

**Seward Airport Improvements  
Final Environmental Assessment  
Errata Sheet**

**Summary of Changes**

The Department of Transportation and Public Facilities in association with the Federal Aviation Administration completed an Environmental Assessment (EA) for improvements to the Seward Airport in November of 2018. This document was made available to the public via the Department's website and hard copies available at the Seward Community Library.

Since the EA was made available for public review, design for the Seward Airport Improvements has moved forward. This has resulted in some changes to the project design which have been incorporated into the EA figures. Other items within the document have been added or changed for clarification. This Errata is being distributed to provide public opportunity to review and comment on the changes. The public review and comment period is open until January 9, 2019. The following is a list of substantive changes.

- Figure 2. Proposed Action (see attached)
  - 1) Fencing added to north airport boundary,
  - 2) staging area removed,
  - 3) clearing & grubbing boundaries added, and
  - 4) beacon deleted, this will be completed under a separate project.
- Page 6, Section 3.3 (see below) – language modified
- Page 9, Table 1, Cumulative Impacts (see below) – change language to match Table 20
- Figures 3-9. - updated to reflect changes in Figure 2.

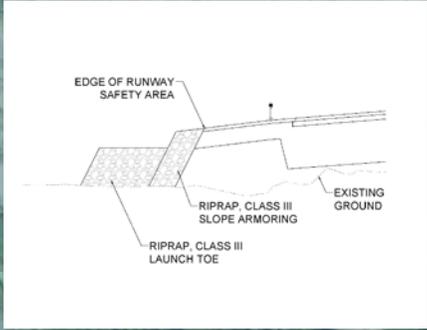
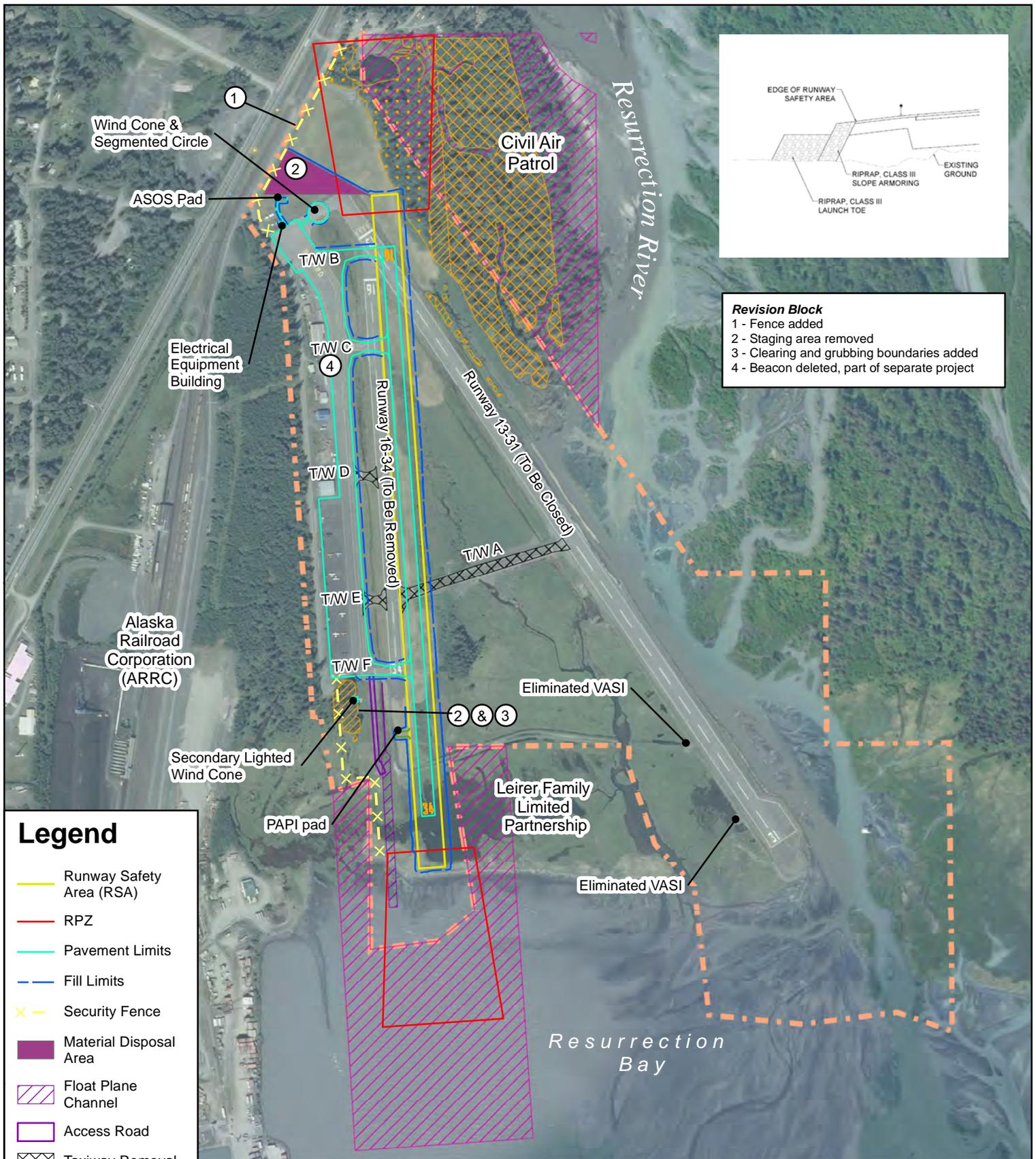
### 3.3 Proposed Action – Alternative 2.2

