

A photograph of a seaplane on the water. The seaplane is dark-colored with a large propeller and is positioned on the left side of the frame. The water is blue and has white foam from the seaplane's hull. The background is a vast expanse of blue water under a clear sky.

Final Siting Analysis, Planning and Concept
Design, and NEPA and Permitting Processes

SITKA SEAPLANE BASE

April 11, 2012
Presentation of SPB Siting
Recommendations



Purpose of Study

▶ Project Goal

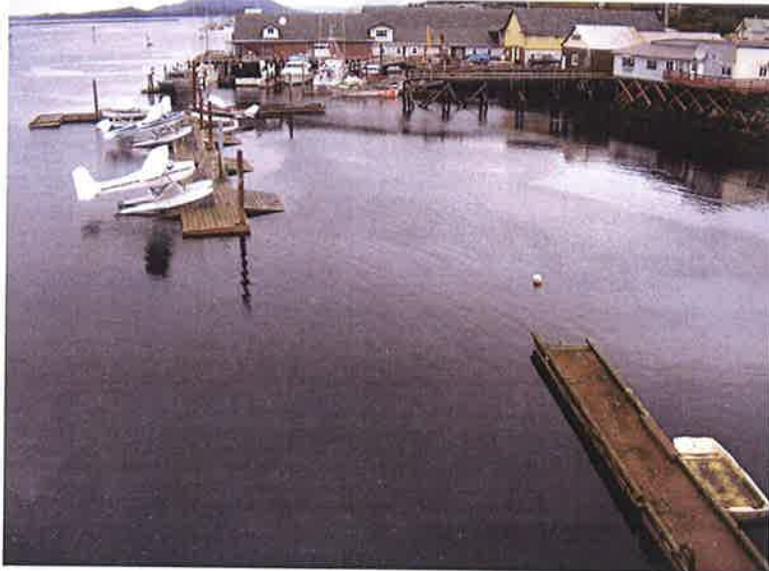
- Recommend a seaplane base (SPB) site that will address existing deficiencies, serve existing and future demand, and contribute to the local economy

▶ Project Scope

- Evaluate three alternative SPB sites to determine which site shall be carried forward for detailed planning and further review in a NEPA document before moving on to design and construction



Existing Sitka SPB – Known Issues



Congested site: SSS plant, private dock



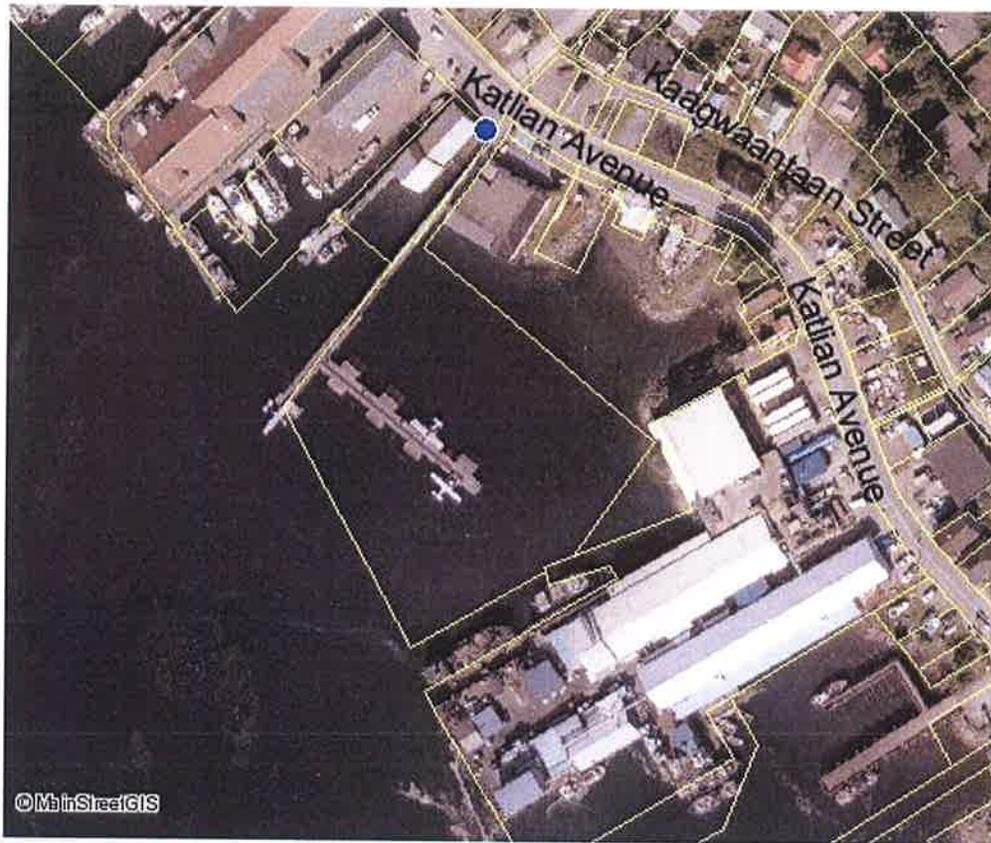
Narrow float, limited walking/working space



