



# MEMORANDUM

TO: Kelli Cropper, Project Manager, CBS  
FROM: Sean Holland. Project Manager, DOWL  
DATE: 5/13/2022  
SUBJECT: Meeting Notes from the 5/4/2022 Pilots Stakeholders Preliminary Design Meeting

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## Pilot Stakeholder Attendees:

Kevin Knox  
Paul Lerma  
Jackson McGraw  
David Doyon Jr.  
Mike Stedman  
Dave Gordon  
Kevin Scott Mulligan

## Design Team Attendees:

Kelli Cropper - CBS  
Morgan McCammon - DOWL  
Sean Holland – DOWL  
Dick Somerville – PND  
John Demuth – PND  
Catherine Fritz – CF Architect  
Mark Morris – Morris Engineering Group

A questionnaire with design questions was emailed to the Stakeholders prior to the meeting along with the meeting invite. This list of questions was briefly reviewed at the beginning and end of the meeting. We requested that if an individual had a question or a comment during the presentation, the individual raise hand and speak up so issues could be discussed as we go. If any issue got too detailed or in the weeds we would move on and come back to the issue later.

After introductions the meeting began with a review of the SPB Facility Planning Layout at completion of the Environmental Assessment (EA) and Planning phase of the project and the proposed changes as the detailed design is developed and the justification for the proposed changes.

## Description EA Phase uplands portion of the site-

- Finish elevation at +22'. Seward Ave. cul-de-sac and USCG base road finish elevation @+30'.
- Security fence and gate at top of site at Seward Ave.
- Parking for automobiles separated from aircraft tiedowns with a barrier within secure area.
- Preliminary locations for restrooms/covered area/terminal, fuel, and maintenance area tiedowns.

## Description EA Phase marine portion of the project-

- 240' long pile supported trestle with pullout.
- 12'x120' Drive Down Gangway to 46'x120' landing float.
- 30'x200' transient float accommodating up to 4 Beavers on one side.
- 46'x350' Permanent seaplane float with ramps accommodating 4 Beaver and 10 Cessna 206 aircraft.

## Proposed changes and justification-

- Extend the fill an addition 80' at the trestle entrance to reduce the length of the trestle by 80', which sets the first set of trestle piles 80' offshore in deeper water. This will save money as the trestle costs more than fill and the fill has a longer life than the trestle and requires less maintenance. The pull-out changes shape and size. Also driving piles in very shallow water is difficult. For constructability issues eliminating the first two sets of piles/bents and driving piles in deeper water will save money and be more constructible.
- Widen and shorten (54'x140') the Transient Float move piles to the center of the float to accommodate aircraft on either side of float (response to wind direction – aircraft tie-up facing into wind) and set final pile 30' in from end of float for wing clearance.
- Show point of sale fuel at head of Transient dock.
- Increase length of Permanent seaplane ramped float from 350' to 408' in order to provide sufficient wing clearance around mooring piles located at each end of the float.
- The float utilities, potable water, light poles with power receptacles, life safety equipment, etc., are grouped around together around the float steel piles, which are spaced approximately 60 feet apart.

## Discussion/comments during the meeting from the Pilot Stakeholders & the design team:

### Floats/Ramps:

- The group agreed that design for 10-ton vehicles for the trestle, gangway, and landing/floats was adequate.
- There was a suggestion to widen some of the (10) planned permanent 206 float ramps to make more of the float ramps universal to accommodate larger aircraft or add more floats for Beavers. This would likely require lengthening the permanent float. The Cessna 206 float ramps are not wide enough for a Beaver. If some of the float ramps are widened, closer tie downs for smaller planes should be provided.
- There is a possibility for an even larger airplane, such as a Caravan, but they would be difficult to get off the float unless it was lined with a more slippery surface, such as HDPE, but it may be difficult to get them to stay on the ramp if that material is used. *If they are not based in Sitka they could use the transient dock tie downs.*
- Consider adding two ramps for larger airplanes such as a Caravan or an Otter. Dick Somerville, PND, to research required dimensions. This would likely require lengthening the permanent float.
- Potential for wing hit by vehicles if a plane parks on the east side in the middle of the gangway landing. Suggest not installing tie downs here and signing that as no parking area or provide tiedowns only at the far end of the float near the first plie of the permanent float. *There was a suggestion to place the gangway off center of the landing but it needs to be centered for a reasonable structural design.*
- Consider adding more space between ramps so that airplanes can be spun and brought alongside the flat portion of the float.
- Will there be a pedestrian walkway on the ramp? No not a dedicated one, they will share the ramp with vehicle traffic. Pedestrians will have the right-of-way.

### Utilities:

- 120V (4-plex) receptacles typically installed in light poles at the uplands and on the floats are adequate.
- Should we consider charging for e-airplanes in the future? That would not be included in the initial project but there may be room created/saved for conduits required for that power to be installed in the future.
- Year-round potable water (heat tape and insulated pipe) should be accommodated.

- Proposed water spigot layout - one for four airplanes located near each pile on the float and around the perimeter at the uplands, is fine.
- Installation of security cameras should be included in scope, similar to the boat harbor, may be able to tie into harbor system.
- Accommodations for fuel is the highest priority.
  - One flying service estimated that they burn 4-5k gallons of 100LL fuel per year.

## Site:

- Pilots preferred moving the security fence and gates with keypad down onto the site and locating the general auto parking outside the security fence.
- Providing a secure fenced area for the aircraft is preferred by the pilots.
- Restroom facilities are required for the SPB as there are no accessible facilities anywhere nearby. Various types of restrooms and covered passenger areas were considered along with a future addition for a small terminal. A small passenger terminal is eligible for a GA airport and would provide permanent restrooms, scales for baggage, a small indoor passenger waiting area and an outdoor covered area for passengers and baggage loading. It would include a small mechanical room for the mechanical systems that could also house equipment needed for the sewage lift station. It is proposed we pursue building the full small terminal building in this phase of the project as it will save money to do it all at once and it will provide amenities that are needed for the functionality of the seaplane base. There was no Stakeholder objection.
- The fuel (types of fuel and proposed amounts/tank size) tank location is proposed to be fenced and located on the west side of the trestle north end of the uplands site. Piping to point of sale location on the transient dock is believed to be AIP eligible along with possibly other fueling infrastructure. It is believed a vendor will complete and operate the system and generate operational revenue for the airport (TBD).
- Permanent tie downs around the perimeter. One pilot suggested center tiedowns be installed, but only used in the winter offseason or for hauling out and securing aircraft during strong storms. There is also potential for temporary tiedowns in the center if permanent tiedown are decided against.
- Pilots are interested in possible future hangars/lease lots.
- *These items are from post meeting conversations:*
  - Limited access to the SPB and the terminal being inaccessible from outside the fence is a potential problem. This will be an operations issue to be addressed with the operations plan, which is to be developed. Committee forming to begin this process.

## Time of year operations, seasonal or year-round?

- At least one operator plans to operate out of the facility year-round.
- Is snow removal required? Yes.

## Site Lighting:

- Site lighting fixtures on 40' poles are planned to be placed along the perimeter of the site. These fixtures will be "cut off" type that projects the light downward preserving the night sky.
- No poles will be placed in the center of the site to keep a clear path for aircraft movement.

Operations plan:

- Looking for Pilot Stakeholder volunteers to help develop the SPB operations plan with the support of CBS Staff.
- Plan to send out an email the week of May 16 with an operational questionnaire, the meeting notes from the May 4, 2022, Pilot Stakeholder preliminary design meeting and a link to the project website where the meeting presentation materials and meeting recording can be downloaded.