---

Alternative 2.2 (shown on Figure 2) will reconstruct RW 16-34 to B-II standards and then close and discontinue maintenance of RW 13-31. Closing RW 13-31 would include removing pavement, lighting, and NAVAIDS. Alternative 2.2 would shift RW 16-34 to the east (to meet B-II offset requirements) and raise it above the 100-year flood level with 2 ft of freeboard as well as extend the length from the existing 2,289 ft to 3,300 ft. Shifting the RW also minimizes changes to the apron and adjoining lease area/buildings. Armor would be installed to protect RW 16-34. Since RW 13-31 will likely be overtopped and could subsequently be breached, flood water will reach this embankment. TW B would be relocated, and TW F would be reconstructed to match RW 16-34 location and grade changes. TWs A, D, and E would be eliminated in accordance with new FAA guidance. Other components of the Proposed Action include:

- ✦ Repave taxiways and apron ~~other airport surfaces as needed~~
- ✦ Install new airfield lighting and an electrical enclosure building
- ✦ Relocate, ~~repair~~, or replace navigational aids, and markings
- ✦ Install security fencing
- ✦ Property acquisitions
- ✦ Construct a float plane channel and access road to accommodate float plane floats to wheel change-outs
- ✦ Decommission and remove existing Visual Approach Slope Indicator (VASI) on RW 13-31 and provide equivalent Precision Approach Path Indicator (PAPI) service for the south end of the new runway.
- ✦ Relocate the Automated Surface Observation System (ASOS) and the airport beacon to meet siting requirements for the new runway.
- ✦ Dispose of material within airport boundaries
- ✦ Selectively clear and grub vegetation

	Proposed Action	No Action
Cumulative Impacts	<p>The proposed project could cumulatively impact the following resource categories at the head of Resurrection Bay area:</p> <ul style="list-style-type: none"> <li>• Biological Resources (fish, EFH, bird habitat, invasive species)</li> <li>• Hazardous Materials, Solid Waste, &amp; Pollution Prevention (solid and construction waste)</li> <li>• Land Use (land development)</li> <li>• Natural Resources &amp; Energy Supply (utilities and natural resources)</li> <li>• Water Resources (Waters of the U.S. and the Resurrection River floodplain)</li> </ul> <p><del>Cumulative impacts resulting from past, present, and reasonably foreseeable future actions that include commercial and industrial activities and the proposed project at the head of Resurrection Bay are not expected to be cumulatively significant. The cumulative impact of the direct and indirect effects of the Proposed Action and its alternatives when added to the aggregate effects of past, present, and reasonably foreseeable future actions are not anticipated to cause significant impacts.</del></p>	<p>The No Action Alternative would not result in a change from current conditions.</p> <p>Cumulative impacts resulting from past, present, and reasonably foreseeable future actions that include commercial and industrial activities at the head of Resurrection Bay would continue.</p>



**Revision Block**  
 1 - Fence added  
 2 - Staging area removed  
 3 - Clearing and grubbing boundaries added  
 4 - Beacon deleted, part of separate project

- Legend**
- Runway Safety Area (RSA)
  - RPZ
  - Pavement Limits
  - Fill Limits
  - x Security Fence
  - Material Disposal Area
  - Float Plane Channel
  - Access Road
  - Taxiway Removal
  - Land Acquisition
  - Clearing and Grubbing
  - Clearing Only
  - Selective Clearing
  - Existing Seward Airport Boundary

0      750      1,500

Feet

Seward, Alaska

Date: 12/17/2018      Figure: 2

**State of Alaska**  
 Department of Transportation and Public Facilities  
 Central Region



Seward Airport Improvements  
 Environmental Assessment  
 Proposed Action