

ST. MARY'S AIRPORT PLANNING AND RSA PRACTICABILITY STUDY

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AVIATION ACTIVITY FORECAST

Prepared For:



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Abbreviations

| | |
|-----------------|---|
| AAC..... | Aircraft Approach Category |
| AASP..... | Alaska Aviation System Plan |
| AC..... | Advisory Circular |
| ACC..... | Alaska Commercial Company |
| ADG..... | Airplane Design Group |
| ADOL..... | Alaska Department of Labor and Workforce Development |
| AF..... | Aviation Forecast |
| ALP..... | Airport Layout Plan |
| ARC..... | Airport Reference Code |
| AVEC..... | Alaska Village Electric Cooperative |
| AWOS..... | Automated Weather Observation System |
| Boreal..... | Boreal Fisheries, Inc. |
| BTS..... | Bureau of Transportation Statistics |
| CDP..... | Census Designated Place |
| CONUS..... | Contiguous United States |
| DMM..... | Domestic Mail Manual |
| DOT&PF..... | State of Alaska, Department of Transportation and Public Facilities |
| FAA..... | Federal Aviation Administration |
| Fishpeople..... | Fishpeople Seafood |
| GA..... | General Aviation |
| GRA..... | Grey Relational Analysis |
| IFR..... | Instrument Flight Rules |
| ILS..... | Instrument Landing System |
| KSM..... | St. Mary's Airport |
| Kwikpak..... | Kwikpak Fisheries, LLC |
| Lynden..... | Lynden Air Cargo |
| MON..... | Minimum Operations Network |
| MTOW..... | Maximum Takeoff Weight |
| NAC..... | Northern Air Cargo |
| NM..... | Nautical Miles |
| NPIAS..... | National Plan of Integrated Airport Systems |
| RSA..... | Runway Safety Area |
| TAF..... | Terminal Activity Forecast |
| TFMSC..... | Traffic Flow Management System Count |
| USPS..... | United States Postal Service |
| VFR..... | Visual Flight Rules |
| VOR..... | VHF Omnidirectional Range |

1.0 Introduction

St. Mary's Airport (KSM) is located approximately 440 miles west of Anchorage and 6 miles west of the City of St. Mary's, as shown on Figure 1. The airport is located on a ridge overlooking the Yukon River.

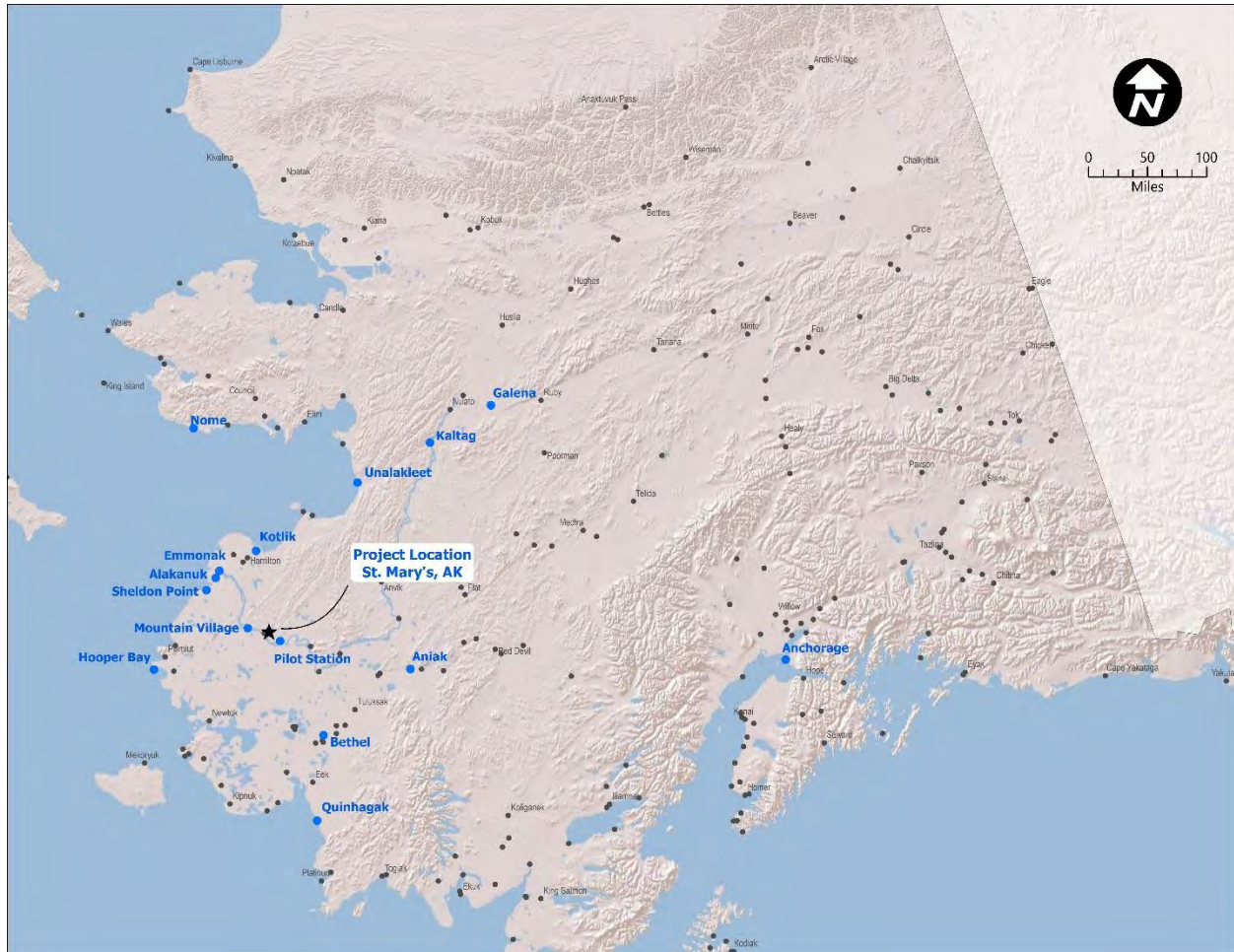


Figure 1: Project Location

The airport is public and is owned, operated, and maintained by the State of Alaska Department of Transportation and Public Facilities (DOT&PF) Northern Region.

KSM is classified by the Federal Aviation Administration (FAA) as a Non-Hub Primary Commercial Service Airport. The airport is not Part 139 certified. The DOT&PF classifies KSM as a Regional Airport in the Alaska Aviation System Plan (AASP). Twenty eight airports are classified as Regional Airports in the AASP “Mission, Goals, Measures and Classification” report from 2011. These are airports that may not fulfill all National Plan of Integrated Airport Systems (NPIAS) requirements of a hub but “serve as transportation and economic hubs to more than one community. Generally, Regional Airports need to accommodate larger aircraft, to have instrument approaches with low minimums, and to have more landside facilities and services than other public use airports.”

The AASP Region Airport designation is based on four criteria:

- KSM is defined in NPIAS as a primary airport,
- KSM is used by Air Carriers as a hub for their operations,
- KSM serves as a United States Postal Service (USPS) hub with more than 2 million pounds of cargo annually, and
- St. Mary's has a health facility.

KSM functions as a regional hub airport for passenger, mail, and freight traffic connecting villages in the Lower Yukon with Bethel and Anchorage. For this forecast the term "hub" refers to the AASP designation recognizing KSM's role within the Alaska Aviation System as well as its operational function serving communities in the Lower Yukon area.

KSM is ranked as the 20th busiest commercial airport in Alaska in the 2011 AASP aviation activity forecast. This ranking is based on a combination of commercial aircraft departures, outbound passengers, freight, and mail. The airport is a vital hub for the region and airport upgrades and continued maintenance is necessary to maintain its current function.

KSM has two gravel runways, consisting of:

- Main Runway 17/35: 6,008 feet long and 150 feet wide
- Crosswind Runway 06/24: 1,520 feet long and 60 feet wide

The gravel surfacing on both runways has been depleted, the runway surfaces are heaved and unevenly graded, and the crown is diminished. The surfaces are wet and soft for extended periods during breakup and after rain events. Airport improvements are necessary including: runway, taxiway, and apron resurfacing; Runway Safety Area (RSA) improvements; and replacement of the airfield lighting system. Also, upgrades are necessary to the FAA-owned and maintained approach lighting systems and Automated Weather Observation Systems (AWOS) to improve the reliability of air service into St. Mary's. An airport inventory describing the condition of existing facilities and the needs of the airport is included in Appendix A.

Airport planning and development of design criteria for airport improvements is based on the most demanding aircraft having at least 500 annual operations. Per Advisory Circular (AC) 150/5000-17, this aircraft is designated as the "Critical Aircraft" for the runway. This forecast uses data from the Traffic Flow Management System Count (TFMSC), the Bureau of Transportation Statistics (BTS) T100 domestic air carrier data, and the results of recent air carrier interviews and surveys to estimate commercial aviation activity at KSM for a 20-year planning horizon. This information is used to select a Critical Aircraft for both Runway 17/35 and Runway 06/24. The relevant aviation system plan information referenced in this study is included in Appendix B. Relevant notes and phone logs from air carrier and airport user interviews are included in Appendix C and air carrier and airport user survey responses are included in Appendix D.

Aviation activity at KSM is a mixture of cargo and passenger traffic, with an emphasis on commercial fishing support in the summer. There are seven based aircraft. Local general aviation (GA) activity is primarily limited to between June and August. Aviation activity in general is closely linked to regional commercial fishing activity and by-pass mail volumes. Aircraft activity is the highest during the summer commercial fishing period, resulting in a 15% increase in mail and a 1000% increase in freight leaving KSM.

Only aircraft equipped to operate off of gravel runways can provide service to KSM. There are a range of small passenger aircraft that are able to meet this performance criteria, but large cargo aircraft are generally limited to Boeing 737-200s with gravel kits, Douglas DC-6s, and Lockheed C-130s. Northern Air Cargo (NAC), one of KSM's primary cargo carriers, recently announced that they are unlikely to continue to serve KSM after October 2018 due to an upcoming change in their fleet mix. NAC is removing the gravel kit equipped Boeing 737-200s from their fleet, greatly reducing the lift capacity available at KSM. In order to fill the resulting void in the market, other carriers will need to add flights with Beechcraft Dash 8s, DC-6s, C-130s, and possibly other aircraft to meet the demand.

The last aviation forecast for KSM was completed in 2016 as part of DOT&PF's airport planning for an airport resurfacing project. This report updates DOT&PF's last forecast and evaluates trends of several community indicators, including: population within the Kusilvak and St. Mary's census area; commercial fishing harvest; and historic aviation activity related to mail, freight and passenger traffic. Population trends are taken from the 2016 Alaska Department of Labor and Workforce Development (ADOL) report. Bypass mail, freight, and passenger traffic growth is expected to follow population trends. Appendix E includes population and socioeconomic information for the region.

Based on air carrier feedback (included in Appendices C and D), two forecast scenarios are included in this report. The first scenario forecasts operations for KSM if both runways maintain their current length and gravel surfacing. The second scenario forecasts operations based on a change in fleet mix if both runways maintain their current length but Runway 17/35 is paved. The determination of the critical aircraft is based on the first scenario, as it depicts the existing conditions at KSM.

2.0 Population

The City of St. Mary's was incorporated in 1967. In 1980, the neighboring village of Andreafski was joined with St. Mary's to form a single community. Their cultural identities are still maintained through two federally-recognized tribes: the Algaaciq Tribal Government and the Yuupit of Andreafski.

St. Mary's lies in the Kusilvak (formerly Wade Hampton) Census Area. The ADOL report "Population Estimates, Places and Other Areas, Cities and Census Designated Places (CDPs), 2010 to 2017", estimates the population of St. Mary's to be 566 in 2017. In April of 2016, ADOL released their report "Alaska Population Projections From 2015 to 2045". That estimates an annual growth rate of 1.5% through 2025. Thereafter, a slight decrease in growth, with an annual growth of 1.4% for 2025-2030 and 1.3% for the following five years, is predicted. Table 1 shows the historical and projected population for St. Mary's. See Appendix E for more detailed population and growth projections.

Table 1: Historical and Projected Population Data, St. Mary's, Alaska

| Year | Population | Annual Growth Rate | Year | Population | Annual Growth Rate |
|------|------------|--------------------|-------------|------------|--------------------|
| 1970 | 384 | | 2014 | 552 | 2.60% |
| 1980 | 382 | -0.05% | 2015 | 563 | 1.99% |
| 1990 | 441 | 1.45% | 2016 | 582 | 3.37% |
| 2000 | 500 | 1.26% | 2017 | 566 | -2.75% |
| 2010 | 507 | 0.14% | 2022 | 609 | 1.5% |
| 2011 | 531 | 4.73% | 2027 | 656 | 1.5% |
| 2012 | 518 | -2.45% | 2032 | 703 | 1.4% |
| 2013 | 538 | 3.86% | 2037 | 749 | 1.3% |

Source: Alaska Department of Labor and Workforce Development, Research and Analysis Section and Northern Economics, Inc.

Many of the surrounding communities rely on St. Mary's as a hub for mail, freight, and passenger air services. The communities with the largest volumes of pass-through traffic include: Mountain Village (with approximately 811 residents, located 12 air miles from KSM), Pitka's Point (with approximately 131 residents, located 2 miles from KSM), Pilot Station (with approximately 651 residents, located 16 air miles from KSM), Marshall (with approximately 449 residents, located 42 air miles from KSM) and Russian Mission (with approximately 331 residents, located 67 air miles from KSM). Each community has its own federally-recognized tribe consisting of: Asa'carsarmiut Tribe (Mountain Village); Native Village of Pitka's Point (Pitka's Point); Pilot Station Traditional Village (Pilot Station); Native Village of Marshall (Marshall); and Iqurmuit Traditional Council (Russian Mission). See Appendix E for more detailed population information.

Both Mountain Village and Pitka's Point are connected to KSM via gravel roads. The road to Mountain Village is not regularly maintained in the winter.

2.1 Demographic Characteristics

The US Census shows that approximately 92 percent of people living in St. Mary's are Alaska Natives and eleven percent of the population is Caucasian. The average age of a St. Mary's resident is 26.3 years old. The State of Alaska Department of Education Report Card for St. Mary's School show that 216 students were enrolled in grades Pre-Kindergarten to 12th grade in 2016-2017.

Economic activity in the lower Yukon River communities is highly seasonal and is synchronized with river ice break-up beginning in June and lasting until freeze-up in October. Subsistence and commercial fishing of Yukon River salmon runs are the primary economic activities of the region. The area's communities are often described as having mixed cash and subsistence economies, with wage employment split evenly between the public and private sectors. See Appendix E for detailed socioeconomic profile of the region.

3.0 Geographic Attributes

Located at the confluence of the Andrefski and Yukon Rivers, St. Mary's is the farthest upriver community on the Yukon River with deep-water barge access. It serves as a freight hub for several

surrounding villages, including Pilot Point, Russian Village, Mountain Village, Pitka's Point, and Marshall. These communities are not connected to the highway system and are dependent on seasonal barges and airfreight for delivery of goods to and from the region. Shallow draft barges are used higher up on the Yukon River, generally originating in Nenana and travelling downstream.

3.1 Air Freight Hub

The St. Mary's Airport directly serves the communities of St. Mary's, Andreafski, and Pitka's Point. KSM, with its 6,008 feet long runway, also serves as a regional hub for mail and cargo shipments. Bypass mail and cargo arrive on the larger aircraft, including NAC's 737-200, DC-6's operated by Everts Air Cargo (Everts) and the RAVN's Dash 8s. Bypass mail and freight is then transferred to second line cargo carriers utilizing smaller aircraft, such as Cessna Caravans and Casa 212s.

The airports in Mountain Village and Pilot Station receive approximately 40% of the mail that is received at KSM. Figure 2 below illustrates the mail volume and final destination of mail sent to St. Mary's in 2017.

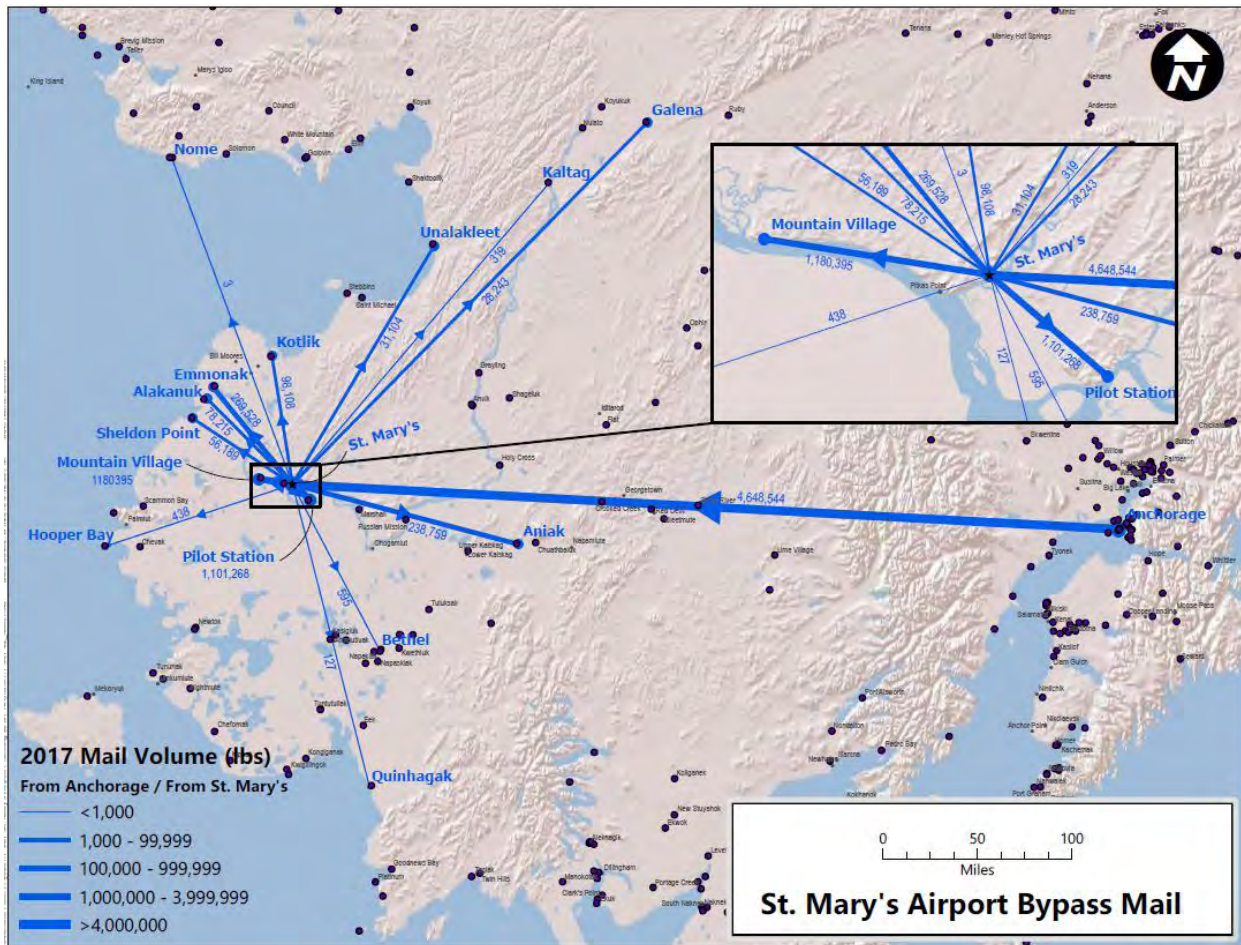


Figure 2: 2017 Bypass Mail Volume to and from St. Mary's Airport

Pilot Station and Mountain Village both receive, on average, more than 10 tons of mail through KSM each week. These two communities, and the others receiving mail through KSM, have

significantly shorter runways that are unable to serve larger aircraft from Anchorage and Fairbanks. Even communities with longer runways, such as Emmonak (4,600-foot runway) and Aniak (6,001-foot runway), receive more than 2 tons of mail each week from KSM. The Alaska Commercial Company (ACC) has stores in St. Mary's, Mountain Village, and Pilot Point. By consolidating shipments through KSM, ACC is able to reduce transportation costs.

Bethel, Nome, and Aniak are the only airports within a 200-mile radius of KSM that have runways longer than 6,000 feet. These airports are 100 miles or more from KSM and have paved runways that support jet traffic. KSM is the only airport in the lower Yukon Delta region with a runway long enough to support freight and cargo delivery using jet traffic.

Table 2: Airports Within 100 Miles of St. Mary's

| Community | Largest Runway | | | Distance (miles) | Instrument Approach |
|----------------------------|----------------|--------------|-----------|------------------|---------------------|
| | Length (feet) | Width (feet) | Surfacing | | |
| ST MARY'S | 6008 | 150 | gravel | 0 | LPV (300-3/4) |
| MOUNTAIN VILLAGE | 3501 | 75 | gravel | 12 | LNAV(300-1) |
| PILOT STATION | 4000 | 75 | gravel | 16 | - |
| MARSHALL | 3200 | 100 | gravel | 42 | LP (800-1 1/2) |
| NUNAM IQUA (SHELDON POINT) | 3015 | 60 | gravel | 59 | - |
| ALAKANUK | 4000 | 75 | gravel | 61 | - |
| EMMONAK | 4601 | 100 | gravel | 63 | LPV (300-1) |
| RUSSIAN MISSION | 3620 | 100 | gravel | 67 | LNAV (800- 1 1/4) |
| KOTLIK | 4400 | 100 | gravel | 68 | LNAV (500-1) |
| SCAMMON BAY | 3001 | 75 | gravel | 75 | LP (900-1 1/4) |
| CHEVAK | 3220 | 75 | gravel | 83 | LNAV (500-1) |
| NUNAPITCHUK | 2420 | 75 | gravel | 85 | - |
| KASIGLUK | 3000 | 60 | gravel | 86 | LNAV (600-1) |
| ATMAUTLUAK | 3000 | 75 | gravel | 90 | - |
| NEWTOK | 2202 | 35 | gravel | 90 | - |
| CAPE ROMANZOF LRRS | 3955 | 135 | gravel | 91 | S-2 (1100-2 1/2) |
| HOOPER BAY | 3300 | 75 | gravel | 100 | LP (400-1) |
| BETHEL | 6400 | 150 | asphalt | 101 | ILS (200- 1/2) |

Source: *Airport Master Record 5010 and Airmav.com published information about respective airport*

KSM serves as an important airfreight hub for approximately 16 Yukon-Kuskokwim communities within a 100-mile radius of St. Mary's. Table 2 lists other airports within the region and the dimensions of their longest runways. For reasons of economy, bypass mail and freight are consolidated, flown to KSM, and then distributed onto bush-line carriers to the outlying communities. From Anchorage, the bypass mail point of origin, operations are performed by RAVN Alaska (Corvus Air) in Dash 8 aircraft. Other bypass mail carriers are NAC and Everts, flying 737-200s and DC-6, respectively. Of the communities within 100 miles, only Emmonak has a runway long enough for full payload operations by Dash 8s and DC-6s. Therefore, changes to the runway configuration, approaches, weather minimums, or fleet mix serving KSM will also impact other communities in the region. If large cargo can no longer be carried into KSM, the

surrounding communities will lose shipping opportunities. Also, not all of the surrounding airports have published instrument approaches and many have higher approach minimums. These airports are more sensitive to weather and cannot offer the same level of reliable service to the region as KSM.

3.2 River Freight Hub

The primary barge companies serving Western and Interior Alaska are: Crowley Maritime, Delta Western, and Yutana Barge Lines. Other companies deliver fuel and transfer freight between villages along the middle and upper Yukon River. The majority of heavy freight (fuel, equipment, and construction materials) is delivered to St. Mary's via barge using two barge landings in the community: the City Dock and the Boreal Fisheries barge landings.

The City Dock, and adjacent barge landing, is located near the confluence of the Andreafski and Yukon Rivers. At the City Dock, goods are delivered for overland transport to St. Mary's, Pitka's Point, Pilot Station, and Mountain Village. The primary ports of origin for these deliveries include Anchorage, Seattle, and Fairbanks. The City Dock has 20 permanent slips and two transient slips. The maximum vessel length that can be accommodated is 100 feet. Freight transfer and crane services are also available to assist with loading and unloading shipments. The Boreal Fisheries landing is located on KSM airport property, about ten miles downriver from the City Dock. This barge landing is located on property leased by Boreal Fisheries, Inc. (Boreal) and is adjacent to several traditional fishing camps. The landing is traditionally used for unloading fish for processing and contains four transient slips that can accommodate vessels as long as 92 feet. The Boreal Fisheries barge landing supports fishing activity at St. Mary's, Mountain Village, Pilot Station, Holy Cross, Marshall, and Emmonak. No scheduled freight delivery is received at this landing.

Alaska Village Electric Cooperative, Inc. (AVEC) provides diesel generated electric power for St. Mary's, Pitka's Point, and Mountain Village. AVEC contracts barge delivery of diesel fuel once a year, during the summer months. Fuel is delivered to the tank farms via marine header located south of the City Dock. A new 900 kW wind turbine is being installed in St. Mary's as a joint venture between AVEC and Pitka's Point Native Corporation. The wind turbine is expected to supplant approximately 2,525 MWh/year of diesel generated power, which will reduce diesel demand.

4.0 Economic Characteristics

KSM is a transportation hub for the region. Most goods delivered to the region, including groceries, are consolidated and shipped as bypass mail through KSM. Bulky items such as furniture, snow machines, and boat motors are shipped to KSM as airfreight or seasonally via barge. Delivery of palletized freight with the larger cargo carriers reduces shipping costs and limits the risk of damaging items during transport.

Together with Emmonak, St. Mary's fills an important function for processing and shipping Yukon River Chinook, Chum, and Coho Salmon product to market. St. Mary's fish processor, Boreal, estimates that an average of 1,000,000 pounds of fish was transported through KSM annually for the last 45 years. Subsistence fishing starts as soon as the Andreafski and Yukon Rivers are ice-free. Commercial fishing begins as soon as the subsistence needs of the local residents are met. There are 77 St. Mary's residents that hold commercial fishing permits. Local fishermen deliver

fish to one of three regional fish buyers in the community: Boreal, Fishpeople Seafood (Fishpeople), and KwikPak Fisheries, LLC (Kwik'Pak) that process the harvest for transportation to market, primarily by aircraft through KSM. Estimates by Boreal Fisheries and other fish buyers indicate that as much as \$1.5M to \$3M is contributed to the local economy through commercial fishing annually. Subsistence activities, including fishing, hunting and gathering of berries, supplement the cash economy for residents.

Commercial fishing is a family enterprise that is rooted in the cultural identity of the local communities. Often this activity involves several generations, with a parent or grandparent operating the boat while younger family members operate the nets and handle the harvest. In recent years, strict state regulations have prohibited harvest and bycatch of Chinook salmon. To adapt, fishermen have modified their methods from using driftnets to primarily utilizing dip nets. Dip nets are more labor intensive but the fishermen have better ability to release unintended catch unharmed. Many boats now operate with a crew of five or six; one operating the boat and up to four handling the dip nets. Fish buyers operating in St. Mary's buy fish caught in Yukon River District 2. There are approximately 195 commercial fishing permit holders operating in District 2 from St. Mary's, Pitka's Point, Pilot Station, Mountain Village, Holy Cross, Marshall, and Russian Mission. The income earned from commercial fishing comes from the open market and is spent locally and regionally to support subsistence activities and provides the basis of the local economy.

See Appendix E for a detailed socioeconomic profile of the region and a description of KSM's role in the regional economy.

5.0 Aviation Activity

KSM is a non-towered airport and there is no observed data available. The activity for this forecast is based on data reported to the FAA and the Bureau of Transportation Statics (BTS), and carrier interviews.

The FAA tracks and records aircraft filed flight plans for all flights operated under Instrument Flight Rules (IFR). This data is available through the TFMSC database and provides information about the number of IFR operations to KSM for which flight plans are filed. The air carriers operating jet aircraft generally file flight plans for all of their operations. Propeller-driven aircraft are not required to file a flight plan when the weather does not dictate IFR conditions. Therefore, many visual flight rules (VFR) operations are not included in the TFMSC data.

Each month, the BTS Office of Airline Information collects market data from air carriers providing Part 121 or Part 135 cargo and passenger service (both scheduled and chartered). BTS T100 data contains each flight segment's origin, destination, carrier, aircraft, number of operations, number of passengers, and weight of mail and freight. Table 3 summarizes the carriers who have reporting traffic to and from KSM since 2002.

Table 3: Reporting Air Carriers

| | Year | | | | | | | | | | | | | | | |
|--|------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| Alaska Central Express | | | | | | | | | | | | | | | | |
| Arctic Circle Air Service | | | | | | | | | | | | | | | | |
| Arctic Transportation (Ryan Air) | | | | | | | | | | | | | | | | |
| Bering Air Inc. | | | | | | | | | | | | | | | | |
| Cape Smythe Air Service | | | | | | | | | | | | | | | | |
| Era Aviation | | | | | | | | | | | | | | | | |
| Frontier Flying Service | | | | | | | | | | | | | | | | |
| Grant Aviation | | | | | | | | | | | | | | | | |
| Hageland Aviation Service | | | | | | | | | | | | | | | | |
| Iliamna Air Taxi | | | | | | | | | | | | | | | | |
| Inland Aviation Services | | | | | | | | | | | | | | | | |
| Larrys Flying Service | | | | | | | | | | | | | | | | |
| Lynden Air Cargo Airlines | | | | | | | | | | | | | | | | |
| Northern Air Cargo Inc. | | | | | | | | | | | | | | | | |
| Peninsula Airways Inc. | | | | | | | | | | | | | | | | |
| Tanana Air Service | | | | | | | | | | | | | | | | |
| Tatonduk Outfitters Limited d/b/a Everts Air | | | | | | | | | | | | | | | | |
| Village Aviation | | | | | | | | | | | | | | | | |
| Warbelow | | | | | | | | | | | | | | | | |
| Wright Air Service | | | | | | | | | | | | | | | | |
| Yute Air Aka Flight Alaska | | | | | | | | | | | | | | | | |

Source: Bureau of Transportation Statistics T100 data for Domestic Carriers 2002-2017

Since 2002, there has been a consolidation of carriers servicing KSM. RAVN Air acquired Arctic Circle Air Service, Cape Smythe Air Service, Era Aviation, Frontier Flying Service, and Hageland Aviation. RAVN also acquired aircraft from Yute Air, but not the operating certificate. Arctic Transportation Services was rebranded as RYAN Air. Larry's Flying Services had ceased operations. Carriers that only provide charter service to KSM include Lynden Air Cargo (Lynden), Alaska Central Express, Iliamna Air Taxi, Warbelow, and Wright Air Service.

Air Carriers identified in the table above were contacted and asked to complete an air carrier activity survey. After completion of the survey, they were interviewed to obtain additional details about their operations and their operational needs at KSM. See Appendices C and D for interview notes and survey responses.

The airport master record indicates that eight aircraft are based at KSM. Site inspection and conversations with air carriers show that there are seven aircraft based at KSM year-round. RAVN owns six of these aircraft and the other is owned by the Alaska State Troopers. During the summer, the Department of Fish and Game also base one aircraft at KSM.

6.0 Aircraft Operations

General Aviation Operations

The typical approach for forecasting itinerant GA operations is to use the FAA-approved Grey Relational Analysis (GRA) model for estimating GA traffic at non-towered airports. The model results are then compare the FAA Terminal Activity Forecast (TAF) and the AASP Forecast. However, the results of the GRA modeling for KSM varied widely and were inconclusive. This is likely due to the low number of based GA aircraft within a 100-mile radius of KSM. The variance

in results suggest the GRA is not an accurate modeling tool for determining GA operations at KSM. The FAA's TAF also contained no operational GA data and GA operations conducted under VFR without flight plans are not reported or recorded. Therefore, the most accurate source for this GA forecast is the AASP. The AASP estimates approximately 2,790 GA operations in KSM in 2015. Commercial operations were reported to be 10,057 for the same year. Therefore, this forecast considers that approximately 20% of all operations are GA traffic and the remaining 80% is commercial traffic.

Commercial Aviation Operations

Commercial operations conducted under Part 121 and Part 135 are reported by certificated air carriers and included in the BTS's T100 database. Operations with filed flight plans are also recorded in TFMSC. See Table 4 for a comparison of the BTS T100 data and the FAA TFMSC data. Certain types of aircraft have more TFMSC recorded operations than T100 operations. This discrepancy is likely due to the fact that some of the FAA's documented flights were GA IFR flights. In other cases, the air carriers reported more operations than were recorded by the FAA. This is likely due to the smaller air carriers flying propeller driven aircraft to operate commercial operations under visual flight rules where no IFR flight plan was filed.

Table 4: Annual Operations by Design Group, 2017

| Design Group | Reported by Air Carriers (BTS T100) | FAA Recorded Flight Plans (TFMSC) |
|--------------|--|--------------------------------------|
| A-I | 10 | 30 |
| A-II | 187 | 44 |
| A-III | 765 | 628 |
| B-I | 8,345 | 402 |
| B-II | 1,033 | 610 |
| B-III | 197 | 212 |
| C-I | 0 | 0 |
| C-II | 0 | 0 |
| C-III | 186 | 188 |
| C-IV | 5 | 4 |
| D-I | 0 | 4 |

Sources: Bureau of Transportation Statistics T100 data for Domestic Carriers 2002-2017 and Traffic Flow Management System Count for 2008-2017

As shown above, the two data sources for C-III (NAC 737s) operations correspond well because a flight plan is filed for each jet operation. The two additional C-III operations reported by the FAA were performed with a 737-700, which are not operated by any of the air carriers reporting operations at KSM. The DC-6s operated by Everts make up the vast majority of B-III operations. The C-IV operations are Lynden's C-130s which are occasionally chartered by fish processors for additional lift capacity to bring fish to market. The D-I operations are Learjet 35s for medical evacuations operated by Aero Air, under contract to Life-Med. The annual number of Learjet medevac flights typically fluctuates between two and ten. Life-Med also conducts medical evacuations from KSM using their Beechcraft King Air 200 based in Fairbanks and their Cessna 208 based on Bethel. Life-Med files flight plans for all their operations which are documented in the FAA's TFMSC database. Life-Med operations with King Air medevac operations typically fluctuate annually between ten and 40, over the ten year period studied. The life Life-Med

operations using the Cessna 208 are indistinguishable from Hageland's operations in the TFMSC database.

The FAA's TFMSC database also includes 98 operations by business jets between 2008 and 2017. The jets consist of Cessna Citations, Gulfstreams, Challengers, and Learjet 60s.

A more detailed breakdown of aviation activity is included in Appendix F.

Commercial air carrier operations have shown a slight decrease of an average of 1.5% per year over the last 15 years. A similar reduction can also be seen in passenger enplanements. However, mail and freight volumes have slowly increased over the same period. These trends likely indicate a reduction in freight volumes related to construction-related activities and changes in the air carrier fleet to utilize larger and more cost-effective aircraft.

7.0 Passenger Enplanements

Passenger enplanement is defined as revenue passenger boarding's at a specific airport. Scheduled commercial passenger service at KSM is provided by two carriers: RAVN Alaska and RAVN Connect. RAVN Alaska operates as Corvus Air, a Part 121 operator that provides daily air service between Anchorage and St. Mary's. These flights are Bombardier Dash 8-100s that are converted to carry up to 29 passengers and up to 7,500 pounds of freight. Much of the freight is bypass mail. Corvus Air (or their subsidiary Era Aviation) is one of three regional bypass mail carriers from Anchorage to St. Mary's, which delivers approximately 33% of all bypass mail to the region.

RAVN Connect is operated as Hageland Aviation, a Part 135 operator that provides local air service between Bethel, St. Mary's, and surrounding communities. Part 135 operations are limited to nine passengers and not more than 5,000 pounds of cargo. Hageland operates Beechcraft 1900s, Cessna 207s, and Cessna 208s. Hageland has three Cessna 207s and three Cessna 208s based in KSM that serve nearby communities. Hageland is the only operator with aircraft based at KSM.

Over the period between 2002 and 2017, there were over 80 passenger destinations originating from KSM. Table 5 shows the twelve most common destinations. As shown, more than half of all enplanements are for travel to communities in the Lower Yukon and Kuskokwim region.

Table 5: Destinations for Passengers Leaving St. Mary's

| | 2013 | 2014 | 2015 | 2016 | 2017 |
|----------------------|-------|-------|-------|-------|-------|
| Total Enplanements | 14462 | 14704 | 14528 | 13352 | 12480 |
| Anchorage, AK | 5711 | 5780 | 6813 | 6249 | 5858 |
| Mountain Village, AK | 2682 | 2525 | 2101 | 1702 | 1500 |
| Pilot Station, AK | 1565 | 1525 | 1369 | 1619 | 1359 |
| Emmonak, AK | 1063 | 1029 | 814 | 1039 | 910 |
| Kotlik, AK | 766 | 954 | 849 | 793 | 772 |
| Bethel, AK | 782 | 735 | 650 | 467 | 585 |
| Alakanuk, AK | 896 | 826 | 712 | 647 | 499 |
| Sheldon Point, AK | 252 | 244 | 240 | 153 | 162 |
| Hooper Bay, AK | 57 | 77 | 67 | 57 | 109 |
| Marshall, AK | 117 | 199 | 80 | 93 | 103 |
| Scammon Bay, AK | 97 | 220 | 68 | 104 | 96 |

Source: Bureau of Transportation Statistics T100 data for Domestic Carriers 2002-2017

For surrounding communities, travel outside of the region begins with a flight to KSM. From there, passengers connect to Bethel or board a direct flight to Anchorage. Table 6 shows historical enplanements at KSM between 2002 and 2017. The forecast passenger enplanements are based on projected population growth provided by ADOL.

Table 6: Historical and Forecast Enplanements, KSM

| Year | Historical and Forecast Enplanements | Annual Growth Rate |
|------|--------------------------------------|--------------------|
| 2002 | 9,432 | |
| 2007 | 15,055 | 9.80% |
| 2012 | 13,014 | -2.87% |
| 2017 | 12,480 | -0.83% |
| 2022 | 13,445 | 1.50% |
| 2027 | 14,484 | 1.50% |
| 2032 | 15,526 | 1.40% |
| 2037 | 16,562 | 1.30% |

Sources: Bureau of Transportation Statistics T100 data for Domestic Carriers 2002-2017. Alaska Department of Labor and Workforce Development, Research and Analysis Section

8.0 Air Cargo

There are two components to air cargo that are reported by Part 121 and Part 135 air carriers: mail and freight. The first component, mail, is largely bypass mail. Freight includes shipment of all other goods such as consumer goods, food, clothing, supplies, materials, equipment, and appliances.

8.1 *Bypass mail*

The bypass mail system was created in the early 1970's intended specifically to serve those rural parts of Alaska that are only reached by air. Federal legislation established a system where private air carriers could carry mail to rural communities without handling by the US Postal Service. Consumers pay regular parcel post for shipments even though the cost is much higher. Regulations control many of the aspects of bypass mail. The regulations below are a summary from the USPS "Handbook PO-508 – Intra-Alaska Mail Service by Air":

- Bypass mail can only be originated in Anchorage or Fairbanks
- Individual pieces (not palletized) may not exceed 108 inches (combined length and girth) or weigh more than 70 pounds
- Authorized shippers must prepare palletized loads based on the following:
 - All pallets must conform to USPS DMM¹ regulations
 - Pallets must be uniform in size with max dimensions of 40 in. x 48 in. x 72 in. (width x length x height)
 - The weight on a pallet should be evenly distributed, with denser products on the bottom. The max weight of a pallet is 2,500 pounds (in effect 2,400 pounds of payload as the pallet weighs 70 lbs).
 - Shipper must secure the mail to the pallet by shrink wrap so that it will be secure, stable, and able to maintain unit integrity during transit.
- An order to a single addressee must weigh a minimum of 1,000 pounds. The order may consist of one or more pallets.
- An individual order may not exceed 50,000 pounds.
- Bypass mail process does not accept any of the following:
 - HAZMAT as defined by the USPS, the FAA, or the DOT&PF
 - Building and construction materials
- Freeze and chill items are accepted at the shipper's risk. The USPS does not provide, nor does it require carriers to provide, freezers or coolers.

Bypass mail carriers are divided into regional and bush carriers.

Regional carriers are Part 121 operators that transport mail from mail centers in Anchorage and Fairbanks to one of several bush hubs where the bypass mail is sorted and shipped to its final destination. There is an equitable distribution of the bypass mail among the regional carriers to each destination. To become a preferred regional carrier, an airline must have scheduled traffic to the destination.

Bush carriers are Part 135 operators that transport the bypass mail from a bush hub to the final destination. Bypass mail is not split equitably between bush carriers; carriers with scheduled passenger service are given preference when mail is sorted for final delivery at a bush hub.

The regional carrier has three days to deliver each shipment. The bush carrier or second line carrier has an additional day to make the delivery to its final destination.

¹ US Postal Service Domestic Mail Manual

KSM has three preferred regional carriers: NAC, Everts Air, and Corvus. The approximate 4.5 million pounds of bypass mail sent to KSM each year is divided relatively equally between the carriers. NAC serves KSM with a 737-200 that has a payload capacity of approximately 25,000 pounds. Everts uses DC-6As with a payload capacity of 23,500 pounds. Corvus flies Dash 8-100s in a combi configuration that can carry 7,500 pounds of bypass mail.

RAVN (Hageland Aviation) and Ryan Air are the bush carriers that transport the bypass mail from KSM to final destinations. Hageland Aviation provides passenger service to the bypass mail destinations and is the preferred carrier, receiving approximately 75% of the bypass mail sent from KSM. Ryan Air delivers the remainder of the bypass mail using aircraft based at other regional airports.

The majority of bypass mail is for local grocery stores. ACC has stores in St. Mary's, Mountain Village, and Pilot Station. Everything sold in these stores is shipped as bypass mail or cargo to St. Mary's and distributed to Mountain Village and Pilot Station. Sales in these stores are linked to the local health of the village economies, and higher incomes from commercial fishing result in more goods delivered as bypass mail. Bypass mail is the preferred method of shipping goods as the cost is less than regular cargo.

Table 7 below shows the reported incoming and outgoing mail volumes at KSM. The amount of bypass mail fluctuates from year to year, but there is a growing trend of approximately 0.7 percent annually.

Table 7: St. Mary's Airport Total Mail Summary, 2002-2017

| | Incoming (lbs) | Outgoing (lbs) | Total Mail (lbs) |
|------|----------------|----------------|------------------|
| 2002 | 2,177,402 | 2,340,127 | 4,517,529 |
| 2003 | 4,334,200 | 3,035,208 | 7,369,408 |
| 2004 | 4,315,711 | 2,778,793 | 7,094,504 |
| 2005 | 3,944,759 | 2,549,298 | 6,494,057 |
| 2006 | 3,991,440 | 2,347,241 | 6,338,681 |
| 2007 | 3,993,621 | 2,654,933 | 6,648,554 |
| 2008 | 4,035,616 | 2,706,850 | 6,742,466 |
| 2009 | 3,882,322 | 2,532,707 | 6,415,029 |
| 2010 | 4,021,568 | 2,675,930 | 6,697,498 |
| 2011 | 4,079,895 | 2,885,374 | 6,965,269 |
| 2012 | 4,094,066 | 2,879,771 | 6,973,837 |
| 2013 | 4,274,597 | 3,091,090 | 7,365,687 |
| 2014 | 4,518,538 | 3,422,370 | 7,940,908 |
| 2015 | 4,238,366 | 2,953,957 | 7,192,323 |
| 2016 | 4,510,141 | 3,082,393 | 7,592,534 |
| 2017 | 4,648,544 | 3,193,848 | 7,842,392 |

Source: Bureau of Transportation Statistics. Air Carrier Statistics T-100 Domestic Market

8.2 Freight

NAC and Everts both maintain a regular schedule for freight shipments to KSM. Air freight includes bulky items such as boat motors, lighter/smaller construction materials, equipment parts, snow machines, appliances, and furniture. Freight also includes food items that have a short shelf life and products that cannot be shipped as bypass mail such as aerosol cans, batteries, and hazardous materials as defined by the DOT&PF, the FAA or the USPS.