Aging timbers, inadequate flotation

Existing Sitka SPB – Known Issues

- ▶ Insufficient capacity; no room for expansion



Existing Sitka SPB – Known Issues

▶ Safety concerns

- Bird hazards
- Potential conflicts with boats
- Ramp/float design
- 5 years safe/usable service life remaining



Existing Sitka SPB – Known Issues

▶ Operational concerns

- Shallow rocky basin restricts aircraft maneuvering
- No fueling facilities
- No vehicle parking
- Commercial use not practical



An Improved SPB Would Support the Local Economy by

- ▶ **Providing a base of operations for recreational and commercial seaplane operators.**
- ▶ **Providing access to national parks, State recreation sites, lodges, remote cabins, and fish hatcheries**
- ▶ **Providing support for commercial fishing industry**
- ▶ **Providing employment for tour operators, flight instructors, aircraft mechanics, and concessionaires**
- ▶ **Serving as a transportation hub for nearby villages**



Example:

Kodiak Trident Basin SPB

- ▶ 18 slips plus significant transient capacity
- ▶ Replaced an 8 slip SPB in Inner Harbor, due to boat conflicts and expansion constraints
- ▶ Pull out ramp
- ▶ On-shore lease areas/passenger terminals
- ▶ Fueling
- ▶ 3-4 primary commercial users



Kodiak Trident Basin SPB

“15 years ago there was not a bear viewing program for tourists. Now its one of the primary floatplane activities in Kodiak and its directly related to investment in SPB infrastructure.”

“If you come up to visit from Iowa do you want to fly on the same wheeled airplane you fly on in Iowa or do you want to fly in a floatplane, unique to Alaska?”

“In 2 out of 3 of the water accidents we have had this past year, lives were saved because floatplanes were able to quickly respond to accidents. Floatplanes were on site before the Coast Guard could arrive. You’re dead in 20 minutes without quick response.”

Bob Stanford, owner of Island Air



Kodiak Trident Basin SPB

“When the rebuilding of the facility was first completed I got a lot of compliments on the facility....After talking with the different users of the facility now I think they are pleased with what they have and truly understand we could never have gotten here without the FAA funding support and the State match.”

Mark Kozak, City of Kodiak Public Works Director



Example:

Petersburg SPB



Float system and floating hanger

**Fuel and freight storage available
2 floating aircraft maintenance hangers**



Floating hanger

Tie downs



Example:

Ketchikan SPB



Pull out ramp
23 slips/parking positions



Transient Loading Area



Seaplane Slips

Example:

Juneau SPB

- ▶ 69 slips plus significant transient capacity
- ▶ 2 pull out ramps
- ▶ Commercial float w 3-5 primary users



Juneau SPB

- ▶ “We have a pretty healthy use of the pond by Wings Airways, Ward Air and Alaska Seaplanes due to the influx of cruise passengers and summer visitors.”

