expected.</p> <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.</p>
8/27/2014 10:12 AM by Patrick Cotter		Dirk Bowen LifeFlight 907.903.5987	P	
8/13/2014 10:03 AM by Ken Risse		Kodiak Coast Guard Air Station 907-487-5888 Menu Item 4	CE	<p>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.</p>

Date/Time	NEW ENTRY	Contact/Phone	Disc.	Comments
8/1/2014 4:32 PM by Royce Conlon	NEW ENTRY	RAVN Air (formally ERA/Frontier) Jim Hajdukovich	P	<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.</p> <p>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 were 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>.</p> <p>Are they considering providing scheduled service into Seward? Not within the foreseeable future (which he clarified was probably 5 years).</p> <p>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.</p> <p>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.</p> <p>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).</p>
8/8/2014 2:32 PM by Patrick Cotter		Mike Fisher Northern Economics 907.274.5600	P	<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.</p> <p>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.</p>
8/7/2014 12:33 PM by Patrick Cotter		Tim Veneer Guardian 907.982.2299	P	<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.</p> <p>He mentioned that there are times when the braking action is nil at SWD and they can't land.</p> <p>I asked about Lear Jet use and he said it would need a wider and longer runway, as well as a better approach.</p>
8/1/2014 11:43 AM by Patrick Cotter		Tim Nixon LifeMed 907.249.8402	P	<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.</p> <p>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</p>
7/31/2014 9:21 AM by Patrick Cotter		Kristen Providence Seward Medical & Care Ctr 224.5205	P	<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.</p>

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 3 rd hangar from the end.	
7/9/14 9:00 am	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	
7/9/14 3:15 pm			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]	

From: Allan Ball **Date:** Tuesday, December 11, 2012 2:31:22 PM
To: Beaton, Barbara J (DOT)
Cc: Rule, Michael J (DOT)
Subject: NetJets aircraft information document

 **Fleet Resource 10.26.12.pdf** (19 KB [HTML](#))

Hello Barb,

Thank you for your time today. As I explained, this request is for one of our aircraft Owners that is connecting with a cruise departing/arriving Seward and will likely be a one shot trip. I believe that his aircraft selection will be based upon the usable runway length and the size aircraft that can safely conduct operations at Seward. The different sizes and weights are included on the document that I have attached. **If the runway is +4500 feet in length, the potential aircraft could be one of our Falcons (DA2000 or DA2EASy) – and** the weight would probably be limited by the performance of the aircraft on a short runway. I can get you representative weights at your request. Or if the **runway is +4200 in** length, the aircraft with legs that could reach Seward from the lower 48 is probably the **CE680 (Citation Sovereign)**. We will await your review before presenting any information to the Owner. It is our request that we could provide them adequate information sometime in December if at all possible.

A pleasure talking with you, I look forward to continuing the discussion.

Best regards,

AI Ball

Manager

Operational Intelligence & Analysis

NetJets® Inc.

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NetJets Fleet Aircraft Resource

Contact:
Al Ball
Manager, OIA
1 614.239.4873
ball@netjets.com

AIRCRAFT TYPE	FUEL DELIVERY		RUNWAY SPECS			AIRCRAFT SPECS					OPERATING WEIGHTS					SPEEDS			
	S/O	NO	DRY ABSOLUTE MINIMUM	MINIMUM RUNWAY WIDTH	MINIMUM TAXIWAY WIDTH	DESIGN CATEGORY	MAIN GEAR SPACING	AIRCRAFT WING SPAN	AIRCRAFT TAIL HEIGHT	ACN	MAIN TIRE PRESSURE	NO BASIC OPERATING WEIGHT	MAX ZERO FUEL WEIGHT	MINIMUM RELEASE FUEL (LBS)	MAX LANDING WEIGHT	MAX TAKEOFF WEIGHT	APPROACH CAT/SPD (Vref)	APPROACH STRAIGHT-IN (Vref)	APPROACH CAT or 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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	C
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	C
GL5T	S/O	NO	5000'	100'	50'	CIII	13'4"	94'	25'6"	15/31	182	51731	58000	4000	78600	92500	C	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	C

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

NetJets Fleet Aircraft Resource

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