NAC and Everts also backhaul freight from KSM to Anchorage. Backhaul shipping rates are lower than the cost to ship by charter. Most of the outgoing freight is salmon caught in the Yukon District 2 commercial fishery. Fish buyers have operated in District 2 since the early 1970s and have relied on backhaul airfreight for shipping fish to market. During the commercial fishing season, as much as 60,000 pounds of fish is shipped daily from KSM by air.

A limiting factor of the fish harvest is the aggregate lift capacity of the aircraft fleet serving KSM. Fish processors have stated that more fish would be harvested and processed if there were more aircraft available at KSM to bring it to market. Table 8 gives the total weights of freight carried to and from KSM each year between 2002 and 2017.

Table 8: St. Mary's Annual Freight, 2002-2017

| | Incoming (lbs) | Outgoing (lbs) | Total Freight (lbs) |
|------|----------------|----------------|---------------------|
| 2002 | 879,608 | 978,857 | 1,858,465 |
| 2003 | 1,733,280 | 1,246,327 | 2,979,607 |
| 2004 | 1,239,959 | 1,205,147 | 2,445,106 |
| 2005 | 967,369 | 838,420 | 1,805,789 |
| 2006 | 1,238,331 | 1,606,560 | 1,734,891 |
| 2007 | 1,735,897 | 1,855,476 | 3,591,373 |
| 2008 | 1,731,680 | 974,645 | 2,706,325 |
| 2009 | 1,457,959 | 823,655 | 2,281,614 |
| 2010 | 1,825,727 | 1,048,069 | 2,873,796 |
| 2011 | 1,629,153 | 1,706,046 | 3,335,199 |
| 2012 | 1,272,736 | 1,428,960 | 2,701,696 |
| 2013 | 1,207,023 | 1,446,960 | 2,653,983 |
| 2014 | 1,512,352 | 1,221,446 | 2,733,798 |
| 2015 | 1,424,188 | 1,155,885 | 2,580,073 |
| 2016 | 1,211,757 | 1,594,790 | 2,806,547 |
| 2017 | 1,157,366 | 1,180,661 | 2,338,027 |

Source: Bureau of Transportation Statistics. Air Carrier Statistics T-100 Domestic Market

The impact of commercial fishing on air freight leaving KSM is shown in Figure 3. Each line in the figure represents one year between 2002 and 2017. The fall, winter, and spring freight levels average between 50,000 to 100,000 pounds per month. During commercial fishing season, there is as much as 600,000 pounds of freight shipped per month and more than two-thirds of all freight sent from KSM is sent during the months of June, July, and August. This short summer fishing

season represents the main source of private income for people living in St. Mary's and surrounding communities. The money generated from selling the harvested fish comes from the open market and is a significant factor in the sustainability of the region.

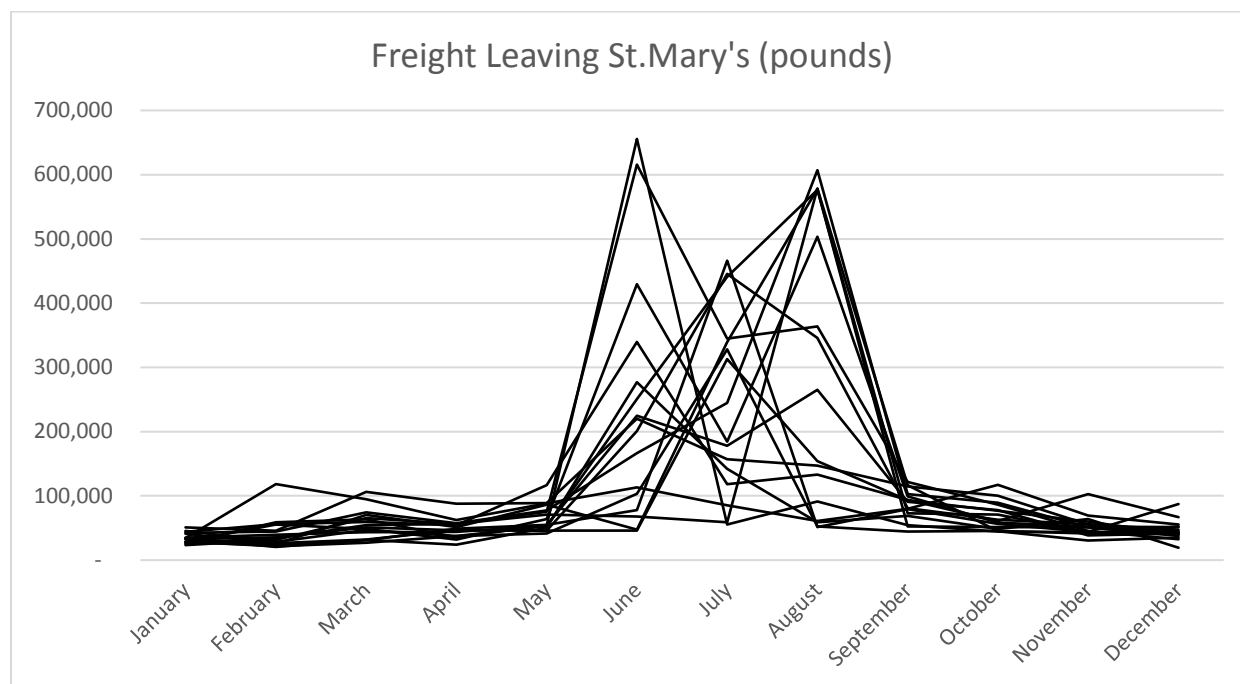


Figure 3: Freight Leaving St. Mary's

9.0 Factors Affecting Operations

There are several factors that will impact future aircraft operations at KSM including: freight costs, changes in fleet mix, and possible changes in runway length.

9.1 Jet Aircraft with Gravel Kits

NAC has stated that they plan to retire their last remaining 737-200 with gravel kits in October 2018. Their new fleet will consist of 737-300s which are not capable of gravel runway operations. NAC has stated that, after October 2018, they will only be able to serve KSM if the runway is paved in the future.

NAC is currently a regional carrier of bypass mail to KSM. Approximately 1.5 million pounds of bypass mail currently carried annually by NAC will need to be distributed equally to RAVN Alaska and Everts in the future. This means that RAVN will need to add at least 100 annual Dash 8 operations and Everts will need to add at least 39 annual DC-6 operations to KSM to deliver the additional volume of bypass mail. Additionally, fish buyers in St. Mary's have heavily relied on NAC for backhaul of their fish to market. With NAC no longer serving KSM, fish buyers in St. Mary's will have to compete for Everts backhaul lift capacity with other nearby processors in Emmonak. With Everts' limited DC-6s limited availability, freight will also need to be chartered via Lynden C-130s, resulting in increased shipping costs.

9.2 Aging DC-6 fleet

There are currently 22 DC-6 aircraft registered in the United States. Everts owns and operates 16 of these aircraft. The DC-6s are approximately 60 years old and are increasingly difficult to maintain and support. However, Everts indicates that they have no planned fleet changes for KSM in the near future. In addition to the DC-6s, Everts operates the McDonnell Douglas DC-9s, Embraer Brasilia EMB-120s, McDonnell Douglas MD-82SFs, Cessna 208 Grand Caravans, and Pilatus PC-12s. For large cargo shipments to other paved airports, Everts is shifting their fleet from DC-6s to DC-9s and MacDonal Douglas MD82SFs. For the purposes of this forecast, Everts DC-6 fleet is assumed to be available in the five-year term, but will gradually be phased out of operation between the 5-year and 10-year planning periods. Currently, there are a few aircraft available in Alaska to replace DC-6 service to gravel airports. Table 9 shows a list of similar sized propeller and turbo propeller driven aircraft that are produced for cargo operations. Currently, only the C-130s are used in Alaska, making them the likely replacement for DC-6s in the near future.

Table 9: Possible DC-6 Replacement Aircraft

| Manufacturer | Model | Engines | Max Payload (lbs.) | Required Runway (feet) | Current use |
|--------------|----------------|---------|--------------------|------------------------|--------------------------------|
| Anatov | AN-32 | 2 | 14,770 | unknown | Limited Civilian Use |
| ATR | 72-600 | 2 | 16,500 | 4,500 | Widespread Civilian use |
| CASA/IPTN | CN-235 | 2 | 13,100 | 3,950 | Several Civilian Users |
| Fokker | 50 | 2 | 5,500 | 3,600 | Both Civilian and Military Use |
| Ilyushin | Il-112 | 2 | 11,000 | unknown | Under Development |
| Lockheed | C-130 Hercules | 4 | 55,000 | 5,000 | Civilian and Military use |

Source: *Respective manufacturers websites*

9.3 Runway Length

Changes to the available length of Runway 17/35 are likely to result in changes to the fleet mix serving KSM. A change in the fleet mix will likewise have economic and demographic impacts on the region. Currently, NAC requires the full 6,008-foot length of Runway 17/35 for operations without reducing their payload. Everts and Lynden can operate with full payloads with a 5,000-foot long runway under ideal environmental conditions. However, each have indicated that the full 6,008 feet is needed to meet their safety margins for engine failure on take-off at maximum take-off weight (MTOW). They also stated that the 6,008-foot runway length allows them to operate with stronger crosswinds and when the runway surface is soft or contaminated with snow or ice. If the runway is shortened, these carriers will likely need to curtail payload and/or operations during non-ideal conditions. Particularly important to the community, is the ability to ship harvested fish to market. The fishing industry is reliant on sufficient runway length for take-offs with full payloads, even on warm windy days when less dense air and crosswinds requires longer runway length for take-off. If payloads are reduced because the length of the runway is reduced, the unit cost to ship fish will go up. This would result in a drastic reduction in available lift capacity, with detrimental effect to the fish processing industry and regional economy.

Medical evacuations are also small but a very important class of operations at KSM. These operations are driven by urgency rather than convenience and can often occur in adverse conditions. Life-Med indicated that their preferred runway length for year-round Lear 35 medevac operations is 6,500 feet, and they could not provide Lear medivac operations to KSM if the length of Runway 17/35 was reduced. The Lear is the fastest most reliable form of medical evacuation from KSM to the major medical facilities in Anchorage and Fairbanks, and loss of these operations would negatively affect the health care in the region.

The FAA also has a minimum operations network (MON) of VHF omni-directional ranges (VORs²) and runways with Instrument Landing System (ILS) approaches in the contiguous United States (CONUS). MON ensures that in the event of a GPS outage, there is at least one airport within 100 Nautical Miles (NM) with VOR capability and instrument landing systems that can be used for safe landing without GPS equipment. The MON program is not specifically implemented in Alaska, but is generally considered to be the standard for aviation safety in the United States. Maintaining Runway 17/35's existing 6,008-foot length and the Instrument Landing Localizer/Distance Measuring Equipment (LOC/DME) approach at KSM, increases safety and provides a centrally-located airport in the Lower Yukon Region that can safely land a jet aircraft in the event of a mechanical emergency or GPS outage. Shortening the runway would make KSM not a viable alternate runway for commercial jet operations.

Table 10 summarizes the runway lengths needed for various aircraft currently using KSM. The numbers presented are based on interviews with chief pilots and operations directors of air carriers using KSM.

The "Minimum Runway Length" is based on air carrier operational specifications, FAA AC runway requirements the most heavily used aircraft, and represents the shortest runway length required for take-off and landing with reduced/restricted loads.

The "Full Payload Runway Length" column represents the runway length each operator desires for operations with full payloads in normal wind and runway conditions and no contamination of the runway surface. Runway contamination (snow, ice, water, soft surface) and high crosswind would reduce payloads or increase runway length required. The wind coverage for Runway 17/35 with a 16 knot crosswind component is 98.49 percent. When the runway is contaminated, the operational crosswind component is reduced for the larger aircraft.

"Preferred Runway Length" represents the runway length that each operator stated would provide an acceptable margin of safety to account for normal, non-ideal, runway conditions during fully loaded operations. The survey response provided by Life-Med Alaska includes a recommendation to lengthen the runway to 6,500 feet for year-round operations for their Lear 35. Corvus and Hageland indicated that their safety protocol includes the requirement to have 60% excess runway length for their operations.

² VHF omni directional radio range (VOR) is a type of short-range radio navigation system for aircraft.

Table 10: KSM Runway Length Requirements For a Selection of Operating Aircraft

| | ARC | 2017 Operations | Minimum Runway Length (feet) | Full Payload Runway Length (feet) | Preferred Runway Length (feet) |
|---|-------|--------------------|---------------------------------|---|-----------------------------------|
| Design group including DHC8-100 DASH 8 | B-III | 765 | 6010 | 6010 | 6010 |
| BEECH 200 KINGAIR | B-I | 6 | 3300 | 4000 | - |
| CESSNA 182 | B-I | 1000 | 2000 | 2000 | 2000 |
| Bombardier Learjet 35 | B-I | 8 | 5000 | 5000 | 6500 |
| Cessna Conquest | B-II | 12 | 3885 | 4000 | - |
| BEECH 1900 A/B/C/D | B-II | 993 | 2400 | 5000 | 6000 |
| DOUGLAS DC-6 | B-III | 197 | 4500 | 5000 | 6000 |
| BOEING 737-100/200 | C-III | 186 | 6000 | 6000 | 6000 |
| BOEING 737-700 | C-III | 2 | 6000 | 6000 | 6000 |
| LOCKHEED C-130 | C-IV | 5 | 5000 | 5000 | 6000 |

Source: *Air carrier interviews and surveys*

9.4 Runway Surfacing

KSM was paved in 1977 and pavement degradation began almost immediately. A geotechnical investigation in 1978 determined that the pavement failures were due to two primary factors. First, there was high fines content in the base material that prevented drainage and caused frost heaving. Second, the base became “ice enriched” during the winter months and lost strength when it thawed in the spring. The airfield pavement was removed in the 1980s, with the exception of the south half of the main apron. The airfield has since been surfaced with gravel.

There are currently six airfields with 5,500 feet long or longer runways within a 200-mile radius from KSM. KSM is the only one of these runways that is not paved. As mentioned above, air carriers are gradually retiring the large cargo aircraft that routinely service gravel airports (737-200s, DC-6s). If Runway 17/35 was paved, these carriers would continue to provide additional lift capacity to St. Mary's.

In interviews, several air carriers recommended that the runway be paved. NAC stated that they will not continue to provide services to the gravel runway at KSM after the 737-200s are retired. Both NAC and Alaska Air Cargo stated they would provide scheduled flights to KSM with 737 jet aircraft if Runway 17/34 was paved in the future. Other carriers indicated that a paved runway would reduce wear on their aircraft.

Due to this air carrier feedback, an alternative forecast is included in this report that considers paving Runway 17/34 in the future.

9.5 Forecast Scenario: Gravel Runway 17/35

This forecast scenario considers the existing gravel Runway 17/34 is maintained its current 6,008-foot length.

This scenario assumes that NAC ceases bypass mail and cargo operations to KSM in 2018, causing redistribution of their mail and freight to Corvus and Everts. This would increase Dash 8

and DC-6 operations between 2017 and 2022. This scenario assumes Everts DC-6s will be removed from service between 2022 and 2027 and replaced with Lynden C-130s. Using C-130s to replace the DC-6s will result in a slight drop in total operations because the C-130s have a higher payload. Other traffic is assumed to grow at ADOL forecast growth rates.

The forecast assumes that commercial fishing will continue to harvest similar catch levels and utilize similar lift capacity as is currently available. A reduction in operations due to competition for available lift capacity fish processors in Emmonak has not been included. Table 11 summarizes the forecasted aviation activity under this scenario. More detailed forecast information is available and included in Appendix G.

Table 11: Aviation Forecast Gravel Runway

| FORECAST ANNUAL OPERATIONS | | | | | | Growth Rate | | 1.50% | 1.50% | 1.40% | 1.30% |
|--|---------|--------|--------|----------|-------|-------------------|---------------|---------------|---------------|---------------|---------------|
| AIRCRAFT | APCH | WING | TAIL | GROSS | ARC | Annual Operations | | | | | |
| | SPEED | SPAN | HGT | WEIGHT | | 2016 | 2017 | 2022 | 2027 | 2032 | 2037 |
| | (knots) | (feet) | (feet) | (pounds) | | (year 0) | (year 5) | (year 10) | (year 15) | (year 20) | |
| CESSNA 172 SKYHAWK | 75 | 36.17 | 8.92 | 2300 | A-I | 14 | | 15 | 16 | 17 | 18 |
| C190 - Cessna C 190 | 70 | 36.17 | 7.17 | 3,350 | A-I | 0 | 2 | 2 | 2 | 2 | 2 |
| GIPPS AERO GA8 AIR | 78 | 40.25 | 12.75 | 3,999 | A-I | 16 | 10 | 17 | 18 | 19 | 20 |
| PA31 - Piper Navajo PA-31 | 79 | 40.7 | 13 | 6,200 | A-I | 10 | 35 | 38 | 41 | 44 | 47 |
| CASA 212 | 81 | 62.3 | 20.7 | 16,975 | A-II | 180 | 187 | 201 | 217 | 233 | 249 |
| DHC8-100 DASH 8 | 90 | 90 | 24.58 | 36,300 | B-III | 710 | 765 | 924 | 995 | 1067 | 1,138 |
| BE36 - Beech Bonanza 36 | 77 | 37.83 | 8.58 | 3,850 | A-I | 0 | 4 | 4 | 4 | 4 | 4 |
| BE9L - Beech King Air 90 | 97 | 50.25 | 14.67 | 9,650 | B-I | 6 | 4 | 4 | 4 | 4 | 4 |
| BEECH 200 KINGAIR | 103 | 54.5 | 15 | 12,500 | B-I | 30 | 28 | 30 | 32 | 34 | 36 |
| BEECH KING AIR 350 | 107 | 57.92 | 14.33 | 15,000 | B-II | 2 | | 2 | 2 | 2 | 2 |
| CESSNA 182 | 64 | 36 | 9.33 | 3,100 | A-I | 1,000 | 1,000 | 1,077 | 1,160 | 1,244 | 1,327 |
| CESSNA 206/207/209 | 70 | 35.83 | 9.58 | 3,800 | A-I | 4,660 | 4,599 | 4,954 | 5,337 | 5,721 | 6,103 |
| CESSNA 208 | 79 | 52.08 | 15.5 | 8,750 | A-II | 4,352 | 3,699 | 3,985 | 4,293 | 4,602 | 4,909 |
| CESSNA C208B | 79 | 52.08 | 14.83 | 8,750 | A-II | 2 | 6 | 6 | 6 | 6 | 6 |
| PIPER PA-32 | 79 | 36.17 | 8.5 | 3,600 | A-I | 2 | | 2 | 2 | 2 | 2 |
| BEECH 1900 A/B/C/D | 113 | 58 | 15.5 | 17,120 | B-II | 1,020 | 993 | 1,070 | 1,153 | 1,236 | 1,318 |
| C441 - Cessna Conquest | 100 | 49.3 | 13.1 | 9,925 | B-II | 8 | 12 | 13 | 14 | 15 | 16 |
| PILATUS PC-12 | 87 | 53.25 | 14 | 9,920 | A-II | 4 | 24 | 26 | 28 | 30 | 32 |
| SHORTS 330 | 96 | 74.67 | 23.08 | 22,000 | B-II | 4 | 32 | 34 | 37 | 40 | 43 |
| DOUGLAS DC-6 | 108 | 117.5 | 29.3 | 104,000 | B-III | 204 | 212 | 266 | | | |
| Bombardier Challenger 600/601/604 | 125 | 61.8 | 20.67 | 47,600 | C-II | 6 | 0 | 6 | 6 | 6 | 6 |
| BOEING 737-100/200 | 137 | 93 | 37.25 | 115,500 | C-III | 196 | 186 | | | | |
| BOEING 737-700 | 130 | 112.58 | 41.17 | 154,500 | C-III | | 2 | 2 | 2 | 2 | 2 |
| LOCKHEED C-130 | 138 | 132.6 | 39.2 | 155,000 | C-IV | 2 | 5 | 6 | 100 | 107 | 114 |
| Bombardier Learjet 35 | 143 | 39.5 | 12.3 | 18,300 | D-I | 10 | 4 | 11 | 12 | 13 | 14 |
| Total | | | | | | 12,438 | 11,809 | 12,695 | 13,481 | 14,450 | 15,412 |
| Military jet | | | | | | 2 | 2 | 2 | 2 | 2 | 2 |
| GA Local and Itinerant traffic @ 20% of Carriers | | | | | | 2,488 | 2,362 | 2,539 | 2,696 | 2,890 | 3,082 |
| TOTAL fixed wing Operations | | | | | | 14,928 | 14,173 | 15,236 | 16,179 | 17,342 | 18,496 |

SOURCE: Bureau of Transportation Statistics. Air Carrier Statistics T-100 Domestic Market. FAA Aircraft Characteristics Database.

9.6 Alternative Forecast Scenario: Paved Runway 17/35

This scenario considers likely changes in forecasted operations if the full 6,008-foot length Runway 17/35 is paved within the 5-year planning period. This scenario assumes NAC will continue operations to KSM on the paved runway and provide bypass mail and backhaul operations with jet aircraft. The forecast also assumes that Everts will shift their fleet mix from DC-6s to DC-9s in 2022 and continue to provide bypass mail and backhaul capacity for transporting fish to market. This scenario assumes a new cargo route to KSM by Alaska Air Cargo with three scheduled stops per week and additional capacity during the commercial fishing season as needed. Other traffic is assumed to grow at ADOL forecast population growth rates.

This forecast scenario assumes that local fish processors will take advantage of the additional lift capacity provided and more fish will be brought to market via backhaul and charter flights from KSM. In 2017, with an available harvest of 27 million pounds, commercial fishing in Yukon Districts 1 and 2 was limited to 7 million pounds due to the limited lift capacity. This scenario assumes that the increased lift capacity will result in an immediate increase in the volume of fish harvested and brought to market. This increase is reflected by doubling the jet operations in 2022, assuming that approximately twice as many fish will be harvested and shipped due to the availability of additional lift capacity. After 2022, the scenario assumes that commercial operations will fluctuate year to year and annual yearly growth will match the current growth trend of 0.7%. Also, with full jet service available at KSM there will be no competition for lift capacity at Emmonak. Table 12 summarizes the forecasted aviation activity under this scenario. More detailed forecast information is included in Appendix G.

This alternative forecast scenario is for information purposes only and is not advanced in this aviation forecast report as DOT&PF is not planning to pave Runway 17/35 in the near future.

Table 12: Aviation Forecast Paved Runway

| FORECAST ANNUAL OPERATIONS | | | | | | Annual Operations | | | | | |
|--|--------------------------|------------------------|-----------------------|-----------------------------|-------|-------------------|---------------|------------------|-------------------|-------------------|-------------------|
| AIRCRAFT | APCH SPEED (knots) | WING SPAN (feet) | TAIL HGT (feet) | GROSS WEIGHT (pounds) | ARC | Growth Rate | | 1.50% | 1.50% | 1.40% | 1.30% |
| | | | | | | 2016 (year 0) | 2017 | 2022 (year 5) | 2027 (year 10) | 2032 (year 15) | 2037 (year 20) |
| CESSNA 172 SKYHAWK | 75 | 36.17 | 8.92 | 2300 | A-I | 14 | 0 | 15 | 16 | 17 | 18 |
| C190 - Cessna C 190 | 70 | 36.17 | 7.17 | 3,350 | A-I | 0 | 2 | 2 | 2 | 2 | 2 |
| GIPPS AERO GA8 AIR | 78 | 40.25 | 12.75 | 3,999 | A-I | 16 | 10 | 17 | 18 | 19 | 20 |
| PA31 - Piper Navajo PA-31 | 79 | 40.7 | 13 | 6,200 | A-I | 10 | 35 | 38 | 41 | 44 | 47 |
| CASA 212 | 81 | 62.3 | 20.7 | 16,975 | A-II | 180 | 187 | 201 | 217 | 233 | 249 |
| DHC8-100 DASH 8 | 90 | 90 | 24.58 | 36,300 | B-III | 710 | 765 | 765 | 824 | 883 | 942 |
| BE36 - Beech Bonanza 36 | 77 | 37.83 | 8.58 | 3,850 | A-I | 0 | 4 | 4 | 4 | 4 | 4 |
| BE9L - Beech King Air 90 | 97 | 50.25 | 14.67 | 9,650 | B-I | 6 | 4 | 4 | 4 | 4 | 4 |
| BEECH 200 KINGAIR | 103 | 54.5 | 15 | 12,500 | B-I | 30 | 28 | 30 | 32 | 34 | 36 |
| BEECH KING AIR 350 | 107 | 57.92 | 14.33 | 15,000 | B-II | 2 | 0 | 2 | 2 | 2 | 2 |
| CESSNA 182 | 64 | 36 | 9.33 | 3,100 | A-I | 1,000 | 1,000 | 1,077 | 1,160 | 1,244 | 1,327 |
| CESSNA 206/207/209 | 70 | 35.83 | 9.58 | 3,800 | A-I | 4,660 | 4,599 | 4,954 | 5,337 | 5,721 | 6,103 |
| CESSNA 208 | 79 | 52.08 | 15.5 | 8,750 | A-II | 4,352 | 3,699 | 3,985 | 4,293 | 4,602 | 4,909 |
| CESSNA C208B | 79 | 52.08 | 14.83 | 8,750 | A-II | 2 | 6 | 6 | 6 | 6 | 6 |
| PIPER PA-32 | 79 | 36.17 | 8.5 | 3,600 | A-I | 2 | 0 | 2 | 2 | 2 | 2 |
| BEECH 1900 A/B/C/D | 113 | 58 | 15.5 | 17,120 | B-II | 1,020 | 993 | 1,070 | 1,153 | 1,236 | 1,318 |
| C441 - Cessna Conquest | 100 | 49.3 | 13.1 | 9,925 | B-II | 8 | 12 | 13 | 14 | 15 | 16 |
| PILATUS PC-12 | 87 | 53.25 | 14 | 9,920 | A-II | 4 | 24 | 26 | 28 | 30 | 32 |
| SHORTS 330 | 96 | 74.67 | 23.08 | 22,000 | B-II | 4 | 32 | 34 | 37 | 40 | 43 |
| DOUGLAS DC-6 Bombardier Challenger 600/601/604 | 108 | 117.5 | 29.3 | 104,000 | B-III | 204 | 212 | 266 | 0 | 0 | 0 |
| McDonnell Douglas DC-9 | 125 | 61.8 | 20.67 | 47,600 | C-II | 6 | 0 | 6 | 6 | 6 | 6 |
| McDonnell Douglas DC-9 | 129 | 93.3 | 28 | 114,000 | C-III | 0 | 0 | 0 | 200 | 214 | 228 |
| BOEING 737-100/200 | 137 | 93 | 37.25 | 115,500 | C-III | 196 | 186 | 0 | 0 | 0 | 0 |
| BOEING 737-300 | 135 | 94.75 | 36.58 | 139,500 | C-III | 0 | 0 | 280 | 259 | 279 | 301 |
| BOEING 737-700 | 130 | 112.58 | 41.17 | 154,500 | C-III | 0 | 2 | 248 | 224 | 240 | 256 |
| LOCKHEED C-130 | 138 | 132.6 | 39.2 | 155,000 | C-IV | 2 | 5 | 6 | 6 | 6 | 6 |
| Bombardier Learjet 35 | 143 | 39.5 | 12.3 | 18,300 | D-I | 10 | 4 | 11 | 12 | 13 | 14 |
| Total | | | | | | 12,438 | 11,809 | 13,062 | 13,897 | 14,896 | 15,891 |
| Military jet | | | | | | 2 | 2 | 2 | 2 | 2 | 2 |
| GA Local and Itinerant Operations @ 20% of Carriers | | | | | | 2,488 | 2,362 | 2,612 | 2,779 | 2,979 | 3,178 |
| TOTAL fixed wing Operations | | | | | | 14,928 | 14,173 | 15,676 | 16,678 | 17,877 | 19,071 |

Source: Bureau of Transportation Statistics. Air Carrier Statistics T-100 Domestic Market. FAA Aircraft Characteristics Database.

9.7 Comparison to Other Forecasts

The FAA classifies KSM as a Commercial Non-Hub Airport for which the TAF is generated based on traffic volumes reported on the Airport Master Record (5010). The FAA's TAF for KSM only provides passenger enplanements, and no aircraft operations after 2004. In 2011, the DOT&PF's AASP forecasted passenger enplanements and cargo for Alaska airports, but forecasted operations only by census district combining all airports in the district. The aviation forecast (AF) for the existing gravel runway scenario generated in this report is based on detailed surveys and interviews with airport users, and a detailed evaluation of the local population, demographics, economy, and airport-related activities. Air carrier interview notes, phone logs, and survey responses are included in Appendices C and D. The AF, by its nature, is likely more accurate than the TAF and AASP data. See Table 13 for a comparison.

Table 13: Airport Forecast Comparisons (Operations per Year)

| | Year | Airport Forecast (AF) | TAF | AF/TAF (Percent Difference) | AASP Forecast (AASP) | AF/AASP (Percent Difference) |
|-------------------------|------|---------------------------|--------|-----------------------------|----------------------|------------------------------|
| Total Passengers | | | | | | |
| | 2002 | 9,432 | 2,777 | 70.56% | N/A | N/A |
| | 2007 | 15,055 | 13,869 | 7.88% | 9,808 | 34.85% |
| | 2012 | 13,014 | 12,864 | 1.15% | N/A | N/A |
| | 2017 | 12,480 | 12,185 | 2.36% | 10,765 | 13.74% |
| | 2022 | 13,445 | 12,465 | 7.29% | 12,452 | 7.38% |
| | 2027 | 14,484 | 12,750 | 11.97% | N/A | N/A |
| | 2032 | 15,526 | 13,035 | 16.05% | 16,566 | -6.70% |
| | 2037 | 16,562 | 13,325 | 19.54% | N/A | N/A |
| Total Operations | | | | | | |
| | 2002 | 17,171 | 8,510 | 50.44% | N/A | N/A |
| | 2007 | 17,791 | N/A | N/A | N/A | N/A |
| | 2012 | 14,167 | N/A | N/A | N/A | N/A |
| | 2017 | 14,173 | N/A | N/A | N/A | N/A |
| | 2022 | 15,236 | N/A | N/A | N/A | N/A |
| | 2027 | 16,179 | N/A | N/A | N/A | N/A |
| | 2032 | 17,342 | N/A | N/A | N/A | N/A |
| | 2037 | 18,496 | N/A | N/A | N/A | N/A |
| Cargo (lbs.) | | | | | | |
| | | Bypass Mail (lbs.) | | Freight Air (lbs.) | | |
| | 2002 | 4,517,529 | | 1,858,465 | N/A | N/A |
| | 2007 | 6,647,322 | | 3,591,363 | 4,196,000 | 36.88% |
| | 2012 | 6,973,837 | | 2,701,696 | N/A | N/A |
| | 2017 | 7,836,656 | | 2,338,027 | 4,889,000 | 37.61% |
| | 2022 | 8,442,304 | | 2,518,719 | 5,855,000 | 30.65% |
| | 2027 | 9,094,759 | | 2,713,376 | N/A | N/A |
| | 2032 | 9,749,469 | | 2,908,705 | 8,524,000 | 12.57% |
| | 2037 | 10,399,877 | | 3,102,751 | | |

Source: Bureau of Transportation Statistics. Air Carrier Statistics T-100 Domestic Market. FAA Terminal Activity Forecast Database. Alaska Aviation System Plan, Aviation Activity Forecast.

10.0 Critical Aircraft, AAC, and ADG

St. Mary's runway lengths and widths appear to have been originally designed to Airport Reference Code (ARC) III standards to accommodate Boeing 727 and Lockheed L-100. The last Airport Layout Plan (ALP) approved in 2002 identifies C-III as the Airplane Design Group (ADG) for Runway 17/35 and A-I for the smaller crosswind Runway 06/24. Per AC 150/5000-17, the FAA defines the critical aircraft as the most demanding aircraft type, or grouping of aircraft with similar characteristics, that regularly use the airport and have 500 annual operations per year. A grouping of aircraft with similar characteristics can be based on operational performance and or physical dimensions. Table 14 shows the relevant portion of the aviation activity forecast presented in Section 9.5 above.

Table 14: Critical Aircraft

| AIRCRAFT | FORECAST ANNUAL OPERATIONS | | | | Growth Rate 1.50% 1.50% 1.40% 1.30% | | | | | |
|-----------------------------------|----------------------------|------------------|-----------------------|-------|-------------------------------------|------|---------------|----------------|----------------|----------------|
| | APCH SPEED (knots) | WING SPAN (feet) | GROSS WEIGHT (pounds) | ARC | Annual Operations | | | | | |
| | | | | | 2016 (year 0) | 2017 | 2022 (year 5) | 2027 (year 10) | 2032 (year 15) | 2037 (year 20) |
| DHC8-100 DASH 8 | 90 | 90 | 36,300 | B-III | 710 | 765 | 924 | 995 | 1067 | 1138 |
| CESSNA 182 | 64 | 36 | 3,100 | A-I | 1000 | 1000 | 1077 | 1160 | 1244 | 1327 |
| CESSNA 206/207/209 | 70 | 35.83 | 3,800 | A-I | 4660 | 4599 | 4954 | 5337 | 5721 | 6103 |
| CESSNA 208 | 79 | 52.08 | 8,750 | A-II | 4352 | 3699 | 3985 | 4293 | 4602 | 4909 |
| BEECH 1900 A/B/C/D | 113 | 58 | 17,120 | B-II | 1020 | 993 | 1070 | 1153 | 1236 | 1318 |
| DOUGLAS DC-6A | 108 | 117.5 | 104,000 | B-III | 204 | 212 | 266 | | | |
| Bombardier Challenger 600/601/604 | 125 | 61.8 | 47,600 | C-II | 6 | 0 | 6 | 6 | 6 | 6 |
| BOEING 737-100/200 | 137 | 93 | 115,500 | C-III | 196 | 186 | | | | |
| BOEING 737-700 | 130 | 112.58 | 154,500 | C-III | | 2 | 2 | 2 | 2 | 2 |
| LOCKHEED L100-30 | 138 | 132.6 | 155,000 | C-IV | 2 | 5 | 6 | 100 | 106 | 114 |
| Bombardier Learjet 35 | 143 | 39.5 | 18,300 | D-I | 10 | 4 | 10 | 12 | 12 | 14 |

Source: *Bureau of Transportation Statistics. Air Carrier Statistics T-100 Domestic Market. FAA Aircraft Characteristics Database.*

The table shows annual operations for 2016 and 2017 for several aircraft. Five aircraft are reported to have had more than 500 operations each for both years. Of these, the Cessna 208 is considered as the Critical Aircraft for the crosswind runway for both the existing and future planning periods. The Cessna 208 has an approach speed of 79 knots resulting in an Aircraft Approach Code (AAC) A for Runway 06/24. Likewise, the Cessna 208 wingspan is 52'1" resulting in an Aircraft Design Group II for Runway 06/24.

If Runway 17/35 remains unpaved, the Bombardier Dash 8-100 (B-III) is the Critical Aircraft for Runway 17/35 in the existing and future planning periods.

The AAC for Runway 17/35 is based on the aircraft or the group of aircraft with a common approach category that has at least 500 regular operations annually. Aircraft in Approach

Category C and D had 214 and 197 combined operations in the years 2016 and 2017, respectively. Therefore, the Bombardier Dash 8-100 (B-III) dictates the AAC for Runway 17/35 unless Runway 17/35 is paved. If the runway is paved in the future, the Critical Aircraft would change to the Boeing 737 (C-III).

Table 15 summarizes the Critical Aircraft for both runways and all planning periods assuming runways remain gravel.

Table 15: Critical Aircraft for Planning Purposes

| | Planning Period | | | |
|-----------------------|-----------------|--------|---------|---------|
| | Existing | Year 5 | Year 10 | Year 20 |
| Runway 17/35 (gravel) | B-III | B-III | B-III | B-III |
| Runway 06/24 | A-II | A-II | A-II | A-II |

10.1 Required Length for Runway 17/35

An airport's runway length is determined by the operational characteristics of the most demanding aircraft (current or projected) in its operational fleet. AC 150-5325-4B *Runway Length Requirements for Airport Design* provides guidance for determining runway length. The Critical Aircraft for Runway 17/35 is the Bombardier Dash 8-100, with a MTOW of 36,300 pounds. Chapter 3 of AC 150-5325-4B provides recommended runway lengths for Critical Aircraft with an MTOW between 12,500 pounds and 60,000 pounds. Figure 3.1 in Chapter 3 (included as figure 4 below) presents the required runway length for 75% of the aircraft fleet based on the aircraft's Useful Load Factor, airport elevation, and mean daily maximum temperature for the hottest month. Figure 3.2 should be used if aircraft under evaluation at the airport are listed in Table 3.2. Bombardier Dash 8-100 (Dash 8) and Beechcraft 1900 (B1900) are not listed in Table 3.2., and therefore Figure 3.1 will be used for runway determination.

Figure 3.1 is used to determine Runway length using curves developed by FAA for a Useful Load of 60% or 90%. The selection of curves depends on haul length and service need of the critical aircrafts.

The Useful Load Factor is defined as the difference between the maximum allowable structural gross weight and the operating empty weight. The Useful Load is defined as passengers, cargo and usable fuel. This could also be expressed as the payload and usable fuel. Dash 8s were introduced for traffic to St. Mary's in 2009 and had 36 operations that year. From 2011, operations with Dash 8s have exceeded 500 operations annually. There were 765 Dash 8 operations in St. Mary's in 2017 and operations are anticipated to continue to grow each year. Dash 8s have an operating empty weight of 23,098 pounds and a maximum take-off weight of 36,300 pounds. Therefore, the Useful Load Factor for a Dash 8-100 is 13,202 pounds.

The selection of 60% or 90% curve in Figure 3.1 depends on how much of the Useful Load capacity is utilized in operations by the critical aircraft. The AC states that aircraft with a Useful Load over 60% shall use the 90% Useful Load chart.

For St. Mary's Airport, Dash 8-100 and B1900 make up a majority of the operations of the fleet of aircraft between 12,500 and 60,000-pound MTOW. There are two components of the Useful Load that need to be evaluated to determine the curve selection for these aircraft.

1. What is the minimum amount of fuel carried?
2. What is the payload carried?

10.1.1 Minimum amount of fuel carried

RAVN uses Dash 8 for direct flights between Anchorage and St. Mary's. The distance between Anchorage and St. Mary's is 383 nautical miles. At cruise speed of 268 knots the Dash 8 can cover this distance in approximately 1 hour 26 minutes. In addition, the aircraft must carry an additional 45 minutes of fuel to meet operation requirements under Part 121 and Part 135 when carrying passengers. The published fuel flow rate at cruise speed is 1,213 pounds per hour. The minimum usable fuel used in this evaluation is the fuel necessary for 2 hours and 11 minutes, or 2,647 lbs.

B1900 are mainly used by Hageland Aviation for their Part 135 operations but are also used to a lesser extent by other operators. Raytheon/Beechcraft 1900 has a maximum takeoff weight of 17,120 pounds and an operating empty weight of 10,434 pounds. The Useful Load Factor for B1900 is therefore 6,686 pounds.

B1900 have been used during the entire studied period, 2002 to 2017. The routes served are varied and for the purpose of this evaluation fuel has been considered based on 30, 45, and 60 minute flight times with additional 45 minutes of reserve fuel. The fuel flow rate is 888 pounds per hour. The three values of minimum usable fuel in this evaluation is the fuel necessary for 1 hour 15 minutes, 1 hour 30 minutes, and 1 hour 45 minutes; or 1,110 pounds, 1,332 pounds, and 1,554 pounds, respectively.

10.1.2 Reported Payload

Payload is reported by air carriers on a monthly basis. This data is available in the T100 database. Table 16 below shows the reported payload for all Dash-8 operations to and from St. Mary's and the corresponding Useful Load between 2009 and 2017. 2017 operations are provided a separate line.

The payload ranges used in the table were selected to represent 5% increments of Useful Load Factor.

Table 16 - Dash 8 Useful Load

| Payload (lbs.) | <3,900 | 3,900-5,300 | 5,300-6,000 | 6,000-6,700 | 6,700-7,200 | 7,200-7,900 | >7,900 | Σ |
|------------------|--------|-------------|-------------|-------------|-------------|-------------|--------|-------|
| Useful Load (%) | 40-50% | 50-60% | 60-65% | 65-70% | 70-75% | 75-80% | 80-85% | |
| Total Operations | 1 | 4 | 10 | 85 | 174 | 4,263 | 48 | 4,585 |
| 2017 Operations | 0 | 0 | 0 | 0 | 0 | 765 | 0 | 765 |

Source: Bureau of Transportation Statistics. Air Carrier Statistics T-100 Domestic Market

Table 17 below shows the reported payload for all Beechcraft 1900 operations to and from St. Mary's and the corresponding Useful Load between 2002 and 2017. 2017 operations are provided a separate line.

Payload ranges corresponding to 10% increments in Useful Load were used for this table.

Table 17 - Beechcraft 1900 Useful Load

| Payload (lbs.) | <1,800 | 1,800-2,500 | 2,500-3,125 | 3,125-3,790 | 3,800-4,450 | >4,450 | Σ |
|------------------|--------|-------------|-------------|-------------|-------------|---------|----------|
| Useful Load (%) | <50% | 50-60% | 60-70% | 70-80% | 80-90% | 90-100% | |
| Total Operations | 93 | 48 | 84 | 3,990 | 5,887 | 7,115 | 17,217 |
| 2017 Operations | 0 | 0 | 0 | 0 | 0 | 993 | 993 |

Source: Bureau of Transportation Statistics. Air Carrier Statistics T-100 Domestic Market

The evaluation above of the Useful Load carried by Dash 8 and B1900 shows that the 90% Useful Load curve of figure 3.1 should be used in runway length determination for both aircraft.

Using KSM AWOS temperature observations between 2002 and 2017, the mean daily maximum temperature was calculated to be 61.9°F for the month of July. The published airport elevation is 312 feet Mean Sea Level (MSL). Based on these factors, Figure 3.1 recommends a required runway length of 5,800 feet for the Dash 8. Per AC 150-5325-4B, Section 304, the minimum runway length shall be adjusted by adding 10 feet for every one-foot of elevation difference between the high point and low point of the runway centerline. Runway 17/35 has a 21-foot difference between the low and high points, resulting in 210 feet of additional runway length required. Therefore, the FAA's recommended runway length of Runway 17/35 is 6,010 feet. The existing Runway 17/35 is 6,008 feet in length.