Jeannie Johnson, Airport Manager, Juneau International Airport



Sitka SPB Facility Requirements

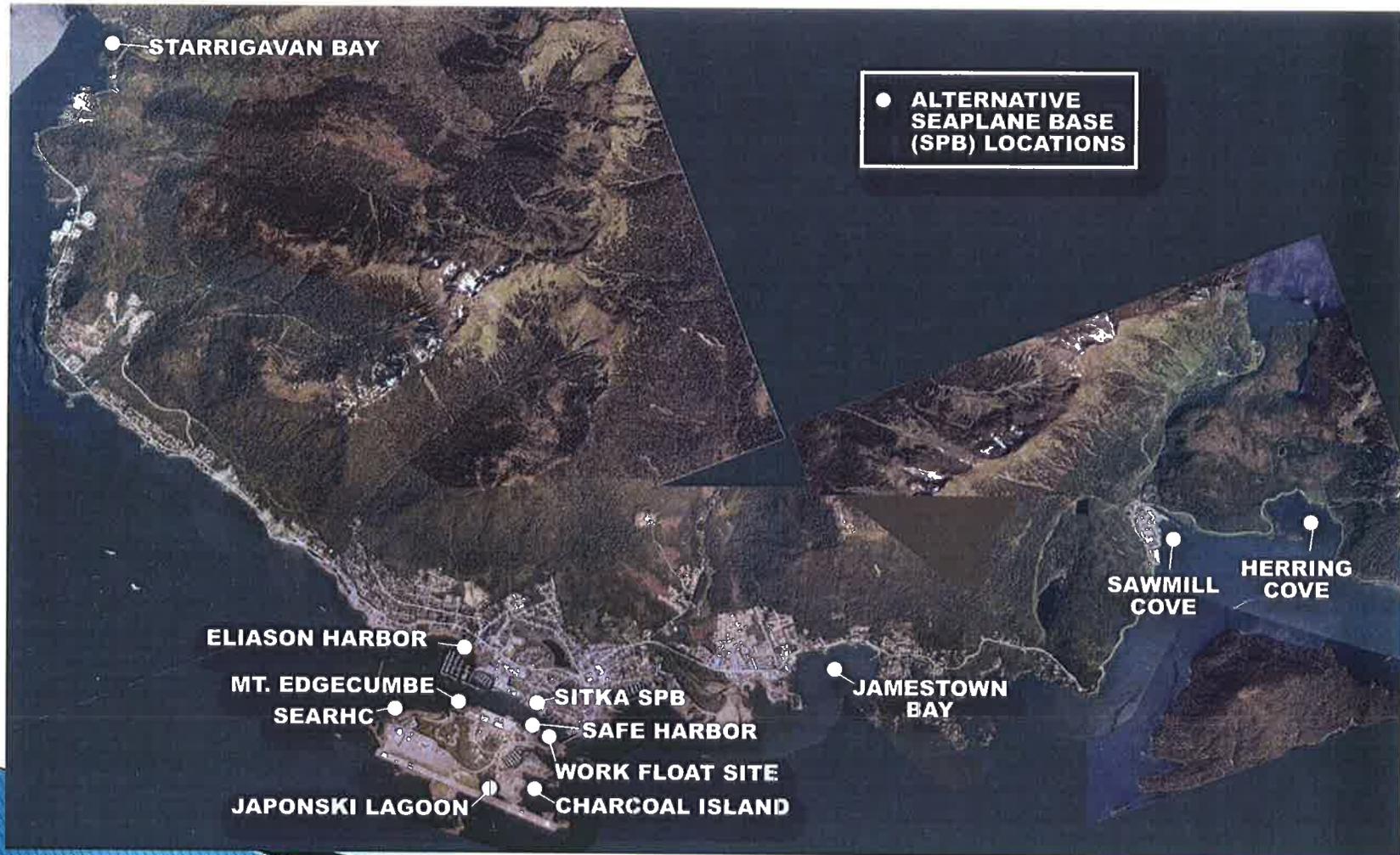
General requirements:

- ▶ 14 based SP slips, expandable in future
- ▶ 3-5 transient SP positions
- ▶ Room for future growth

Important for commercial use:

- ▶ Fuel, fresh water, electricity on float(s)
 - ▶ Vehicle parking
 - ▶ Drive-down ramp to float(s)
 - ▶ Aircraft maintenance capability on-site
 - ▶ Passenger shelter
 - ▶ Equipment storage
- 

Sites Considered (2002 study)



Sites Dismissed (2002 study)

