

Carla SlatonBarker

To: Carla SlatonBarker
Subject: RE: Seward Airport: Requesting your SWG Comments

From: Carla SlatonBarker [mailto:Carla@solsticeak.com]
Sent: Wednesday, May 25, 2016 4:28 PM
To: 'Montgomery, Sean (DOT)' <sean.montgomery@alaska.gov>
Subject: RE: Seward Airport: Requesting your SWG Comments

Thanks!

From: Montgomery, Sean (DOT) [mailto:sean.montgomery@alaska.gov]
Sent: Wednesday, May 25, 2016 4:27 PM
To: Carla SlatonBarker <Carla@solsticeak.com>
Subject: RE: Seward Airport: Requesting your SWG Comments

I think it is going to have to be fenced to comply with FAA standards especially for wildlife control. With the 2.2 plan access will be blocked off to the Leirer property. I don't know what the property paperwork says but someone said it was granted to ducks unlimited for hunting and the access could not be blocked. I am not 100% sure on all this though. I will check on the fence tomorrow.

From: Carla SlatonBarker [mailto:Carla@solsticeak.com]
Sent: Wednesday, May 25, 2016 4:22 PM
To: Montgomery, Sean (DOT) <sean.montgomery@alaska.gov>
Subject: RE: Seward Airport: Requesting your SWG Comments

At the public meeting one person just asked about fencing/voiced concerns over a future fence around the airport, and impacts to access to tidelands, birdwatching areas, etc. What was the fencing plan? Barb said that in this conversation, Barb responded to this person by noting that fencing was not under consideration yet—that the team at this meeting was presenting alternatives to determine which alternative to move forward with.

Could this be the Leirer Family property are you are mentioning? Email me a sentence describing the issue, and I'll log it in .

From: Montgomery, Sean (DOT) [mailto:sean.montgomery@alaska.gov]
Sent: Wednesday, May 25, 2016 4:03 PM
To: Carla SlatonBarker <Carla@solsticeak.com>
Subject: RE: Seward Airport: Requesting your SWG Comments

That is ok. Not really, I do like the 2.2 design. What was said about fencing and access to the Leirer Family property at the public meeting?

From: Carla SlatonBarker [mailto:Carla@solsticeak.com]
Sent: Wednesday, May 25, 2016 4:00 PM
To: Montgomery, Sean (DOT) <sean.montgomery@alaska.gov>; bca.alaska@gmail.com; [BearLakePilot@gmail.com](mailto: BearLakePilot@gmail.com);

Perry, Dennis T (DOC) <dennis.perry@alaska.gov>

Cc: 'Robin Reich' <robin@solsticeak.com>; 'Royce Conlon' <RoyceConlon@pdceng.com>

Subject: RE: Seward Airport: Requesting your SWG Comments

Hi Sean, that's terrible that we didn't know you were there! Sorry we didn't acknowledge you. Do you have anything to add beyond what members offered at the meeting?

Carla

From: Montgomery, Sean (DOT) [<mailto:sean.montgomery@alaska.gov>]

Sent: Wednesday, May 25, 2016 3:51 PM

To: Carla SlatonBarker <Carla@solsticeak.com>; bca.alaska@gmail.com; [BearLakePilot@gmail.com](mailto: BearLakePilot@gmail.com); Perry, Dennis T (DOC) <dennis.perry@alaska.gov>

Cc: 'Robin Reich' <robin@solsticeak.com>; 'Royce Conlon' <RoyceConlon@pdceng.com>

Subject: RE: Seward Airport: Requesting your SWG Comments

I made the meeting over the phone but I was a few minutes late.

From: Carla SlatonBarker [<mailto:Carla@solsticeak.com>]

Sent: Wednesday, May 25, 2016 3:40 PM

To: bca.alaska@gmail.com; [BearLakePilot@gmail.com](mailto: BearLakePilot@gmail.com); Perry, Dennis T (DOC) <dennis.perry@alaska.gov>; Montgomery, Sean (DOT) <sean.montgomery@alaska.gov>

Cc: 'Robin Reich' <robin@solsticeak.com>; 'Royce Conlon' <RoyceConlon@pdceng.com>

Subject: Seward Airport: Requesting your SWG Comments

Hi Dennis, Brandon, and Sean,

I'm emailing to make sure we hear from you three Seward Airport Improvements Project Stakeholder Working Group (SWG) members. We held the third meeting of the SWG on April 20, 2016, in advance of a public meeting. I know that you three had a conflict with the meeting date, so the project team wanted to reach out to you to make sure you have read and understand the meeting information sent in advance and to take your comment. Your input is really important to the process. We presented the same information at the SWG meeting and at the public meeting, so I wanted to direct your attention to the public meeting materials posted online and in the links below (the files are so large, I think this is the easiest way for you to access and review the documents). Here are the links to review the information that SWG members heard at the meeting:

Overview of the Challenges: We discussed the project's top challenges: hydrology, aviation demand, and funding. We discussed that these challenges are important to understand because they inform what can be done (project solutions). http://www.dot.alaska.gov/creg/sewardairport/documents/4202016_Public_Meeting_Station2_Challenges.pdf

Overview of Alternatives Process and Identified Possible Solutions, including Advantages and Disadvantages: As a precursor to the presentation of draft alternatives, we discussed the evaluation process. The team solicited SWG input on the criteria that the team used to evaluate alternatives: Cost; Ability to Serve the Community's Needs; Safety, Engineering, and User Considerations; and Environmental Considerations. Next the team presented alternatives, and their advantages and disadvantages. SWG input on evaluation criteria, alternatives, and advantages and disadvantages was recorded. http://www.dot.alaska.gov/creg/sewardairport/documents/4202016_Public_Meeting_Station3_Solutions.pdf

Location Study/Alternatives Memo, Presented to SWG

SWG members reviewed this document in advance of the meeting. This document was used to prepare the information boards in the links above. Note: team members discussed Alternative 2.2 as the most viable alternative in terms of design and engineering considerations because it would meet the community's near-term aviation needs for GA and medevac operations. http://www.dot.alaska.gov/creg/sewardairport/documents/SWD_DRAFT_Alternatives_Memo_1_022916.pdf

We'd love to solicit your input on alternatives, particularly on the advantages and disadvantages of the three alternatives presented. To do this, you can email me your thoughts, or please let me know if a phone conversation would be beneficial. I'd be happy to speak with you or to set up a conversation with a technical team lead. I'll touch base with you by phone and email next week, to see what method works best for you. Thank you!

Carla SlatonBarker
Solstice Alaska Consulting, Inc.
2607 Fairbanks Street, Suite B
Anchorage, Alaska 99503
907.929.5960



Carla SlatonBarker

From: Dennis Perry <bearlakepilot@gmail.com>
Sent: Thursday, June 2, 2016 9:09 PM
To: Carla SlatonBarker
Subject: Re: Seward Airport: Requesting your SWG Comments

Carla,

I think the best alternative is the third one. I am in favor of increasing the length to the shoreline, and it will only be 250 ft shorter than the existing 13/31. In addition, I have been working with AOPA to develop an approach which will not be affected by either alternative, as the approach would primarily occur over the bay, and include a missed approach that would involve staying over the bay. The approach would terminate at 500' as the MDA, and allow for a circling approach to land, leaving choice of runway to the pilot. We believe it has the potential to increase traffic considerably at the airport.

I apologize it took me so long to respond. I have been researching this for a while. Talk soon.
Dennis Perry

Sent from my iPad

On May 25, 2016, at 3:59 PM, Carla SlatonBarker <Carla@solsticeak.com> wrote:

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Thank you!

Carla SlatonBarker
Solstice Alaska Consulting, Inc.
2607 Fairbanks Street, Suite B
Anchorage, Alaska 99503
907.929.5960

<image001.jpg>

Carla SlatonBarker

From: Brandon Anderson <bca.alaska@gmail.com>
Sent: Thursday, June 2, 2016 7:49 AM
To: Carla SlatonBarker
Subject: Re: Seward Airport: Requesting your SWG Comments

Hello Carla,

After reading through this it seems like the options are quite limited, and perhaps the decisions have already been made. It seems option 2 is the way to go, considering all of the issues.

I disagree with the premise that the traffic, historically, is not enough to warrant more investment. There used to be a lot more traffic (Coast Guard C-130s landing regularly, private jets, etc.) before the flooding problems and weight limits were imposed.

Let me know if you want to hear more from me.
Brandon Anderson

On Wed, May 25, 2016 at 3:40 PM, Carla SlatonBarker <Carla@solsticeak.com> wrote:

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Thank you!

Carla SlatonBarker

Solstice Alaska Consulting, Inc.

2607 Fairbanks Street, Suite B

Anchorage, Alaska 99503

[907.929.5960](tel:907.929.5960)





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.

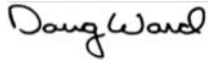
As operators of one of Alaska's largest shipyards, we depend on a wide array of production personnel, contractors and vendor technicians to accomplish complex and high volume vessel repair, maintenance and conversion work on time and on budget.

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:

A handwritten signature in black ink that reads "Doug Ward". The signature is written in a cursive style with a horizontal line underneath the name.

Doug Ward
Director of Shipyard Development

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.

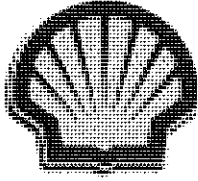
Ken Risse's phone number is 907-452-1414 and email is kenrisse@pdceng.com.

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



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, reading "M D Guadagnini", is written over the typed name.

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

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,

Al Ball

Manager

Operational Intelligence & Analysis

NetJets® Inc.

4111 Bridgeway Avenue

Columbus, OH 43219

T: 614 239 4873

C: 614 208 6164

F: 614 239 5235

e: ball@netjets.com

www.netjets.com

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