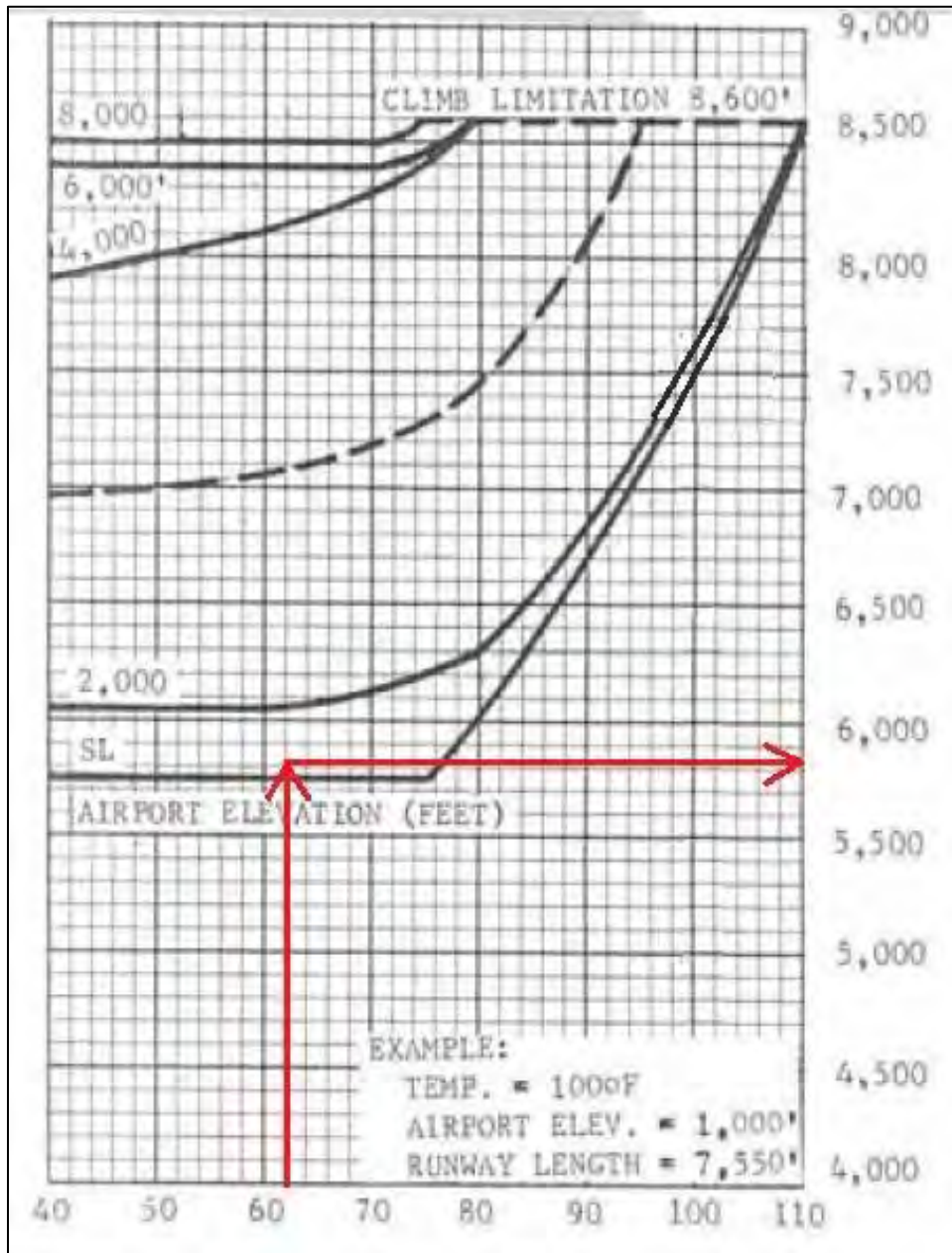


Figure 4: Runway 17/35 length based on AC 150/5324-4B Figure 3.1 90% useful load

10.2 Required Length for Runway 06/24

Chapter 2 of AC 150-5325-4B provides guidance for determining runway length for small airplanes with a MTOW of less than 12,500 pounds. Table 1-3 in the AC states that the crosswind runway for scheduled traffic should be based on “100% of the recommended runway length determined for the lower crosswind capable airplanes using the primary runway.”

To determine the lower crosswind capable airplanes that need a crosswind runway, wind observations from the AWOS at St. Mary's airport were compiled between August 1, 2008 and July 31, 2018. The wind data was analyzed using the wind rose tool provided on the FAA Airports-GIS website. Table 18 shows the wind coverage for each runway at St. Mary's airport for design group I, II, and III aircraft operations, which correspond to a crosswind capacity of 10.5, 13, and 16 knots, respectively.

Table 18 – Wind coverage at KSM

| Runway | Wind Speed (knots) | | |
|--------|--------------------|--------|--------|
| | 10.5 | 13 | 16 |
| 17/35 | 83.52% | 88.92% | 94.14% |
| 6/24 | 84.67% | 90.91% | 96.76% |
| Both | 96.61% | 99.00% | 99.73% |

FAA AC 150/5300-13A Airport Design states that if a runway orientation provides less than 95% wind coverage for aircraft that are forecast to use the airport on a regular basis; a crosswind runway may be required. Table 18 shows that the crosswind coverage for Runway 17/35 does not meet FAA requirement for an allowable crosswind of 10.5 knots (DG I) or 13 knots (DG II). The largest design group II scheduled aircraft that regularly uses Runway 06/24 is the Cessna 208, with a MTOW of 8,000 pounds. Therefore, the Cessna 208 is the critical aircraft for the crosswind runway. This aircraft's approach speed is 79 knots, so runway length determination should be made using Figure 2-1 in AC150/5325-4B (included as Figure 5 below). This figure presents the recommended runway length, based on the airport elevation, and mean daily maximum temperature of the hottest month. Using 312 feet MSL for elevation and 61.9°F for the mean daily maximum temperature, results in a required runway length of 2,800 feet for Runway 06/24. The existing Runway 17/35 is 1,520 feet in length.

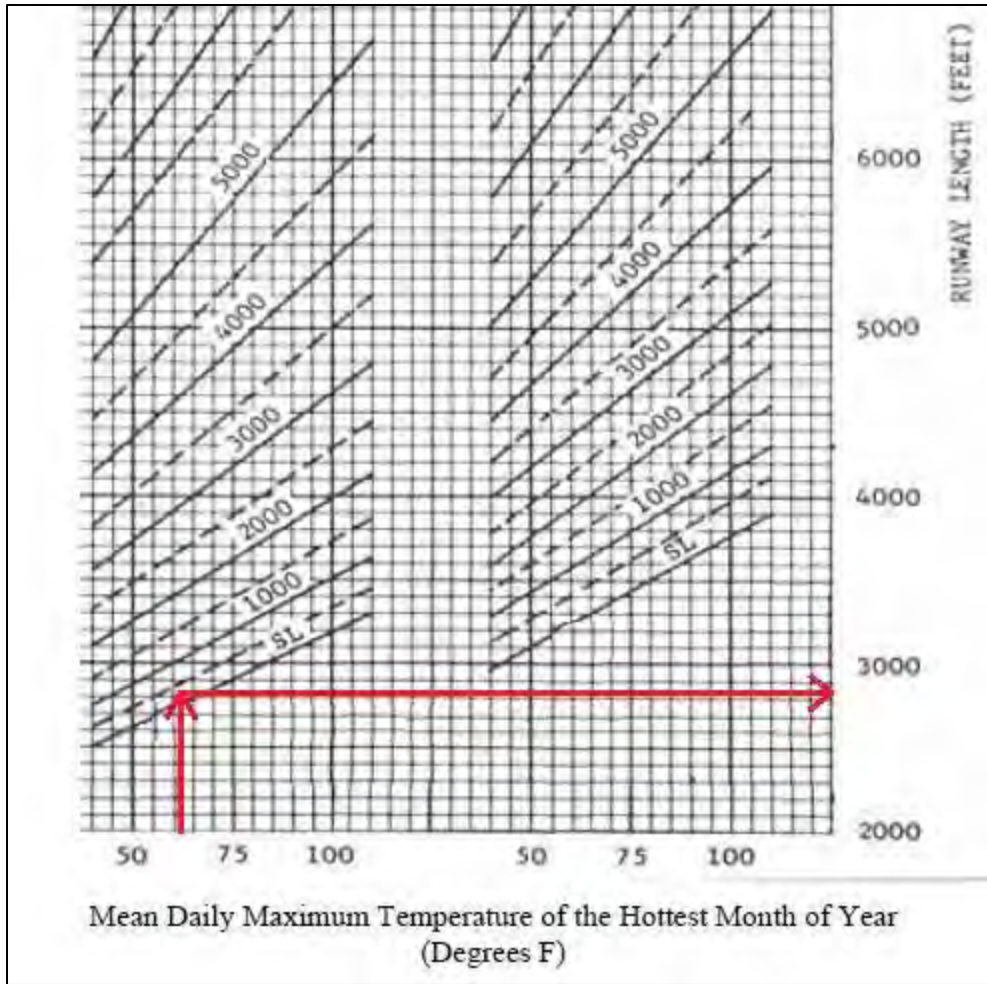


Figure 5: Runway 6/24 Required Length based on AC150/5325-4B Figure 2-1

11.0 Conclusion

The purpose of this Aviation Activity Forecast for the St. Mary's Airport is to determine the Critical Aircraft. The Critical Aircraft is needed for planning and design of airport improvements including resurfacing the runway, taxiways, and aprons and replacing the airport lighting system. The Critical Aircraft has been established through review of reported aircraft operation statistics, air carrier and airport user surveys, and interviews.

The Critical Aircraft for Runway 17/35 is the Bombardier Dash 8-100 with AAC B and DG III. Based on this critical aircraft, the required length for Runway 17/35 is 6,010 feet.

The Critical Aircraft for Runway 06/24 is Cessna 208 with AAC A and DG II. Based on this critical aircraft, the required length for Runway 06/24 is 2,800 feet.

Air carriers providing cargo service at KSM have indicated that maintaining the current runway length ensures that flights with full payloads can depart from KSM. This is especially important for this remote community, as maintaining the existing runway configuration will insure that the airport can continue to be safely used by a range of C-III, C-IV, and D-I aircraft that provide vital lift capacity to support the local commercial fishing industry and medevac operations that maintain their existing level of access to health care. The fishing industry is a significant source of income for many of the residents in St. Mary's and the surrounding communities, who depend on these large cargo aircraft to bring their catch to market. Any modification to the runway length that results in a reduction of lift capacity or increase in shipping costs will likely have a detrimental effect to the economic sustainability of the community and the surrounding region.

Appendix A: Inventory and Description of Existing Facilities

ST. MARY'S AIRPORT AIRPORT IMPROVEMENTS

Project Number Z605630000

AIP Number 3-02-0017-TBD-201X

ABBREVIATED INVENTORY

Prepared For:



State of Alaska
Department of Transportation and Public Facilities

Prepared By:

HDL Engineering Consultants, LLC
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June 2018

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Introduction

Background and History

St. Mary's Airport (KSM) is located 6 miles west of the City of St. Mary's. The airport is located on a ridge overlooking the Yukon River. KSM functions as a regional hub airport for passenger, mail, and freight traffic connecting villages in the Lower Yukon with Bethel and Anchorage. KSM has two runways: Runway 17/35 that is 6,008 feet (ft.) long and 150 ft. wide and Runway 6/24 that is 1,520 ft. long and 60 ft. wide. Both runways have gravel surfacing.

The airfield was constructed in several phases between 1963 and 1973. In 1973 Runway 17/35 was extended to 6,000 ft. and the crosswind runway was constructed. The airfield surfaces were paved in 1977. With exception of the southern half of the main apron, the airfield pavement has been removed. The surfacing is now gravel.

Airport Classification

KSM is classified by the FAA as a Non-Hub Primary Commercial Service Airport. The airport is not Part 139 certified. The Department of Transportation and Public Facilities (DOT&PF) classifies the airport as a regional airport in the Alaska Aviation System Plan (AASP). The current Airport Reference Code is C-III.

Role in the Community

KSM is the lifeline for the communities of St. Mary's, Andreafski, and Pitka's Point. These villages are connected to the neighboring community of Mountain Village by a 23-mile seasonally maintained gravel road. This area is not connected to the highway system and the airport is vital to the year-round intermodal disbursements of people, goods, and supplies to and from the region. Residents and visitors utilize KSM to travel for work and/or pleasure, including scheduled and emergency medical services and school functions.

The commercial fishing industry in St. Mary's is dependent on KSM to ship their products to market. Fish caught in the Lower Yukon District 2 fishery (Approximately 130-miles of the Yukon River) is brought to market through KSM. For this function, fish processors and buyers rely on large cargo aircraft to economically transport fish to market in Anchorage.

Freight and cargo to residents in St. Mary's and the connected communities is flown to St. Mary's on large cargo aircraft. KSM is the hub for handling shipments of consumables sold in the stores throughout the region. These goods are flown in and distributed as by-pass mail

Airport Management

Airport management is provided by the Alaska DOT&PF and a full-time manager is based at KSM. This manager also manages the airports at Anvik, Grayling, Holy Cross, Marshall, Mountain Village, Pilot Station, Russian Mission, and Shageluk.

Airport Maintenance and Operations

The DOT&PF employs a staff of four people that are responsible for the maintenance and operation of the airport. The airport is attended Monday through Friday between 7:00 AM and 3:30 PM in the summer, and all days of the week between 7:00 AM and 3:30 PM in the winter.

Air operations rely on the Kenai Flight Service Station. Approach and departure service is provided by the Anchorage Center.

1.0 Airfield/Airspace

1.1 Runways

KSM has two runways: the main Runway 17/35 and a crosswind Runway 6/24.

Runway 17/35:

Runway 17/35's dimensions are 6,008 ft. x 150 ft. The runway was constructed with a gravel surface to its current length of 6,008 ft. in 1973 and the surface was paved in 1977. The asphalt was removed when frost damage made the asphalt surface difficult to maintain. The gravel surfacing has degraded over time. The surfacing has broken down and the crown has been removed by years of snow removal and maintenance operations. The surfacing material does not bind well, which makes maintaining the crown difficult. Gravel has been added by maintenance crews to improve the surface. The runway stays wet and soft during breakup and for up to two days after rain events. This results in rutting, especially at the ends of the runway where aircraft turn.



Figure 1-1 Runway 17 looking south

Landings, prop-wash, and jet-blast mobilize fines and coarse aggregate from the poorly bound surface. Coarser gravel appears to blow toward the 17 threshold. This can be seen in the image above (Figure 1-1), which is taken from the Runway 17 end looking south. There is a large soft spot on the runway, just north of the intersection with Taxiway B, which is routinely soft and requires repairs each season.

Dust palliative is periodically applied for dust control, but it is not intended as a bonding agent strong enough to withstand jet-blast.

The Runway Safety Area (RSA) was measured in the field to be 300 ft. wide and extend approximately 185 ft. beyond the end of Runway 17 and 195 ft. beyond the end of Runway 35. The RSA is graded and covered with gravel surfacing.

Several locations along the embankment slopes have differentially settled and minor erosion is present where rivulets of water have carved small channels. The diminishment of the crown and settlement of the embankment also indicates the possibility of melting permafrost under the runway embankment.

Runway 6/24:

Runway 6/24 measures 1,520 ft. x 60 ft. The runway surface is gravel. This runway was constructed in 1973 and paved in 1977. The asphalt was removed when frost damage made the asphalt surface very difficult to maintain. The runway surface is soft and subject to frost action, even general traffic with service vehicles leaves depressions in the surface. The surfacing material does not bind well, which makes maintaining the crown difficult. The image below (Figure 1-2) shows Runway 6/24 as viewed from Runway 6 looking east.



Figure 1-2 Runway 6 looking east

Figure 1-3 shows the departure end of Runway 6 looking east at the intersection of Runway 17 RSA and Runway 6 RSA. The RSA beyond the end of each runway is shared by both runways.

The runway surface is regraded each season to account for settlement and frost action. Several locations along the embankment slopes have differentially settled and minor erosion is present where rivulets of water have carved small channels. The uneven runway surface, diminishment of the crown, and settlement of the embankment also indicate the possibility of melting permafrost under the runway embankment.



Figure 1-3 Departure end of runway 6 looking east

The RSA area was measured to be 115 ft. wide, with 225 ft. beyond the end of Runway 24 and 300 ft. beyond the end of Runway 6.

1.2 Helicopter Facilities

KSM does not have any dedicated helicopter facilities.

1.3 Taxiways

There are two taxiways at KSM:

- Taxiway A connects the Main Apron and the GA Apron with Runway 35 and 6/24. The taxiway dimensions are 75 ft. wide and 1,030 ft. long.
- Taxiway B connects the Main Apron with Runway 17/35. The taxiway dimensions are 75 ft. wide and 950 ft. long.

Both taxiways are gravel. The surface is degraded, rutted, and soft during breakup and after rain. The crowns of the taxiways have been minimized by maintenance and potential subgrade settlement.

1.4 Aprons

KSM has two aprons. The main apron measures 1,360 ft. by 240 ft. and it is accessed by both Taxiways A and B. The south half of the apron is paved and the remainder is surfaced with gravel. The main apron (Figure 1-4) is used for commercial operations providing passenger, mail, and freight service to and from KSM. An area on the north end of the apron is used for aircraft de-icing. This activity appears to have led to thawing of the underlying soils causing differential settlement and the need for regular maintenance and regrading to maintain a usable surface.



Figure 1-4 Main Apron looking north

RAVN has six aircraft based on the main apron: three Cessna 207 and three Cessna 208.

There are six lease lots adjacent to the main apron. RAVN is the leaseholder of four lease lots, a fifth lease lot is leased by Ryan Air, and the sixth lease lot is not leased. The sixth lot currently lacks apron access because RAVN is leasing a portion of the apron in front of the lot. Hangars are constructed on each of the five leased lots.

The General Aviation (GA) Apron, a 300 ft. by 300 ft. gravel apron, is accessed by Taxiway A. Two groups of tie-downs are provided on the apron, consisting of: two pull through tie-downs and four push back tie-downs. Tie-down anchors are spaced at 24 ft. wide and 17 ft. deep. Tie-down positions are spaced at 44 ft. which gives room to park aircraft with wingspans up to 34 ft. with standard separation. The Alaska State Troopers have one aircraft based year-round on the GA apron. There are five undeveloped lease lots available adjacent to the GA Apron.

The Alaska Department of Fish and Game typically base one aircraft on the GA Apron throughout the summer.

1.5 Markings

The airfield is not marked as all airfield surfaces, except a portion of the main apron, are gravel.

1.6 Topography and Drainage

The airfield is located on a ridge that provides positive drainage away from airfield improvements. Surface water from the airfield drains to the Yukon River to the south and infiltrates into the tundra to the north. The airport elevation is 312 ft. Runway 17/35 has an elevation of 308 ft. at the south end and 287 ft. at the north end, for an effective grade of 0.3%. The elevation of the crosswind runway is 312 ft. at the west end and 306 ft. in the east for an effective grade of 0.4%. The airport is located approximately 285 ft. above the Yukon River.

Steep sloping terrain to the south of the extended Runway 17/35 centerline makes it difficult and expensive to add any significant length to the runway safety area beyond the Runway 17 threshold. Extension of the RSA to the north would require relocation of the Medium-intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) and may encroach on traditional subsistence berry picking areas.

There is insufficient crown on the existing runways and taxiways to maintain adequate drainage to the edges of the embankments. Maintenance staff routinely regrade runways and taxiways to try to improve the crown. In spite of regular maintenance, the existing gravel surfacing is depleted and degraded, and the surface commonly has soft spots, rutting, and occasional ponding. A runway resurfacing project is needed to provide long-term drainage improvements along the length of both runways.

The apron generally drains northwest, with much of this water draining to the infield between the apron, Taxiways A and B, and Runway 17/35. When rapid surface drainage occurs from snow melt during break-up, or after heavy rain events, sheet flow is concentrated in the northwest corner of the apron and in the southern ditch line of Taxiway B. These areas experience erosion and sediment transport due to concentrated flows at higher velocities. Baffles have been installed in the Taxiway B ditch line to disrupt the flow and reduce erosion.

Drainage from the infield flows north and is dispersed through three culverts. One culvert is located under Runway 17/35, just south of the Taxiway B intersection. This culvert drains to the west. Two culverts are located below Taxiway B, just east of the intersection with Runway 17/34. These culverts drain to the north. The inlets to these culverts are clogged with sediment after breakup and need to be cleared yearly to maintain flow. The DOT&PF generally prefers not to have culverts in runways and removal of the existing culvert below the runway should be considered during the design of the future airport improvements. This drainage could be rerouted to parallel the runway embankment.

1.7 Signage

The airfield is equipped with lighted, mandatory signs marking hold positions on Taxiways A and B and providing directional guidance to runways and aprons. The signs are in fair condition and are of varying manufacture and model. Due to their age, the lighted signs are commonly out of service because the bulbs burn out and replacement bulbs are no longer readily available. The existing signs should be replaced with the runway lighting system.

The images in Figure 1-5 below are two examples of signs at the airfield.



Figure 1-5 Directional and location signs at KSM

1.8 Pavement Condition

A 700 ft. by 240 ft. area of the main apron is paved with asphalt. The forty-year-old asphalt has extensive surface degradation such as raveling and cracking. The pavement is peeling up in a few locations due to heavy aircraft traffic.

1.9 Visual Aids

Runway 17/35 has a High Intensity Runway Lighting (HIRL) system. The light fixtures are operational but the circuit is at end-of-life. The DOT&PF electrician reported poor ground resistance measurements along the entire circuit during recent Megger testing. This is especially noticeable in cold weather when several of the lights will not illuminate. The edge light system is beyond its useful life and is in need of replacement.

The Medium Intensity Runway Lighting (MIRL) system for Runway 6/24 is in poor but operational condition. Several light cans have jacked from frost action or differentially settled due to thawing of frozen soils below the embankments. The edge light system is beyond its useful life and is in need of replacement.

The existing Medium Intensity Taxiway Lighting (MITL) system for both taxiways and the edge of the main apron is at end-of-life and is in need of replacement. Additional taxiway edge lights are required on the radii of the taxiway intersections with the runway and apron to adequately delineate the edge of the taxiway in these areas.



Figure 1-6 Primary Windcone and Segmented Circle

The primary windcone is co-located with the segmented circle (Figure 1-6). The segmented circle is marked with orange 55-gallon drums, which should be upgraded to panels to improve visibility. The primary windcone is internally lighted and marked with a red obstruction light.



Figure 1-7 Supplemental Windcone located north of Runway 24

The supplemental windcone (Figure 1-7) installed by Runway 6/24 is an old model with a steel plate foundation and is unlit.

The airport beacon is installed on the roof of the Snow Removal Equipment (SRE) building. It works intermittently. The beacon platform is reported to be in good condition but the beacon equipment is in need of replacement. Figure 1-8 shows the SRE building as viewed from the rear of the building looking west. The beacon is installed on the north end of the building.



Figure 1-8 Airport beacon located on top of the Snow Removal Equipment Building

1.10 FAA-owned Visual Approach Aids.

Runway 17/35 has Visual Approach Slope Indicators (VASI) on both ends. These are reported to be reliable and outages are infrequent.

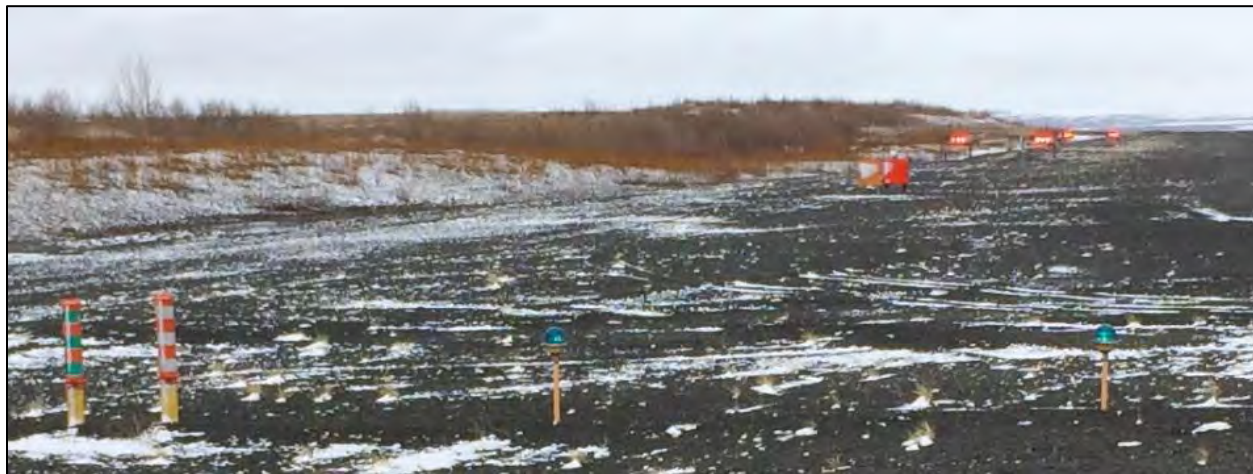


Figure 1-9 Runway 35, looking north

Runway 35 is marked with Runway End Identifier Lights (REILs). The REILs are operational but experience frequent outages and reliability issues. Figure 1-9 above shows Runway 35 looking north. The REILs are installed down runway from the threshold in non-standard locations as shown above. The VASI are also visible in the background.



Figure 1-10 Runway 17 MALSR, looking north

The Runway 17 MALSR (Figure 1-10) equipment is old, in poor condition, and is currently out of service. Water currently collects in the electrical junction boxes causing safety and reliability concerns. The FAA has programmed a future project to replace and upgrade the MALSR equipment.

There are no approach aids on the crosswind runway.

1.11 FAA-Owned Navigational Aids



Figure 1-11 Runway 17 Localizer and DME, looking east

The FAA owns and operates the navigational aids at KSM. Runway 17 is equipped with both a Localizer (LOC) and Distance Measuring Equipment (DME) (Figure 1-11). The LOC is installed on a wooden structure that is weathered and in poor condition. The power supply to the LOC is exposed at one location adjacent to the road. The glide slope indicator for runway 17, shown on the last ALP, appears to have been removed.

A non-directional beacon (NDB) is located east of the airport. A winter storm damaged the equipment and the NDB is currently out of service. The FAA does not currently have any plans to repair the NDB equipment.

1.12 Weather Reporting Station



Figure 10-12 KSM Automated Weather Observation System, Type IIIP

KSM has an Automated Weather Station (AWOS) Type IIIP (Figure 1-12). The AWOS is located on the north end of the airfield approximately 1,150 ft. from the Runway 17 threshold and 270 ft. from the runway centerline. The AWOS is owned by the FAA and is frequently unable to provide weather observations. Observational data is radio-transmitted from the AWOS to FAA's Remote Communications Outlet located in the FAA building behind the DOT&PF's maintenance building.

1.13 Airspace

Approaches to all runways are clear. Runway 17 has a 50:1 approach surface and Runway 35 has a 34:1 approach surface. Both runway ends have clear 40:1 departure surfaces. Approaches to Runway 6/24 are 20:1 and clear of obstructions. There is higher terrain to the west of Runway 6 but it does not penetrate the approach surface. The primary and transitional surface west of Runway 17/35 is penetrated by terrain north of the intersection with Taxiway B. There are also terrain penetrations to the horizontal surface to the east of the airport and south of the approach to Runway 24.

2.0 Commercial Passenger Terminal Facilities

There are no common passenger terminal facilities at KSM. RAVN, the airport tenant that provides scheduled passenger service to and from St. Mary's, provides their own passenger lounge in their main hangar. Ryan Air also has a small passenger waiting area at their hangar.

3.0 General Aviation Facilities



Figure 3-13 General Aviation Apron, view looking east

The GA Apron (Figure 3-1), accessed by Taxiway A, provides six tie-downs. There is no Fixed Based Operator (FBO) providing services from this apron. There are five undeveloped lease lots available adjacent to the GA Apron.

4.0 Cargo Facilities



Figure 4-1 Cargo Operations on the paved portion of the apron

Cargo handling is done by two of the based operators at the airport, RAVN and Ryan Air. RAVN provides the ground handling for cargo shipped with RAVN and Northern Air Cargo (NAC) and Ryan Air provides the ground handling for cargo shipped with Everts Air Cargo.

5.0 Support Facilities



Figure 5-1 Fuel tank for the emergency generator, equipment enclosure with the electric enclosure and emergency generator.

The Electric Equipment Enclosure (Figure 5-1) and emergency generator are installed in separate rooms in the equipment enclosure located behind the SREB. The 60 KW emergency generator is a Generac unit built in 1997. There are two Constant Current Regulators (CCR) in the electric enclosure. The 20KVA CCR operates the runway lighting circuit and the 7.5 KVA CCR operates the taxiway lighting circuit. They are in operational condition but are at the end of their useful life. Both CCRs are fabricated by Crouse-Hinds.

The pilot controlled lighting is reported to work well to a distance of 20 miles and is of similar age as the other equipment. The electric enclosure itself is in good condition.



Figure 5-14 Snow Removal Equipment Building

The two-bay snow removal equipment building (SRE) (Figure 5-2) is in good repair and was recently improved with application of spray foam insulation in the interior. The overhead doors are old and should be replaced. The siding is also damaged near the previous location of the electric meter.

6.0 Access, Circulation and Parking

KSM is reached by road from St. Mary's and Pitka's Point year-round and the road Mountain Village in the summer. Parking is provided on individual lease lots for their associated business. Also, a large parking area is located east of RAVN's passenger and cargo service building.

7.0 Utilities

Alaska Village Electric Cooperative, Inc. (AVEC) provides electric power at KSM. The power is locally generated using a diesel turbine. A new wind tower is being installed as a joint venture between AVEC and Pitka's Point Native Corporation. The wind power project is expected to supplant 2,525 MWh/year of diesel-fuel generated power.

Telephone service is provided by United Utilities. Cellular phone service and internet is provided by GCI. The airport has a sewage lagoon located east of the airfield, approximately 1,500 ft. from

the closest point on Runway 16/34. Aviation and heating fuel is delivered by Crowley Petroleum Distribution.

8.0 Other Airport Uses

Boreal Fisheries, a lease tenant with two lease lots by the Yukon River, has been buying and processing fish from the local commercial fishermen. Their facilities were dormant during the 2017 fishing season and are currently for sale. These lease lots are not located on the airfield.

Appendix A – Existing Runway Conditions

| | Existing Conditions | | | |
|---------------------------------------|----------------------------------|-------------------------|------------|------------|
| | Runway 17 | Runway 35 | Runway 6 | Runway 24 |
| Approach type | Precision | Non-precision | Visual | Visual |
| Visibility minima (Lowest) | 552 ft. - 3/4mile | 508 ft. - 1 mile | 1 mile | 1 mile |
| Approach procedures | LPV, RNAV/VNAV, RNAV, LOC/DME | LPV, LNAV/VNAV, LNAV | N/A | N/A |
| Approach slope | 50:1 | 34:1 | 20:1 | 20:1 |
| Departure Slope | 40:1 | 40:1 | N/A | N/A |
| Runway Length | 6,008 | 6,008 | 1,520 | 1,520 |
| Runway Width | 150* | 150* | 60* | 60* |
| Runway Shoulder Width | - | - | - | - |
| Runway Design Group | C-III-4000 | C-III-5000 | A-I-VIS | A-I-VIS |
| Runway Surface | G | G | G | G |
| Allowable Crosswind Component | 16 Knots | 16 Knots | 10.5 Knots | 10.5 Knots |
| Runway Safety Area (RSA) | | | | |
| Length Beyond Departure End | 195* | 185* | 300* | 225* |
| Length Prior to Threshold | 185* | 195* | 225* | 300* |
| Width | 300* | 300* | 115* | 115* |
| Runway Object Free Area (ROFA) | | | | |
| Length Beyond Departure End | 1000 | 600 | 240 | 240 |
| Length Prior to Threshold | 1,000 | 600 | 240 | 240 |
| Width | 800 | 800 | 400 | 400 |
| Runway Object Free Zone (RFZ) | | | | |
| Length Beyond Departure End | 200 | 200 | 200 | 200 |
| Width | 400 | 400 | 250 | 250 |
| Approach RPZ | | | | |
| Length | 1,700 | 1,700 | 1,000 | 1,000 |
| Inner Width | 500 | 500 | 500 | 500 |
| Outer Width | 1010 | 1010 | 700 | 700 |
| Acres | 29.47 | 29.47 | 13.77 | 13.77 |
| Departure RPZ | | | | |
| Length | 1,700 | 1,700 | 1,000 | 1,000 |
| Inner Width | 500 | 500 | 500 | 500 |
| Outer Width | 1010 | 1010 | 700 | 700 |
| Acres | 29.47 | 29.47 | 13.77 | 13.77 |
| Runway Separation to: | | | | |
| Hold Position | 250 | 250 | 200 | 200 |
| Aircraft Parking | 500 | 500 | 200 | 200 |

Note: All dimensions in feet, except RPZ acreage, G = Gravel.

*Dimension measured in the field.

All dimensions are based on published information unless measured in the field

Appendix B –Runway Length Requirements

This table summarizes the operational needs for a selection of aircraft currently using the St. Mary's Airport (KSM). The numbers presented are based on interviews with chief pilots and operations directors at several of the air carriers using KSM.

The "2017 Operations" column includes the number of operations by each aircraft reported in 2017.

The "Minimum Runway Length" is based on air carrier operational specifications, and represent the shortest runway length needed for takeoff and landing with reduced/restricted loads.

The "Full Payload Runway Length" column represent the runway length each operator desires for operations with full payloads in normal wind and runway conditions. Non-ideal environmental conditions may result in reduced payloads even at this length.

"Preferred Runway Length" represents the runway length that each operator stated would provide an acceptable margin of safety to account for non-ideal runway conditions during fully loaded operations.

| | ARC | 2017 Operations | Minimum Runway Length (ft.) | Full Payload Runway Length (ft.) | Preferred Runway Length (ft.) |
|-----------------------|-------|-----------------|-----------------------------|----------------------------------|-------------------------------|
| DHC8-100 DASH 8 | A-III | 765 | 4000 | 5000 | 6000 |
| BEECH 200 KINGAIR | B-I | 6 | 3300 | 4000 | - |
| CESSNA 182 | B-I | 1000 | 2000 | 2000 | 2000 |
| Bombardier Learjet 35 | B-I | 8 | 5000 | | |
| Cessna Conquest | B-II | 12 | 3885 | 4000 | - |
| BEECH 1900 A/B/C/D | B-II | 993 | 2400 | 5000 | 6000 |
| DOUGLAS DC-6A | B-III | 197 | 4500 | 5000 | 6000 |
| BOEING 737-100/200 | C-III | 186 | 6000 | 6000 | 6000 |
| BOEING 737-700 | C-III | 2 | 6000 | 6000 | 6000 |
| LOCKHEED L100-30 | C-IV | 5 | 5000 | 5000 | 6000 |

Appendix C – Inspection Report and Issues Identification

MEMORANDUM

DATE: May 3, 2018

TO: Christopher Johnston, PE., Norther Region DOT&PF Project Manager

FROM: Tor Anderzen, PE

RE: Issues Observed During St. Mary's Airport Site Inspection

HDL Engineering Consultants, LLC (HDL) has prepared the following list of issues observed during our airport inspection on April 26 and 27, 2018. The issues we observed include:

Runway 17/35:

- The runway crown has been minimized by maintenance and potential subgrade settlement. A geotechnical investigation of the runway embankment is recommended to determine the thermal stability of the runway.
- The runway was resurfaced with a thin lift of local crushed aggregate in 2017. The work was performed by DOT&PF maintenance and operation staff. EK-35 dust palliative was applied to the aggregate prior to final grading and compaction. The resurfacing provided a slight crown and better drainage, but a major runway resurfacing project is needed using E-1 crushed aggregate surface course to re-establish grade and provide a durable runway surface.
- Surfacing is segregated at touchdown locations and at thresholds from wheel impact, jet blast, and propeller wash.
- The runway embankments show signs of differential settlement. Water from runoff is concentrated in low areas, causing minor erosion along the embankment slopes.
- The runway surface is soft and rutted in some locations.
- The threshold of Runway 17 is particularly soft for extended periods of time.
- Rounded aggregate from a local material source was placed on the surface of the Runway Safety Area beyond the Runway 35 threshold. This rock is loose and not suitable for surfacing. The rock easily migrates from jet blast and propeller wash as well as strong wind events.
- Water ponds on the runway west of the Taxiway B intersection.
- The inlet to the existing culvert below the runway to the east of the Taxiway B intersection clogs with gravel each spring.

CIVIL
ENGINEERING

GEOTECHNICAL
ENGINEERING

TRANSPORTATION
ENGINEERING

ENVIRONMENTAL
SERVICES

PLANNING

SURVEYING
& MAPPING

CONSTRUCTION
ADMINISTRATION

MATERIAL
TESTING

RIGHT-OF-WAY
SERVICES

- Gravel surfacing has migrated from jet blast and propeller wash and partially covered the Runway 17 MALSR threshold lights.
- The existing High Intensity Runway Lighting (HIRL) system is at end of life.
- The lighted runway signs are commonly out of service because the bulbs burn out. The handholes for some of the signs do not have lids or are buried. The existing signs should be replaced with the runway lighting system.
- Runway 35's Runway End Identifier Lights (REILs) reportedly operate erratically during cold weather events. This equipment is owned and maintained by the FAA.
- Runway 17's Medium Intensity Approach Lighting System (MALSR) is not operational. This equipment is owned and maintained by the FAA.
- There is no secondary wind cone at the threshold of Runway 17. The primary wind cone did not appear easily visible from this threshold at the time of the inspection.
- The intersection of Runway 35 and Runway 06 may be an area of confusion for pilots that are not familiar with the airport. The outboard Runway 35 threshold lights are located within the drivable surface at the intersection of Runway 35 and Taxiway A. The Runway 35 REILs are displaced down runway from the Runway 35 threshold.
- The gravel surface of the Runway Safety Area (RSA) was measured in the field to extend approximately 185 feet beyond the end of Runway 35. The FAA requires the RSA to extend 1,000 feet beyond the threshold for a C-III runway.
- The gravel surface of the RSA was measured in the field to extend approximately 195 feet beyond the end of Runway 17. The FAA requires the RSA to extend 1,000 feet beyond the threshold for a C-III runway.
- The gravel surface of the RSA was measured in the field to be approximately 300 feet wide. The FAA requires a 500-foot wide RSA for a C-III runway.

Runway 06/24:

- The runway crown has been minimized by maintenance and potential subgrade settlement. A geotechnical investigation of the runway embankment is recommended to determine the thermal stability of the runway.
- The runway is routinely regraded to smooth out heaved and settled areas. A major runway resurfacing project is needed using E-1 crushed aggregate surface course to re-establish grade and provide a durable runway surface.
- The runway surface is soft and rutted in some locations.
- Surfacing is segregated at touchdown locations and at thresholds from wheel impact and propeller wash.

- The runway embankments show signs of differential settlement. Water from runoff is concentrated in low areas, causing minor erosion along the embankment slopes.
- Rounded aggregate from a local material source was placed on the surface of the Runway Safety Area beyond the Runway 24 threshold. This rock is loose and not suitable for surfacing. The rock easily migrates from propeller wash and strong wind events.
- The existing Medium Intensity Runway Lighting (MIRL) system is at end of life.
- The lighted runway signs are commonly out of service because the bulbs burn out. One of the signs has a non-standard, blank, aluminum panel. The existing signs should be replaced with the runway lighting system.
- The gravel surface of the Runway Safety Area (RSA) was measured in the field to extend approximately 225 feet beyond the end of Runway 24. The FAA requires the RSA to extend 240 feet beyond the threshold for an A-1 runway.
- The gravel surface of the RSA was measured in the field to extend approximately 300 feet beyond the end of Runway 06. The FAA requires the RSA to extend 240 feet beyond the threshold for an A-I runway.
- The gravel surface of the RSA was measured in the field to be approximately 115 feet wide. The FAA requires a 120-foot wide RSA for an A-I runway.

Taxiways:

- The crown of the taxiways has been minimized by maintenance and potential subgrade settlement. A geotechnical investigation of the taxiway embankment is recommended to determine the thermal stability of the taxiway.
- The taxiways are soft when wet and rutted by taxiing aircraft.
- The existing Medium Intensity Taxiway Lighting (MITL) system is at end of life.
- Airport users have complained that the taxiway edge lights along the radius of the taxiway intersection with the runway and apron are spaced too far apart and do not adequately delineate the edge of the taxiway.
- The lighted taxiway signs are commonly out of service because the bulbs burn out. The existing signs should be replaced with the runway lighting system.
- The MITL does not extend the full distance between runway and apron.
- Rapid surface drainage occurs in the ditch line south of Taxiway B. The ditch is experiencing erosion and baffles have been installed to reduce the velocity of the flow.
- The inlet to the existing culvert below Taxiway B near the intersection with Runway 17/35 clogs with gravel each spring.

Main Apron:

- The gravel apron areas are soft and need to be resurfaced
- The asphalt in the paved portion of the runway is at end of life. Portions of the pavement are peeling up due to aircraft traffic and occasional lock wheel turns by heavy aircraft.
- Aircraft de-icing operations are routinely performed in a gravel area on the northwest corner of the apron. The area is soft, has settled, and is in need of repair.

General Aviation Apron:

- The general aviation apron is used by light aircraft and is occasionally used to temporarily stockpile or stage equipment. The apron appeared in good condition and no issues were reported at the time of the inspection.

Snow Removal Equipment Building:

- The existing three-bay SREB was in good condition at the time of the inspection. Spray insulation was recently added to the interior of the building to reduce heat loss in the winter. The garage doors of each of the three bays are old and will likely need to be replaced in the near future.

Other DOT&PF Owned Equipment:

- The airport beacon is installed on top of the DOT&PF SREB. The beacon functions intermittently and need to be replaced. The beacon plat form is reportedly in good condition and may be suitable for re-use.
- The electrical enclosure is located behind the SREB. The enclosure houses two constant current regulators, and controls for the airfield lighting systems. It also houses the emergency generator. This equipment is in operational condition but nearing the end of useful life.
- A lighted primary wind cone is located in the infield area west of the Main Apron. The wind cone was in working condition at the time of the inspection. Installation of a new internally lit primary wind cone is recommended with the lighting system replacement.
- The existing segmented circle is located around the primary wind cone. The segmented circle consists of partially buried 55-gallon drums, painted orange. Installation of a new panel-style segmented circle is recommended when the primary wind cone is replaced.

FAA Owned and Maintained Facilities:

- The Runway 35 REILs operate intermittently, as mentioned above. This equipment needs to be repaired or replaced.

- The Runway 17 MALSR is not operational. This equipment needs to be repaired or replaced.
- The Runway 17/35 VASI equipment was operational during the inspection and no issues were reported.
- A non-directional beacon (NDB) is installed east of the airport. The NDB is out of service indefinitely.
- An Automated Weather Observation System (AWOS) is installed on the northeast side of Runway 35. The AWOS is frequently out of service leading to interruptions in passenger, mail, and cargo traffic.
- A Remote Communications Outlet (RCO) is located east of the apron. The RCO is reported operational but there are reportedly line of sight issues between the AWOS and RCO that occasionally prevent RCO from receiving the AWOS signal. This issue needs to be investigated and resolved.
- The localizer and DME are located south of Runway 35 and are subject to occasional outages. The equipment is mounted on a deteriorating wooden structure that is, weathered. The power supply wires are exposed at the edge of the road and covered with a temporary junction box.