- ▶ Starrigavan Bay
 - ▶ Mt. Edgecumbe
 - ▶ Safe Harbor
 - ▶ Work Float
 - ▶ Japonski Lagoon
 - ▶ Charcoal Island
 - ▶ Jamestown Bay
 - ▶ Sawmill Cove
 - ▶ Herring Cove
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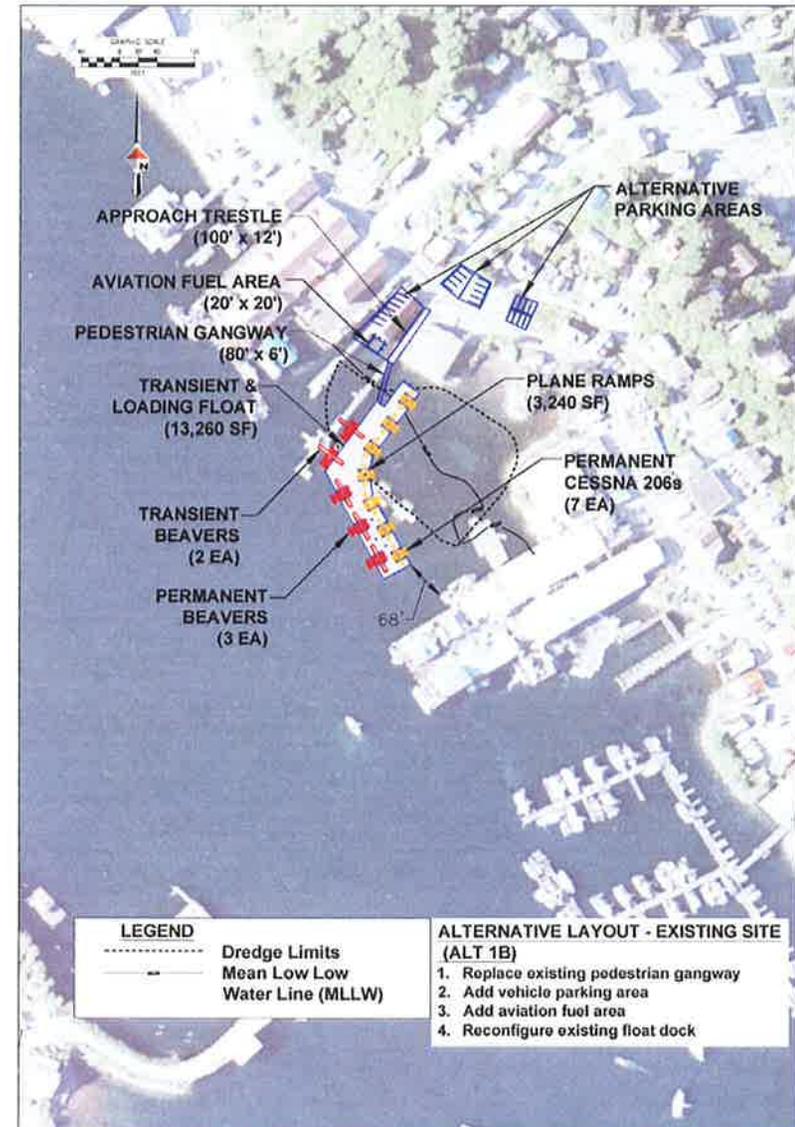
Proposed Sites Carried Forward (current study)



Proposed Existing SPB Site Re-Development

- Slips for 12 based aircraft
- Positions for 2 transient aircraft
- Vehicle parking
- Fuel, water, electrical systems