Appendix B: Aviation System Plan Resources

DOT&PF Aviation System Plan Information used for the St. Mary's Airport Aviation Activity Forecast:

Two documents were used

1. Mission, Goals, Measures and Classifications, November 2011

<http://www.alaskaasp.com/admin/Docs/AASP%20Mission%20Goals%20Measures%20Classifications%20-%20for%20website.pdf>

Section 3.2.2 What is the Regional Class? Pages 13-15

2. Alaska Aviation System Plan Forecasts, June 2011

http://www.alaskaasp.com/admin/Docs/AASP%20Forecast%20Report%2006%2013_2011R.pdf

Alaska in General

- Annual growth from 2006-2030 is estimated at 0.9%
- Almost half of the carriers surveyed indicated that there are airports they don't serve due to inadequate facilities, lack of runway length, or weather conditions. (par. 3, pg. 12)
- In general, Alaska experienced a recession in 2008, which can be seen reflecting in decreased air traffic (par. 5, pg. 14)
- The Beech King Air 200 is the critical aircraft for emergency responders (pg. 45, para. 6)

Bethel (nearby census district)

- Same pages as Wade Hampton below.

Wade Hampton (census district)

- Population Forecast pg. 8
- Historical Population pg. 62
 - o Annual growth rate from 2006-2030 is estimated 1.4%, above state average
- Historic Employment pg. 63
 - o Half of the employment is government-related
- Historic Personal Income pg. 64
- Historic Per Capita Personal Income pg. 65
- Personal Income Projection pg. 68
- Historical and Forecasted Passenger Movement pg. 140

St. Mary's Airport (KSM)

- KSM is ranked 20th over busiest airport (pg. 21)
- Passenger Traffic forecast on pg. 28
- Cargo Traffic forecast on pg. 34
- Critical aircraft forecast on pg. 57
 - Interesting to note they assumed a 737-200. In this report, they mention that 500 flights for critical aircraft is a bad criteria for rural Alaska, and they use 50 as a critical number. "intended to reflect the fact that in Alaska many essential air transportation functions occur on an infrequent basis." (pg. 43, footnote)
- Historical ACAIS Counts of Passenger Enplanements on pg. 75
- Historical T-100 Counts of Passenger Enplanements on pg. 81

- Historical T-100 Counts of Enplaned and Deplaned Cargo on pg. 87
- Historical T-100 Counts of Commercial Aircraft Operations on pg. 93
- Summary of Commercial Departures on pg. 121
- Passenger Enplanement Forecast on pg. 145
- Enplaned and Deplaned Forecast on pg. 158
- Commercial Operations Forecast on pg. 168
- Based Aircraft Forecast on pg. 179
- General Aviation Operations Forecast on pg. 223

There were no references made to # students, commercial fishing, or river/barge traffic

The tables below are in the report, but are likely duplicates of the tables in the appendices referenced above.:

Table 2.1 (pg. 8) has population forecasts for the state and individual areas.

Table 3.1 has historical passenger activity (pg. 15 & 16)

Table 3.2 has historical enplaned and deplaned cargo tonnage (pg. 17)

Table 3.3 has historical counts of commercial aircraft operations (pg. 19)

Table 7.1 has passenger forecast data for Bethel (pg. 26-28)

Table 8.1 has cargo forecast data (pg. 32-34)

Table 9.1 has commercial aircraft forecast (pg. 36)

Table 11.1 has general aviation based aircraft forecasts

Table 13.2 has forecasted critical aircraft by airport (pg. 46-59)

Appendix C: Air Carrier/Airport User Interviews and Phone Logs

| Contact Log | | | | | |
|--------------------|--|----------|--|------------------------|---|
| Date Contacted | Contact Method | Initials | Entity | Contact Name | Topics Discussed |
| 3/30/2018 | Phone | | DOT | Abby White | |
| 4/10/2018 | 907 240-9508 | TJA | Alaska Air Carriers Association | Steve Melchert | Left message for Steve about the survey. |
| 4/10/2018 | Phone 907 277-0071 | TJA | Alaska Air Carriers Association | Jane Dale | Spoke with Carrie-Ann, Gave background to our survey and confirmed that Jane Dale is the right person to send the survey to. |
| 4/10/2018 | Phone 907 443 5422 | TJA | Bering Air, Inc. | David Olsen | David Olsen is the director of operations, survey should be sent to him. Will follow up with call when he has completed the survey |
| 4/10/2018 | Ph. 907 450 2345 | TJA | Tatonduk Outfitters (everts Air) | Zachary Adams | Survey should be sent to Zach, we set up time for interview on April 17. |
| 4/10/2018 | ph 907 226 8421 | TJA | Hageland/RAVN/ERA/Frontier Flying Service, JJM | Luke Hickerson | Left Message for Luke about the survey |
| 4/10/2018 | zadams@evertsair.com | TJA | Tatonduk Outfitters (everts Air) | Zachary Adams | Thanked Zach for taking my call earlier, emailed survey and survey link. |
| 4/16/2018 | 907 458 6794 | TJA | DOT | Bill Giltner | Confirmed interview for April 17 at 8:30 |
| 4/16/2018 | ph 907 226 8421 | TJA | Hageland/RAVN/ERA/Frontier Flying Service, JJM | Luke Hickerson | Talked about electrical system in St. Mary's |
| 4/16/2018 | email | TJA | Alaska Air Carriers Association | Jane Dale | Left Message for Luke about the survey |
| 4/16/2018 | 907-248-7025 | TJA | Grant Aviation | Dan Kenesk | Sent Jane the Surveys Left message for Dan |
| 4/16/2018 | 907 249-5144 | TJA | NAC | Kayla Vesi, Costumer S | Spoke with Kayla, she is going to set up a meeting with either Brandon Johnson Director of Operations or Don Ruhoff, traffic department |
| 4/16/2018 | 907-891-0171 | TJA | City of St. Mary's | Walton Smith | Walton called to share his concern about the mailer that went out. It says nothing about shortening the runway, he is worried that no-one will show up. |
| 4/17/2018 | 907-450-2345 | TJA | Tatonduk Outfitters (everts Air) | Zachary Adams | Go through survey and Issues identification |
| 4/17/2018 | in person | TJA CC | NAC | Don Ruhoff | went through interview questionnaire and issues identification questions |
| 4/17/2018 | in person | TJA CC | ACE | Steve Melchert | Went though questionnaire, ACE has very limited operations to KSM. They don't have the by-pass mail services that make it cost effective to offer cargo service to St. Mary's |
| 4/17/2018 | in person | TJA CC | RAVN | | stopped by to schedule interview. Evan Veal on cell 266-8421 is the person to talk with. We left card and survey |
| 4/17/2018 | in person | TJA CC | Lynden Air Cargo | | stopped by, spoke with a scheduler named Adam, he took the survey and my card and will see that survey is completed |
| 4/17/2018 | in person | TJA CC | Pen Air | | We stopped by, admin closed today, spoke with Songray Tanaka. He took our survey and card. He would forward to flight operations. |
| 4/17/2018 | in person | TJA CC | Ryan Air | Ben Ryan/ | we stopped by, left survey and card and asked for a call back. |
| 4/18/2018 | 907 266 8421 | TJA | Hageland/RAVN/ERA/Frontier Flying Service, JJM | Evan Veal | I called to set up a meeting, Evan out sick today |
| 4/19/2018 | 907 761 6271 | TJA | Division of Forestry | Steve Elwell | Called to set up meeting and verified runway need for Convair 580 |

| Contact Log | | | | | |
|--------------------|----------------|----------|--|---------------|--|
| Date Contacted | Contact Method | Initials | Entity | Contact Name | Topics Discussed |
| 4/19/2018 | 907 266 8421 | TJA | Hageland/RAVN/ERA/Frontier Flying Service, JJM | Evan Veal | I called to set up a meeting, Evan out sick today |
| 4/19/2018 | in person | TJA | Division of Forestry | Steve Elwell | Spoke about operational needs for the Convair 580, C130, and Dash 8 which need 5,000'; 5,000'; and 4,000' of runway respectively for safe full load take offs. Steve referred to John Softage with Alasak Fire Service in Fairbanks for the right person to take the survey |
| 4/19/2018 | 907 243 3331 | TJA | NAC | Don Ruhoff | Called to follow up on our meeting Tuesday, Don is out until Monday. |
| 4/23/2018 | 907 712 4883 | TJA | Life Med | Tad Fullerton | Called Tad, Life Med flies into St. Mary's with their King Airs; which can operate on as little as 2,400 ft but 4,000 is optimal for year-round operations. For the Learjet they need 6,000 feet of runway for year-round operations but they have not used the learjet for St. Mary's. There are also times when patients take the Caravan to Bethel. |
| 4/23/2018 | 907 243-3331 | TJA | NAC | Don Ruhoff | Left Message for Don, that I would like to send him our notes and follow up with the questions he was passing on to their pilots |
| 4/23/2018 | 907 450-2345 | TJA | Tatonduk Outfitters (everts Air) | Zachary Adams | Zach is out of the office for most of the week. Receptionist Shiela told me to email him as he will receive emails |
| 4/23/2018 | 907 243 6150 | TJA | Lynden Air Cargo | Joe Bates | Left Message for Joe asking him to call me back |
| 4/23/2018 | 907 266 8421 | TJA | Hageland/RAVN/ERA/Frontier Flying Service, JJM | Evan Veal | Left message for Evan about the survey |
| 4/23/2018 | 907 266 8421 | TJA | Hageland/RAVN/ERA/Frontier Flying Service, JJM | Evan Veal | Evan returned my call, we spoke about the project and our survey. Evan said to email I tto him. We compared calendars and decided to try to scheduel a meeting next week |
| 4/23/2018 | 907 249 4118 | TJA | Lynden Air Cargo | Joe Bates | Joe returned my call. Confirmed that C130 need 5,000 feet runway with max load of fish. They have occasional charter and would have capacity to increase their operations. I asked about the survey. Joe confirmed that Adam would be the one that got it. He will reach out to Adam and make sure it get completed and turned in. |
| 4/23/2018 | email | TJA | Tatonduk Outfitters (everts Air) | Zachary Adams | Followed up on our phone interview last week and Zachary confirmed that they need 5,000 feet for operations with the DC6. Additional runway length provides layers of safety, but is not operationally required. |
| 4/23/2018 | email | TJA | Hageland/RAVN/ERA/Frontier Flying Service, JJM | Evan Veal | Sent survey to Evan with listing of possible times to set up a meeting next week. |
| 4/23/2018 | email | TJA | NAC | Don Ruhoff | Sent email to follow up on survey and to ask for written statement of their 737-200 vs. 737-300 business plan. |
| 4/24/2018 | 907 356-5520 | TJA | Alaska Fire Service (BLM) | John Softich | They have operations in St. Marys, usualli with Caravan and Casa 212-200. They do not have any operational constraints at all. The issue they have is that some years you can buy fuel there, others fuel is not available. John gave me his email address to send him the survey |
| 4/24/2018 | 907 458-6794 | TJA | DOT | Erik Weingarh | Called Erik talked about inspection plans and our itinerary |

| Contact Log | | | | | |
|--------------------|---|-----------|--|------------------------|---|
| Date Contacted | Contact Method | Initials | Entity | Contact Name | Topics Discussed |
| 4/25/2018 | 907 274 5600 | TJA | Northern Economics | Michael Fisher | I called to ask if Mike has set up an interview schedule for St. Mary's and to coordinate our efforts while on site. Mike has not had much luck setting up interviews and planned on stopping by various entities while on site |
| 4/30/2018 | email and call 907 438 6050 | TJA | DOT | Erik Weingarth | I emailed Erik to thank him for all the help during our field visit and to confirm names of his staff and the RAVN station manager |
| 4/30/2018 | email | TJA | NAC | Kayla Vesi, Costumer S | Kayla emailed to let me know that Brandon Johnson, Director of Operations has agreed to answer any further questions that we may have for NAC |
| 4/30/2018 | email | TJA | Northern Economics | Michael Fisher | emailed with questions about schedule update for the meeting tomorrow and to ask hf he was available to join the meeting |
| 5/1/2018 | 907 451 2242 | TJA | DOT | Shawn Crites | called to talk about the last CIMP inspection in St. Mary's in July 2017. Shawn shared his observations about field conditions and other needs in St. Mary's |
| 5/1/2018 | 907 274 5600 | TJA | Northern Economics | Michael Fisher | Called and left a message with questions about schedule update for the meeting today |
| 5/1/2018 | 907-243-7248 | TJA | Lynden Air Cargo | Mark Greig | Called and asked for Chief Pilot, Mark's name was confirmed. I left a voicemail asking that Mark call me back |
| 5/2/2018 | 907 249 5144 | TJA | NAC | Kayla Vesi, Costumer S | Called to ask for anumber to reach Mr. Johnson - left a message for Kayla |
| 5/2/2018 | 907 266-8421 | TJA | Hageland/RAVN/ERA/Frontier Flying Service, JJM | Evan Veal | Called and left voicemail for Evan |
| 5/2/2018 | email | TJA | NAC | Brandon Johnson | Emailed Brandon with followup questions to the interview with Don Ruhoff. |
| 5/2/2018 | 907 451-5226 | TJA | DOT&PF | Penny Adler | Called to ask if she could provide a copy of FAA inspection for St. Mary's, inspection was done by Gabriel Mann. Left Voicemail |
| 5/3/2018 | 907 451-5226 | TJA | DOT&PF | Penny Adler | Spoke with Penny, she will email the report and DOT&PF's response to the letter. |
| 5/4/2018 | 907 266-8421 | TJA | Hageland/RAVN/ERA/Frontier Flying Service, JJM | Evan Veal | Called and left voicemail for Evan |
| 5/4/2018 | 907-243-7248 | TJA | Lynden Air Cargo | Mark Greig | Called and asked for Chief Pilot, Mark's name was confirmed. I left a voicemail asking that Mark call me back |
| 5/4/2018 | 907 243-3331 | Scott and | NAC | Don Ruhoff | Scott asked Don to help us facilitate a meeting next week. |
| 5/4/2018 | 907 274 5600 | TJA | Northern Economics | Michael Fisher | Set up meeting for Tuesday May 8 |
| 5/7/2018 | 907 266-8421 | TJA | Hageland/RAVN/ERA/Frontier Flying Service, JJM | Evan Veal | Evan will try to schedule us for 30 minutes on Wednesday the 9th |
| 5/8/2018 | email | TJA | NAC | Brandon Johnson | Brandon returned calls and email by email, he will provide feed back on the emailed questions by end of this week. |
| 5/8/2018 | 907 249-0245 | TJA | Lynden Air Cargo | Mark Greig | Called and spoke of their operational needs at St. Mary's |
| 5/9/2018 | 907 458 6794 (office) 907 371-6206 (cell) | TJA | DOT | Bill Giltner | Called to ask about a contact for maintenance of FAA equipment. Left message on Cell phone. |
| 5/9/2018 | 907 266-8421 | TJA | Hageland/RAVN/ERA/Frontier Flying Service, JJM | Evan Veal | Left message to follow up about a meeting today. Evan called back at 2:41, we set up a meeting for 4 pm |
| 5/9/2018 | 907 266-8421 | TJA | Hageland/RAVN/ERA/Frontier Flying Service, JJM | Evan Veal | Evan called back again at 3:20 pm, he had to hop on a plane at 4 and asked if we could move meeting to tomorrow at 12:30 - 1:30 |
| 5/10/2018 | in person at 4700 old international airport road in anchorage | Scott and | Hageland/RAVN/ERA/Frontier Flying Service, JJM | Evan Veal | interview with Evan Veal |

| Contact Log | | | | | | |
|--------------------|----------------|----------|--------------------------|------------------|---|--|
| Date Contacted | Contact Method | Initials | Entity | Contact Name | Topics Discussed | |
| 5/10/2018 | 907 266 8306 | TJA | Corvus | Harold Townsend | called to arrange survey and interview - left message | |
| 5/10/2018 | email | TJA | Corvus | Harold Townsend | emailed to follow up on voicemail and give project background and survey. | |
| 5/14/2018 | 907 266 8306 | TJA | Corvus | Harold Townsend | called to arrange survey and interview - left message | |
| 5/14/2018 | email | TJA | Mike F Alaska Commercial | Rocky Frerichs | Set up meeting for Friday May 18 | |
| 5/15/2018 | 907 274 5600 | TJA | Northern Economics | Michael Fisher | Called to talk about what we do since Rocky Frerichs Alaska Commercial is unavalable to meet all week. Time is slipping away so we decided to reach out to Jeff Cichosz and see if he can meet with us this week. Called to see if he was available to meet this week, he was just about to take off in a plane and asked that I text him, which I did. Through texts we confirmed a meeting on AC office in Anchorage on Friday May 18th at 10:30 am | |
| 5/15/2018 | 907 632 5166 | TJA | Alaska Commercial | Jeff Cichosz | called to arrange survey and interview - left message | |
| 5/15/2018 | 907 266 8306 | TJA | Corvus | Harold Townsend | Bill returned my call from may 8th, refered to Erik Weingarth for contact with FAA | |
| 5/15/2018 | 907 371 6206 | TJA | DOT | Bill Giltner | followed up on the email from May 8, the executive team has provided their answer. | |
| 5/15/2018 | email | TJA | NAC | Brandon Johnson | Called to follow up on email from yesterday and to ask about FAA electrician that takes care of the Nav aids and weather station | |
| 5/15/2018 | 907 438 6200 | TJA | DOT | Erik Weingrath | Called to confirm that we have a meeting with Jeff Cichosz at 10:30 on May 18th | |
| 5/15/2018 | 907 274 5600 | TJA | Northern Economics | Michael Fisher | Called to start planning our phone calls for fisheries next week. Dick will schedule all meetings. | |
| 5/15/2018 | 907 227 9217 | TJA | Northern Economics | Dick Tremain | Harold returned my call, we set up a teleconference for May 17 at 1 pm | |
| 5/16/2018 | 907 266 8306 | TJA | Corvus | Harold Townsend | Harold called to reschedule for 3:30 PM today | |
| 5/17/2018 | 907 266 8306 | TJA | Corvus | Harold Townsend | Taled about survey questions and issues identification | |
| 5/17/2018 | 907 266 8306 | TJA | Corvus | Harold Townsend | Spoke with Erik about size of maintenance staff, Erik confirmed 3 maintenance staff and one mechanic. Erik also gave the full list of airports he manages (9 total). He will email FAA contact for nav and vis aids once back in the office. The NDB has been out for a few years now. One of the Towers was damaged in a storm and FAA decided to not repair it. With GPS few rely on the NDB it was mostly used by the regional flights. Questions about the Glideslope are best directed to FAA staff. | |
| 5/18/2018 | 907 438 6200 | TJA | DOT | Erik Weingrath | Dick set up a teleconference with KwikPak for May 22 at 9:00 AM. Still working on setting up conference calls with Boreal Fisheries and FishPeople | |
| 5/18/2018 | email | TJA | Northern Economics | Dick Tremain | Jack confirmed meeting for Tuesday at 9:00 AM | |
| 5/18/2018 | email | TJA | KwikPak | Jack Schulteis | James is more familiar with Bridges. The person to talk with, or at least get pointed in the right direction is Paul Webb 907 463-2253 | |
| 5/18/2018 | 907 463-2270 | TJA | Coast Guard | James Helfinstin | | |

| Contact Log | | | | | |
|--------------------|----------------------------|-------------|--|-------------------------|---|
| Date Contacted | Contact Method | Initials | Entity | Contact Name | Topics Discussed |
| 5/18/2018 | 907 463-2253 | TJA | Coast Guard | Paul Webb | I called Paul Webb left a message explaining the reason for the call and asking for a call back. |
| 5/18/2018 | In Person | TJA | Mike F Alaska Commercial Company | Jeff Cichosz, John Liba | Met at their office, see separate notes prepared |
| 5/18/2018 | 907 350-0402 | TJA | NAC | David Squier, VP of Op | Called and discussed NAC's business plan going forward for St. Mary's. David will review the notes form the meeting with Don Ruhoff and respond. |
| 5/18/2018 | email | TJA | Corvus | Harold Townsend | Harold followed up with traffic information and forwarding of the email he sent Isadora about impact of shortened runway |
| 5/21/2018 | 503 640 3711 | TJA | Aero Air (Life med Jet service in AK) | Vince Hamblin | Called front desk, spoke with Dani she told me Vince Hamblin is chief pilot and I was transferred to his extension, left voice mail, giving reason for my call and asked for a call back. |
| 5/22/2018 | 503 640 3711 | TJA | Aero Air (Life med Jet service in AK) | Vince Hamblin | Left message asking for call back |
| 5/22/2018 | conference call 7127757031 | TJA, Dick T | KwikPak | Jack Schulteis | Conference call to talk about KwikPak fisheries |
| 5/22/2018 | conference call 7127757031 | TJA, Dick T | Boreal Fisheries | Randy Crawford | Conference call to talk about Boreal fisheries |
| 5/23/2018 | 503 640 3711 | TJA | Aero Air (Life med Jet service in AK) | Vince Hamblin | Left message asking for call back |
| 5/24/2018 | conference call 7127757031 | TJA, Dick T | Boreal Fisheries | Kip Baratof | Conference call to talk about FishPeople operations in St. Mary's talked about our findings from our conference calls with KwikPak, Boreal Fisheries, and FishPeople |
| 5/29/2018 | conference call 7127757031 | TJA | Northern Economics | Mike Fisher and Dick T | |
| 6/11/2018 | 907 266 8306 | TJA | Corvus | Harold Townsend | Left message about ops manual for Dash 8 |
| 6/11/2018 | 907 266-8421 | TJA | Hageland/RAVN/ERA/Frontier Flying Service, JJM | Evan Veal | Left message about ops manual for Dash 8 |

RECORD OF TELEPHONE CONVERSATION

| | | | |
|-----------------|-------------------------|--------------------|-----------------------------|
| Date: | 4/23/2018 | Project No: | 17-037 |
| Time: | 2:03 PM | Telephone: | (907) 249-4118 |
| Call to: | Tor Anderzen, P.E. | Call from: | Joe Bates, Lynden Air Cargo |
| RE: | Follow up on my message | | |

- CIVIL ENGINEERING
- GEOTECHNICAL ENGINEERING
- TRANSPORTATION ENGINEERING
- ENVIRONMENTAL SERVICES
- PLANNING
- SURVEYING & MAPPING
- CONSTRUCTION ADMINISTRATION
- MATERIAL TESTING
- RIGHT-OF-WAY SERVICES

Joe returned my call left on April 23, 2018.

I informed him that we are working on an aviation activity forecast for the St. Mary's Airport and that we stopped by last week with an aviation survey. The survey was given to Adam. Joe confirmed he will reach out to Adam and make sure to complete the survey.

We also spoke about Lynden's current operations and operational needs.

Lynden provides occasional cargo charters, usually as a flag stop rather than origination or destination flight. Lynden's main operations at St. Mary's involves flying out fish when NAC and Everts are at capacity.

Lynden would like to increase their share of the St. Mary's market but that is primarily dependent on how much fish is caught and/or if additional capacity is needed. Majority of Lynden's operations are from Emmonak, from where they transport fish all summer.

Joe says Lynden has capacity to grow in St. Mary's for a C130 with full load of fish, they need 5,000 feet of runway to take off.

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RECORD OF TELEPHONE CONVERSATION

| | | | |
|-----------------|-------------------------------------|--------------------|--------------------|
| Date: | 4/23/2018 | Project No: | 17-037 |
| Time: | 11:40 am | Telephone: | (907) 450-2345 |
| Call to: | Zachary Adams, Everts Air Cargo | Call from: | Tor Anderzen, P.E. |
| RE: | St. Mary's aviation activity survey | | |

- CIVIL ENGINEERING
- GEOTECHNICAL ENGINEERING
- TRANSPORTATION ENGINEERING
- ENVIRONMENTAL SERVICES
- PLANNING
- SURVEYING & MAPPING
- CONSTRUCTION ADMINISTRATION
- MATERIAL TESTING
- RIGHT-OF-WAY SERVICES

Called for Zachary Adams to follow up on our conversation and survey.

Receptionist said he is out of the office for several days and suggested that I send him an email.

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| | | |
|-----------------|---|--------------|
| Anchorage | 3335 Arctic Boulevard, Suite 100, Anchorage 99503 | 907.564.2120 |
| Mat-Su | 202 West Elmwood Avenue, Palmer 99645 | 907.746.5230 |
| Kenai Peninsula | 10735 Spur Highway, Suite 1B, Kenai 99611 | 907.283.2051 |

RECORD OF TELEPHONE CONVERSATION

| | | | |
|-----------------|---------------------------------------|--------------------|--------------------|
| Date: | 4/24/2018 | Project No: | 17-037 |
| Time: | 9:40 am | Telephone: | (907) 356-5520 |
| Call to: | John Softich, Alaska Fire Service BLM | Call from: | Tor Anderzen, P.E. |
| RE: | St. Mary's aviation activity survey | | |

- CIVIL ENGINEERING
- GEOTECHNICAL ENGINEERING
- TRANSPORTATION ENGINEERING
- ENVIRONMENTAL SERVICES
- PLANNING
- SURVEYING & MAPPING
- CONSTRUCTION ADMINISTRATION
- MATERIAL TESTING
- RIGHT-OF-WAY SERVICES

On April 24, 2018, Tod Anderzen with HDL Engineering Consultants, reached out to John Sofitch with Alaska Fire Service BLM, to talk about their operations at the St. Mary's Airport and ask if we can send him the survey. John gave me his email address and promised to complete the survey this week.

John said the runways and taxiways at the St. Mary's Airport meet all their operational needs. They normally operate Cessna 208 and Casa 212-200 from St. Mary's.

The issue they have is availability of fuel, some years they can buy fuel but other years no fuel is available.

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MEMORANDUM

DATE: May 3, 2018

TO: File 17-037

FROM: Tor Anderzen P.E.

RE: Notes from Interview with RAVN station manager and lead pilot in St. Mary's

- CIVIL ENGINEERING
- GEOTECHNICAL ENGINEERING
- TRANSPORTATION ENGINEERING
- ENVIRONMENTAL SERVICES
- PLANNING
- SURVEYING & MAPPING
- CONSTRUCTION ADMINISTRATION
- MATERIAL TESTING
- RIGHT-OF-WAY SERVICES

On April 27, 2018, a field inspection was completed at St. Mary's Airport. Erik Weingarh, the Alaska Department of Transportation and Public Facilities (DOT&PF) Airport Manager for St. Mary's Airport, arranged for a part of the inspection team to meet with RAVN station manager Junior Reilly and RAVN lead pilot Mike Carpenter. Members of the inspection team included Christopher Johnston, DOT&PF; Michael Fisher, Northern Economics; and Tor Anderzen, HDL Engineering Consultants, LLC.

Erik started the meeting with thanking Junior and Mike for taking the time to meet with us, he then made introductions and gave a brief background to the project. Chris added that the aim of DOT&PF is to provide the runway and airport that is needed by the community. At this stage we are not considering a shortening of the runway which has been previously considered a few years ago. The purpose with our visit is to form a solid understanding of the airport users operations and operational needs at the St. Mary's Airport.

Jr. stated that a runway shortening is not likely to impact their operations. The Dash 8, which is the most demanding of their aircraft requires a runway length of about 4,000 feet, but can operate on as little as a 2,500 foot runway.

Chris observed that this is good information to have as we plan for construction. If we constructed a north and a south portion with a transition in the middle we would be able to provide enough runway for RAVN's operations.

Below is an outline of the comment from each individual at the meeting and the items discussed.

Jr.: The carriers that will notice a shortening of the runway are Northern Air Cargo (NAC) and Everts, as well as Lynden when they make their chartered trips to bring out fish. NAC has year round operations with their 737-200 which brings mail and cargo, they use RAVN's field personnel for ground operations. RAVN also act as an "in line" carrier to NAC. NAC shipments destined to other surrounding communities are reloaded onto smaller RAVN aircraft for continued transport to the final destination. This is how much of the groceries are brought to Mountain Village and Pilot Station.

Jr.: If the runway is shortened and the large cargo aircraft can no longer serve St. Mary's large cargo such as fridges or similar items cannot be loaded on the Dash 8 or B1900. This type of

cargo would in all likelihood have to be barged in to St. Mary's. Even more concerning regarding large cargo is the fish crates used for carrying fish. These crates do not fit in smaller cargo aircraft. Fish crates are a standard size and shipping in a smaller crate to get the catch out from St. Mary's would result in the need to re-load the fish in Anchorage.

Jr.: Our greatest concern at St. Mary's Airport is that FAA needs to update the AWOS. The existing AWOS has a lot of outdated equipment and is frequently out of service. When the AWOS is out of service, RAVN cannot give their pilots visual clearance to fly to St. Mary's even if it is a clear day. RAVN has lost hundreds of thousands of dollars in the last year alone to cancellations due to lack of certified weather. It is not only passengers that are delayed, freight and by-pass mail is delayed when the AWOS is down. Much of the consumables sold in the stores in St. Mary's, Mountain Village, and Pilot Station arrive as by-pass mail through St. Mary's Airport.

Jr.: The second concern for RAVN is that the MALSR is put back in service. While the MALSR in itself does not reduce approach minimums, it is a great resource for pilots in reduced visibility.

Jr.: RAVN uses the cross wind runway for operations with their Cessna 207s and 208s. The preferred runway is 17/35 and Jr. mentioned the following allowable crosswind components for operations. The Cessna 207 can operate with a crosswind of 20 knot (kn), the Caravan is fine with 30 kn. NAC will not land with more than 20 kn. For the Dash 8 the limit is 35 kn, with snow on the runway they reduce the permissible crosswind component to 15-18 kn for the Dash 8.

Jr.: The intersection of the runways have never been a problem, pilots are good at communicating with each other so that only one runway is used at a time.

Jr.: Would like to see the airport remain a gravel surface course. The airport was paved at one time, but asphalt was damaged by settlement and hard to maintain. Gravel is easier to maintain. If the runway paved the runway, where would we get sand for the runway anyway?

Erik: There are many things that goes with a paved runway, the Snow Removal Equipment we have is based on the needs to maintain a gravel runway. If we paved, we would need different plows and also brooms, which would also take more staff to operate.

Jr.: GA traffic is the greatest user of the cross-wind runway. The GA traffic picks up during the summer months, especially during the commercial fishing season.

Jr.: RAVN is expanding our service offering with added destinations such as Dillingham. For St. Mary's we have three based 207s and (two, soon three) based caravans. We have two cargo flights a day with the B1900 and one flight a day with the Dash 8, sometimes more often. In addition to the cargo traffic there is also the passenger traffic with service to surrounding villages and to Bethel. The schedule and size of operations for St. Mary's Airport is working well and we don't plan on any changes.

Jr.: DC6 have been the preferred cargo plane for Rural Alaska for a long time, when the DC6's stop flying, what aircraft will fill that void? NAC is retiring their 737-200 and there is no FAA

approved gravel package for the 737-300. The Gravel kit for the 200s does not fit the redesigned nose wheel assembly that the 300's have. Currently, there is no clear replacement for the DC6. We have seen Everts working on the DC6 engines before each flight out of St. Mary's - eventually it will not be economical to fly them any longer. The C130 is larger and can carry about twice the load of a DC6 but they need runway length to operate. We often see them barely clear the threshold lights when fully loaded with fish. When the DC6's are retiring, I think St. Mary's will become more of a regional hub, KwikPak will have to fly product from Emmonak to St. Mary's to get it flown out. The runway in Emmonak is not long enough to support cost effective loads with C130's.

Tor: I know that NAC evaluated ATR 72's as a replacement for the gravel service now performed with the 737-200. They could not get the idea to pencil out.

Michael and Tor: We wonder how freight cost would change with different aircraft use for freight

Jr. and Mike: discussed different aircraft and take off cargo loads (summarize in a table form below).

| Carrier | Air craft | Max Cargo load (lbs.) |
|---------|------------------------|-----------------------|
| NAC | Boeing 737-200 | 25,600 |
| Everts | McDonnell Douglas DC-6 | 24,500 |
| RAVN | Beechcraft 1900 | 4,000 |
| RAVN | Bombardier Dash 8 | 4,000 |
| Lynden | Lockheed C130 | 55,000 |

During the commercial fishing season both NAC and Everts have daily flights, some days they also bring in Lynden to fly the whole catch out. Fish need to get to out within 24 hours of catch or they start to go soft and lose value. The fishing industry in St. Mary's is directly dependent on freight carriers to get their catch to market. To go downstream to Emmonak with boat is not an option the journey takes a whole day and there is no guarantee that the fish processors there have capacity to handle the additional catch.

Current backhaul rates with NAC are 25 cent per pound, with RAVN the backhaul rate is 29 cents per pound. Unsure what the backhaul rates are with Everts Air Cargo. To fly the fish with Lynden would require that you charter the plane, unless they can make a flag stop, that brings up the cost substantially. As a comparison, the cost to charter a Dash8 or B1900 is \$8,000 per flight.

Mike: The shorter RSA's have never been an issue here at St. Mary's, I would not want to see the reduction of any capability of this airport. The AWOS is a real problem for all operations here. I would really want to see the MALSR and NDB back in service, many pilots still navigate using the NDB's and rely on them. The MALSR back in service would improve visibility and safety. If RSA's are extended or thresholds moved, nav aids will have to be moved as well – will they work after a relocation? We use the crosswind runway for both our 207 and 208 operations. There has never been an issue with the runway intersection, we pilots talk and keep track of each other.

RE: Notes from Interview with RAVN station manager and lead pilot in St. Mary's

5/3/2018

Page 4 of 4

Mike: If I had my wish we would have windcones on both runway ends, good runway and taxiway lighting, approach lights back in service, and keep runway length.

Christopher: We have had conversations about the de-icing and consider to dedicate a paved portion of the apron for de-icing activities. In the upcoming project we will repave the paved part of the apron and are considering a paved dedicated de-icing area.

Mike: A paved de-icing area would be nice. We can do our de-icing on the paved part of the apron, it would not be that much trouble to move there. There used to be tie-downs on the main apron, are you going to put in new tie-downs? It would be nice to be able to tie down our aircraft especially when we have high wind forecasted.

Erik: The tie-downs were removed because they made snow removal and apron grading more complicated, we kept hitting them with the blade. But tenant tie-downs on your lease lot would be a matter for RAVN to decide.

May 8, 2018

Page 2 of 2

When it comes to time for construction, Lynden would prefer half-width construction, they can operate on 75 feet wide runway but not on half length. They need at least 4,800 feet to operate. Safety is the first consideration in their operations. Lynden aircraft also need space to turn around during construction and a lock-wheel turn would be very hard on the surface.

Lynden does not have any concerns with the current airfield configuration and capabilities. It is of concern that the approach lights (MALSR) are not operational, Lynden's approach minima goes up when the MALSR is not operational.

The weather reporting system at St. Mary's has not given them any problem so far, but reliable weather reporting is crucially important. Lynden has many operations in Emmonak during the commercial fishing season and the reliability of the weather reporting system there has caused them service interruptions. The same would be the case in St. Mary's if the weather was out of service when they had flights to St. Mary's.

We spoke about the fact that the Non-Directional Beacon (NDB) in St. Mary's is out of service. NDB still plays an important role in air navigation, when GPS is not available for some reason, Lynden and other carriers still rely in NDB's.



H:\jobs\17-037 St. Mary's Airport Planning (DOT-NR)\02 - Condition and Needs Assessment\Public Involvement\Surveys\Completed Surveys 5.7.18\phone logs\20180508 Mark Greig Lynden Air Cargo Telephone Record.docx

MEMORANDUM

DATE: May 10, 2018
TO: File 17-037
FROM: Tor Anderzen P.E.
RE: Meeting Notes - RAVN Director of Operations (DO) Evan Veal.

- CIVIL ENGINEERING
- GEOTECHNICAL ENGINEERING
- TRANSPORTATION ENGINEERING
- ENVIRONMENTAL SERVICES
- PLANNING
- SURVEYING & MAPPING
- CONSTRUCTION ADMINISTRATION
- MATERIAL TESTING
- RIGHT-OF-WAY SERVICES

These notes are from a meeting with Hageland Aviation (RAVN) director of operations Evan Veal. The meeting was held on May 10, 2018 at RAVN headquarters on Old Anchorage International Road. Tor Anderzen and Scott Hattenburg were present. A brief background to the project was given. Tor and Scott explained the importance of the aviation activity forecast in determining the critical aircraft and ultimately the facility requirements for the airport. Tor added that the aim of this DOT&PF project is to provide airport facilities that serve the community and anticipated fleet. At this stage, DOT&PF does not wish to shorten the runway. Historically, shortening the runway has been considered to correct the substandard safety area length on the primary runway.

Evan Veal, director of operations with RAVN, stated that shortening the runway is not likely to impact RAVN’s operations. The Dash 8-100 is the most demanding aircraft in their fleet. The RAVN operational specifications (op specs) stipulate RAVN must add an additional 60% to planned runway lengths required. According to the op specs, RAVN can operate Dash 8-100s with 5,000 feet of runway length without any operational impacts at St. Mary’s Airport. Evan stated that 5,500 feet would be preferred because of the added safety margins. Evan also stated that St. Mary’s has always been a pretty good airport. RAVN operates at St. Mary’s under both Part 121 and Part 135 certification. Part 121 operations consist of regional, scheduled flights with more than nine passengers. The Dash 8-100 flights are operated under the company Corvus. They have two variants of the Dash 8. The passenger version takes 39 passengers with belly freight. The “combi” version has seating for 27 passengers as well as a dedicated cargo area that is large enough to fit palletized cargo.

It is important that the runway supports operational needs of the Dash-8 during construction. RAVN does not have smaller aircraft under the 121 certificate that could readily be used to replace this aircraft. Dash-8 has wide gear that needs to be considered in construction phasing particularly if half-width runways are to be used.

Part 135 operations are commuter and charter operations with up to 7,500 pounds of freight or up to nine passengers. These flights are conducted under the company Hageland, which operates Cessna 207s, Cessna 208s, and Beechcraft 1900s. Although the 1900s can seat 19 passengers, only nine passengers can travel on each flight operated under Part 135.

RAVN has daily cargo flights from Anchorage to St. Mary's with B1900s. In the past they have to put in a second flight to meet the cargo demand. RAVN also has a daily Dash-8 passenger flight to St. Mary's from Anchorage and also offers several scheduled daily flights to surrounding villages using their Cessna 207s and 208s. RAVN hopes to increase their operations in St. Mary's.

Evan stated that the crosswind at St. Mary's is a concern. RAVN uses the crosswind runway with their Cessna 207 and 208 operations. Due to the short cross wind runway (1,520 feet) pilots need a minimum of 100 hours in the aircraft before they are authorized to use of the crosswind runway.

Frontier Airlines, operated two Sherpa's before they were acquired by RAVN. These aircraft have high operating and maintenance costs which result in diminishing returns. RAVN will still use the Sherpa's occasionally when mail is backed up. RAVN is looking at replacing these with a newer cargo aircraft to use for charters and to supplement their mail runs.

RAVN would like to see the runway paved. The gravel runways are hard on tires and propellers. RAVN would also like to see that the DOT&PF and the FAA maintain the services that are available in St. Mary's. When the MALSR is out of service approach minima goes up. The weather reporting system is adequate, although outages are the concern. Evan stated that as a pilot, even with GPS navigation, having the Non-Directional Beacon NDB is still a comfort. RAVN also experiences frequent jamming of the GPS during military exercises. When the GPS is jammed, pilots have to fall back on the NDB and VHF Omnidirectional Range (VOR) ground based navigational aids.

When looking at future operations at St. Mary's Airport, RAVN is not planning any large changes in fleet. The Cessna 208s and 207s will eventually be replaced with newer generation Cessnas. RAVN is also looking to upgrade some of the Dash-8-100s with Dash-8-300s and 400s. St. Mary's would not likely see the 400s as the seating capacity is up to 90 passengers and not warranted at St. Mary's.

The cargo operators with larger aircraft are ACE, RAVN, Everts, NAC, and Lynden. If NAC's jet service to gravel runways is terminated, the traffic would be picked up by a combination of these carriers. The same would happen once the Everts DC-6s cease operation.

Evan noted that the by-pass mail is a big part of RAVN's operations in St. Mary's. RAVN transports mail, as well as NAC and Everts. All mail flown to St. Mary's with a further destination is carried by RAVN through St. Mary's. All by-pass mail carriers have three days to deliver the mail.

Essential Air Service (EAS) is used as a means of subsidizing air travel to many rural communities. There are no EAS subsidies for travel to St. Mary's.

Bypass mail has a significant impact on making the RAVN flights between Anchorage and KSM cost effective. Without bypass mail ticket prices would need to be increased significantly,

Corvus operate one daily flight to KSM, occasionally more frequent to keep up with the bypass mail volumes.

Corvus is looking at upgrading their Dash 8-100 fleet, and have evaluated Dash 8 200s, 300s, and Q400s. KSM does not have ARFF capabilities so Part 121 operations are limited to less than 30 passengers which means that if upgraded Dash 8's will be used for service to KSM it will likely be with Dash 8-200. The 300s and Q400 have much higher passenger capacity that would be un-utilized in traffic to KSM. There are currently no plans to change Corvus fleet serving KSM. If anything Corvus hope to increase their number of flights per week.

Runway and taxiway lighting works well, Corvus has not experienced issues with outages of the VASI's or REIL's. The MALSR outage result in a decreased success rate of approaches.

Supplemental windcone on Runway 17 would be a good addition to the field but is not absolutely necessary.

That the NDB is out of service, is only an issue when GPS is jammed.

The AWOS had many service interruptions the last three to four years, but has become much more reliable in the last six months.



RECORD OF TELEPHONE CONVERSATION

| | | | |
|-----------------|------------------------------------|--------------------|--------------------|
| Date: | May 18, 2018 | Project No: | 17-037 |
| Time: | 3:05 PM | Telephone: | (907) 350-0402 |
| Call to: | David Squier, NAS VP of Operations | Call from: | Tor Anderzen, P.E. |
| RE: | NAC Operations at St. Mary's | | |

- CIVIL ENGINEERING
- GEOTECHNICAL ENGINEERING
- TRANSPORTATION ENGINEERING
- ENVIRONMENTAL SERVICES
- PLANNING
- SURVEYING & MAPPING
- CONSTRUCTION ADMINISTRATION
- MATERIAL TESTING
- RIGHT-OF-WAY SERVICES

I called David to follow up on an email exchange. David is the Vice President of Operations for Norther Aviation Services, the parent company of Norther Air Cargo (NAC).

Brandon Johnson, Director of Operations had passed on the review of our meeting notes to David to make sure that the company's executive level was the involved in providing information regarding NAC operations at the St. Mary's Airport.

David said that the reason why they are pulling out of St. Mary's (KSM) is that they can no longer operate on Runway 17/35 with a gravel surface course. If the runway is paved they would not hesitate to continue operations.

Additionally, if NAC pulls out of KSM they are no longer a preferred carrier and would not qualify as a bypass mail carrier even if they had an arrangement with a second line carrier. As a main line carrier they have to fly directly to the hub.

NAC could continue to offer cargo services to and from KSM, but it would be through a second line carrier such as Ryan Air or RAVN. It would then be up to the second line carrier's agreement to be able to offer cargo service. This type of an arrangement would not provide the capacity or shipping rates that would make flying fish with NAC a cost effective alternative for shipping fish products from St. Mary's.

As long as runway 17/35 is unpaved NAC will not be able to serve KSM.

David will review the meeting notes and make sure that they are representing the business reasons why NAC is pulling out of St Mary's

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From: [Harold Townsend](#)
To: [Tor S. Anderzen](#)
Subject: FW: Saint Mary's Airport Improvement Comments
Date: Friday, May 18, 2018 4:31:02 PM
Attachments: [image001.png](#)
[image002.png](#)

Mr. Anderzen,

See the email below regarding the Dash 8 limitations if the runway in St. Marty's is shorten.

Also see the summary data from our commercial department.

| | | CORVUS | | | |
|------------------|-------------|----------------|----------------|----------------|---------------|
| | | A/C Type | 2017 | 2016 | 2015 |
| No. of Passenger | Outbound | DH8 | 6,501 | 5,861 | 6,124 |
| | | BE1900D | | 79 | 608 |
| | Inbound | DH8 | 7,418 | 6,662 | 6,750 |
| | | BE1900D | | 82 | 565 |
| | Total | | 13,919 | 12,684 | 14,047 |
| | Freight lbs | | DH8 | 204,834 | 167,080 |
| | | BE1900D | | 1,122 | 2,808 |
| Total | | 204,834 | 168,202 | 116,971 | |
| Mail Lbs | | DH8 | 334,464 | 288,259 | 175,162 |
| | | BE1900D | | | 2,638 |
| Total | | 334,464 | 288,259 | 177,800 | |

Harold Townsend
VP Operations
Corvus Airlines
4700 Old International Airport Road
Anchorage, Alaska 99502

(907) 266-8306 Office
(907) 632-0374 Mobile
harold.townsend@flyravn.com



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From: Harold Townsend
Sent: Friday, March 17, 2017 10:21 AM

To: isadora.fanning@alaska.gov

Subject: Saint Mary's Airport Improvement Comments

Dear Isadora Fanning,

In response to your request for comments on shortening the Saint Mary's (KSM) runway from 6,000 ft. to 4,000 ft., Ravn would like to make you aware of the significant impact that would have on our ability to provide air transportation to the community of St. Mary's.

If the KSM runway is shorten to 4,000 ft., at all temperatures, our payload on departure will be reduced by 30%. This is effectively 10 less passengers that can be transported from the community. The airport is already restrictive with a gravel runway, and becomes even further restricted when contaminated in the winter. Reducing the length to 4,000 ft. will significantly reduce the air travel capacity for the community of St. Mary's.

The proposed width reduction of taxiways A and B to 50 feet wide are not restrictive to our operations.

Thank you for allowing us to comment on this proposal. Please give me a call for further discussion.

Harold Townsend
VP Operations
Corvus Airlines
(907) 266-8306 Office
(907) 632-0374 Mobile
harold.townsend@flyravn.com



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MEMORANDUM

DATE: May 18, 2018
TO: File 17-037
FROM: Tor Anderzen P.E.
RE: Meeting Notes – AC Co. Director, sales and Operations Jeff Cichosz and Freight Coordinator John Libal.

- CIVIL ENGINEERING
- GEOTECHNICAL ENGINEERING
- TRANSPORTATION ENGINEERING
- ENVIRONMENTAL SERVICES
- PLANNING
- SURVEYING & MAPPING
- CONSTRUCTION ADMINISTRATION
- MATERIAL TESTING
- RIGHT-OF-WAY SERVICES

Tor Anderzen from HDL Engineering Consultants LLC and Michael Fisher from Northern Economics represented the planning team in this meeting. A brief background to the project was given. Tor and Mike explained that there are two components to our project. One component is to prepare an aviation activity forecast to determine the critical aircraft. The second component is a socio-economic study to evaluate the economic impact the airport has on the St. Mary’s community, and surrounding villages that rely on St. Mary’s as a hub for passenger, mail and cargo operations, and to gauge the socio economic impact of changes at the airport.

The function of an airport as a regional hub has a great impact on cargo shipment costs. For example Togiak was recently made a hub that resulted in Everts Air Cargo adding Togiak as a flag stop on their flights from Anchorage after a very active community effort. The driving factor for the community was to bring shipping costs down.

A large factor in cargo shipment costs is runway length. When an air carrier has to reduce payload due to runway length the cost per pound of freight increases.

Alaska Commercial Company (AC Co.) deliver their store inventory using both bypass mail and all-cargo freight carriers. Freight shipments are used for perishable items and many other products that must be shipped on all-cargo flights such as propane cans, any aerosol driven product, products that are oxidizing such as hair coloring products - the list is long. Shipping as freight is more costly than by-pass mail.

The perishable nature of much of AC Co.’s cargo means that we rely heavily on freight carriers to get our products delivered to AC Co’s remote stores. Timing is easier to control, some products like strawberries or ice cream cannot sit on the tarmac for any period of time without spoiling. If it was shipped as bypass mail the shipping would cost less but there is a high risk that the products arrive to the store only to be thrown out, wasting AC Co and USPS resources.

AC Co. has over ten different freight rates all depending on the type of freight that is being shipped. Spanning from 75 cents per pound for vendor delivered palletized products such as soda pop to about \$1.30 per pound for deliveries of four-wheelers. Furniture usually ships at about \$1.10 per pound. The price vary with the specifics of the aircraft.

| | | |
|-----------------|---|--------------|
| Anchorage | 3335 Arctic Boulevard, Suite 100, Anchorage 99503 | 907.564.2120 |
| Mat-Su | 202 West Elmwood Avenue, Palmer 99645 | 907.746.5230 |
| Kenai Peninsula | 10735 Spur Highway, Suite 1B, Kenai 99611 | 907.283.2051 |

A vendor delivery means that the vendor delivers directly to the freight carrier, Northern Air Cargo (NAC) in the case of St. Mary's. The products are then either picked up at the airport by AC Co. personnel or delivered directly to the store.

FedEx is a good example of the use of bypass mail. Their freight to rural parts of the state are flown to Anchorage with their own fleet and converted to bypass mail for the final legs of the shipment.

By comparison, bypass mail cost 36 cents per pound regardless of destination in respective zone. There are three mail rate zones in Alaska, most of Alaska bypass mail is shipped within zone 1. Nome and Kotzebue are the exceptions being located in zone 3 with a slightly higher shipping rate.

Bypass mail must be equitable tendered by all bypass carriers to a mainline destination. Currently there are three by-pass carriers to St. Marys, Northern Air Cargo (NAC), RAVN, and Everts which all carry about one third of all bypass mail. If one carrier pulls out the mail will be split 50-50 between the two remaining carriers. The three carriers are very different, NAC and Everts both can carry about 25,000 pounds palletized where-as RAVN can carry up to 7,500 pounds of cargo on their Dash 8-100 combi's. However that number is often reduced by passenger's bags. RAVN cannot carry palletized bypass mail. So if NAC pulls out half of all bypass mail to St. Mary's will be dependent on availability of payload capacity on RAVN's flights.

For the bush destinations the share between bypass mail carriers is different, carriers that also provide passenger traffic will receive the larger share of mail. There are two carriers that provide bypass mail service between St. Mary's and Mountain Village: RAVN and Ryan Air. RAVN who provide passenger service receive 75% of the bypass mail whereas RYAN Air only carry 25% of the bypass mail.

If NAC pulls out from St. Mary's consequences will also be felt in other communities, such as those relying on bypass mail deliveries through St. Mary's as well as other flag stops on these flights. Bypass mail shipments to Aniak will no longer be able to lean on volume to St. Mary's for frequency to their airport which would reduce the level of service to their community unless NAC could find another flag stop on the route to make up for the difference.

Everts Air provides service to St. Mary's and Emmonak on the same route from Anchorage. They are the only bypass mail carrier to Emmonak. So Emmonak relies solely on Everts Air to receive their bypass mail.

There are also other large shippers of products to St. Mary's, sending materials to schools, such as Cisco and FSA that rely on bypass mail to get food products to the schools in St. Mary's.

Each month, the BTS Office of Airline Information collects market data from air carriers providing Part 121 or Part 135 cargo and passenger service – both scheduled and chartered. BTS T100 data contains each flight's segment origin and destination, carrier, aircraft, number of operations, number of passengers, and weight of mail and freight. The T100 data includes all cargo and bypass shipments to St. Mary's

Bypass mail is surrounded by many rules, John gave a general overview but these citations are from USPS "Handbook PO-508 – Intra-Alaska Mail Service by Air":

- Bypass mail can only be originated in Anchorage or Fairbanks
- Individual pieces (not palletized) may not exceed 108 inches (combined length and girth) or weight more than 70 pounds
- Authorized shippers must prepare palletized loads based on the following:
 - All pallets must conform to DMM regulations
 - Pallets must be uniform in size with max dimensions 40 in. x 48 in. x 72 in. (width x length x height)
 - The weight on a pallet should be evenly distributed, with denser products on the bottom. Max weight of a pallet load is 2,500 pounds (in effect 2,400 pounds of payload as the pallet weighs 70 lbs).
 - Shipper must secure the mail to the pallet by shrink wrap so that it will be secure, stable and able to maintain unit integrity during transit.
- An order to a single addressee must weigh a minimum of 1,000 pounds. Order may consist of one or more pallets.
- An individual order may not exceed 50,000 pounds.
- Bypass mail process does not accept any of the following
 - HAZMAT as defined by USPS, FAA or DOT
 - Building and Construction materials
- Freeze and Chill items are accepted on shipper's risk. USPS does not provide, nor does it require carriers to provide, freezers or coolers.

RECORD OF TELEPHONE CONVERSATION

| | | | |
|-----------------|--|--------------------|-------------------|
| Date: | May 18, 2018 | Project No: | 17-037 |
| Time: | 9:10 AM | Telephone: | (907) 854-0068 |
| Call to: | Jeffrey Moss, FAA Technical Operations | Call from: | Tor Anderzen P.E. |
| RE: | Nav and Vis aids at St. Mary's | | |

- CIVIL ENGINEERING
- GEOTECHNICAL ENGINEERING
- TRANSPORTATION ENGINEERING
- ENVIRONMENTAL SERVICES | PLANNING
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- CONSTRUCTION ADMINISTRATION
- MATERIAL TESTING
- RIGHT-OF-WAY SERVICES

A brief discussion with Jeff, from FAA Technical Operations, took place. The navigational and visual aids at the St. Mary's Airport were discussed.

The Visual Approach Slope Indicators (VASI) for Runways 17 and 35 typically work well. The issues over the last couple of years were related to air to ground controls, also known as pilot controls.

Runway End Identifier Lights (REIL) for Runway 35 have had the same operational issues as the VASI.

The Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) for Runway 17 have not been in operation the last few years for two reasons. The first reason is the presence of an artesian well in one of the cans, so the MALSR had to be turned off due to the risk of electrocution. The second reason is that as ground has settled around the foundations the frangible couplings are too high above the ground, no longer meeting frangibility requirements for objects located in object free areas (OFA). In general, the whole MALSR system is in bad shape and FAA has an active design project to replace and upgrade the MALSR, Jeff is not sure where in the process the project is now, but it would be a great opportunity to coordinate with FAA design as this project progresses.

The glide slope tower for Runway 17 was removed a long time ago. Only a portion of the tower remains adjacent to the weather station.

The existing Distance Measuring Equipment (DME) is old and there are many problems with it. A new DME is ordered and has been delivered to Anchorage. Jeff is currently coordinating with construction crews and anticipated installing the new DME this summer.

This discussion led to the power supply issues for the localizer. During brushing operations a cable to the localizer was damaged which shut down the DME, VASIs, and REILs. The existing power circuit is a bit peculiar in St. Mary's. All the FAA-owned nav aids and visual aids on the field are powered on the same circuit, so when a single cable is damaged it also cuts power to other navigational and visual aid equipment.

The existing localizer platform is old and in poor shape. Jeff is currently working on securing funding for a new localizer platform. The localizer is usually pretty reliable with exception for the power supply. There have been a few incidents where moisture has gotten into the antenna array resulting in interior ice buildup and service interruptions. We discussed the localizer covers that are used in some coastal locations with high humidity and how these such covers could also protect the St. Mary's localizer antenna array at a low cost compared to replacement cost.

The Non-Directional Beacon (NDB) was relocated to its current location a few years ago. During a particularly bad winter storm one of the towers was damaged and fell over. The NDB has been out of service since then. Jeff has tried to get it decommissioned. FAA decided to not decommission the NDB, however there are no plans for repairs.

The Automated Weather Observation Station (AWOS) has been a point of frustration in recent years. Equipment has been updated in the last year. The last service interruption this spring lasted over a week and was caused by a faulty UHF radio. The UHF radio provides a line of site radio link between the AWOS and FAA's building at the airfield. The observations are then relayed from there to the Aviation Weather Center that publishes the weather observations in the METAR format. The AWOS was in operation and collected weather observations during the outage, but was unable to relay the information. This impacted all Instrument Flight Rule (IFR) operations to St. Mary's. There are currently no particular plans to update the AWOS since the components are new and the UHF radio link is operational again.



RECORD OF TELEPHONE CONVERSATION

| | | | |
|-----------------|----------------------------------|--------------------|--------------------------------------|
| Date: | May 22, 2018 | Project No: | 17-037 |
| Time: | 11:05 AM – 12:30 PM | Telephone: | (712) 775-7031 |
| Call to: | Randy Crawford, Boreal Fisheries | Call from: | Dick Tremain, NEI, Tor Anderzen, HDL |
| RE: | Boreal Fisheries in St. Mary's | | |

- CIVIL ENGINEERING
- GEOTECHNICAL ENGINEERING
- TRANSPORTATION ENGINEERING
- ENVIRONMENTAL SERVICES
- PLANNING
- SURVEYING & MAPPING
- CONSTRUCTION ADMINISTRATION
- MATERIAL TESTING
- REAL ESTATE SERVICES

Dick and Tor gave brief introduction of the project.

Randy started with a brief background on Boreal Fisheries operations at ST. Mary's. Boreal fisheries started operations in St. Mary's in 1974. They have worked with several carriers over the years. Currently they work primarily with Northern Air Cargo (NAC) and Everts Air Cargo. At peak production Boreal have sent as much as 7 DC6 loads per day and as much as 600,000 pounds of fish per month. Local payroll (the amount paid to fishermen for their catch) has been as much as \$3M annually, this year it could be as much as \$5M due to relatively high prices for Yukon Salmon and the abundance of fish. The money made in the commercial fisheries helps the local population make family purchases such as bicycles, mattresses etc. When fishery goes down, so does the disposable income for many people.

Boreal Fisheries did not operate in St. Mary's in 2017 but have found new market partners to sell their product to and are moving forward with operations for 2018. Without barging capabilities, Boreal rely completely on air lift for their business model to work.

Boreal was for a long time the only fish buyer in Yukon River District two and buy fish from about 195 commercial fishing permit holders. About 60% of the volume bought come from fishermen in St. Mary's, the remaining volume is bought from fishermen from Pitka's Point, Pilot Station, Marshal, Holy Cross, Mountain Village and Russian Mission.

If Randy recalls correctly, the runway pavement was removed in the early 1980s, possibly in 1982. Shortening the runway would cut the industry that drive the local economy. St. Mary's has the longest runway in the lower Yukon. Commercial fishing is the community's one source of income. Apart from all people involved in the commercial fishing, Boreal employ about 60 people locally during the fishing season, that is only possible if the runway length supports take-offs with large cargo aircraft. NAC is replacing their fleet with 737-300's which will result in a heavier reliance on Lynden Air Cargo and their fleet of Lockheed C130's. This is of big concern for Boreal, what will happen with the jet is no longer available. When shipping with Lynden the cost of charter is the same regardless of how much fish is in the load. Boreal usually pays \$34,000 for each trip with Lynden's. This cost is double the cost compared to the shipping cost with NAC and Everts. The 737's are faster and cheaper to

operate. NAC charges about \$0.40 per pound for freight to Anchorage, Everts is similar. Backhaul rates with NAC are less than \$0.30 per pound.

When local residents have less disposable income due to low fish harvest, they also have less freight coming in to St. Mary's resulting in fewer backhaul opportunities, which result in higher cost to ship fish to market.

At takeoff 90% of the freight weight is fish, some is the weight of the shipping crates, and some is ice. Boreal aims to load the crates such that the ice has melted and the water drained from the crates prior to loading on the aircraft. Fish shipped by Boreal is headed and gutted, but they also have capacity to fillet the fish to keep the shipping cost down. Each shipping crate/tote weighs about 1,200 pounds loaded. The weight of the crate is 135 pounds, the crates also need to be flown back to St. Mary's.

Boreal Fisheries have land leases at the airport and rely on the airport to get the product out. They have been an airport tenant since 1975. Fish and Game are predicting a great return run, and we will need the lift capacity of 5-6 737's each fishing day. The commercial fishing industry brings in new money to the state, the money comes from the open market and the money is spent locally and regionally on boat engines and snow machines ordered from Anchorage. There is no manufacturing in St. Mary's, all other income comes from the service industry. Flying out the product from the local commercial fish industry on aircraft that cost more due to the gravel runway hurts the local economy. Boreal Fisheries would like to see the runway paved, it would be a great boost to the local economy. The industry has moved to using dip-nets to support the conservation efforts of especially Chinook salmon. The Board of Fish and Game allows the local fishermen to sell their bycatch of Chinook salmon once the conservation goals are met. Chinook used to sell for about \$5/pound. Twelve years ago the Chinook escapement was about 27,000 fish. Conservation efforts have improved to a run of 290,000 Chinook in 2017. The bycatch alone could be a \$7M industry.

The expected 2018 run of commercially available Chum is about 25 million pounds, our plant can handle all the fish we can fly out. The wall is aircraft, even C130's are hard to get. Lynden have added two more C130's for this year which should make more lift capacity available.

RECORD OF TELEPHONE CONVERSATION

| | | | |
|-----------------|--|--------------------|--------------------------------------|
| Date: | 5/22/2018 | Project No: | 17-037 |
| Time: | 9:00-10:25 AM | Telephone: | (712) 775-7031 |
| Call to: | Ragnar Alstrom and Jack Schulteis, KwikPak | Call from: | Dick Tremain, NEI, Tor Anderzen, HDL |
| RE: | KwikPak operations | | |

- CIVIL ENGINEERING
- GEOTECHNICAL ENGINEERING
- TRANSPORTATION ENGINEERING
- ENVIRONMENTAL SERVICES
- PLANNING
- SURVEYING & MAPPING
- CONSTRUCTION ADMINISTRATION
- MATERIAL TESTING
- RIGHT-OF-WAY SERVICES

Dick and Tor gave brief introduction to our project. We started our conversation around the question of how much KwikPak rely on St. Mary's Airport (KSM) and what the impact would be to their operations if the runway was shortened to 5,000 feet.

If the runway at St. Mary's was shortened it would limit the aircraft that can haul fish from to DC6 and C130. St. Mary's and Emmonak would be in direct competition for lift capacity. A reduction in runway length limits the volume that can be hauled. Lynden who operate the C130's do not have a regular stop at Emmonak or St. Mary's, with no jet service in St. Mary's only Everts Air Cargo would be able to maintain a schedule for both airports. RAVN who provide by-pass service for St. Mary's does not have the aircraft or lift capacity to pick up loads of fish. By-pass mail has priority over other freight which frequently result in delays in cargo as it is not. People in Emmonak that buy a snow machine of four wheeler for delivery are told to expect a delay of about two weeks.

Everts Air Cargo are operating a limited number of DC6 for cargo to airports with gravel runways but they are moving their fleet to jet aircraft including MD80's. Everts are far behind on their deliveries to gravel strips due to limited cargo capacity, bypass mail has priority. NAC has one 737-200 with gravel kit, but it is being sold to Canada in September. With the loss of this aircraft there is no more jet powered lift capacity for gravel runways in Alaska. St. Mary's need to get paved so we have jet-service available in the lower Yukon area, we are still flying vintage WWII aircraft to service the lower Yukon communities. A runway length reduction at St. Mary's would really doom the area.

KwikPak would really like to see St. Mary's runway paved. If it was paved it would also benefit Emmonak, we would have year round access to large freight for all villages in the Lower Yukon. There have been several emergency landings in St. Mary's by larger jet aircraft. A paved runway would ensure there is a safe emergency landing spot in the lower Yukon area.

There used to be jet passenger service provided out of St. Mary's, Wien Air and Mark Air both had Jet service at one point.

Scheduled freight service to Emmonak is currently through Everts only with some availability for smaller goods to ship with RAVN. RAVN has limited cargo space on their aircraft and much of that space is reserved for passenger's baggage and bypass mail.

| | | |
|-----------------|---|--------------|
| Anchorage | 3335 Arctic Boulevard, Suite 100, Anchorage 99503 | 907.564.2120 |
| Mat-Su | 202 West Elmwood Avenue, Palmer 99645 | 907.746.5230 |
| Kenai Peninsula | 10735 Spur Highway, Suite 1B, Kenai 99611 | 907.283.2051 |

KwikPak is the fish buyer in Yukon District 1 and will also operate district 2 buying stations in Pilot Station and Mountain Village. , they send part of fish bought in district 2 to Emmonak for processing, but also rely on shipping from KSM.

KwikPak reduced the amount of fish they bought out of district 2, when FishPeople moved in as a fish buyer in St. Mary's last season. In 2017 there was an estimated 27 million pounds of fish available for commercial fishing in the lower Yukon, between districts 1 and 2 only about seven million pounds were taken. Several companies are looking at adding infrastructure in ST. Mary's to harvest more of the excess. What constricts growth is lift capacity by air. KwikPak vacuum packs salmon fillets which reduces the weight that is shipped to market. They no longer maintain barge infrastructure. Yukon River is shallow, and barge draft is limited. To get fish to market with barge, they have to barge the fish down to Dutch Harbor, which cost about 75 cents per pound. From Dutch Harbor to Seattle the barge cost is 25 cents per pound. Barging fish is not a cost effective way for KwikPak to get their product to market, it cost 25 cent less per pound to send product by chartered aircraft than it cost to barge to Seattle. Since the 2016 season all fresh and frozen fish has been shipped by air. KwikPak has an exclusive contract with Lynden, they also fill Everts backhaul capacity from Emmonak. The backhaul cost from Emmonak to Anchorage is 35 cents per pound. Barging dynamics have changed, there is no infrastructure to barge from Emmonak, and barging to market cannot compete with fish from Bristol Bay.

The surplus of fish in district 2 means that someone will establish in St. Mary's. When there is no buyer in district 2 KwikPak buys heavily from there. When FishPeople came in last season KwikPak backed off. 2017 was the least amount of fish bought in district 2 in many years. FishPeople will buy at least 2 million pounds in 2018 but it depends on how much they can fly out. KwikPak also keep hearing that Boreal Fisheries will be back in operation in 2018. Kip with FishPeople is already in St. Mary's, his cell phone is 907 310 6269.

Passenger service to Emmonak is provided from KSM, improved runway at KSM would also improve for passengers to Emmonak, and often people are waiting up to two weeks to get out of Emmonak or back, due to the limited seating capacity to Emmonak. Groceries are brought to Emmonak by Everts as direct by-pass mail from Anchorage three times per week, in summer their schedule is six days per week, sometimes even two operations per day. Everts does a good job, but flying 50+ year old aircraft is increasingly difficult. It gets harder to find parts and skilled mechanics that can work on the DC6.

There are 440 commercial fishermen in Yukon River District 1 and 2 combined, KwikPak's regional payroll is about \$4M annually. KwikPak hires locally and only brings in skill mechanics.

If KSM loose jet service fish buyers in St. Mary's will rely on the same fleet as Emmonak and will be in direct competition for lift capacity. There is a need for a Jet runway in the lower Yukon area, it is hard for local people to travel here. Many families have permits in both Yukon District 1 and 2. The whole family works together on each permit, mom or dad operating the boat with kids and grandkids handling the nets. It used to be on average three people per boat. Dip net fishing is more labor intensive but it eliminates the by-catch, it is common that there are 4 nets in a boat so there may be 5 or 6 people per fishing boat. The 2018 fishing season will be dip nets only until the King conservation goal is met, after that fishermen can start using drift nets and are allowed to sell the by-catch of Kings. With

400 boats there are 1,200 people or more working hard to make as much money as they can. The Cultural structure is that fishing is a family operation – money made goes to subsistence activities and other family needs.

KwikPak has capacity to freeze 600,000 pounds of processed fish, available lift capacity limits their production. They head and gut 74% of the fish, remaining fish is typically shipped as vacuum packed or frozen fillets. In 2017 KwikPak had to shorten or cancel commercial fishing openers due to lacking lift capacity to bring product out. For the 2018 season, KwikPak has reserved Lynden's and Everts full capacity.

Fish buyers in St. Mary's will have limited lift capacity to haul fish out. KwikPak would like to increase their production rates, they have good relationships with the Copper River Seafoods and could augment their limited supply. One of KwikPak's goals is to increase the filleted portion of their shipments. By shipping fillets instead of headed and gutted fish they reduce the amount of waste that is shipped.

KwikPak strongly favors maintaining the runway length. "When infrastructure is reduced such as by reducing, it takes a bad situation and make it worse. We need to maintain and improve our infrastructure."

The Emmonak area has the highest population growth rate in the state, many are young, 60% of population is under 30 years of age. Emmonak has been recognized by the Department of Labor and Workforce Development as having the best youth employment program in the state. The key to this program is the commercial fishery.



With local freezing and storage capacity FishPeople can increase the amount of fish they buy. Without freezing capacity, the amount they buy now is limited by lift capacity to get the product out to market. They ship the fish round (whole) and on ice. The fish need to ship within 24 hours. Currently they can get two NAC flights regularly and occasionally three flights to carry fish out. The capacity of each flight is about 22,000-23,000 pounds of fish. Occasionally they also use Lyndens Air Cargo, but they usually don't have flagstop or backhaul capacity available for KSM. FishPeople does not use Everts very often because their schedule is less frequent to KSM and only have three flights a week available for back haul.

In effect, the lift capacity from KSM limits the amount of fish that can be bought each commercial opener to about 45,000-67,000 pounds. The market demand for Yukon Salmon, the amount of fish available in the river, and the capacity of local fishermen to catch the fish are all available to increase the local fishery, the limiting factor is the lift capacity. When FishPeople ship their product on back haul with NAC they pay 10c per pound as compared to about \$1.00 per pound when flying the product on chartered flights with NAC or Lynden.

District 2 needs the same level of infrastructure that KwikPak has in District 1. Even with more dock and handling capacity in St. Mary's it still comes back to the limited lift capacity from KSM. FishPeoples business model is to provide social and environmental sustainability in the communities where they work by paying good wages and investing in the communities. The plan is to remain in St. Mary's for the whole season from early June until after the fall fishery for Coho closes in mid-September.

There is also a rumor that Boreal Fisheries will be back in operation this season, and will be interesting to see how will that impacts FishPeople. Currently FishPeople is waiting to see if that really happens, but the number of buyers in St. Mary's will not change anything for the community as they rely on the same lift capacity to bring the product to market. Ultimately if the industry is going to grow more lift capacity is needed.

If the runway was paved KSM would be opened up to NAC's whole fleet rather than one 737-200. On a paved runway jet aircraft could be used to provide additional lift capacity from KSM. It would open up the airport to Alaska Airlines and the jets in Everts fleet. With more lift capacity the commercial fishing industry could grow in St. Mary's. All necessary components for growth are there except lift capacity.

We know that Chinook (King) runs are recovering and when King's are available for catch again there will be an increased interest in fish from district 2. King salmon are the money fish which sell for many times the price of Chum. Opening to King harvest again would also increase the economic activity in St. Mary's, unless limited by lift capacity.

Appendix D: Air Carrier/Airport User Survey Responses



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:

Christopher Johnston, Project Manager

2301 Peger Road

Fairbanks, Alaska 99709

chris.johnston@alaska.gov

(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live? St. Mary's Alaska
2. Do you live there year-round? Yes No
3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

- Personal travel
- Business travel
- Ordering goods and items
- Shipping out goods and items
- Other: pick up family friends traveling bring →

5. How often do you use the St. Mary's airport? Please explain.

When needed to travel

6. How many adults (18 years old and older) live in your household? 4 adults

7. How many children (under 18 years old) live in your household? 2 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$30,000-\$49,999 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

15 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

0 %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
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| All others | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

14. Your name (optional) _____

15. Your email address (only if you would like to be added to the project email list for notifications)

16. Your phone number (optional) _____



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a business owner or manager who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2Gn5oHt> (case sensitive) or return this form to:
Christopher Johnston, Project Manager
2301 Peger Road
Fairbanks, Alaska 99709
chris.johnston@alaska.gov
(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. Your name Brenda Brown
2. Your title General Manager
3. Your phone number (907) 591-2527
4. Your email address (only if you would like to be added to the project email list for notifications)
bbrown@azachorok.com
5. Business name Azachorok, Incorporated
6. Physical address

| | | |
|----------------------------|-----------------------------|--------------|
| <u>#30 Reynolds Avenue</u> | <u>Mtn. Village, Alaska</u> | <u>99632</u> |
| Street | City | State Zip |
7. Mailing address Same as physical

| | | |
|-----------------------|-----------------------------|--------------|
| <u>P.O. Box 32213</u> | <u>Mtn. Village, Alaska</u> | <u>99632</u> |
| Street | City | State Zip |

8. How many pounds of cargo do you ship annually through St. Mary's Airport?

Inbound: 1200 pounds Outbound: barely pounds

9. How frequently do you have shipments? (weekly, 2-3 per month, monthly, etc.)

Inbound: 2-3 per month Outbound: _____

10. How do your shipments vary by season at this location? Please describe.

We order lubricant and ammunition and hardware products monthly.

11. Do the shipment amounts vary or are they usually similar in size? Please describe.

Yes it depends on what we order.

12. How dependent are your shipments on the aircraft that currently serve the St. Mary's Airport? For example, are there size or weight requirements that require a particular size of aircraft?

Yes, we order a lot of supplies for our gas station, that sometimes require hazmat regulations.

13. If the size of aircraft serving St. Mary's Airport were to change, how would that impact your movement of cargo?

It would be more costly and time consuming if a re-routing occurs, such as Bethel.

14. On average, what cost per pound do you currently pay for your shipments through St. Mary's Airport?

Inbound: \$.81[¢] per pound Outbound: \$.81[¢] per pound

15. If a change were to occur to aircraft type, aircraft size, frequency of service, or another factor, how would that affect your operation?

In rural Alaska, weather is always an issue so if we had to go through Bethel, it would take much longer and cost more.

16. If you were to see a change in the cost of moving cargo, how would your business respond? Would you pass costs on to consumers, work to maintain costs, or approach it a different way?

Yes - The price of merchandise would go up, making the struggle worse for our people, especially the fact that we're the poorest region in the state + country.

17. What are your businesses' annual revenues at this location?

\$1.2 Million per year

18. How many people do you employ at this location?

Full-time, year-round basis (32-40 hours per week): 4

Part-time, year-round basis (less than 32 hours per week): 6

Seasonal (please describe when they are employed): 2

Temporary (please describe when they are employed): 6

19. How has your business changed over the last few years at this location? Have you grown in revenues or number of employees, have you seen a decline in revenues or number of employees, or have your operations been unchanged?

We've grown with more workers employed, which has expanded our service to other villages.

20. Do you have any other thoughts, ideas, or opinions you would like to share about the role of the St. Mary's Airport in your business?

Yes, please do not shorten the Runway!! It's going to have a huge impact in our community.

21. Would you like to tell the team anything else that may assist with the project?

we're willing to write letters of support or pass a resolution.

We need the state to regularly maintain the AWAICS system.

B

Initial

We do not want the Saint Mary's runway to be shortened, because it will help eliminate economic activities.

B

Initial



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:
Christopher Johnston, Project Manager
2301 Peger Road
Fairbanks, Alaska 99709
chris.johnston@alaska.gov
(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live?

Saint Marys, AK

2. Do you live there year-round? Yes No

3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

- Personal travel
- Business travel
- Ordering goods and items
- Shipping out goods and items
- Other: _____

5. How often do you use the St. Mary's airport? Please explain.

*As often as my needs require.
Be it personal or required to reach
outside entities for health needs.*

6. How many adults (18 years old and older) live in your household? 8 adults

7. How many children (under 18 years old) live in your household? 1 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
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| You | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$30,000-\$49,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

100%

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

0 %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec | |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|---|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | X |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Adult 3 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | X |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| All others | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | X |

13. Would you like to tell the team anything else that may assist with the project?

All entities require air transport to meet the needs of the communities.

14. Your name (optional) _____

15. Your email address (only if you would like to be added to the project email list for notifications)

16. Your phone number (optional) _____



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:

Christopher Johnston, Project Manager

2301 Peger Road

Fairbanks, Alaska 99709

chris.johnston@alaska.gov

(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live? ST. MARY'S
2. Do you live there year-round? Yes No
3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

- Personal travel
- Business travel
- Ordering goods and items
- Shipping out goods and items
- Other: _____

5. How often do you use the St. Mary's airport? Please explain.

*FOR HEALTH CHECK-UPS
AND DENTAL*

6. How many adults (18 years old and older) live in your household? 1 adults

7. How many children (under 18 years old) live in your household? 0 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| You | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$30,000-\$49,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

10 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

15 %

(Continue on next page)



St. Mary's Airport Improvements

Project Number: Z605630000

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live?

Metu Village

2. Do you live there year-round? Yes No

3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

Personal travel

Business travel

Ordering goods and items

Shipping out goods and items

Other: family remains after autopsy

5. How often do you use the St. Mary's airport? Please explain.

every day to expect mail & supplies

6. How many adults (18 years old and older) live in your household? 4 adults

7. How many children (under 18 years old) live in your household? 0 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$30,000-\$49,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$50,000-\$74,999 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

100 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

— %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| You | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

We need the state to regularly maintain the AWAICS system.

EOB

Initial

We do not want the Saint Mary's runway to be shortened, because it will help eliminate economic activities.

EOB

Initial

14. Your name (optional) Esther A. Brown

15. Your email address (only if you would like to be added to the project email list for notifications)

16. Your phone number (optional) 591-6280



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:

Christopher Johnston, Project Manager

2301 Peger Road

Fairbanks, Alaska 99709

chris.johnston@alaska.gov

(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live? Mtn. Village
2. Do you live there year-round? Yes No
3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?
 - Personal travel
 - Business travel
 - Ordering goods and items
 - Shipping out goods and items
 - Other: _____

5. How often do you use the St. Mary's airport? Please explain.

couple times a yr.

6. How many adults (18 years old and older) live in your household? 4 adults

7. How many children (under 18 years old) live in your household? 5 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| You | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$30,000-\$49,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

_____ %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

_____ %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| You | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

We need the state to regularly maintain the AWAICS system. _____
Initial

We do not want the Saint Mary's runway to be shortened, because it will help eliminate economic activities. _____
Initial

14. Your name (optional) _____

15. Your email address (only if you would like to be added to the project email list for notifications)

16. Your phone number (optional) _____



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:
Christopher Johnston, Project Manager
2301 Peger Road
Fairbanks, Alaska 99709
chris.johnston@alaska.gov
(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live? Mt. Village
2. Do you live there year-round? Yes No
3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

- Personal travel
- Business travel
- Ordering goods and items
- Shipping out goods and items
- Other: _____

5. How often do you use the St. Mary's airport? Please explain.

Not much

6. How many adults (18 years old and older) live in your household? 5 adults

7. How many children (under 18 years old) live in your household? 1 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$30,000-\$49,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

100 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

0 %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

We need the state to regularly maintain the AWAICS system.

W-f-J
Initial

We do not want the Saint Mary's runway to be shortened, because it will help eliminate economic activities.

W-f-J
Initial

14. Your name (optional) _____

15. Your email address (only if you would like to be added to the project email list for notifications)

16. Your phone number (optional) _____



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:

Christopher Johnston, Project Manager

2301 Peger Road

Fairbanks, Alaska 99709

chris.johnston@alaska.gov

(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live? Mt. Village
2. Do you live there year-round? Yes No
3. If not, please describe the places you live and what times of the year you are in each place.

Primarily here at Mt.

4. In what ways do use the St. Mary's Airport?

- Personal travel
- Business travel
- Ordering goods and items
- Shipping out goods and items
- Other: _____

5. How often do you use the St. Mary's airport? Please explain.

6. How many adults (18 years old and older) live in your household? 3 adults

7. How many children (under 18 years old) live in your household? 2 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| You | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$30,000-\$49,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

100 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

80 %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

We need the state to regularly maintain the AWAICS system. _____
Initial

We do not want the Saint Mary's runway to be shortened, because it will help eliminate economic activities. _____
Initial

14. Your name (optional) Chad Bece

15. Your email address (only if you would like to be added to the project email list for notifications)

Box 32036 Mt. Village, AZ 89632

16. Your phone number (optional) XXXX



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:

Christopher Johnston, Project Manager

2301 Peger Road

Fairbanks, Alaska 99709

chris.johnston@alaska.gov

(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live?

Mountain Village

2. Do you live there year-round? Yes No

3. If not, please describe the places you live and what times of the year you are in each place.

I live in Mountain Village but use the Saint Marys airport for a lot of things. Using KSM airport makes it a lot easier to travel living in our remote area.

4. In what ways do use the St. Mary's Airport?

- Personal travel
- Business travel
- Ordering goods and items
- Shipping out goods and items
- Other: _____

5. How often do you use the St. Mary's airport? Please explain.

I think our community used the airport on a daily basis, it's very important that we keep the airport the way it is.

6. How many adults (18 years old and older) live in your household? 4 adults

7. How many children (under 18 years old) live in your household? 2 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| \$30,000-\$49,999 | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

_____ %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

0 %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 3 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
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| All others | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

Leave the KSM airport the way it is
there is nothing wrong w/ it.

We need the state to regularly maintain the AWAICS system.

Initial

We do not want the Saint Mary's runway to be shortened, because it will help eliminate economic activities.

Initial

14. Your name (optional) _____

15. Your email address (only if you would like to be added to the project email list for notifications)

16. Your phone number (optional) _____



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:

Christopher Johnston, Project Manager

2301 Peger Road

Fairbanks, Alaska 99709

chris.johnston@alaska.gov

(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live? MTN Village
2. Do you live there year-round? Yes No
3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

- Personal travel
- Business travel
- Ordering goods and items
- Shipping out goods and items
- Other: _____

5. How often do you use the St. Mary's airport? Please explain.

I use it for travel and pick up products.

6. How many adults (18 years old and older) live in your household? 4 adults

7. How many children (under 18 years old) live in your household? 3 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$30,000-\$49,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

3 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

2 %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| You | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

make it work put on Led Roads Lights

We need the state to regularly maintain the AWAICS system.

Initial

We do not want the Saint Mary's runway to be shortened, because it will help eliminate economic activities.

Initial

14. Your name (optional)

15. Your email address (only if you would like to be added to the project email list for notifications)

Serv72Waskya@gmail.com

16. Your phone number (optional) 545 7236



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:
Christopher Johnston, Project Manager
2301 Peger Road
Fairbanks, Alaska 99709
chris.johnston@alaska.gov
(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live? Mountain Village
2. Do you live there year-round? Yes No
3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?
 - Personal travel
 - Business travel
 - Ordering goods and items
 - Shipping out goods and items
 - Other: _____

5. How often do you use the St. Mary's airport? Please explain.

A few times a year. I travel for work, ^{personal} our freight is shipped our fish from summer commercial fish are shipped out from there.

6. How many adults (18 years old and older) live in your household? 3 adults

7. How many children (under 18 years old) live in your household? 2 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$30,000-\$49,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$50,000-\$74,999 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

100%

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

10 %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| You | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

We need the state to regularly maintain the AWAICS system.

_____ Initial

We do not want the Saint Mary's runway to be shortened, because it will help eliminate economic activities.

 _____ Initial

14. Your name (optional) _____

15. Your email address (only if you would like to be added to the project email list for notifications)

16. Your phone number (optional) _____



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:
Christopher Johnston, Project Manager
2301 Peger Road
Fairbanks, Alaska 99709
chris.johnston@alaska.gov
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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live? Mtn. Village
2. Do you live there year-round? Yes No
3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?
 - Personal travel
 - Business travel
 - Ordering goods and items
 - Shipping out goods and items
 - Other: _____

5. How often do you use the St. Mary's airport? Please explain.

Almost Everytime I travel. Freight.

6. How many adults (18 years old and older) live in your household? 3 adults

7. How many children (under 18 years old) live in your household? 4 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 3 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|--------------------------|--------------------------|
| \$0-\$29,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$30,000-\$49,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

_____ %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

_____ %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

We need the state to regularly maintain the AWAICS system.

_____ Initial

We do not want the Saint Mary's runway to be shortened, because it will help eliminate economic activities.

_____ 

Initial

14. Your name (optional) _____

15. Your email address (only if you would like to be added to the project email list for notifications)

16. Your phone number (optional) _____



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:

Christopher Johnston, Project Manager

2301 Peger Road

Fairbanks, Alaska 99709

chris.johnston@alaska.gov

(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live? Mountain Village
2. Do you live there year-round? Yes No
3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

Personal travel

Business travel

Ordering goods and items

Shipping out goods and items

Other: My immediate family + whole town uses it.

5. How often do you use the St. Mary's airport? Please explain. *at least six times a year with business, health related, + personal travel. I use the freight airlines @ least twice a year to order freight - I CAN NOT Afford extra freight charges.*
6. How many adults (18 years old and older) live in your household? 2 adults
7. How many children (under 18 years old) live in your household? 0 children
8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$30,000-\$49,999 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

100 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

0 %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

Why in the world would anyone attempt to take away our means of travel and living, with all the inflation, none of us would be able to afford to travel or pay more for travel. This affects our elders and children the most.

We need the state to regularly maintain the AWAICS system. LL
Initial

We do not want the Saint Mary's runway to be shortened, because it will help eliminate economic activities. LL
Initial

14. Your name (optional) Lorraine Long

15. Your email address (only if you would like to be added to the project email list for notifications)

16. Your phone number (optional) 1907591 6501



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:
Christopher Johnston, Project Manager
2301 Peger Road
Fairbanks, Alaska 99709
chris.johnston@alaska.gov
(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live? Mountain Village
2. Do you live there year-round? Yes No
3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?
 - Personal travel
 - Business travel
 - Ordering goods and items
 - Shipping out goods and items
 - Other: _____

5. How often do you use the St. Mary's airport? Please explain.

for medical Reasons or for personal About Every Month

6. How many adults (18 years old and older) live in your household? 1 adults

7. How many children (under 18 years old) live in your household? 0 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$30,000-\$49,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

0 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

0 %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

Make it bigger for the surrounding villages

We need the state to regularly maintain the AWAICS system.

Initial

We do not want the Saint Mary's runway to be shortened, because it will help eliminate economic activities.

Initial

14. Your name (optional) MTU Resident X

15. Your email address (only if you would like to be added to the project email list for notifications)

16. Your phone number (optional) _____



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:

Christopher Johnston, Project Manager

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live? Mountain Village, AK
2. Do you live there year-round? Yes No
3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

- Personal travel
- Business travel
- Ordering goods and items
- Shipping out goods and items
- Other: _____

5. How often do you use the St. Mary's airport? Please explain.

Weekly - same as #4

6. How many adults (18 years old and older) live in your household? 3 adults

7. How many children (under 18 years old) live in your household? 0 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 3 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$30,000-\$49,999 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

_____ %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing? NA

_____ %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 3 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

We depend on St. Mary's airport because without bigger planes, ~~etc~~ our village isn't very far like 17-20 miles up the road. And the airfare prices are very high and we can't afford going thru Bethel and/or any other traveling site; so please look @ the best interest of our community & other villages.

We need the state to regularly maintain the AWAICS system.

EP
Initial

We do not want the Saint Mary's runway to be shortened, because it will help eliminate economic activities.

EP
Initial

14. Your name (optional) _____

15. Your email address (only if you would like to be added to the project email list for notifications)

16. Your phone number (optional) _____



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:
Christopher Johnston, Project Manager
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Fairbanks, Alaska 99709
chris.johnston@alaska.gov
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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live?