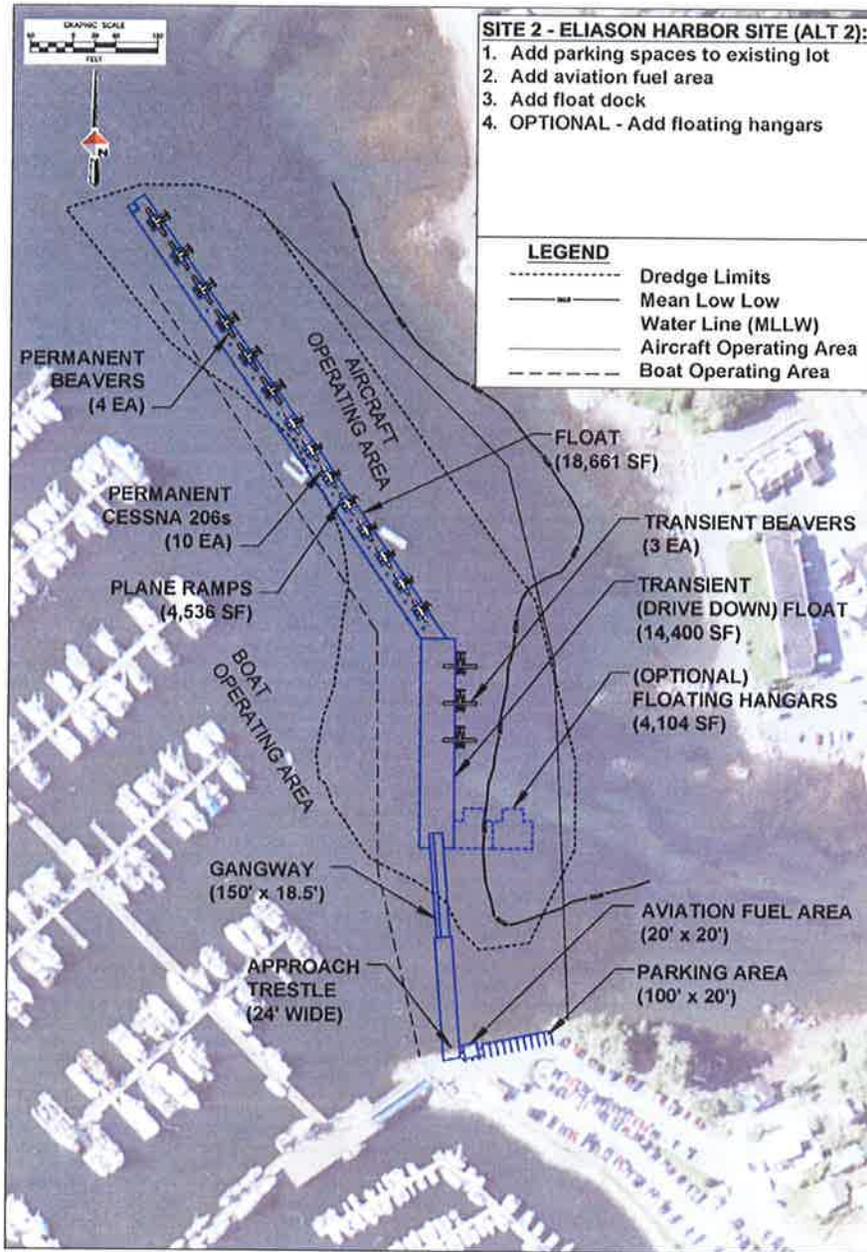
Construction cost estimate: \$5.1 M



Results of Analysis & User Input

- ▶ Existing SPB site eliminated
 - Can't accommodate existing or future demand
 - Requires dredging
 - Increased conflicts with boat traffic
 - Restricted wingtip clearances – does not comply with FAA design guidance
 - Bird hazard
 - Neighbors object to current and expanded use





Proposed Eliason Harbor Site Development

- Slips for 14 based aircraft
- Positions for 3–5 transients
- Vehicle parking
- Fuel, water, electrical systems
- Drive-down ramp
- Optional floating hangars (2)