MT. Village

2. Do you live there year-round? Yes No

3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

Personal travel

Business travel

Ordering goods and items

Shipping out goods and items

Other: commercially caught salmon

5. How often do you use the St. Mary's airport? Please explain.

use St. Mary's for medical, business meetings sending out fish, getting art from Anch

6. How many adults (18 years old and older) live in your household? 3 adults

7. How many children (under 18 years old) live in your household? 2 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 3 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|--------------------------|-------------------------------------|
| \$0-\$29,999 | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$30,000-\$49,999 | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

50 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

50 %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

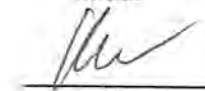
13. Would you like to tell the team anything else that may assist with the project?

at times large Cargas may need to be flown in IE housing materials

We need the state to regularly maintain the AWAICS system.


Initial

We do not want the Saint Mary's runway to be shortened, because it will help eliminate economic activities.


Initial

14. Your name (optional)

Matthew Wesley Sr

15. Your email address (only if you would like to be added to the project email list for notifications)

16. Your phone number (optional)

591-2340
C 6904



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:
Christopher Johnston, Project Manager
2301 Peger Road
Fairbanks, Alaska 99709
chris.johnston@alaska.gov
(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live?

MOUNTAIN VILLAGE

2. Do you live there year-round? Yes No

3. If not, please describe the places you live and what times of the year you are in each place.

(I ONLY LIVE IN MOUNTAIN, BUT I (WE) DO TRAVEL TO ~~THE~~ OTHER VILLAGES (ST. MARY'S, PITKAS POINT, PILOT STATION, MARSHALL (FOOTNA LEDGE) TO DO SHOPPING AND MEDICAL (KSN)). MEDICAL SERVICE DO RELY ON FREIGHT CARRIERS TOO, SO THAT WILL IMPACT THE MEDICAL INDUSTRY, TOO.)

4. In what ways do use the St. Mary's Airport?

- Personal travel
- Business travel
- Ordering goods and items
- Shipping out goods and items
- Other: _____

5. How often do you use the St. Mary's airport? Please explain.

AT LEAST THREE TIMES A YEAR

6. How many adults (18 years old and older) live in your household? 5 adults

7. How many children (under 18 years old) live in your household? 5 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|--------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You <u>RETIRED</u> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 3 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$30,000-\$49,999 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

0 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

0 %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|
| You | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

AIR FREIGHT SERVICE IS OUR LIFE BLOOD, AND WE WILL NOT GET OUR SUSTAINANCE THAT IS REQUIRED, BY GOVERNMENT FINDINGS. YES WE'VE GOT SUSTAINANCE, BUT WE CAN NOT LIVE ON IT, BECAUSE WE WILL HAVE TO REVERT TO THE OLDWAYS OF WHICH WE ALL DON'T HAVE THE KNOWLEDGE. OUR WAYS WILL BE COMPLETELY GONE, BECAUSE WE WON'T BE ABLE TO OWN MACHINES AND SUPPLIES COMING OFF THE FREIGHT CARRIERS.

We need the state to regularly maintain the AWAICS system.

JB

Initial

We do not want the Saint Mary's runway to be shortened, because it will help eliminate economic activities.

JB

Initial

14. Your name (optional) FLEO BEANS

15. Your email address (only if you would like to be added to the project email list for notifications)

AYUK_BIYUK@YAHOO.COM (LOWER CASE)

16. Your phone number (optional) 9075912948

The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry should be supported by a valid receipt or invoice. This ensures transparency and allows for easy verification of the data.

In the second section, the author outlines the various methods used to collect and analyze the data. This includes both primary and secondary data collection techniques. The analysis focuses on identifying trends and patterns over time, which is crucial for making informed decisions.

The third section provides a detailed breakdown of the results. It shows that there has been a significant increase in sales volume, particularly in the online channel. This is attributed to the implementation of the new marketing strategy and the improved user experience on the website.

Finally, the document concludes with a set of recommendations for future actions. It suggests continuing to invest in digital marketing and exploring new product lines to further drive growth. Regular monitoring and reporting will be essential to track the success of these initiatives.

| Category | Q1 | Q2 | Q3 | Q4 |
|----------|------|------|------|------|
| Sales | 1200 | 1500 | 1800 | 2100 |
| Expenses | 800 | 900 | 1000 | 1100 |
| Profit | 400 | 600 | 800 | 1000 |



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:
Christopher Johnston, Project Manager
2301 Peger Road
Fairbanks, Alaska 99709
chris.johnston@alaska.gov
(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live?

Mtn. Village Ak.

2. Do you live there year-round? Yes No

3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

- Personal travel
- Business travel
- Ordering goods and items
- Shipping out goods and items
- Other: _____

5. How often do you use the St. Mary's airport? Please explain.

When Im traveling
Shipping Freight to Anchorage or other places
Receiving Freight such as Groceries, Honda, Snow
Machine

6. How many adults (18 years old and older) live in your household? 3 adults

7. How many children (under 18 years old) live in your household? 2 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| You | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017? Retired

| | 2016 | 2017 |
|-------------------|--------------------------|--------------------------|
| \$0-\$29,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$30,000-\$49,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

5 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

0 %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|
| You | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

We need the state to regularly maintain the AWAICS system.

GA
Initial

We do not want the Saint Mary's runway to be shortened, because it will help eliminate economic activities.

G.A.
Initial

14. Your name (optional) _____

15. Your email address (only if you would like to be added to the project email list for notifications)

16. Your phone number (optional) _____



St. Mary's Airport Improvements

Project Number: Z605630000

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Fairbanks, Alaska 99709

chris.johnston@alaska.gov

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live? Mountain Village
2. Do you live there year-round? Yes No
3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

- Personal travel
- Business travel
- Ordering goods and items
- Shipping out goods and items
- Other: _____

5. How often do you use the St. Mary's airport? Please explain.

I order items that need to be brought out with a cargo plane at least 3 or 4 times a year.

6. How many adults (18 years old and older) live in your household? 4 adults

7. How many children (under 18 years old) live in your household? 2 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$30,000-\$49,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$50,000-\$74,999 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

100 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

? %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

we need a long run way for cargo /very important to the community.

We need the state to regularly maintain the AWAICS system.

[Signature]
Initial

We do not want the Saint Mary's runway to be shortened, because it will help eliminate economic activities.

[Signature]
Initial

14. Your name (optional) *[Signature]*

15. Your email address (only if you would like to be added to the project email list for notifications)

16. Your phone number (optional) _____



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTVRpb> (case sensitive) or return this form to:

Christopher Johnston, Project Manager

2301 Peger Road

Fairbanks, Alaska 99709

chris.johnston@alaska.gov

(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live? Mountain Village
2. Do you live there year-round? Yes No
3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

- Personal travel
- Business travel
- Ordering goods and items
- Shipping out goods and items
- Other: _____

5. How often do you use the St. Mary's airport? Please explain.

Business travel, freight

6. How many adults (18 years old and older) live in your household? 3 adults

7. How many children (under 18 years old) live in your household? 2 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$30,000-\$49,999 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

100 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

0 %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| You | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

There's many villages who travels to Anchorage that goes through St. Mary's either either for medical or for business. Shortening the runway may cause problems down the road on the airplanes from taking off faster and landing immediately.

We need the state to regularly maintain the AWAICS system. CEP
Initial

We do not want the Saint Mary's runway to be shortened, because it will help eliminate economic activities. CEP
Initial

14. Your name (optional) _____

15. Your email address (only if you would like to be added to the project email list for notifications)

16. Your phone number (optional) _____



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:
Christopher Johnston, Project Manager
2301 Peger Road
Fairbanks, Alaska 99709
chris.johnston@alaska.gov
(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live? Mtn. Village
2. Do you live there year-round? Yes No
3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?
 - Personal travel
 - Business travel
 - Ordering goods and items
 - Shipping out goods and items
 - Other: _____

5. How often do you use the St. Mary's airport? Please explain.

Personally, our family household members travel to and from St. Mary's airport to other destinations, usually each member travels between 2-4 times annually via KSM airport. We depend on this hub airport to meet our travel needs and delivery of personal freight items

6. How many adults (18 years old and older) live in your household? 3 adults

7. How many children (under 18 years old) live in your household? 2 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$30,000-\$49,999 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

100 ~~40~~ %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

90 %

(Continue on next page)



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:

Christopher Johnston, Project Manager

2301 Peger Road

Fairbanks, Alaska 99709

chris.johnston@alaska.gov

(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live? North Village
2. Do you live there year-round? Yes No
3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

- Personal travel
- Business travel
- Ordering goods and items
- Shipping out goods and items
- Other: _____

5. How often do you use the St. Mary's airport? Please explain.

6. How many adults (18 years old and older) live in your household? 6 adults

7. How many children (under 18 years old) live in your household? 5 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| You | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|--------------------------|--------------------------|
| \$0-\$29,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$30,000-\$49,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

100 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

0 %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 3 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

We need the state to regularly maintain the AWAICS system. EH
Initial

We do not want the Saint Mary's runway to be shortened, because it will help eliminate economic activities. EH
Initial

14. Your name (optional) Esther Hunter

15. Your email address (only if you would like to be added to the project email list for notifications)

16. Your phone number (optional) _____



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:

Christopher Johnston, Project Manager

2301 Peger Road

Fairbanks, Alaska 99709

chris.johnston@alaska.gov

(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live?

St. Mary's

2. Do you live there year-round? Yes No

3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

Personal travel

Business travel

Ordering goods and items

Shipping out goods and items

Other: _____

5. How often do you use the St. Mary's airport? Please explain.

6. How many adults (18 years old and older) live in your household? 45 adults

7. How many children (under 18 years old) live in your household? 5 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$30,000-\$49,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

15 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

15 %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

Would help the surrounding village's our store the business stuff that needs to help with the whole community needs even summer time work with fish, jobs for people that are able to only work summer time.

14. Your name (optional) Agnes Huse

15. Your email address (only if you would like to be added to the project email list for notifications)

a-george1993@yahoo.com

16. Your phone number (optional) (907) 438-6732



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:

Christopher Johnston, Project Manager

2301 Peger Road

Fairbanks, Alaska 99709

chris.johnston@alaska.gov

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live? St Mary's, AK
99656
2. Do you live there year-round? Yes No
3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

- Personal travel
- Business travel
- Ordering goods and items
- Shipping out goods and items
- Other: Medical Transportation

5. How often do you use the St. Mary's airport? Please explain.

*It depends on medical/Hospital needs
Funerals and events in other communities
I would say frequently.*

6. How many adults (18 years old and older) live in your household? 2 adults

7. How many children (under 18 years old) live in your household? children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| You | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$30,000-\$49,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

5 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

10 %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

Every thing that has to do with Aviation is vital in all aspects in order live rural Alaska - Any and All improvements are needed and welcome

14. Your name (optional) Louis George JR

15. Your email address (only if you would like to be added to the project email list for notifications)

16. Your phone number (optional) (907) 438-2850



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:

Christopher Johnston, Project Manager

2301 Peger Road

Fairbanks, Alaska 99709

chris.johnston@alaska.gov

(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live? St. Marys
2. Do you live there year-round? Yes No
3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

- Personal travel
- Business travel
- Ordering goods and items
- Shipping out goods and items
- Other: _____

5. How often do you use the St. Mary's airport? Please explain.

When I've got to travel for training

6. How many adults (18 years old and older) live in your household? 2 adults

7. How many children (under 18 years old) live in your household? 0 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$30,000-\$49,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

75 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

0 %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

14. Your name (optional) _____

15. Your email address (only if you would like to be added to the project email list for notifications)

16. Your phone number (optional) _____



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:
Christopher Johnston, Project Manager
2301 Peger Road
Fairbanks, Alaska 99709
chris.johnston@alaska.gov
(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live? St. Mary's Alaska
2. Do you live there year-round? Yes No
3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?
 - Personal travel
 - Business travel
 - Ordering goods and items
 - Shipping out goods and items
 - Other: _____

5. How often do you use the St. Mary's airport? Please explain.

Almost every month Escorting friends or family to medical Appt.

6. How many adults (18 years old and older) live in your household? 4 adults

7. How many children (under 18 years old) live in your household? 1 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| \$30,000-\$49,999 | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

100 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

50 %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

14. Your name (optional) Augusta Westdahl

15. Your email address (only if you would like to be added to the project email list for notifications)

16. Your phone number (optional) (907) 438-6370



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:
Christopher Johnston, Project Manager
2301 Peger Road
Fairbanks, Alaska 99709
chris.johnston@alaska.gov
(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live?

Mt. Village

2. Do you live there year-round? Yes No

3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

- Personal travel
- Business travel
- Ordering goods and items
- Shipping out goods and items
- Other: All the above

5. How often do you use the St. Mary's airport? Please explain.

Traveling out of Ksm to Anch / Bethel / andak

6. How many adults (18 years old and older) live in your household? 3 adults

7. How many children (under 18 years old) live in your household? 2 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| You | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$30,000-\$49,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$50,000-\$74,999 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

0 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

0 % *No permit for fishing*

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| You | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

Shortening the airport (if ever) will impact on many bush areas.

14. Your name (optional) _____

15. Your email address (only if you would like to be added to the project email list for notifications)

16. Your phone number (optional) _____



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:

Christopher Johnston, Project Manager

2301 Peger Road

Fairbanks, Alaska 99709

chris.johnston@alaska.gov

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live? St Mary S
2. Do you live there year-round? Yes No
3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

- Personal travel
- Business travel
- Ordering goods and items
- Shipping out goods and items
- Other: _____

5. How often do you use the St. Mary's airport? Please explain.

Seven days a week

6. How many adults (18 years old and older) live in your household? 3 adults

7. How many children (under 18 years old) live in your household? 2 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$30,000-\$49,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

0 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

5 %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| You | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

14. Your name (optional) William Riley (Rawn)

15. Your email address (only if you would like to be added to the project email list for notifications)

WRiley@flwr.com - com

16. Your phone number (optional) 438-6176



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:

Christopher Johnston, Project Manager

2301 Peger Road

Fairbanks, Alaska 99709

chris.johnston@alaska.gov

(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live? Pitka's Point
2. Do you live there year-round? Yes No
3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

- Personal travel
- Business travel
- Ordering goods and items
- Shipping out goods and items
- Other: _____

5. How often do you use the St. Mary's airport? Please explain.

When ever I need to get somewhere there is No other road system, or to ship out big equipment

6. How many adults (18 years old and older) live in your household? 1 adults

7. How many children (under 18 years old) live in your household? 0 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$30,000-\$49,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

78 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

5 %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

Do not shorten the St. Mary's Airport runway.
 If we ever had a environmental disaster of any kind that we'd need the ~~big~~ larger carriers to come and bring ~~good~~ emergency equipment like such as oil clean up kits or some thing that my ~~case~~ cause a Natural disaster. we'd have a good long runway to expect ~~it~~ ~~the~~ emergency equipment to get here fast, (ASAP)
 This is one of the ~~biggest~~ biggest Landing Strips In Miles + Miles In the higher elevation its on with connecting road systems to a Barge Dock.

14. Your name (optional) Paul Lamont

15. Your email address (only if you would like to be added to the project email list for notifications)

16. Your phone number (optional) (907) 438-2953 is my
 Native Corporation Ph#



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:

Christopher Johnston, Project Manager

2301 Peger Road

Fairbanks, Alaska 99709

chris.johnston@alaska.gov

(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live? St. Mary's
2. Do you live there year-round? Yes No
3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

- Personal travel
- Business travel
- Ordering goods and items
- Shipping out goods and items
- Other: _____

5. How often do you use the St. Mary's airport? Please explain.

I use the airport many times of the Year. Either traveling or picking up Freight from the major airlines.

6. How many adults (18 years old and older) live in your household? 2 adults

7. How many children (under 18 years old) live in your household? 1 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|--------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| You | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$30,000-\$49,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

80 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

20 %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

Keep having community meetings on the update of the project.

14. Your name (optional) Misa Beaus

15. Your email address (only if you would like to be added to the project email list for notifications)

16. Your phone number (optional) 907-438-6354



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:

Christopher Johnston, Project Manager

2301 Peger Road

Fairbanks, Alaska 99709

chris.johnston@alaska.gov

(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live?

St. Marys

2. Do you live there year-round? Yes No

3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

Personal travel

Business travel

Ordering goods and items

Shipping out goods and items

Other: medecal

5. How often do you use the St. Mary's airport? Please explain.

I have multiple medical problems that can only be addressed in Anch.

6. How many adults (18 years old and older) live in your household? 4 adults

7. How many children (under 18 years old) live in your household? 1 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <i>disabled</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| \$30,000-\$49,999 | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

100 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

50 %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 3 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

14. Your name (optional) Molly

15. Your email address (only if you would like to be added to the project email list for notifications)

16. Your phone number (optional) _____





St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:
Christopher Johnston, Project Manager
2301 Peger Road
Fairbanks, Alaska 99709
chris.johnston@alaska.gov
(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live? ST MARYS
2. Do you live there year-round? Yes No
3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

- Personal travel
- Business travel
- Ordering goods and items
- Shipping out goods and items
- Other: _____

5. How often do you use the St. Mary's airport? Please explain.

12-20 times a yr. Mostly medical travel between KSM-ANC/KSM-BETHEL. Also with the tribal entity for government to government relationships meetings etc.

6. How many adults (18 years old and older) live in your household? 4 adults

7. How many children (under 18 years old) live in your household? 1 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$30,000-\$49,999 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

10 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

80 %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| You | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

} All mo.

13. Would you like to tell the team anything else that may assist with the project?

The upkeep & improvements on the existing runway is necessary for all aspects of the businesses, medicine & personal travel to and from St Marys. A fully trained maintenance crew would be a big plus to ensure the proper care for all functions of the airport. On a final note: FAA needs to upgrade the AWDOS, navigaids etc. along with all the proposed improvements. There has been too much hardship imposed on the traveling public this year due to malfunctions causing cancellations.

14. Your name (optional) _____

15. Your email address (only if you would like to be added to the project email list for notifications)

16. Your phone number (optional) _____



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:

Christopher Johnston, Project Manager

2301 Peger Road

Fairbanks, Alaska 99709

chris.johnston@alaska.gov

(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live? St Mary's, AK
2. Do you live there year-round? Yes No
3. If not, please describe the places you live and what times of the year you are in each place.
9 months in St. Mary's
3 months in Oregon/Idaho

4. In what ways do use the St. Mary's Airport?

- Personal travel
- Business travel
- Ordering goods and items
- Shipping out goods and items
- Other: _____

5. How often do you use the St. Mary's airport? Please explain.

2X month for 9 months, Aug - May

6. How many adults (18 years old and older) live in your household? 2 adults

7. How many children (under 18 years old) live in your household? _____ children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
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| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
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| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$30,000-\$49,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

100 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

0 %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| You | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

AwoS - system needs to in working condition ALL the time.

When it is down we can't fly in or out. This causes missed DR. appointments which can impact many people's health from this community and many other

villages because St. Mary's airport is the hub. When AwoS is down it also affects

Please do Not shorten the runway! It's shortened the medivac planes, and the heavy freight planes could not come in. This would be a big impact on the economy. Our prices for groceries here are already high and this would make them even higher.

- Also our community is very reliant on commercial fishing. If the bigger planes don't come in or out the fishing industry would not be able to continue as the fish could not be sent out.

St. Mary's is the airport hub for many villages. The airport is our

14. Your name (optional) Nikki & Cletus Case

15. Your email address (only if you would like to be added to the project email list for notifications)

nikkircase@yahoo.com

16. Your phone number (optional) _____

lifeline to the outside world. we have to fly, there are no roads to Anchorage Alaska or all villages except one. Our airport must be well maintained for our community's economy and health.

mail delivery. Mail is very important as medicine, checks, and other important document and packages. Arrive from the airplane services.



ST. MARYS AK
APR 26 2018
Lines

Christopher Jonston, Project Manager
2301 Peger Rd
Fairbanks AK 99709

Cletus Case
PO Box 251
Saint Marys, AK 99658

POSTNET barcode

99709955916 0065



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:

Christopher Johnston, Project Manager

2301 Peger Road

Fairbanks, Alaska 99709

chris.johnston@alaska.gov

(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live? St. Marys
2. Do you live there year-round? Yes No
3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

- Personal travel
- Business travel
- Ordering goods and items
- Shipping out goods and items
- Other: _____

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| You | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

14. Your name (optional) _____

15. Your email address (only if you would like to be added to the project email list for notifications)

16. Your phone number (optional) _____



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

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Fairbanks, Alaska 99709

chris.johnston@alaska.gov

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live?

St. Mary's, AK

2. Do you live there year-round? Yes No

3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

- Personal travel
- Business travel
- Ordering goods and items
- Shipping out goods and items
- Other: _____

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
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| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

14. Your name (optional) _____

15. Your email address (only if you would like to be added to the project email list for notifications)

16. Your phone number (optional) _____



St. Mary's Airport Improvements

Project Number: Z605630000

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live? St. Mary's, AK
2. Do you live there year-round? Yes No
3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

- Personal travel
- Business travel
- Ordering goods and items
- Shipping out goods and items
- Other: _____

5. How often do you use the St. Mary's airport? Please explain.

Daily mail, weekly freight, monthly travel

6. How many adults (18 years old and older) live in your household? 2 adults

7. How many children (under 18 years old) live in your household? 0 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
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| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$30,000-\$49,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

100 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

0 %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
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| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

Needless to say the St. Mary's airport is our only mode of transportation to access the greater part of Alaska and beyond. We rely on it for mail, freight and most travel. We need larger aircrafts to haul in freight and bypass and haul out salmon in the summer and fall months. If changes were to occur, we need to have a full length cross-miles runway to improve accessibility.

14. Your name (optional) Teresa Pankon

15. Your email address (only if you would like to be added to the project email list for notifications)

tpankon@gmail.com

16. Your phone number (optional) _____



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:

Christopher Johnston, Project Manager

2301 Peger Road

Fairbanks, Alaska 99709

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live?

St. Mary's, Alaska

2. Do you live there year-round? Yes No

3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

Personal travel

Business travel

Ordering goods and items

Shipping out goods and items

Other: _____

5. How often do you use the St. Mary's airport? Please explain.

Daily mail, weekly freight, monthly travel

6. How many adults (18 years old and older) live in your household? 2 adults

7. How many children (under 18 years old) live in your household? 0 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
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| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
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| \$0-\$29,999 | <input type="checkbox"/> | <input type="checkbox"/> |
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| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

80 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

20 %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
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| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

The St. Mary's Airport cannot be shortened because we need the Northern Air Cargo jet and Everetts D6-6 cargo planes for mail, freight, and summer commercial fishing fish hauls. The community of St. Mary's and the whole Yukon Delta region will be devastated and all the work done by the people to make this a hub will be for nothing. Raven will be a monopoly in this region and the price of all goods and travel will skyrocket. We will go backwards on progress. We need a 6000 foot crosswind runway

14. Your name (optional) Francis C. Beans

15. Your email address (only if you would like to be added to the project email list for notifications)

francis.chunley.beans@gmail.com

16. Your phone number (optional) 907-438-6160

Francis Beans
PO Box 325
St Marys AK
99658

Christopher Johnston, Project Manager
2301 Peger Road
Fairbanks, Alaska 99709

99709985316 0065

POSTNET barcode

ST. MARYS
APR 3
1998





St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:

Christopher Johnston, Project Manager

2301 Peger Road

Fairbanks, Alaska 99709

chris.johnston@alaska.gov

(907) 451-2322

DOT&PF operates all programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvlrts/titlevi.shtml.

The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live? St Mary's Alaska
2. Do you live there year-round? Yes No
3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

- Personal travel
- Business travel
- Ordering goods and items
- Shipping out goods and items
- Other: _____

5. How often do you use the St. Mary's airport? Please explain.

At least 2 times a Month for travel or shipping goods

6. How many adults (18 years old and older) live in your household? 3 adults

7. How many children (under 18 years old) live in your household? 2 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 3 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$30,000-\$49,999 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

90% %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

10% %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

Continue with the project but do NOT
Shorten Runway To Important for the Area

14. Your name (optional) Christopher Beans

15. Your email address (only if you would like to be added to the project email list for notifications)

16. Your phone number (optional) 907 438 2102

Christopher Beans
Box 313
St. Mary's, AK. 99658



Christopher Johnston, Project Manager
2301 Peger Road
Fairbanks, Alaska

99709

997095316 0025

POSTNET barcode consisting of vertical bars of varying heights.



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:

Christopher Johnston, Project Manager

2301 Peger Road

Fairbanks, Alaska 99709

chris.johnston@alaska.gov

(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live? St. Mary's
2. Do you live there year-round? Yes No
3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

- Personal travel
- Business travel
- Ordering goods and items
- Shipping out goods and items
- Other: _____

5. How often do you use the St. Mary's airport? Please explain.

on business travel whenever I need to, medical travel hard to stay when we need medical travel. I order my household & food supply out of Anchorage just about every 2 weeks and sometimes need to ship by freight.

6. How many adults (18 years old and older) live in your household? 1 adults

7. How many children (under 18 years old) live in your household? 3 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$30,000-\$49,999 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

100 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

_____ %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| You | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

If project goes thru it will raise all prices and as it is now people will not be able to live on what they have now and not very many people have jobs.

14. Your name (optional) _____

15. Your email address (only if you would like to be added to the project email list for notifications)

16. Your phone number (optional) _____

8. Do you use the St. Mary's Airport? Yes No

9. What services do you provide at the St. Mary's Airport?

- Passenger
- Mail/cargo
- Private use only
- Other _____

10. How many total aircraft do you have based at the St. Mary's Airport? 0

Passenger Service Section

Fill out this section if you operate passenger service. If not, skip to the next section.

11. What types of aircraft do you currently use for passenger service at the St. Mary's Airport? Note: Each takeoff counts as one operation and each landing counts as one operation.

| Manufacturer | Model | Operations |
|--------------------|------------|------------|
| Beech Aircraft Co. | Beech 1900 | |
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12. What is your estimated annual number of passengers?

Scheduled: 2017: 0 2016: 0 2015: 0

Chartered: 2017: unknown 2016: unknown 2015: unknown

13. What is your estimated annual number of operations?

Scheduled: 2017: 0 2016: 0 2015: 0
Chartered: 2017: unknown 2016: 4 2015: 0

14. When is your peak time of year? _____

15. What is your summer schedule?
Charter only

16. What is your winter schedule?
Charter only

17. Have your number of operations changed in the past 5 years?
 Increased
 No change
 Decreased
 Other _____

18. Please estimate the percentage change. 0%

19. How do you anticipate your services will change in the next 5 years?
 Increase
 No change
 Decrease
 Other _____

20. Do you provide nighttime Medivac services? Yes x No

21. If yes, what type of aircraft do you use? _____

22. Briefly describe your long-range business plan (i.e. 10-20 years) as it relates to your continued use of St. Mary's Airport.

If some of the big carriers stop servicing St. Mary's, we may pick up some of their passenger traffic.

Mail/Cargo Service

Fill out this section if you operate mail and/or cargo service. If not, skip to the next section.

23. What types of aircraft do you currently fly for mail/cargo service at the St. Mary's Airport? Note: Each takeoff counts as one operation and each landing counts as one operation.

| Manufacturer | Model | Operations |
|--------------------|------------|------------|
| Beech Aircraft Co. | Beech 1900 | 2 |
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24. What is your estimated weight in pounds of mail at St. Mary's airport?

Inbound: 2017: 0 2016: 0 2015: 0

Outbound: 2017: 0 2016: 0 2015: 0

25. What is your estimated weight in pounds of cargo?

Inbound: 2017: 0 2016: 2,312 2015: 0

Outbound: 2017: 0 2016: 1,800 2015: 0

26. What is your estimated annual number of operations?

Mail: 2017: 0 2016: 2 2015: 0

Cargo: 2017: 0 2016: 2 2015: 0

27. Estimate your total annual weight of fish products.

Inbound: 0 pounds

28. Estimate your total annual weight of fuel shipments.

Inbound: 0 pounds

29. Estimate your total annual weight of another special cargo, if applicable.

Inbound: ---- pounds Outbound: ---- pounds

30. When is your peak time of year? _____

31. What is your summer schedule?

Charter Only

32. What is your winter schedule?

Charter Only

33. Have your number of operations changed in the past 5 years?

Increased

No change

Decreased

Other _____

34. Please estimate the percentage change. 0%

35. How do you anticipate your services will change in the next 5 years?

Increase

No change

Decrease

Other _____

36. Do you provide nighttime Medivac services? Yes No

37. If yes, what type of aircraft do you use? -----

38. Briefly describe your long-range business plan (i.e. 10-20 years) as it relates to your continued use of St. Mary's Airport.

If some of the big carriers stop servicing St. Mary's, we may pick up by-pass mail services and have a stronger presence in the village.

Private Use Section

Fill out this section if you operate at the St. Mary's Airport for private purposes. If not, skip to the next section.

39. What types of aircraft do you currently fly? Note: Each takeoff counts as one operation and each landing counts as one operation.

| Manufacturer | Model | Operations |
|--------------|-------|------------|
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40. When is your peak time of year? _____

41. Have your number of operations changed in the past 5 years?

- Increased
- No change
- Decreased
- Other _____

42. Please estimate the percentage change. ____%

43. How do you anticipate your services will change in the next 5 years?

- Increase
- No change
- Decrease
- Other _____

Runways Section

The St. Mary's Airport runway 17/35 is 6,008 feet long and 150 feet wide, with a gravel surface. The crosswind runway 6/24 is 1,520 feet long and 60 feet wide, with a gravel surface.

44. What is the minimum runway length you need to operate your current fleet of aircraft?

| Manufacturer | Model | Minimum Runway Length (feet) |
|--------------------|-----------------|------------------------------|
| Beech Aircraft Co. | Beechcraft 1900 | 3000 |
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45. If the length of runway 17/35 was reduced by any amount would you still be able to serve St. Mary's Airport?

Yes No

At 3000 ft. there is a reduction in payload. 4000 ft. supports a full payload. We could also refuel in Bethel.

46. What is the minimum runway length that you need without having a negative impact on your current operations?

4000 feet

47. Would you/could you switch to different aircraft to serve St. Mary's? Please explain.

48. What is the minimum runway length you need to operate your future fleet of aircraft?

4000 feet

49. Do you use the crosswind runway? Yes No Unsure

50. Is the crosswind runway sufficient for your needs? Please explain.

51. Runway 17 has published RNAV and LOC/DME approaches. Runway 35 has a published RNAV approach. Would an additional instrument approach be beneficial to your business?

Yes X No Maybe

52. If yes, what type? _____-----

53. What percentage of your operations are VFR versus IFR?

VFR: ____% IFR: ____%

54. Are there any obstruction hazards during approach, taxiing, or take-off that the team should know about?

55. Are there any runway conditions (visibility, constraints, roughness, etc.) that the team should know about?

56. What improvements do you think are needed (lighting, apron, taxiway, facilities, pavement, etc.)?

57. How often is this airport unusable due to soft or rough surface conditions? Please explain.

58. Do you experience congestion in using the runway, taxiway, or apron areas? Please explain.

59. Would you like to tell the team anything else that may assist with the project?



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are an air carrier, lease holder, or pilot **who uses the St. Mary's Airport.**

Complete online at <https://bit.ly/2pSWpXq> (case sensitive) or return this form to:

Christopher Johnston, Project Manager

2301 Peger Road

Fairbanks, Alaska 99709

chris.johnston@alaska.gov

(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. Your name Jeff Munro

2. Your title Cargo Operations Manager

3. Your phone number (907) 266-7801

4. Your email address (only if you would like to be added to the project email list for notifications)

5. Company name Alaska Airlines

6. Physical address

4100 Old International Airport Rd. Anchorage AK 99502
Street City State Zip

7. Mailing address Same as physical

Street City State Zip

8. Do you use the St. Mary's Airport? Yes No

9. What services do you provide at the St. Mary's Airport?

- Passenger
- Mail/cargo
- Private use only
- Other _____

10. How many total aircraft do you have based at the St. Mary's Airport? 0

Passenger Service Section

Fill out this section if you operate passenger service. If not, skip to the next section.

11. What types of aircraft do you currently use for passenger service at the St. Mary's Airport? Note: Each takeoff counts as one operation and each landing counts as one operation.

| Manufacturer | Model | Operations |
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12. What is your estimated annual number of passengers?

Scheduled: 2017: 0 2016: 0 2015: 0

Chartered: 2017: 0 2016: 0 2015: 0

13. What is your estimated annual number of operations?

Scheduled: 2017: 0 2016: 0 2015: 0

Chartered: 2017: 0 2016: 0 2015: 0

14. When is your peak time of year? _____

15. What is your summer schedule?

16. What is your winter schedule?

17. Have your number of operations changed in the past 5 years?

- Increased
- No change
- Decreased
- Other _____

18. Please estimate the percentage change. 0%

19. How do you anticipate your services will change in the next 5 years?

- Increase
- No change
- Decrease
- Other _____

20. Do you provide nighttime Medivac services? Yes No

21. If yes, what type of aircraft do you use? _____

22. Briefly describe your long-range business plan (i.e. 10-20 years) as it relates to your continued use of St. Mary's Airport.

We do not currently have any plans to enter St. Mary's, but may consider if it is paved. We used to fly in pre 9/11 when it was paved, but our current fleet type cannot land there. We retired our gravel kits in 2007. We serve 19 rural communities, and are looking to expand. We just entered Unalakleet.

Mail/Cargo Service

Fill out this section if you operate mail and/or cargo service. If not, skip to the next section.

23. What types of aircraft do you currently fly for mail/cargo service at the St. Mary's Airport? Note: Each takeoff counts as one operation and each landing counts as one operation.

| Manufacturer | Model | Operations |
|--------------|-------|------------|
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24. What is your estimated weight in pounds of mail at St. Mary's airport?

Inbound: 2017: 0 2016: 0 2015: 0
 Outbound: 2017: 0 2016: 0 2015: 0

25. What is your estimated weight in pounds of cargo?

Inbound: 2017: 0 2016: 0 2015: 0
 Outbound: 2017: 0 2016: 0 2015: 0

26. What is your estimated annual number of operations?

Mail: 2017: 0 2016: 0 2015: 0
 Cargo: 2017: 0 2016: 0 2015: 0

27. Estimate your total annual weight of fish products.

Inbound: _____ 0 _____ pounds

28. Estimate your total annual weight of fuel shipments.

Inbound: _____ 0 _____ pounds

29. Estimate your total annual weight of another special cargo, if applicable.

Inbound: _____ ---- _____ pounds Outbound: _____ ---- _____ pounds

30. When is your peak time of year? _____

31. What is your summer schedule?

32. What is your winter schedule?

33. Have your number of operations changed in the past 5 years?

- Increased
- No change
- Decreased
- Other _____

34. Please estimate the percentage change. 0 %

35. How do you anticipate your services will change in the next 5 years?

- Increase
- No change
- Decrease
- Other _____

36. Do you provide nighttime Medivac services? Yes X No

37. If yes, what type of aircraft do you use? _____ ----- _____

38. Briefly describe your long-range business plan (i.e. 10-20 years) as it relates to your continued use of St. Mary's Airport.

We do not currently have any plans to enter St. Mary's, but may consider if it is paved. We used to fly in pre 9/11 when it was paved, but our current fleet type cannot land there. We retired our gravel kits in 2007. We serve 19 rural communities, and are looking to expand. We just entered Unalakleet.

Private Use Section

Fill out this section if you operate at the St. Mary's Airport for private purposes. If not, skip to the next section.

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| Manufacturer | Model | Operations |
|--------------|-------|------------|
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40. When is your peak time of year? _____

41. Have your number of operations changed in the past 5 years?

- Increased
- No change
- Decreased
- Other _____

42. Please estimate the percentage change. ____%

43. How do you anticipate your services will change in the next 5 years?

- Increase
- No change
- Decrease
- Other _____

Runways Section

The St. Mary's Airport runway 17/35 is 6,008 feet long and 150 feet wide, with a gravel surface. The crosswind runway 6/24 is 1,520 feet long and 60 feet wide, with a gravel surface.

44. What is the minimum runway length you need to operate your current fleet of aircraft?

| Manufacturer | Model | Minimum Runway Length (feet) |
|--------------|----------------|------------------------------|
| Boeing | Boeing 737-700 | 5000 |
| | | |
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45. If the length of runway 17/35 was reduced by any amount would you be able to serve St. Mary's Airport?

Yes No

46. What is the minimum runway length that you need without having a negative impact on your current operations?

5000 feet

47. Would you/could you switch to different aircraft to serve St. Mary's? Please explain.

No, not economically viable.

48. What is the minimum runway length you need to operate your future fleet of aircraft?

5000 feet

49. Do you use the crosswind runway? Yes X No

50. Is the crosswind runway sufficient for your needs? Please explain.

Too short

51. Runway 17 has published RNAV and LOC/DME approaches. Runway 35 has a published RNAV approach. Would an additional instrument approach be beneficial to your business?

Yes No Maybe

52. If yes, what type? _____

53. What percentage of your operations are VFR versus IFR?

VFR: ____% IFR: 100 %

54. Are there any obstruction hazards during approach, taxiing, or take-off that the team should know about?

55. Are there any runway conditions (visibility, constraints, roughness, etc.) that the team should know about?

56. What improvements do you think are needed (lighting, apron, taxiway, facilities, pavement, etc.)?

57. How often is this airport unusable due to soft or rough surface conditions? Please explain.

58. Do you experience congestion in using the runway, taxiway, or apron areas? Please explain.

59. Would you like to tell the team anything else that may assist with the project?



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are an air carrier, lease holder, or pilot **who uses the St. Mary's Airport.**

Complete online at <https://bit.ly/2pSWpXq> (case sensitive) or return this form to:

Christopher Johnston, Project Manager

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Fairbanks, Alaska 99709

chris.johnston@alaska.gov

(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. Your name Zachary Adams

2. Your title Director of Operations

3. Your phone number (907) 450-2345

4. Your email address (only if you would like to be added to the project email list for notifications)

5. Company name Everts Air

6. Physical address

5525 Airport Industrial Road Fairbanks, AK 99709
Street City State Zip

7. Mailing address Same as physical

Street City State Zip

8. Do you use the St. Mary's Airport? Yes No

9. What services do you provide at the St. Mary's Airport?

- Passenger
- Mail/cargo
- Private use only
- Other _____

10. How many total aircraft do you have based at the St. Mary's Airport? 0

Passenger Service Section

Fill out this section if you operate passenger service. If not, skip to the next section.

11. What types of aircraft do you currently use for passenger service at the St. Mary's Airport? Note: Each takeoff counts as one operation and each landing counts as one operation.

| Manufacturer | Model | Operations |
|------------------|-------|------------|
| Pilatus Aircraft | PC-12 | 22 |
| Cessna | 208 | 4 |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

12. What is your estimated annual number of passengers?

Scheduled: 2017: 0 2016: 0 2015: 0

Chartered: 2017: unknown 2016: unknown 2015: unknown

13. What is your estimated annual number of operations?

Scheduled: 2017: 0 2016: 0 2015: 0

Chartered: 2017: unknown 2016: 4 2015: 0

14. When is your peak time of year? late spring

15. What is your summer schedule?

Charter only

16. What is your winter schedule?

Charter only

17. Have your number of operations changed in the past 5 years?

Increased

No change

Decreased

Other _____

18. Please estimate the percentage change. 0%

19. How do you anticipate your services will change in the next 5 years?

Increase

No change

Decrease

Other _____

20. Do you provide nighttime Medivac services? Yes No

21. If yes, what type of aircraft do you use? -----

22. Briefly describe your long-range business plan (i.e. 10-20 years) as it relates to your continued use of St. Mary's Airport.

Mail/Cargo Service

Fill out this section if you operate mail and/or cargo service. If not, skip to the next section.

23. What types of aircraft do you currently fly for mail/cargo service at the St. Mary's Airport? Note: Each takeoff counts as one operation and each landing counts as one operation.

| Manufacturer | Model | Operations |
|----------------------|------------------|------------|
| Douglas Aircraft Co. | DC-6a | 52 |
| Embraer | EMB-120 Brasilia | 8 |
| Pilatus Aircraft | PC-12 | 6 |
| Curtiss-Wright | C-46 | 6 |
| Cessna | 208 | 2 |
| | | |
| | | |
| | | |
| | | |

24. What is your estimated weight in pounds of mail at St. Mary's airport?

Inbound: 2017: 1,657,861 2016: 1,501,032 2015: 1,373,365

Outbound: 2017: 292,672 2016: 287,907 2015: 297,396

25. What is your estimated weight in pounds of cargo?

Inbound: 2017: 542,882 2016: 559,099 2015: 637,978

Outbound: 2017: 191,125 2016: 575,032 2015: 282,916

26. What is your estimated annual number of operations?

Mail: 2017: 54 2016: 59 2015: 62

Cargo: 2017: 54 2016: 59 2015: 62

27. Estimate your total annual weight of fish products.

Inbound: _____ pounds All charter, highly dependent on yearly brokers

28. Estimate your total annual weight of fuel shipments.

Inbound: _____ pounds Only deliver fuel occasionally, and under another service, not Everts Air Cargo

29. Estimate your total annual weight of another special cargo, if applicable.

Inbound: _____ pounds Outbound: _____ pounds

30. When is your peak time of year? _____ late spring _____

31. What is your summer schedule?

32. What is your winter schedule?

33. Have your number of operations changed in the past 5 years?

- Increased
- No change
- Decreased
- Other _____

34. Please estimate the percentage change. 0%

35. How do you anticipate your services will change in the next 5 years?

- Increase
- No change
- Decrease
- Other _____

36. Do you provide nighttime Medivac services? Yes No

37. If yes, what type of aircraft do you use? _____

38. Briefly describe your long-range business plan (i.e. 10-20 years) as it relates to your continued use of St. Mary's Airport.

We plan on adding medium turbo prop planes at some point. Possibly ATR-72s or DHC8-100 DASH 8s.

Private Use Section

Fill out this section if you operate at the St. Mary's Airport for private purposes. If not, skip to the next section.

39. What types of aircraft do you currently fly? Note: Each takeoff counts as one operation and each landing counts as one operation.

| Manufacturer | Model | Operations |
|--------------|-------|------------|
| | | |
| | | |
| | | |

40. When is your peak time of year? _____

41. Have your number of operations changed in the past 5 years?

- Increased
- No change
- Decreased
- Other _____

42. Please estimate the percentage change. ____%

43. How do you anticipate your services will change in the next 5 years?

- Increase
- No change
- Decrease
- Other _____

Runways Section

The St. Mary's Airport runway 17/35 is 6,008 feet long and 150 feet wide, with a gravel surface. The crosswind runway 6/24 is 1,520 feet long and 60 feet wide, with a gravel surface.

44. What is the minimum runway length you need to operate your current fleet of aircraft?

| Manufacturer | Model | Minimum Runway Length (feet) |
|----------------------|------------------|------------------------------|
| Douglas Aircraft Co. | DC-6a | 4500 |
| Curtiss-Wright | C-46 | 3800 |
| Bombardier Aerospace | DHC8-100 DASH 8 | 3250 |
| Embraer | EMB-120 Brasilia | 4660 |
| | | |
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45. If the length of runway 17/35 was reduced by any amount would you still be able to serve St. Mary's Airport?

X Yes No

46. What is the minimum runway length that you need without having a negative impact on your current operations?

5000 feet Anything under 4800 ft. will have a significant impact. I'd prefer at least 5000 for fish.

47. Would you/could you switch to different aircraft to serve St. Mary's? Please explain.

If it drops below 5000, we can transfer our aircraft use to ones with shorter minimum runways.

48. What is the minimum runway length you need to operate your future fleet of aircraft?

5000 feet

49. Do you use the crosswind runway? Yes No Unsure, probably not

50. Is the crosswind runway sufficient for your needs? Please explain.

Too short

51. Runway 17 has published RNAV and LOC/DME approaches. Runway 35 has a published RNAV approach. Would an additional instrument approach be beneficial to your business?

Yes No Maybe Adequate

52. If yes, what type? _____

53. What percentage of your operations are VFR versus IFR?

VFR: ____% IFR: ____% Seasonally variable. Winter is mostly IFR. summer is mostly VFR.

54. Are there any obstruction hazards during approach, taxiing, or take-off that the team should know about?

South of the airport and to the east there is a 684 ft. tower.

55. Are there any runway conditions (visibility, constraints, roughness, etc.) that the team should know about?

During thaw there's settlement. They have to evaluate the conditions before flying every year.

56. What improvements do you think are needed (lighting, apron, taxiway, facilities, pavement, etc.)?

Doesn't need to be paved, I don't really want it paved. The apron isn't oversized.

57. How often is this airport unusable due to soft or rough surface conditions? Please explain.

It's more likely that we cancel for lack of weather reporting. It's common for the AWOS to fail. We have a contrary procedure when this happens that hasn't received a special exemption yet.

58. Do you experience congestion in using the runway, taxiway, or apron areas? Please explain.

There isn't space for two planes on the apron at once. It can get congested during fishing season.

59. Would you like to tell the team anything else that may assist with the project?



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:

Christopher Johnston, Project Manager

2301 Peger Road

Fairbanks, Alaska 99709

chris.johnston@alaska.gov

(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live?

St. Mary's, Alaska

2. Do you live there year-round? Yes No

3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

Personal travel

Business travel

Ordering goods and items

Shipping out goods and items

Other: _____

5. How often do you use the St. Mary's airport? Please explain.

Daily mail, weekly freight, monthly travel

6. How many adults (18 years old and older) live in your household? 2 adults

7. How many children (under 18 years old) live in your household? 0 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$30,000-\$49,999 | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$50,000-\$74,999 | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

80 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

20 %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

The St. Mary's Airport cannot be shortened because we need the Northern Air Cargo jet and Everetts D6-6 cargo planes for mail, freight, and summer commercial fishing fish hauls. The community of St. Mary's and the whole Yukon Delta region will be devastated and all the work done by the people to make this a hub will be for nothing. Raven will be a monopoly in this region and the price of all goods and travel will skyrocket. We will go backwards on progress. We need a 6000 foot crosswind runway

14. Your name (optional) Francis C. Beans

15. Your email address (only if you would like to be added to the project email list for notifications)

francis.chunley.beans@gmail.com

16. Your phone number (optional) 907-438-6160



St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are a traveler, resident, and/or elected official who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pTvRpb> (case sensitive) or return this form to:
Christopher Johnston, Project Manager
2301 Peger Road
Fairbanks, Alaska 99709
chris.johnston@alaska.gov
(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. In what city or village do you primarily live? St. Mary's, AK
2. Do you live there year-round? Yes No
3. If not, please describe the places you live and what times of the year you are in each place.

4. In what ways do use the St. Mary's Airport?

- Personal travel
- Business travel
- Ordering goods and items
- Shipping out goods and items
- Other: _____

5. How often do you use the St. Mary's airport? Please explain.

Daily mail, weekly freight, monthly travel

6. How many adults (18 years old and older) live in your household? 2 adults

7. How many children (under 18 years old) live in your household? 0 children

8. What months each year do you and other members of your household work for income, in any job or self-employment? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. What was your annual household income in 2016 and 2017?

| | 2016 | 2017 |
|-------------------|-------------------------------------|-------------------------------------|
| \$0-\$29,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$30,000-\$49,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$50,000-\$74,999 | <input type="checkbox"/> | <input type="checkbox"/> |
| \$75,000-\$99,999 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| \$100,000 or more | <input type="checkbox"/> | <input type="checkbox"/> |

10. What percentage of your income in 2017 did you receive from public or private employment, other than commercial fishing or processing? (Full or part time, including employment with a tribal entity, Native Corporation, Yukon Kuskokwim Health Corporation, or the government)

100 %

11. What percentage of your income in 2017 did you receive from commercial fishing or processing?

0 %

(Continue on next page)

12. What months each year do you and other members of your household participate in subsistence activities? (Check all that apply)

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| You | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Adult 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All others | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

13. Would you like to tell the team anything else that may assist with the project?

Needless to say the St. Mary's airport is our only mode of transportation to access the greater part of Alaska and beyond. We rely on it for mail, freight and most travel. We need larger aircrafts to haul in freight and bypass and haul out salmon in the summer and fall months. If changes were to occur, we need to have a full length cross-miles runway to improve accessibility.

14. Your name (optional) Teresa Pankon

15. Your email address (only if you would like to be added to the project email list for notifications)

tpankon@gmail.com

16. Your phone number (optional) _____

Francis Beans
PO Box 325
St Marys AK
99658

Christopher Johnston, Project Manager
2301 Peger Road
Fairbanks, Alaska 99709

99709985316 0065

POSTNET barcode

ST. MARYS
APR 3
1996





St. Mary's Airport Improvements

Project Number: Z605630000

Please complete this survey if you are an air carrier, lease holder, or pilot who uses the St. Mary's Airport.

Complete online at <https://bit.ly/2pSWpXq> (case sensitive) or return this form to:

Christopher Johnston, Project Manager

2301 Peger Road

Fairbanks, Alaska 99709

chris.johnston@alaska.gov

(907) 451-2322

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The purpose of this survey is to gather information for the airport condition and needs assessment. The survey closes on May 18, 2018.

1. Your name Don Ruhoff

2. Your title Cargo Scheduler

3. Your phone number (907) 249-5144

4. Your email address (only if you would like to be added to the project email list for notifications)

5. Company name Northern Air Cargo (NAC)

6. Physical address

3900 Old International Airport Rd. Anchorage, AK 99502
Street City State Zip

7. Mailing address Same as physical

Street City State Zip

8. Do you use the St. Mary's Airport? Yes No

9. What services do you provide at the St. Mary's Airport?

Passenger

Mail/cargo

Private use only

Other We have offered passengers to fly with our cargo flights but have not had any passengers flying with us in recent years.

10. How many total aircraft do you have based at the St. Mary's Airport? 0

Passenger Service Section

Fill out this section if you operate passenger service. If not, skip to the next section.

11. What types of aircraft do you currently use for passenger service at the St. Mary's Airport? Note: Each takeoff counts as one operation and each landing counts as one operation.

| Manufacturer | Model | Operations |
|--------------|-------|------------|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

12. What is your estimated annual number of passengers?

Scheduled: 2017: 0 2016: 0 2015: 0

Chartered: 2017: 0 2016: 0 2015: 0

13. What is your estimated annual number of operations?

14. Scheduled: 2017: 0 2016: 0 2015: 0

15. Chartered: 2017: 0 2016: 0 2015: 0

16. When is your peak time of year?

17. What is your summer schedule?

18. What is your winter schedule?

19. Have your number of operations changed in the past 5 years?

Increased

No change

Decreased

Other _____

20. Please estimate the percentage change. 0%

21. How do you anticipate your services will change in the next 5 years?

Increase

No change

Decrease

Other _____

22. Do you provide nighttime Medivac services? Yes No

23. If yes, what type of aircraft do you use? _____

24. Briefly describe your long-range business plan (i.e. 10-20 years) as it relates to your continued use of St. Mary's Airport.

Mail/Cargo Service

Fill out this section if you operate mail and/or cargo service. If not, skip to the next section.

25. What types of aircraft do you currently fly for mail/cargo service at the St. Mary's Airport? Note: Each takeoff counts as one operation and each landing counts as one operation.

| Manufacturer | Model | Operations |
|--------------|----------------|------------|
| Boeing | Boeing 737-200 | 190-220 |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

26. What is your estimated weight in pounds of mail at St. Mary's airport?

Inbound: 2017: 1,118,329 2016: 1,090,929 2015: 1,146,682

Outbound: 2017: 52,879 2016: 30,778 2015: 56,065

27. What is your estimated weight in pounds of cargo?

Inbound: 2017: 355,952 2016: 364,768 2015: 500,490

Outbound: 2017: 514,817 2016: 570,694 2015: 496,884

28. What is your estimated annual number of operations?

Mail: 2017: 186 2016: 196 2015: 212

Cargo: 2017: 2016: 2015:

Note: Both Mail and Cargo carried on same flight

29. Estimate your total annual weight of fish products.

Outbound: 450,000-530,000 over the last three years. For 2018 the fish producer is forecasting an increase of shipping load to as much as 2.5 M lbs. total production.

30. Estimate your total annual weight of fuel shipments.

Inbound: 0 pounds

31. Estimate your total annual weight of another special cargo, if applicable.

Inbound: ---- pounds Outbound: ---- pounds

Note: Estimated 80% of cargo flown into St. Mary's is food items.

32. When is your peak time of year? June-August

33. What is your summer schedule?

3 days/week, Tues, Thurs, Sat. During fishing season, 6 planes/week

34. What is your winter schedule?

2 days/week, Wed, Sat

35. Have your number of operations changed in the past 5 years?

Increased

No change

Decreased

Other a very slight decrease

36. Please estimate the percentage change. slight (less construction)

37. How do you anticipate your services will change in the next 5 years?

Increase Only if paved. Fish could increase to 2.5 mil. lbs/yr

No change

Decrease

Other _____

Note: The data in 2014 isn't perfect; the fish plant was set up late. Lynden had less cargo because they were focused on Emmonak that year.

38. Do you provide nighttime Medivac services? Yes No

39. If yes, what type of aircraft do you use? -----

40. Briefly describe your long-range business plan (i.e. 10-20 years) as it relates to your continued use of St. Mary's Airport.

NAC is retiring its 737-200s, and have one left (the other retired last year). October 31, 2018 will be the last day of service with the 737-200. NAC's fleet is moving to 737-300s only, they are not equipped with gravel kits. NAC has reviewed a number of cargo aircraft, including ATR 72s, but the cost is prohibitive for us to continue flying gravel-compatible aircraft. If St. Mary's is paved, NAC may be able to provide jet cargo flag-stop service to St. Mary's with its Unalakleet/Bethel run, three times per week.

737 need pavement to avoid damage from gravel. During the last fishing season, NAC has several aircraft tires damaged while operating on the St. Mary's runway. Aircraft damage at St. Mary's makes operating there uneconomical.

NAC has observed that DC-6s across the market are being phased out. NAC no longer operate DC-6s.

Private Use Section

Fill out this section if you operate at the St. Mary's Airport for private purposes. If not, skip to the next section.

41. What types of aircraft do you currently fly? Note: Each takeoff counts as one operation and each landing counts as one operation.

| Manufacturer | Model | Operations |
|--------------|-------|------------|
| | | |
| | | |
| | | |

42. When is your peak time of year? _____

43. Have your number of operations changed in the past 5 years?

- Increased
- No change
- Decreased
- Other _____

44. Please estimate the percentage change. ____%

45. How do you anticipate your services will change in the next 5 years?

- Increase
- No change
- Decrease
- Other _____

Runways Section

The St. Mary's Airport runway 17/35 is 6,008 feet long and 150 feet wide, with a gravel surface. The crosswind runway 6/24 is 1,520 feet long and 60 feet wide, with a gravel surface.

46. What is the minimum runway length you need to operate your current fleet of aircraft?

| Manufacturer | Model | Minimum Runway Length (feet) |
|--------------|--------------------|------------------------------|
| Boeing | 737-200 (retiring) | 5000 |
| Boeing | 737-300 | 5000 |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

47. If the length of runway 17/35 was reduced by any amount would you still be able to serve St. Mary's Airport?

Yes No

At 5000 ft. there is a reduction in payload. 6000 ft. supports a full payload.

48. What is the minimum runway length that you need without having a negative impact on your current operations?

6000 feet

49. Would you/could you switch to different aircraft to serve St. Mary's? Please explain.

We have evaluated acquiring different propeller aircraft, but determined that it is cost-prohibitive.

50. What is the minimum runway length you need to operate your future fleet of aircraft?

6000 feet

51. Do you use the crosswind runway? Yes X No

52. Is the crosswind runway sufficient for your needs? Please explain.
Too short

53. Runway 17 has published RNAV and LOC/DME approaches. Runway 35 has a published RNAV approach. Would an additional instrument approach be beneficial to your business?

X Yes No Maybe

54. If yes, what type? We use the published approaches for St. Mary's all the time. Improved approaches are always helpful. LPV with lower minimums would be useful

55. What percentage of your operations are VFR versus IFR?

VFR: ____% IFR: 100%

56. Are there any obstruction hazards during approach, taxiing, or take-off that the team should know about?

57. Are there any runway conditions (visibility, constraints, roughness, etc.) that the team should know about?

NAC schedules flights for 3:00 PM, to avoid foggy conditions in the morning.

58. What improvements do you think are needed (lighting, apron, taxiway, facilities, pavement, etc.)?

NAC needs a paved 6,000 runway to continue jet service to St. Mary's.

NACs 737-300 do not have gravel kits.

NAC anticipates that October 31, 2018 will be last day of operations at St. Mary's until the runway is paved.

59. How often is this airport unusable due to soft or rough surface conditions? Please explain.

The runway surface is often soft. Eric (Airport manager) does a good job of notifying air carriers when it is inoperable due to weather. Water doesn't drain from the surface; it takes two days for the runway to dry after a heavy rain before planes can use the runway.

60. Do you experience congestion in using the runway, taxiway, or apron areas?
If there's 2 aircraft it's a bit busy.

61. Would you like to tell the team anything else that may assist with the project?
The crosswind is strong at KSM, similar to Unalakleet. The AWOS is down fairly often. Once, when it was down for a solid week NAC had to give cargo to Everts to get it into the community. It seems to be a statewide issue with reliable operations of weather stations and NAVAIDs.

Appendix E: Population and Socioeconomic Information

St. Mary's Socioeconomic Profile and Preliminary Discussion of Impacts of Changes to Cargo Costs

Prepared for

**Alaska Department of Transportation & Public Facilities
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August 2018

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Abbreviations

| | |
|--------|--|
| ADCCED | Alaska Department of Commerce, Community, and Economic Development |
| ADF&G | Alaska Department of Fish and Game |
| ADOLWD | Alaska Department of Labor & Workforce Development |
| H&G | Headed and gutted |
| CDQ | Community Development Quota |
| CFEC | Alaska Commercial Fisheries Entry Commission |
| lb | pounds |
| NAC | Northern Air Cargo |
| YDFDA | Yukon Delta Fisheries Development Association |

1 Introduction

This report presents a baseline socioeconomic profile for the Kusilvak Census Area (renamed from the Wade Hampton Census Area in 2015) and cities in the study area, consisting of Marshall, Mountain Village, Pilot Station, Russian Mission, and St. Mary's. Selected tables and figures also include Pitka's Point, a Census Designated Place located near to St. Mary's, since its residents use the St. Mary's Airport. It then discusses existing cargo activity and develops preliminary estimates of the economic and socioeconomic impacts of potential changes in air cargo shipping costs at the St. Mary's airport as a result of potential changes to the configuration of the St. Mary's airport and the aircraft that service the community. The purpose of the report is to provide a preliminary understanding of the implications of those changes to inform additional analysis.

1.1 Sources of Information

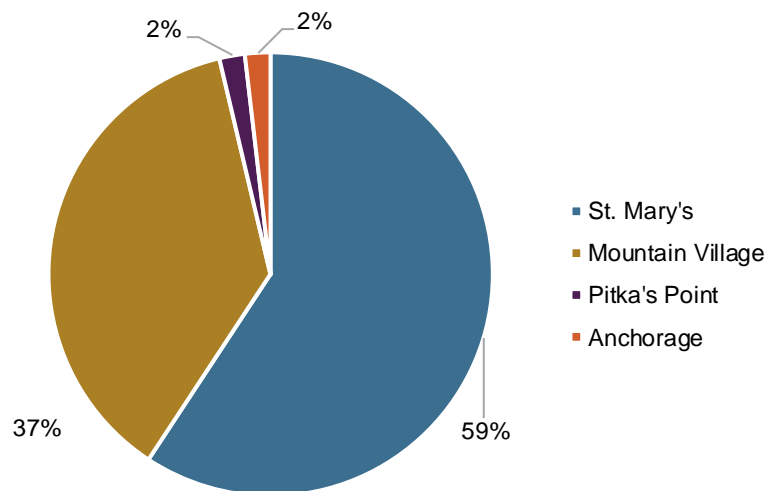
Information in this report came from a variety of sources, including published data from government agencies, a survey of residents announced at a public meeting in St. Mary's and on the project website, and interviews with stakeholders and key informants. Surveys of businesses and air carriers also informed the analysis, especially the discussion of potential effects of changes to the airport and types of aircraft, contained in Section 4: Preliminary Discussion of Impacts of Changes in Cargo Costs. The references section provides detail about the published sources and interviews used to develop this profile and estimate of impacts.

1.1.1 Community Surveys

The resident survey was administered online and in person. In total, there were 54 responses to the resident survey, 12 responses to the business survey, and 5 responses to the air carrier survey.

Of the resident surveys received, 59 percent of respondents reported St. Mary's as their place of residence, followed by 37 percent from Mountain Village (Figure 1). One person each reported Pitka's Point and Anchorage as their residence.

Figure 1. Responses by Primary Place of Residence



Source: Resident survey and Northern Economics, Inc. analysis

2 Socioeconomic Profile

2.1 Population Characteristics

Over the last ten years, the Kusilvak Census Area and the five cities have grown in population. Though still above where it was in 2008, the population of Mountain Village experienced a 10 percent loss in population from 2015 to 2017. The five cities together accounted for more than one-third of the census area's population in 2017.

Table 1. Estimated Population, Kusilvak Census Area and Study Area Cities, 2008–2017

| Place | Year | | | | | | | | | |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
| Kusilvak Census Area | 7,376 | 7,401 | 7,459 | 7,675 | 7,675 | 7,942 | 8,085 | 8,204 | 8,200 | 8,208 |
| St. Mary's | 529 | 548 | 507 | 531 | 518 | 538 | 552 | 563 | 582 | 566 |
| Marshall | 399 | 396 | 414 | 405 | 408 | 472 | 445 | 463 | 459 | 449 |
| Mountain Village | 783 | 806 | 813 | 841 | 827 | 861 | 859 | 902 | 860 | 811 |
| Pilot Station | 555 | 544 | 568 | 587 | 595 | 628 | 637 | 626 | 647 | 651 |
| Pitka's Point | 134 | 113 | 109 | 113 | 109 | 106 | 125 | 128 | 124 | 131 |
| Russian Mission | 319 | 314 | 312 | 301 | 312 | 311 | 326 | 334 | 330 | 331 |

Source: Alaska Department of Labor & Workforce Development (ADOLWD) (2016) and Northern Economics, Inc. archives

Table 2 shows the population by age group and gender for the census area and five cities. The age ranges roughly correspond to persons who are young and not working (under 18), working (18–64), and retired (65 and over). In general, these locations have Under 18 and 18–64 populations that are relatively close, with Under 18 representing a slightly smaller proportion of the total. The population of persons 65 and over is much smaller. The male-to-female ratio ranges from 1.05 to 1.14, and it is 1.11 in St. Mary's.

St. Mary's had the oldest population of the places shown, as measured by median age, with a median age of 26.3 years, 3 or more years higher than the census area and other cities. Pilot Station had the lowest median age at 21.2 years.

Table 2. Age and Gender Groups, Kusilvak Census Area and Study Area Cities, 2010

| Place | Population by Age Range | | | | Gender | |
|----------------------|-------------------------|-------|-------------|------------|--------|--------|
| | Under 18 | 18–64 | 65 and Over | Median Age | Male | Female |
| Kusilvak Census Area | 3,101 | 3,954 | 404 | 21.9 | 3,944 | 3,515 |
| St. Mary's | 195 | 278 | 34 | 26.3 | 267 | 240 |
| Marshall | 185 | 212 | 17 | 21.3 | 218 | 196 |
| Mountain Village | 321 | 442 | 50 | 22.6 | 417 | 396 |
| Pilot Station | 235 | 301 | 32 | 21.2 | 295 | 273 |
| Russian Mission | 127 | 177 | 8 | 21.8 | 166 | 146 |

Source: U.S. Census Bureau (2010)

The population in the census area and five cities was primarily Alaska Native or American Indian in 2010, ranging from 92 percent to 98 percent of the total population.

Table 3. Race, Kusilvak Census Area and Study Area Cities, 2010

| Place | Race | | | | | | |
|----------------------|-------|-------------------------------|------------------------|-------|------------------|-------|-------------------|
| | White | American Indian/Alaska Native | Black/African American | Asian | Pacific Islander | Other | Two or More Races |
| Kusilvak Census Area | 199 | 7,082 | 1 | 17 | 0 | 3 | 151 |
| St. Mary's | 19 | 464 | 0 | 0 | 0 | 0 | 24 |
| Marshall | 10 | 392 | 0 | 1 | 0 | 0 | 10 |
| Mountain Village | 34 | 745 | 0 | 6 | 0 | 0 | 26 |
| Pilot Station | 10 | 557 | 0 | 0 | 0 | 0 | 1 |
| Russian Mission | 10 | 299 | 0 | 0 | 0 | 0 | 3 |

Source: U.S. Census Bureau (2010)

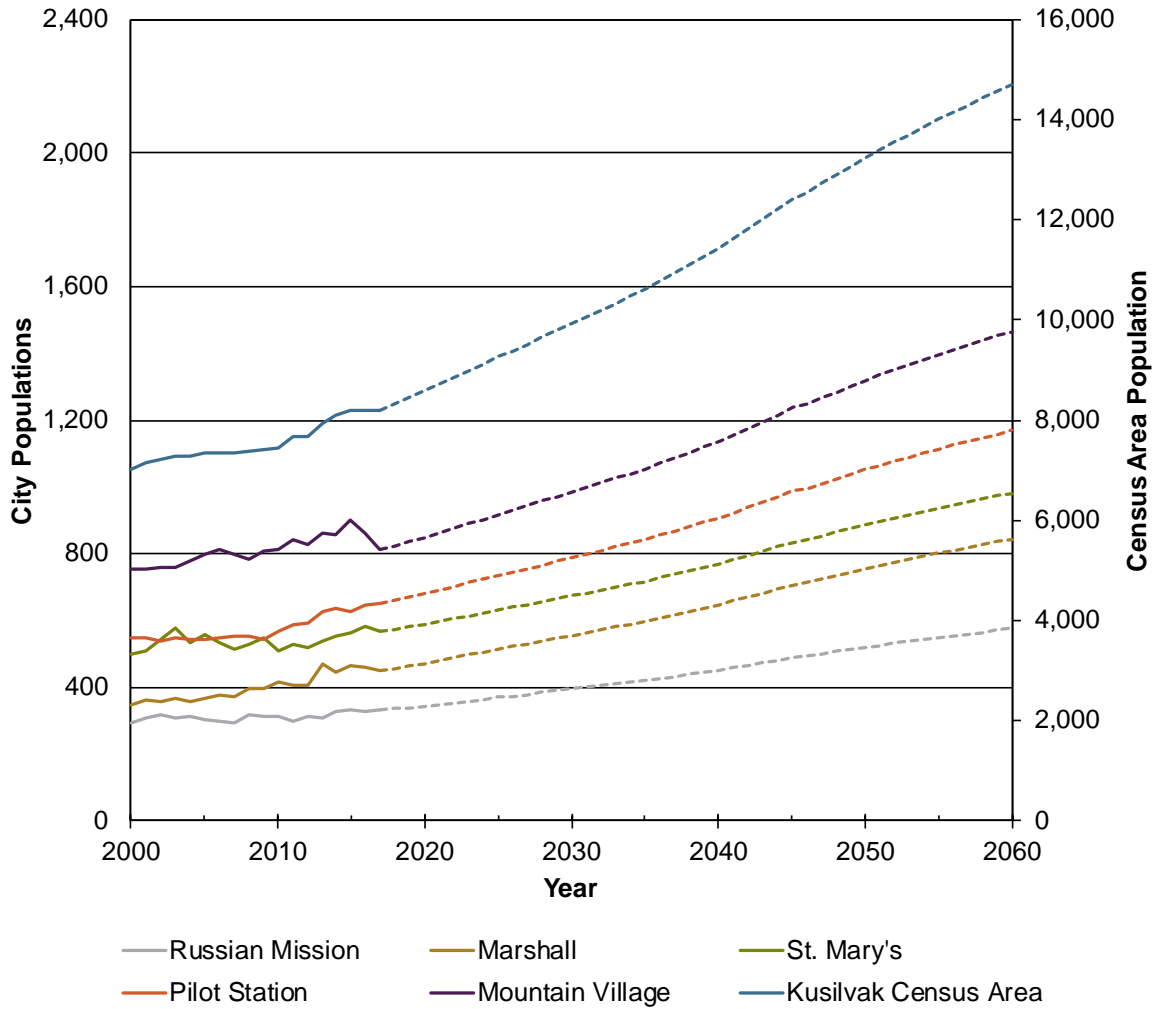
The resident survey found that, for those who responded, the population did not vary seasonally. Of the 32 respondents who reside in St. Mary's, only three reported living elsewhere for part of the year. Two were gone during the summer months—one or possibly both are teachers—and one reported Anchorage as their residences during the winter.

2.2 Population Projection

Figure 2 presents historical population estimates for Kusilvak Census Area and the five cities in the study area. The chart was generated using ADOLWD (2018) estimates of population from 2000 through 2017 and ADOLWD (2016) projections for the census area for 2015 through 2045, with additional analysis to account for more recent population estimates and to extend the results to the five cities and additional years. All of the cities as well as the census area are expected to increase in population.

The ADOLWD projection is based on demographic factors, including births, deaths, and net migration. It does not account for changes in the local economy such as the availability of jobs, cost of living, or other factors. The projection is based at the census area level; the projections for the five cities shown assume that each retains the same proportion of the census area's population.

Figure 2. Estimated Historical and Projected Populations in Kusilvak Census Area, 2000–2060



Source: ADOLWD (2016), ADOLWD (2018), and Northern Economics, Inc. analysis

2.3 Housing

At the time of the 2010 Census, the Kusilvak Census Area averaged a family size of 3.28 persons and a household size of 4.27 persons. Each of the five cities had larger average family sizes, though many had smaller household sizes. In St. Mary's, the average family had 4.5 members. The overall average household size, including non-family households, was 3.34.

Table 4. Average Family and Household Size, Kusilvak Census Area and Study Area Cities, 2010

| Place | Average Family Size | Average Household Size |
|----------------------|---------------------|------------------------|
| Kusilvak Census Area | 3.28 | 4.27 |
| St. Mary's | 4.51 | 3.34 |
| Marshall | 4.95 | 4.14 |
| Mountain Village | 4.23 | 4.42 |
| Pilot Station | 4.69 | 4.69 |
| Russian Mission | 5.47 | 4.27 |

Source: U.S. Census Bureau (2010)

There are nearly 2,200 housing units located in the Kusilvak Census Area, with 209 located in St. Mary's. Eighty percent of the housing units in the census area are occupied, compared to 72 percent in St. Mary's. A number of vacant housing units are used seasonally, however, accounting for one-third of the vacant units in St. Mary's and more than half of those in the census area. Two-third of the housing units in St. Mary's are owner occupied. Table 5 provides additional information about housing.

Table 5. Housing Units and Occupancy Status, Kusilvak Census Area and Study Area Cities, 2010

| Place | Total Housing Units | Occupancy | | | Type of Occupant | |
|----------------------|---------------------|------------------|----------------|----------------------------|------------------|--------|
| | | Occupied Housing | Vacant Housing | Vacant Due to Seasonal Use | Owner | Renter |
| Kusilvak Census Area | 2,183 | 1,745 | 438 | 243 | 1,247 | 498 |
| St. Mary's | 209 | 151 | 58 | 19 | 102 | 49 |
| Marshall | 108 | 100 | 8 | 1 | 63 | 37 |
| Mountain Village | 211 | 184 | 27 | 9 | 119 | 32 |
| Pilot Station | 137 | 121 | 16 | 4 | 95 | 26 |
| Russian Mission | 74 | 73 | 1 | 0 | 51 | 22 |

Source: U.S. Census Bureau (2010)

2.4 Employment and Businesses

The Kusilvak Census Area experiences a high rate of employment, in excess of one-quarter of the civilian labor force. Of those residents who are age 16 and over, the participation rate in the labor force, a measure of those individuals who are employed or seeking to be employed, is 57.6 percent. A small number of individuals are in the armed forces, but the vast majority are in the civilian labor force. More than 42 percent of those age 16 or over are not in the labor force, meaning that they are not seeking employment.

The unemployment rate in St. Mary's is the lowest of the five cities, though the rate is still more than 23 percent. More than 68 percent of those aged 16 and over are in the labor force, the highest participation rate in the study area. Details about the employment and labor force situation are shown in Table 6.

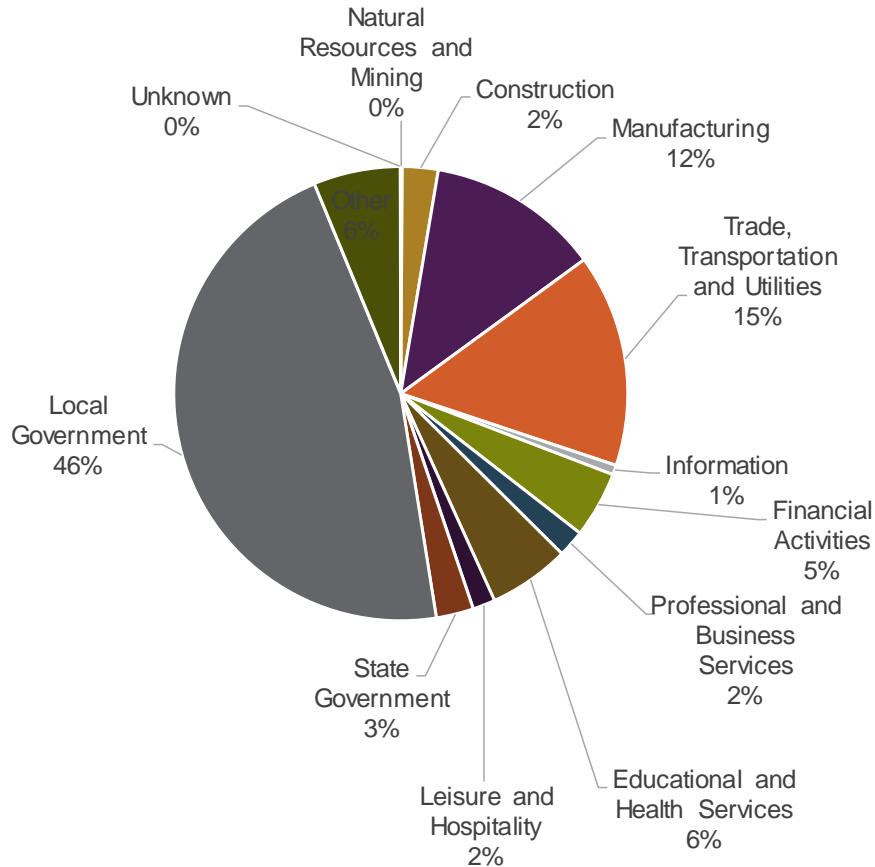
Table 6. Labor Force Participation and Employment, Kusilvak Census Area and Study Area Cities, 2012–2016

| Place | Civilian Labor Force | Unemployment Rate (%) | Population 16 Years and Over | | | | | | Not in Labor Force (%) |
|----------------------|----------------------|-----------------------|------------------------------|----------------|------------------|----------------------|----------------|-----------|------------------------|
| | | | Total | In Labor Force | | | | | |
| | | | | Total (%) | Armed Forces (%) | Civilian Labor Force | | Total (%) | |
| | | | | | | Employed (%) | Unemployed (%) | | |
| Kusilvak Census Area | 2,929 | 26.4 | 5,099 | 57.6 | 0.2 | 57.4 | 42.3 | 15.2 | 42.4 |
| St. Mary's | 249 | 23.3 | 364 | 68.4 | 0.0 | 68.4 | 52.5 | 15.9 | 31.6 |
| Marshall | 132 | 28.8 | 219 | 60.3 | 0.0 | 60.3 | 42.9 | 17.4 | 39.7 |
| Mountain Village | 342 | 26.3 | 541 | 63.2 | 0.0 | 63.2 | 46.6 | 16.6 | 36.8 |
| Pilot Station | 218 | 33.9 | 365 | 59.7 | 0.0 | 59.7 | 39.5 | 20.3 | 40.3 |
| Russian Mission | 131 | 30.5 | 261 | 50.2 | 0.0 | 50.2 | 34.9 | 15.3 | 49.8 |

Source: U.S. Census Bureau (2016)

The largest industry in the Kusilvak Census Area, as measured by employment, is local government, with nearly one-half of the region's employment, as seen in Figure 3. This is followed by trade, transportation, and utilities, at 15 percent, which reflects the important role of logistics in the region.

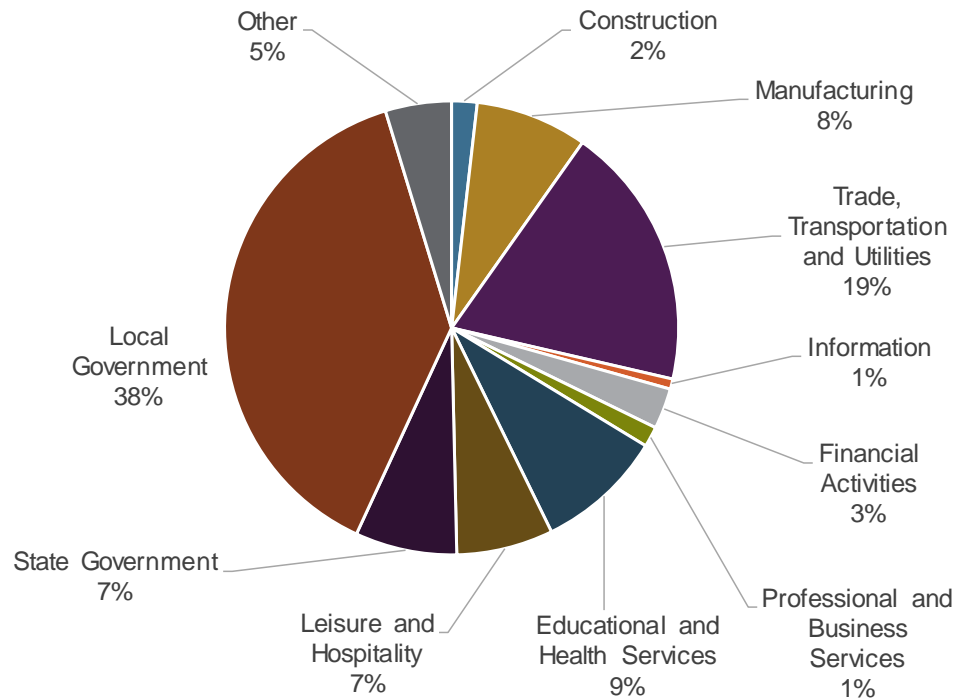
Figure 3. Workers by Industry, Kusilvak Census Area, Percentage of Total, 2016



Source: ADOLWD (2016)

Similar to the Kusilvak Census Area, St. Mary's largest two industries by employment are local government and trade, transportation, and utilities, as shown in Figure 4. Manufacturing, which equates to fish processing, provides 8 percent of the city's jobs. What is not captured, due to the way labor data are collected, is "employment" the commercial fishing industry¹. As a result, employment in the overall fishing industry (harvesting and processing) is larger than 8 percent.

Figure 4. Workers by Industry, St. Mary's, Percentage of Total, 2016



Source: ADOLWD (2016)

The top two occupations in the Kusilvak Census Area are Teacher Assistants and Meat, Poultry, and Fish Cutters and Trimmers, as shown in Table 7. That latter category highlights the importance of the fishing industry, on the processing side. Again, the table omits commercial fishers due to the way the labor data are collected. It also separates the number of workers in fish processing into the fish cutters and trimmers occupation and overhead or managerial occupations. It is important to note that the number of workers is averaged for the year, so actual peak employment is higher.

¹ ADOLWD data covers employees but not self-employed individuals. Since most, if not all, individuals involved in commercial fishing are self-employed, they are not captured in labor data.

Table 7. Top Occupations, Kusilvak Census Area, 2016

| Occupation | Number of Workers |
|---|-------------------|
| Teacher Assistants | 308 |
| Meat, Poultry, and Fish Cutters and Trimmers | 218 |
| Construction Laborers | 187 |
| Office and Administrative Support Workers, All Other | 155 |
| Cashiers | 149 |
| Janitors and Cleaners, Except Maids and Housekeeping Cleaners | 119 |
| Laborers and Freight, Stock, and Material Movers, Hand | 113 |
| Elementary School Teachers, Except Special Education | 101 |
| Stock Clerks and Order Fillers | 79 |
| Retail Salespersons | 72 |
| Gaming and Sports Book Writers and Runners | 68 |
| Cooks, All Other | 61 |
| Office Clerks, General | 61 |
| Security Guards | 59 |
| Preschool Teachers, Except Special Education | 56 |
| Secretaries and Administrative Assistants, Except Legal, Medical, and Executive | 50 |
| Carpenters | 49 |
| Receptionists and Information Clerks | 47 |
| Teachers and Instructors, All Other | 46 |
| Correctional Officers and Jailers | 45 |
| Police and Sheriff's Patrol Officers | 42 |
| Bookkeeping, Accounting, and Auditing Clerks | 41 |
| File Clerks | 40 |
| Medical Assistants | 40 |
| Water and Wastewater Treatment Plant and System Operators | 40 |

Source: ADOLWD (2016)

In St. Mary's, the largest occupation is Meat, Poultry, and Fish Cutters and Trimmers, with 21 workers and reflective of fish processing. The second largest occupation is Teachers Assistants, as seen in Table 8. Again, the number of workers is averaged for the year, so the peak employment is higher.

Table 8. Top Occupations in St. Mary's, 2016

| Occupation | Number of Workers |
|--|-------------------|
| Meat, Poultry, and Fish Cutters and Trimmers | 21 |
| Teacher Assistants | 20 |
| Office and Administrative Support Workers, All Other | 13 |
| Gaming and Sports Book Writers and Runners | 13 |
| Cashiers | 12 |
| Cargo and Freight Agents | 12 |
| Janitors and Cleaners, Except Maids and Housekeeping Cleaners | 12 |
| Reservation and Transportation Ticket Agents and Travel Clerks | 10 |
| Material Moving Workers, All Other | 9 |
| Food Preparation Workers | 8 |
| Elementary School Teachers, Except Special Education | 8 |
| Security Guards | 7 |
| Carpenters | 7 |
| Maintenance and Repair Workers, General | 7 |
| Police and Sheriff's Patrol Officers | 6 |
| General and Operations Managers | 5 |
| Medical Assistants | 5 |
| Stock Clerks and Order Fillers | 5 |

Source: ADOLWD (2016)

A total of 32 businesses are licensed in the five cities and Pitka's Point. Table 9 summarizes the businesses by primary line of business and location. St. Mary's has 9 licensed businesses.

Table 9. Licensed Businesses in the Study Area

| Primary Line of Business | Location of Business | | | | | |
|---|----------------------|---------------|----------|------------------|---------------|-----------------|
| | St. Mary's | Pitka's Point | Marshall | Mountain Village | Pilot Station | Russian Mission |
| 11 - Agriculture, Forestry, Fishing and Hunting | | | 1 | | | |
| 23 - Construction | 1 | | | | | |
| 42 - Trade | 1 | 1 | 2 | 2 | 3 | 3 |
| 48 - Transportation and Warehousing | 1 | | | | 1 | |
| 53 - Real Estate, Rental and Leasing | 2 | | 1 | 1 | 1 | |
| 55 - Management of companies and enterprises | | | 1 | | | |
| 71 - Arts, Entertainment and Recreation | 1 | | | | 1 | |
| 72 - Accommodation and Food Services | 1 | | 3 | | 1 | |
| 81 - Services | 2 | | | | | 1 |
| Total Business Licenses by Location | 9 | 1 | 8 | 3 | 7 | 4 |

Source: Alaska Department of Commerce, Community, and Economic Development (ADCCED) (2018) and Northern Economics, Inc. analysis

The study area is likewise home to several incorporated businesses, as shown in Table 10. St. Mary's has 9 incorporated businesses.

Table 10. Incorporated Businesses in the Study Area

| Type of Entity | Location of Entity | | | | | |
|---------------------------------------|--------------------|---------------|----------|------------------|---------------|-----------------|
| | St. Mary's | Pitka's Point | Marshall | Mountain Village | Pilot Station | Russian Mission |
| Business Corporation | 3 | 1 | 4 | 1 | 1 | 1 |
| Business Name Registration | | | 1 | | | |
| Limited Liability Company | 4 | | 1 | 1 | | 1 |
| Nonprofit Corporation | 2 | | 1 | 1 | 1 | 1 |
| Total Corporations by Location | 9 | 1 | 7 | 3 | 2 | 3 |

Source: ADCCED (2018) and Northern Economics, Inc. analysis

The number of individuals with professional licenses in the study area is shown in Table 11. St. Mary's has 6 individuals with professional licenses, five of whom are physician assistants.

Table 11. Professional Licensees in the Study Area

| Licensing Program | Location of Licensed Professional | | |
|--|-----------------------------------|----------|---------------|
| | St. Mary's | Marshall | Pilot Station |
| Architects, Engineers and Land Surveyors | | | 1 |
| Big Game Guides and Transporters | | | 1 |
| Nurse Aides | | | 1 |
| Nursing | | | 3 |
| Physician Assistants | 5 | | |
| Professional Counselors | 1 | | |
| Total Licensed Professionals | 6 | 5 | 1 |

Source: ADCCED (2018) and Northern Economics, Inc. analysis

2.4.1 Participation in Commercial Fishing

Many residents of Kusilvak Census Area and the study area cities are actively involved in commercial fishing. Fisheries permit data for 2017, reported by the Commercial Fisheries Entry Commission, is shown in Table 12 for the Yukon River District 2 Communities. Residents of St. Mary's and Pitka's Point owned 77 permits, representing 11 percent of the population.

Table 12. Fisheries Participation in Yukon River District 2 Communities, 2017

| Place | Permits Owned | Permits Fished | Population | Permits Owned as Percent of Population |
|------------------------------|---------------|----------------|------------|--|
| St. Mary's and Pitka's Point | 77 | 72 | 697 | 11.0 |
| Marshall | 45 | 38 | 449 | 10.0 |
| Mountain Village | 71 | 64 | 811 | 8.8 |
| Pilot Station | 58 | 52 | 651 | 8.9 |

Source: Alaska Commercial Fisheries Entry Commission (CFEC) (2017), ADOLWD (2018), and Northern Economics, Inc. analysis

Commercial landings and earnings data are confidential when there are too few participants to report data. This was the case for some of the study area's fisheries in 2016, and other fisheries had no participants. Table 13 shows the non-confidential landings and earnings data for those fisheries in which there was sufficient participation. In total, residents of the Kusilvak Census Area earned about \$5.1 million from commercial fishing in 2016, virtually all of which was from salmon caught in the Lower Yukon. St. Mary's residents earned \$930,000 from salmon, averaging \$14,084 per fisherman who fished. It is important to note that these earnings reflect commercial fishing activity but not processing. The data also do not include any fish taken by sport fishing, subsistence, or personal use fishers.