Construction cost estimate: \$13.2 to \$15.6 M

Results of Analysis & User Input

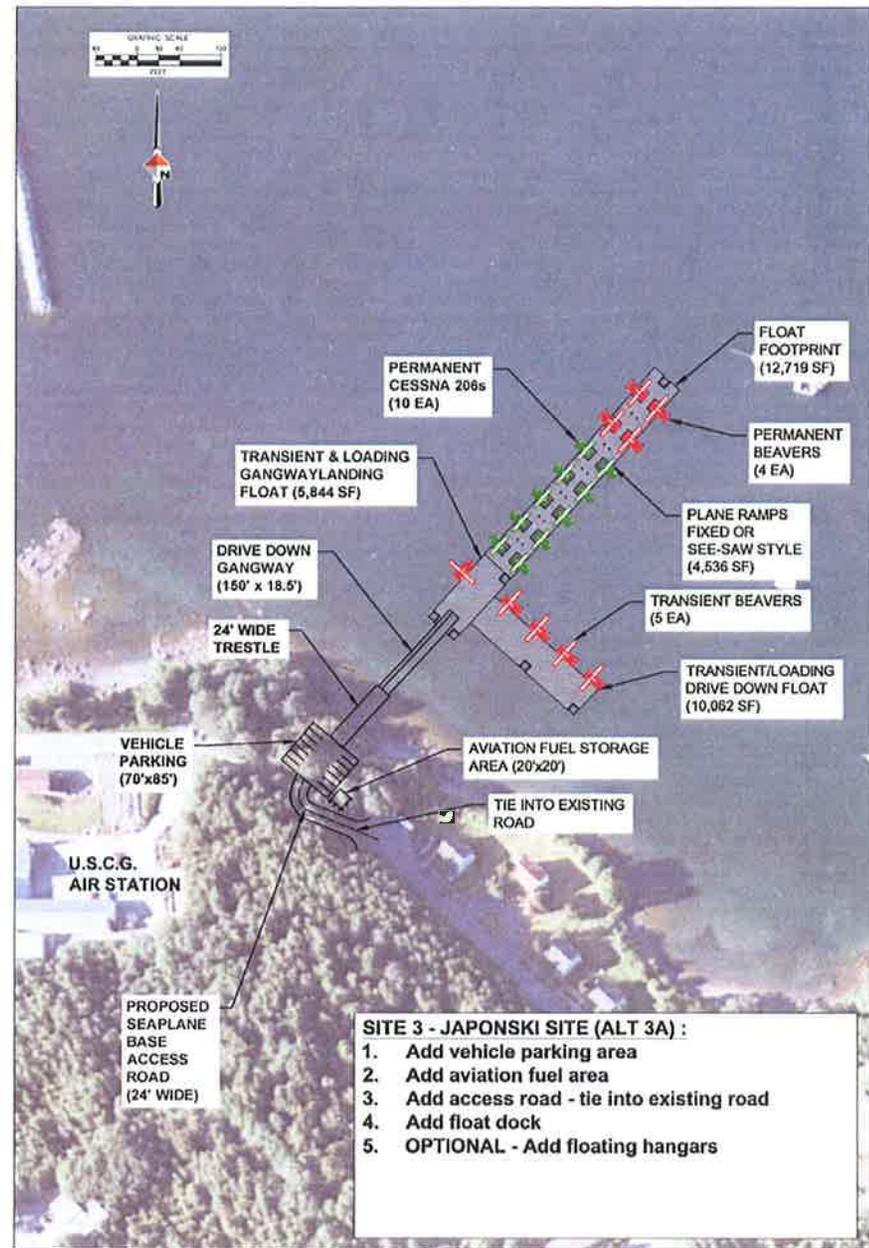
- ▶ **Eliason Harbor alternative site eliminated**
 - Highest construction cost of all alternatives
 - Conflicts with boat traffic
 - Significant dredging required
 - Limited future expansion potential
 - Freezing fresh water restricts access in winter
 - Maneuvering space very limited even at high tide
 - Nearby structures exposed to aircraft noise
 - Exposed to wind; slips can't be aligned with prevailing wind



Proposed Japonski Island Site Development

- Slips for 14 based aircraft
- Positions for 5 transients
- Vehicle parking
- Fuel, water, electrical systems
- Drive-down ramp
- Optional floating hangars (2)

Construction cost estimate: \$9.3 to \$11.7 M



Results of Analysis & User Input

- ▶ **Japonski Island site – Recommended site**
 - Mid-range construction cost
 - Meets project’s capacity goal; can be expanded further
 - No dredging required
 - Accommodates commercial use (hanger, vehicle parking)
 - Away from boat movements
 - Away from seabird concentration
 - Provides for safe seaplane maneuvering to slips
 - Conforms to the funding agency’s (FAA) design guidance
- ▶ **AK DOEED (land owner) expressed concern with development at this site - increased vehicular traffic and noise for nearby structures**

Cost to Construct

	Base Facility	w Floating Hangers & Pull out Ramp
Total Cost	\$9,300,000	\$11,700,000
Federal Share (FAA) 95%	\$8,835,000	\$11,115,000
State Share 2.5%	\$232,500	\$292,500
CBS Share 2.5%	\$232,500	\$292,500

Estimate above does not include design, environmental, and construction administration costs



Next Steps

- 2012

- Ports & Harbors Commission and Public Meeting - Site Selection (TODAY)
- Preferred site
- Assembly approval
- Further user and public involvement (ongoing)
- Final Conceptual Plan - preferred site
- Property investigation
- Environmental Assessment
- Assembly approval

- 2013+

- Design
- Property acquisition
- Construction

Comments and/or Questions ?