Table 13. Non-Confidential Landings and Earnings, Kusilvak Census Area and Study Area Cities, 2016

| Place | Fishery | Total Pounds Landed | Estimated Gross Earnings (\$) |
|----------------------|--|---------------------|-------------------------------|
| Kusilvak Census Area | Salmon, gillnet, Lower Yukon | 7,674,855 | 5,081,456 |
| | Fresh water fish, set gillnet, statewide | 31,982 | 48,007 |
| St. Mary's | Salmon, gillnet, Lower Yukon | 1,365,726 | 929,547 |
| Marshall | Salmon, gillnet, Lower Yukon | 636,549 | 422,050 |
| Mountain Village | Salmon, gillnet, Lower Yukon | 1,021,609 | 709,764 |
| Pilot Station | Salmon, gillnet, Lower Yukon | 736,454 | 501,849 |
| Russian Mission | Salmon, gillnet, Lower Yukon | 139,825 | 92,965 |

Source: CFEC (2017) and Northern Economics, Inc. analysis

Employment is somewhat seasonal, as reported in the resident survey and summarized in Table 14. Most adults were reported as working either year-round or 10 months per year, with those working fewer than 12 months usually taking time off during the summer. Other adults work fewer months, with varying schedules. Of the 87 children reported by the survey, only 9 work, primary during the summer months.

Table 14. Seasonality of Employment: Number of Residents Working, by Number of Months per Year

| Number of Months Worked Each Year | Number of Adults by Residence | | | | Number of Children by Residence | |
|---|-------------------------------|------------------|---------------|--------------|---------------------------------|------------------|
| | St. Mary's | Mountain Village | Pitka's Point | Anchorage | St. Mary's | Mountain Village |
| 1 | 1 | | | | | |
| 2 | | 1 | | | 1 | |
| 3 | | 1 | | | 5 | 3 |
| 4 | 2 | 2 | | | | |
| 5 | 3 | 2 | | | | |
| 6 | 1 | 1 | | | | |
| 7 | | 1 | | | | |
| 8 | 1 | | | | | |
| 9 | 1 | 1 | | | | |
| 10 | 10 | 5 | | | | |
| 12 | 40 | 20 | 1 | 1 | | |
| Total Number of Residents Reported | 59 | 34 | 1 | 1 | 6 | 3 |
| Average Months Worked Per Year | 10.63 | 9.85 | 12.00 | 12.00 | 2.83 | 3.00 |

Source: Resident survey and Northern Economics, Inc. analysis

2.5 Income and Poverty Status

The Kusilvak Census Area is one of the poorest census areas (or equivalent) in the country. Overall, in 2016 inflation-adjusted dollars, 38 percent of households earned less than \$30,000 annually, and the median household income was \$38,160. Of the five cities in the study area, St. Mary's had the highest median household income, at over \$43,000, and a per capita income of nearly double that of the census area, at \$20,872. Household and individual incomes are shown in detail in Table 15.

Table 15. Household and Individual Income, Kusilvak Census Area and Study Area Cities, 2016

| Place | Number with Households with Annual Earnings of | | | | | Median Household Income (2016 \$) | Per Capita Income (2016 \$) |
|----------------------|--|-------------------|-------------------|-------------------|-------------------|-----------------------------------|-----------------------------|
| | Up to \$29,999 | \$30,000-\$49,999 | \$50,000-\$74,999 | \$75,000-\$99,999 | \$100,000 or more | | |
| Kusilvak Census Area | 662 | 456 | 301 | 149 | 166 | 38,160 | 11,701 |
| St. Mary's | 38 | 51 | 34 | 15 | 9 | 43,125 | 20,872 |
| Marshall | 39 | 17 | 10 | 7 | 7 | 30,833 | 11,525 |
| Mountain Village | 64 | 52 | 27 | 22 | 9 | 37,813 | 13,332 |
| Pilot Station | 60 | 21 | 29 | 7 | 12 | 32,750 | 9,674 |
| Russian Mission | 27 | 21 | 9 | 9 | 8 | 35,000 | 8,911 |

Source: U.S. Census Bureau (2016)

Note: These are 5-year estimates from 2012–2016 surveys, adjusted to 2016 dollars.

With a population of 582 in 2016 (see Table 1) and an estimated per capita income of \$20,872, St. Mary's combined community income is approximately \$12.1 million.

The resident survey asked residents to provide their household income in ranges similar to the Census data. Table 16 shows the responses for income in 2016 and Table 17 shows the 2017 income.

Table 16. Responses by Household Income in 2016

| 2016 Income Range (\$) | Place of Residence | | | |
|------------------------|----------------------|------------------|---------------|-----------|
| | St. Mary's | Mountain Village | Pitka's Point | Anchorage |
| | Number of Households | | | |
| 0 to 29,999 | 8 | 7 | 1 | |
| 30,000 to 49,999 | 9 | 5 | | |
| 50,000 to 74,999 | 6 | 4 | | 1 |
| 75,000 to 99,999 | 4 | | | |
| 100,000 or more | 3 | | | |
| Total Responses | 30 | 16 | 1 | 1 |

Source: Resident survey and Northern Economics, Inc. analysis

Table 17. Responses by Household Income in 2017

| 2017 Income Range (\$) | Place of Residence | | | |
|------------------------|----------------------|------------------|---------------|-----------|
| | St. Mary's | Mountain Village | Pitka's Point | Anchorage |
| | Number of Households | | | |
| 0 to 29,999 | 6 | 6 | 1 | |
| 30,000 to 49,999 | 11 | 7 | | |
| 50,000 to 74,999 | 6 | 4 | | |
| 75,000 to 99,999 | 4 | | | 1 |
| 100,000 or more | 3 | | | |
| Total Responses | 30 | 17 | 1 | 1 |

Source: Resident survey and Northern Economics, Inc. analysis

As shown in Table 18, the Census data align well with survey responses from St. Mary's residents. The survey is slightly underweight in the \$30,000–\$74,999 income range, but close enough for survey results to be reasonably representative.

Table 18. Comparison of Income in St. Mary's, U.S. Census Bureau Estimates and Resident Survey, 2016

| Source of Estimate | Number with Households with Annual Earnings of | | | | |
|--------------------------|--|-------------------|-------------------|-------------------|-------------------|
| | Up to \$29,999 | \$30,000-\$49,999 | \$50,000-\$74,999 | \$75,000-\$99,999 | \$100,000 or more |
| | Number of Responses | | | | |
| 2016 ACS 5-Year Estimate | 38 | 51 | 34 | 15 | 9 |
| Resident Survey | 8 | 9 | 6 | 4 | 3 |
| | Percent of Total Responses | | | | |
| 2016 ACS 5-Year Estimate | 26 | 35 | 23 | 10 | 6 |
| Resident Survey | 27 | 30 | 20 | 13 | 10 |

Source: U.S. Census Bureau (2016), resident survey, and Northern Economics, Inc. analysis

Note: The ACS estimates are 5-year estimates from 2012–2016 surveys, adjusted to 2016 dollars.

The resident survey results from Mountain Village residents are not representative, according to the Census data, so analysis of employment and income in the remainder of this section is primarily focused on St. Mary's.

The resident survey asked about the percentage of employment that was received from non-fisheries-related employment and from commercial fishing and processing employment. Table 19 shows the results from that question.

Table 19. Income from Employment, Non-Fisheries-Related and Fisheries-Related, 2017

| Place of Residence | 2017 Income (\$) | Average Percentage of Income From | |
|--|------------------|--|-----------------------------------|
| | | Non-Fisheries-Related Employment (Public or Private) | Commercial Fishing and Processing |
| St. Mary's | 0 to 29,999 | 48 | 10 |
| | 30,000 to 49,999 | 67 | 25 |
| | 50,000 to 74,999 | 68 | 22 |
| | 75,000 to 99,999 | 50 | 1 |
| | 100,000 or more | 83 | 7 |
| St. Mary's Average (unweighted) | | 63 | 16 |
| Mountain Village | 0 to 29,999 | 25 | 36 |
| | 30,000 to 49,999 | 52 | 28 |
| | 50,000 to 74,999 | 73 | 3 |
| Mountain Village Average (unweighted) | | 48 | 24 |
| Pitka's Point | 0 to 29,999 | 75 | 5 |
| Anchorage | 75,000 to 99,999 | 10 | 0 |

Source: Resident survey and Northern Economics, Inc. analysis

Note: Rows do not total 100 percent because of additional sources of income. Some individual responses were edited to total 100 percent.

As shown in the table, all income ranges reported a substantial amount of income derived from non-fisheries-related employment, while fisheries-related income varied considerably. In St. Mary's, one-quarter of income for those in the \$30,000-\$49,999 range came from commercial fishing and

processing, but for households earning \$75,000 or more, that percentage dropped to less than 10 percent. The table provides an average across all responses by community, though it has not been weighted by income range. In St. Mary's, the average response was that fisheries-related income was 16 percent of the total for their household, and that percentage increased to 24 percent for those from Mountain Village.

The low income in the region translates into high rates of poverty, as seen in Table 20. One-third of families in the census area are below the poverty level. Due to its higher overall income, St. Mary's has the lowest poverty rate of the five cities, with 20 percent of families and 24 percent of all people below the poverty level.

Table 20. Poverty Status, Kusilvak Census Area and Study Area Cities, 2016

| Place | Percent Below the Poverty Level | |
|----------------------|---------------------------------|------------|
| | Families | All People |
| Kusilvak Census Area | 33.1 | 36.0 |
| St. Mary's | 20.0 | 23.6 |
| Marshall | 29.2 | 29.9 |
| Mountain Village | 35.3 | 34.1 |
| Pilot Station | 39.8 | 43.9 |
| Russian Mission | 34.7 | 37.4 |

Source: U.S. Census Bureau (2016)

2.6 Subsistence Activities

Many residents participate in subsistence activities in addition to or in lieu of paid employment. Reported subsistence activity from the resident survey is presented in Table 21. The survey found a majority of adults in St. Mary's participated in subsistence year-round, though several reported shorter periods, other during the summer or fall. On average, adults St. Mary's reported participating in subsistence activities almost 9 months each year, along with more than 6 months of average subsistence activity for children.

Table 21. Seasonality of Subsistence: Number of Residents Participating in Subsistence Activities, by Number of Months per Year

| Number of Months Spent on Subsistence Activities Each Year | Number of Adults by Residence | | | | Number of Children by Residence | |
|--|-------------------------------|------------------|---------------|-------------|---------------------------------|------------------|
| | St. Mary's | Mountain Village | Pitka's Point | Anchorage | St. Mary's | Mountain Village |
| 1 | 1 | | | | | |
| 2 | 2 | 1 | | | | |
| 3 | 4 | 7 | | | | 2 |
| 4 | 5 | 1 | | 1 | 1 | |
| 5 | 6 | | | | | |
| 6 | 6 | 6 | | | 6 | 6 |
| 7 | 2 | 4 | | | | 1 |
| 8 | 1 | | | | | 1 |
| 9 | | | | | | 1 |
| 10 | 1 | 2 | | | | |
| 11 | 3 | | | | 1 | |
| 12 | 36 | 25 | 1 | | | 4 |
| Total Number of Residents Reported | 67 | 46 | 1 | 1 | 8 | 15 |
| Average Months of Subsistence Activity Per Year | 8.96 | 8.93 | 12.00 | 4.00 | 6.38 | 7.60 |

Source: Resident survey and Northern Economics, Inc. analysis

2.7 Importance of Employment and Income to Residents

Employment and income is an important factor in determining where people live. Lack of employment opportunities, low wages, and a high cost of living (which can be viewed as a reduction of income) can individually and collectively impact an individual's choice to live in a place. Other factors, including cultural and familial factors, play a role but are not quantifiable. To evaluate the importance of employment and wages to residents of the Kusilvak Census Area, the team conducted regressions to examine their role in predicting changes to population. A summary of the regression results is shown in Table 22. Wages had the greatest predictive power, with variations in total wages explaining 90 percent of changes in population, and those impacts reaching 72–130 people per million dollars of wages.

Table 22. Regression Results, Effect of Employment and Wages on Population in Kusilvak Census Area

| Result | Total (Public and Private) | | Private Sector Only | |
|-------------------------------------|----------------------------|------------------------|---------------------|------------------------|
| | Employment | Wages (Millions of \$) | Employment | Wages (Millions of \$) |
| R Squared | 0.660 | 0.904 | 0.725 | 0.811 |
| Coefficient | 5.470 | 72.038 | 6.184 | 130.309 |
| P Value | 0.004 | 0.000 | 0.002 | 0.000 |
| Significant at 95% Confidence Level | Yes | Yes | Yes | Yes |

Source: ADOLWD (2008-2018) and Northern Economics, Inc. analysis

3 Regional Fishing and Processing Activity

There are three different salmon species harvested in the St. Mary's area: chinook (king), chum (keta) and coho (silver). Salmon are anadromous. They spend the first part of their life in fresh water then travel downstream to the ocean to grow. When they are mature they return upriver to the drainage where they hatched to spawn and then die. The time spent as juveniles in fresh water and rearing in the ocean varies by species. The salmon travel up the Yukon River to their natal spawning grounds during the summer and fall and are available for harvest at any specific location only while they transit the region.

The returning run strength of each species varies by year and each has shown population swings over the past several decades (JTC 2018). The data show that returns for all species and seasonal runs are increasing or at stable, acceptable levels. The reasons for population decline, and increases, are not fully understood. Unlike fish stocks in much of North America, there are very few upriver negative impacts that are directly human related. At-sea survival of salmonids is not fully understood. For the past decade there has been a concerted effort to reduce salmon bycatch in large offshore fisheries in U.S. waters, which has coincided with increasing chinook returns. However, it is presumed that non-directly human induced factors such as variations in water temperature, phytoplankton availability, diatom blooms, and natural predation play significant roles.

The Yukon River salmon fisheries in Alaska are managed by the Alaska Department of Fish and Game (ADF&G). There are different management objectives for each species and season run. In general, these focus on allowing sufficient escapement to meet spawning goals followed by subsistence needs and other uses. Since some of the salmon migrate as far as Canada, there are also international agreements affecting harvestable amounts. In addition, the summer and fall fisheries are managed by different offices in ADF&G the summer out of the Anchorage office and the fall out of Fairbanks. All of these considerations constrain what can be harvested in the lower river as well as the timing of fisheries to allow adequate escapement for the various upriver runs. The majority of commercial harvest for the entire drainage occurs in the lower Yukon River.

The lower Yukon River fishing region extends to a point about midway between the communities of Marshall and Russian Mission. This region is divided into 2 districts, north (downriver) of Mountain Village. The communities of Alakanuk, Emmonak, Kotlik and Nunam Iqua comprise all the communities in District 1. The communities of Mountain Village, St Mary's, Pitka Point, Pilot Station and Marshall comprise all the communities in District 2. Overall management of the region includes gear restrictions based on timing and run strength as well as district-specific openings based on salmon presence, processor availability, and other factors. Commercial harvests in Districts 1 and 2 are essentially managed overall as one unit focused on ensuring adequate upriver escapement and use surpluses available for commercial harvest. Each district is managed through multiple openings, gear restrictions, and timing of openings.

The summer fishery begins when there are sufficient numbers of salmon expected to arrive in each district. Gears are limited to dip nets and beach seines in order to reduce chinook bycatch. When sufficient escapement has occurred upriver, drift gill nets are permitted. The summer season ends by management practice on July 16, at which time the fall season begins. This season change roughly corresponds to a decrease in chum salmon availability in the lower river and anticipates the beginning of the change in stocks entering the river (Table 23).

Table 23. Number of Salmon Fishery Openings by District and Season, 2012–2017

| Year | Summer | | | | Fall | |
|------------------------------|----------------------------|-----------|----------------------------|-----------|------------|------------|
| | District 1 | | District 2 | | District 1 | District 2 |
| | Dip Net/ Beach Seine | Drift Net | Dip Net/ Beach Seine | Drift Net | | |
| 2012 | 0 | 10 | 0 | 6 | 13 | 11 |
| 2013 | 15 | 11 | 17 | 5 | 11 | 11 |
| 2014 | 21 | 6 | 23 | 6 | 12 | 8 |
| 2015 | 19 | 8 | 20 | 7 | 14 | 14 |
| 2016 | 13 | 16 | 9 | 11 | 26 | 23 |
| 2017 | 10 | 12 | 7 | 2 | 18 | 15 |
| Average 2013-2016 | 17 | 10 | 17 | 7 | 16 | 14 |

Sources: ADF&G Summer and Fall Fishery Summaries, 2012–2017a and b

The average number of openings for the 2012–2016 period shows that District 1 typically has more openings than District 2. In 2017, far fewer openings were scheduled in District 2 due to a reduction in processing capacity (ADF&G 2012–2017a). Discussions with the fishery managers helped explain some of the differences (Carroll 2018, Estensen 2018). The Kwik'Pak processor in District 1 has freezing and value-added processing capabilities and therefore can both hold fish longer and require less lift capacity to ship a given volume of round fish. Because the District 2 summer fishery begins after that in District 1 due to fish availability, and both end July 16, there are fewer drift gillnet openings possible in District 2. While the fall fishing season occurs over a longer period than the summer season, managers allow only two fishing periods per week until sufficient escapement is verified. The main fall chum and coho runs do not appear until mid-August and they pulse relatively quickly, after which their presence in the lower river declines dramatically.

Over the past five years the first opening in District 1 has ranged from June 9 to June 18 while District 2 typically opens several days later. Likewise, the change in allowable gear to drift nets has occurred from June 23 to July 3 in District 1 and as late as July 11 in District 2. The average opening date for each gear opening by district is presented for the period 2013 to 2016 in Table 24.

Table 24. Date of Salmon Fishery Openings by District Gear Type, 2012-2017

| Year | Dip Net/ Beach Seine | Drift Net | Dip Net/ Beach Seine | Drift Net |
|--------------------------|-------------------------|-------------|-------------------------|------------|
| 2012 | N/A | 29-Jun | N/A | 2-Jul |
| 2013 | 6/18 | 7/2 | 6/20 | 7/8 |
| 2014 | 6/9 | 7/3 | 6/9 | 7/6 |
| 2015 | 6/11 | 7/2 | 6/15 | 7/6 |
| 2016 | 6/7 | 6/25 | 6/14 | 6/27 |
| 2017 | 6/10 | 6/23 | 6/21 | 7/11 |
| Average 2013-2016 | 6/11 | 6/30 | 6/14 | 7/4 |

Sources: ADF&G 2012-2017a and b

3.1 Fishermen

The people of the area have historically depended on subsistence salmon harvests for much of their protein needs. Even today, over half the households participate in subsistence salmon fishing (Table 25). Most of these families maintain fishing boats and gear in order to participate in this important activity. The average fishing household takes 110 salmon for subsistence purposes. These fish are shared with other, non-fishing households so that all in the community have access to subsistence salmon.

Table 25. Subsistence Salmon Harvest in District 2, Yukon River, 2015

| Community | Subsistence Harvest, Number of Salmon | | | | | |
|------------------|---------------------------------------|------------|--------------|--------------|---------------|--------------|
| | Households | | Chinook | Coho | Chum | |
| | Total | Fishing | | | Summer | Fall |
| Mountain Village | 170 | 104 | 370 | 723 | 6,063 | 1,398 |
| Pitka's Point | 33 | 18 | 44 | 72 | 1,225 | 172 |
| St. Mary's | 135 | 87 | 261 | 391 | 8,216 | 1,611 |
| Pilot Station | 121 | 60 | 382 | 305 | 4,702 | 1,346 |
| Marshall | 105 | 50 | 128 | 1,511 | 4,351 | 1,731 |
| Total | 564 | 319 | 1,185 | 3,002 | 24,557 | 6,258 |

Source: Jallen et al., 2017

The commercial fishery, while seasonal, is the largest single employer in each of the villages in the area. It is also, by far, the largest private sector source of employment in an area with very little manufacturing, services, or businesses.

Fishing is limited entry by transferable license permit. Fishing operations are typically composed of family units, often of three or more people. These include a permit holder and related family members, most often multi-generational. Therefore, the number of permits in a community is a conservative approximation of the number of households participating in the fishery and likely an undercount. A count of permits by community (Table 26) therefore represents about 45 percent of the households shown in Table 25 and 75 percent of the subsistence households.

Table 26. Permit Ownership and Use in Yukon River District 2 Communities, 2015-2018

| Community | Year | Permits | | |
|------------------------------|-------------|------------|------------|------------|
| | | Fished | Not Fished | Owned |
| Marshall | 2015 | 36 | 2 | 38 |
| | 2016 | 36 | 2 | 38 |
| | 2017 | 38 | 7 | 45 |
| | 2018 | - | - | 39 |
| Mountain Village | 2015 | 66 | 7 | 73 |
| | 2016 | 68 | 4 | 72 |
| | 2017 | 64 | 7 | 71 |
| | 2018 | - | - | 66 |
| Pilot Station | 2015 | 53 | 2 | 55 |
| | 2016 | 52 | 3 | 55 |
| | 2017 | 50 | 8 | 58 |
| | 2018 | - | - | 58 |
| St. Mary's and Pitka's Point | 2015 | 70 | 4 | 74 |
| | 2016 | 72 | 4 | 76 |
| | 2017 | 72 | 5 | 77 |
| | 2018 | - | - | 76 |
| Total | 2015 | 225 | 15 | 240 |
| | 2016 | 228 | 13 | 241 |
| | 2017 | 224 | 27 | 251 |
| | 2018 | - | - | 239 |

Source: CFEC, 2018. Sorted by owner's zip code

Fishermen are on boats and therefore mobile. There is no restriction on which district they can fish in. Therefore, there is movement of boats between districts along the river. People boat downriver to District 2 from Russian Mission and Holy Cross. Fishermen from District 1 and 2 sometimes go into the other district based on fishery opening or processor availability.

During the beginning of the summer season, fishermen are restricted to beach seines or dip nets to conserve chinook salmon which are released alive. Boats often carry three or four dip netters during this season. Chums caught by dip net suffer no net marks and are of very high quality.

3.2 Commercial Harvest

Commercial harvests vary by year and species depending on run strength, processor availability, number of openings, and a variety of other factors. Commercial harvests from 2005 through 2017 are presented in Table 27 through Table 30.

Table 27. Lower Yukon River Summer Chum Commercial Harvests, 2005–2017

| Year | Permit Holders | | Harvest, Number of Fish | | | Total Harvest, lb | \$/lb | Harvest Value | Average lb/Fish |
|---|----------------|------------|-------------------------|------------|---------|-------------------|-------|---------------|-----------------|
| | District 1 | District 2 | District 1 | District 2 | Total | | | | |
| 2005 | 370 | 228 | 23,965 | 8,313 | 32,278 | 220,080 | 0.05 | 11,004 | 6.8 |
| 2006 | 379 | 214 | 21,816 | 25,543 | 47,359 | 477,240 | 0.05 | 23,862 | 10.1 |
| 2007 | 359 | 220 | 106,790 | 69,432 | 176,222 | 1,161,658 | 0.19 | 220,715 | 6.6 |
| 2008 | 266 | 181 | 67,459 | 58,139 | 125,598 | 817,325 | 0.40 | 326,930 | 6.5 |
| 2009 | 213 | 166 | 71,355 | 86,571 | 157,926 | 1,029,712 | 0.50 | 514,856 | 6.5 |
| 2010 | 264 | 181 | 102,267 | 80,948 | 183,215 | 1,173,114 | 0.70 | 821,180 | 6.4 |
| 2011 | 230 | 183 | 163,439 | 103,071 | 266,510 | 1,734,677 | 0.75 | 1,301,008 | 6.5 |
| 2012 | 242 | 178 | 150,800 | 57,049 | 207,849 | 1,306,041 | 0.75 | 979,531 | 6.3 |
| 2013 | 220 | 174 | 207,871 | 171,272 | 379,143 | 2,294,271 | 0.75 | 1,720,703 | 6.1 |
| 2014 | 231 | 183 | 198,240 | 229,107 | 427,347 | 2,748,110 | 0.60 | 1,648,866 | 6.4 |
| 2015 | 270 | 177 | 172,639 | 181,447 | 354,086 | 2,099,847 | 0.60 | 1,259,908 | 5.9 |
| 2016 | 245 | 198 | 293,576 | 228,267 | 521,843 | 3,172,483 | 0.60 | 1,903,490 | 6.1 |
| 2017 | 284 | 114 | 345,395 | 47,770 | 393,165 | 2,450,588 | 0.60 | 1,470,353 | 6.2 |
| Average harvest 2013–2016 | | | 202,523 | | | | | | |
| Average harvest, value and \$/lb, 2008–2017 | | | | | 301,668 | 1,882,617 | 0.63 | 1,194,683 | 6.2 |

Source: Northern Economics Analysis of data from ADF&G 2012–2017a

Table 28. Lower Yukon River Summer Chinook Commercial Harvests, 2005–2017

| Year | Harvest, Number of Fish | | | Total Harvest, lb | \$/lb | Harvest Value | Average lb/Fish |
|-----------|---------------------------------------|------------|--------|-------------------|-------|---------------|-----------------|
| | District 1 | District 2 | Total | | | | |
| 2005 | 16,694 | 13,413 | 30,107 | 569,128 | 3.43 | 1,952,109 | 18.9 |
| 2006 | 23,748 | 19,843 | 43,591 | 835,119 | 3.94 | 3,290,367 | 19.2 |
| 2007 | 18,616 | 13,306 | 31,922 | 519,870 | 3.73 | 1,939,114 | 16.3 |
| 2008 | 2,530 | 2,111 | 4,641 | 70,144 | 4.64 | 325,470 | 15.1 |
| 2009 | 90 | 226 | 316 | 4,194 | 5.00 | 20,970 | 13.3 |
| 2010 | 5,744 | 4,153 | 9,897 | 127,846 | 5.00 | 639,230 | 12.9 |
| 2011–2017 | No commercial chinook harvest allowed | | | | | | |

Source: Northern Economics Analysis of data from ADF&G 2012–2017a

Table 29. Lower Yukon River Fall Chum Commercial Harvests, 2005–2017

| Year | Permit Holders | | Harvest, Number of Fish | | | Total Harvest, lb | \$/lb | Harvest Value | Average lb/Fish |
|--|----------------|------------|-------------------------|----------------|---------|-------------------|-------------|------------------|-----------------|
| | District 1 | District 2 | District 1 | District 2 | Total | | | | |
| 2005 | 177 | 0 | 130,525 | 0 | 130,525 | 989,681 | 0.32 | 316,698 | 7.6 |
| 2006 | 219 | 71 | 101,254 | 39,905 | 141,159 | 1,013,185 | 0.20 | 202,637 | 7.2 |
| 2007 | 181 | 122 | 38,852 | 35,826 | 74,678 | 534,281 | 0.27 | 144,256 | 7.2 |
| 2008 | 251 | 177 | 67,704 | 41,270 | 108,974 | 779,944 | 0.55 | 428,969 | 7.2 |
| 2009 | 165 | 30 | 11,911 | 12,072 | 23,983 | 155,397 | 0.70 | 108,778 | 6.5 |
| 2010 | 72 | 18 | 545 | 270 | 815 | 5,428 | 1.00 | 5,428 | 6.7 |
| 2011 | 234 | 169 | 127,735 | 100,731 | 228,466 | 1,627,575 | 1.00 | 1,627,575 | 7.1 |
| 2012 | 266 | 201 | 139,842 | 129,284 | 269,126 | 1,847,400 | 0.75 | 1,385,550 | 6.9 |
| 2013 | 251 | 197 | 106,588 | 106,274 | 212,862 | 1,538,937 | 0.75 | 1,154,203 | 7.2 |
| 2014 | 256 | 199 | 51,829 | 59,138 | 110,967 | 829,300 | 0.75 | 621,975 | 7.5 |
| 2015 | 266 | 184 | 100,562 | 74,214 | 174,776 | 1,270,237 | 0.60 | 762,142 | 7.3 |
| 2016 | 275 | 197 | 226,576 | 213,340 | 439,916 | 3,078,774 | 0.68 | 2,093,566 | 7.0 |
| 2017 | 318 | 144 | 328,410 | 134,668 | 463,078 | 3,397,053 | 0.60 | 2,038,232 | 7.3 |
| Average harvest 2011–2017 | | | 154,506 | 116,807 | | 1,941,325 | | | 7.2 |
| Average harvest, value and \$/lb, 2008–2017 | | | | | | 1,453,004 | 0.70 | 1,022,642 | |

Source: Northern Economics Analysis of data from ADF&G 2012–2017b

Table 30. Lower Yukon River Fall Coho Commercial Harvests, 2005–2017

| Year | Harvest, Number of Fish | | | Total Harvest, lb | \$/lb | Harvest Value | Average lb/Fish |
|---|-------------------------|---------------|---------|-------------------|-------------|----------------|-----------------|
| | District 1 | District 2 | Total | | | | |
| 2005 | 36,533 | 0 | 36,533 | 261,853 | 0.32 | 83,793 | 7.2 |
| 2006 | 39,323 | 14,482 | 53,805 | 251,495 | 0.20 | 50,299 | 4.7 |
| 2007 | 21,720 | 21,487 | 43,207 | 327,869 | 0.39 | 127,869 | 7.6 |
| 2008 | 13,946 | 19,248 | 33,194 | 223,481 | 0.97 | 216,777 | 6.7 |
| 2009 | 5,992 | 1,577 | 7,569 | 52,176 | 1.00 | 52,176 | 6.9 |
| 2010 | 1,027 | 1,023 | 2,050 | 13,690 | 1.50 | 20,535 | 6.7 |
| 2011 | 45,335 | 24,184 | 69,519 | 472,168 | 1.00 | 472,168 | 6.8 |
| 2012 | 39,757 | 29,063 | 68,820 | 427,618 | 1.25 | 534,523 | 6.2 |
| 2013 | 27,304 | 31,456 | 58,760 | 412,725 | 1.10 | 453,998 | 7.0 |
| 2014 | 54,804 | 48,602 | 103,406 | 706,665 | 1.00 | 706,665 | 6.8 |
| 2015 | 66,029 | 54,860 | 120,889 | 880,881 | 0.70 | 616,617 | 7.3 |
| 2016 | 113,669 | 67,208 | 180,877 | 1,143,844 | 1.00 | 1,143,844 | 6.3 |
| 2017 | 95,982 | 33,277 | 129,259 | 814,580 | 1.00 | 814,580 | 6.3 |
| Avg. harvest 2014–2016 | 78,167 | 56,890 | | 910,463 | | | |
| Avg. harvest, value and \$/lb, 2008-2017 | | | | 514,783 | 0.98 | 503,188 | |

Source: Northern Economics Analysis of data from ADF&G 2012–2017b

Reported statistics do not provide a unique total for permit holder participation. However, a comparison of Table 26 with Table 27 through Table 30, shows that District 2 permit holders must be participating in District 1, as is especially obvious for 2017. Since each boat typically has three or four fishermen, the total participation is over 1,200 individuals, of whom almost all are local area residents.

Overall harvests have varied greatly from year to year. The significant decrease in harvest in 2017 is related to absence of the historic St. Mary's processor Boreal Fisheries. From at least 1977 through 2007, chinook salmon provided half or significantly more of the harvest value (ADF&G 2012–2017a). According to all processors, there are surplus fish available for harvest in addition to what is taken, particularly for summer chum. The given reasons for reduced harvests is lack of lift capacity.

Total price paid to fishermen for all salmon species from 2005 through 2017 is presented in Table 31. The overall value has varied tremendously during the period, with the nadir reached in 2009. That year Kwik'Pak seems to have been virtually the only purchaser in the combined lower river reporting salmon purchases of \$672,941, or 97 percent of reported purchases. All of this money is produced by the private sector and originates where the product is ultimately sold, outside the region and, most likely, outside the State of Alaska.

Table 31. Total Commercial Salmon Harvest Value, Districts 1 and 2, 2005–2017

| Year | Total Harvest Value (\$) | Year | Total Harvest Value (\$) |
|------|--------------------------|------|--------------------------|
| 2005 | 2,363,604 | 2012 | 2,899,604 |
| 2006 | 3,567,165 | 2013 | 3,328,904 |
| 2007 | 2,431,954 | 2014 | 2,977,506 |
| 2008 | 1,298,146 | 2015 | 2,638,667 |
| 2009 | 696,780 | 2016 | 5,140,900 |
| 2010 | 1,486,373 | 2017 | 4,323,165 |
| 2011 | 3,400,751 | | |

Source: Northern Economics Analysis of data from ADF&G 2012, 2016 and 2017

3.3 Processors

At this time there are three processors operating on the lower Yukon River. Kwik'pak Fisheries is located in Emmonak and is the largest of the three. Boreal Fisheries and FishPeople both operate out of St. Mary's. Over the past 40 years, there have been more than 30 processors who have operated in the region. Many were there only when chinook harvests were allowed. The lack of sufficient infrastructure, high costs of transportation, and low profit margins inherent in the region have driven others out.

Kwik'pak is wholly owned by the Yukon Delta Fisheries Development Association (YDFDA). YDFDA is a Community Development Quota (CDQ) organization representing the four villages near the mouth of the Yukon as well as Mountain Village and Grayling. (Alstrom and Schultheis 2018) Its mission is to provide employment and sustainable economic and social benefits to the people of its six communities. Kwik'pak is the only processor operating in District 1. It can process salmon into fillet (including vacuum packing) and head and gut product forms. It has limited chilling and freezing capacity and can only hold 600,000 pounds (lb) of product. Company representatives state that Kwik'Pak was operating at capacity during 2017. During production, it employs 225 workers per day and in 2017 employed 603 unique workers. According to company representatives, 97 percent of these workers are from the region. The processor's payroll varies between \$4-5 million each year. When there is a lack of processing capacity in District 2, Kwik'pak has operated a buying station in Mountain Village. This was the case in 2017

when it was the only buyer during the summer fishery. Fish bought there are transported by boat to Emmonak for processing.

That Kwik'Pak is owned by a non-profit CDQ group is of great importance. YDFDA is dedicated to providing fishing opportunities and employment in its member villages. The six CDQ groups were created in 1992 to provide such opportunities to regions along the Bering Sea coast that lacked sufficient infrastructure and that had cost barriers that led to repeated private-sector fishing failures. To that end, all CDQ groups have shown that they will subsidize local fisheries in order to provide local income and jobs.

Boreal Fisheries has operated out of St. Mary's for 45 years although it was not operational in 2017 (Crawford 2018). It rents property from the airport for its processing facility. There it produces primarily head and gut product and has no freezing capacity. It ships all its product on ice. It also has the capacity to fillet the fish to keep shipping costs down. When operating it employs about 60 local residents. Its combined payroll and local purchase expense is about \$3 million per year.

FishPeople is a new processor to the area, operating for the first time in the fall of 2017. (Baratoff 2018) It has produced only round product, which is air shipped iced. During its first year, FishPeople operated off the dock in St. Mary's. It employed six local workers and spent \$160,000 locally on rent, equipment, lodging and food. Plans for 2018 include processing all season, an increased work force to about 25, and greatly increased fish purchases.

3.4 Processed Fish Transportation

All three processors stated clearly that the constraint to processing more fish is air lift capacity. There are three air carriers with large cargo load capacity, one of which operates a jet that will cease operations to St. Mary's in the fall of 2018. With the loss of jet service to St. Mary's there will be a reduction in lift capacity to haul fish, which will impact not only St. Mary's but also other communities in the region.

All fish products from all processors are shipped out of the region by air. The Yukon River experiences heavy shoaling in its lower stretches and only has 13' draft. This precludes large barges and vessels from entering the river. None of the barges traveling along the coast are capable of carrying refrigerated vans. The last time barge service with refrigerated vans was available, the cost was \$0.25 per pound more expensive than air shipment to the Seattle area, according to Kwik'Pak.

While a Boeing 737-200 jet with gravel kit (the only one in the State of Alaska) currently serves St. Mary's, the owner has arranged its sale out of the country in September of 2018. This means that the only planes currently or foreseeably available to service the region will be McDonnell Douglas DC6s and Lockheed C130s, all of which are aged.

Fish that are iced, including all fish shipped from St. Mary's, are preferably shipped in large totes, either plastic or fiber. The other option is smaller boxes, which cost more on a per-pound basis and require more labor to fill and load on planes. Smaller aircraft cannot accommodate totes through their doors so increased labor, packaging and turnaround time is involved in shipping on them.

There are two general air shipment options: back haul and charter flight. During the fishing season, all flights near the region that haul freight in are utilized for backhaul of fish. This typically costs \$0.35 plus applicable taxes per pound on the jet and \$0.45/lb on other planes. Charter flights vary in cost but are reported to be about \$1.00 per pound. When the jet backhaul disappears in 2019, all fish will be lifted at a higher average cost. Since all available backhaul space is currently utilized, the only options left will be increased numbers of charter flights.

All processors have stated that their transportation costs will increase dramatically if either the runway is shortened to preclude larger aircraft or when the gravel equipped jet no longer operates. FishPeople calculated that with current lift capacity, including the only remaining larger plane in the state with gravel landing capability, only about 50,000 product lb per day could be hauled from St. Mary's. This requires 40 full days to haul two million pounds of fish. If haul rates are assumed to increase by an average of \$0.35 per pound, the overall increase from St. Mary's would be at least \$700,000 per year to haul the same amount of fish. This does not include the increased cost of labor and packaging.

3.5 Fisheries Effects on Communities

The fisheries are the largest employer of labor in each community in the region. In addition, they are private-sector workers in a region where most employment is related to government entities and non-profits. This means that income from employment in the fisheries decreases tax payer payments and subsidies, and vice versa.

Changes that increase the cost of harvesting, processing or transporting fish directly decrease the amount that is paid to fishermen as ex-vessel value. Harvest payment to fishermen is both the beginning and end of the fishery profit chain. Fish harvested in the region compete on the world market. Increased cost at any level through the production/transportation/marketing chain that does not also affect competing salmon products produced elsewhere will not result in a higher selling price for Yukon River salmon. According to all sources, there is little profit being made in the fisheries now. Therefore, anything that increases cost of harvest, processing or transportation directly translates into lower prices to fishermen since it is virtually the only significant variable price.

Reduced income to fishermen leads to a decrease in spending in the region, a lower economic multiplier, and increased need for government expenditures. The high poverty rates combined with the high cost of goods in the region suggests that disposable income is relatively low. Therefore, by extension, any reduction directly and meaningfully reduces private sector income in the region and both reduces demand of goods and services and increases need for government transfers and subsidies to cover basic necessities. Reports from St. Mary's in 2018 suggest anecdotally that there is less spending in local stores and that the decrease is directly related to significantly lower fish purchases there in 2017.

Subsistence activities are negatively impacted by decreased commercial fishing income. Much of the equipment used in commercial fishing such as boats, motors, certain types of fishing gear, and much else is also used for subsistence fishing. There is a large overlap between those families that commercial fish and those that subsistence fish. Income from commercial fishing allows purchase and replacement of equipment used for subsistence fishing. It also provides additional income for the purchase of fuel and other supplies used in subsistence activities.

3.6 Scenario Assumptions

The calculations necessary to evaluate different runway treatment scenarios are complicated by changing current conditions, future salmon run projections, and fishermen's performance, among other factors. The following list lays out the specific assumptions going into these scenarios:

- All values are in 2018 dollars and no adjustment is made for inflation or discount rate. Discount rate is not applied since the value of relatively small amounts in a subsistence economy is not easily adjusted to net present value nor would most participants be willing to make such an adjustment.
- Conversion of round chum salmon to dressed:

- All salmon will be shipped as head and gutted product from St. Mary's (Alstrom and Schultheis 2018; Baratoff 2018; Crawford 2018)
 - Chum weight conversion: round – Headed and gutted (H&G) head off is 74 percent (Crapo et al. 2004)
- Given the abundance of summer chum and the continued presence of processors, it is assumed that processing capacity in District 2, especially in St. Mary's, will increase to satisfy available harvest amounts.
- Airplane capacity for salmon:
 - Shipments of salmon are constrained by packaging. The preferred method from St. Mary's is iced and in totes. Care is taken to cool the fish and drain water before shipment to reduce shipment of ice. Also, stacking of totes and boxes can limit use of full capacity. It is reported that C-130 can contain 88% of its rated capacity in salmon (Crawford 2018). This is the capacity percentage used in this analysis for all aircraft types.
- Future summer salmon harvestable volumes (Carroll 2018 and ADF&G 2012–2017a)
 - ADF&G's management strategy for the summer fishery is to ensure chinook passage with gear restrictions. When sufficient passage has been identified, commercial drift gill net fishing is permitted. Openings in Districts 1 and 2 are then related more to processor availability than other factors.
 - Fishing for chinook is considered to remain restricted and, if allowed, harvestable volume will not impact either scenario (simplifying assumption).
 - The chinook conservation measures will continue consisting of gear restricted to dip nets and beach seines for the beginning of the season.
 - Daily fishing harvest levels in the gear restricted fishery will be set to those in 2017 to reflect fishermen's growing experience.
 - During 2017 there were 1.5 million summer chum available for harvest and only about 0.5 million were taken system wide. This level of harvestable surplus is expected to continue for the foreseeable future.
- Future fall salmon harvestable volumes (Estensen 2018, ADF&G 2012-2017b):
 - ADF&G's management strategy for the fall season is to begin fishing with two openings per week and increase when fish are present in the river and escapement goals are realizable. In recent years this has meant approximately four weeks of two openings per week followed by two weeks in the end of August of four openings per week. Openings do occur into early September but catch rates are not reliable.
 - Coho typically do not appear in the river in appreciable numbers until mid-August. Their largest presence is during the last half of August. Fall chum fishing typically slows appreciably after the season change and then a large return appears in mid-August.
 - A harvestable surplus of over 1 million chum is expected in the foreseeable future.
 - Coho returns will resemble the average of 2014–2017 for the foreseeable future.
- Maximum harvest
 - District 1

- Based on all personal communications, harvest of salmon in District 2 in both the summer and fall seasons is constrained at least in part by current lift capacity. District 1 fish are processed in Emmonak as well as some fish from District 2 that are purchased at Mountain Village. In most cases is not possible to separate the salmon purchased in Mountain Village from other salmon purchased in District 2. However, during the summer season in 2017, there was no significant buyer in St. Mary's and therefore virtually all fish harvested in District 2 were sold in Mountain Village, processed by Kwik'Pak in Emmonak, and flown out from there. Kwik'Pak representatives have stated that in 2017 it was operating at capacity (Alstrom and Schultheis 2018). Therefore, for purposes of this analysis, the 2017 summer harvest of 2,451,000 lb in the combined Districts 1 and 2 is considered the maximum that can be: (1) harvested in District 1 under the paved scenario, or (2) processed and flown out of Emmonak under the gravel scenario.
- The average weight of a summer chum salmon is 6.2 lb, the average for 2008–2017 (Table 27 and Table 28).
- The daily summer chum harvest for each gear type:
 - Dip nets and beach seines – 55,500 lb of chum salmon based on 2017 catch rate (ADF&G 2012-2017a).
 - Drift gill nets – 90,100 lb of chum salmon based on average 2013–2017 harvest rates (ADF&G 2012-2017a).
- The total daily harvest for District 1 in the fall season is set at the 2012–2016 average weight (see Table 32 below) of 57,900 lb of fall chum and 25,900 lb of coho per opening.
- District 2
 - The daily harvest for each gear type:
 - Dip nets and beach seines – 61,900 lb of chum salmon based on 2016 catch rate (ADF&G, 2013–2016). There was no buyer in St. Mary's during the 2017 summer season.
 - Drift gill nets – 65,300 lb of chum salmon based on average 2013-2016 harvest rates (ADF&G 2012–2017a).
 - Fishing openings during the summer season will not be constrained by fish abundance up to double of the average 2013-2016 harvest level of 202,500 fish or 1,255,500 lb (Table 27 and Table 28). Therefore, the seasonal limit is 2,511,000 lb.
 - The total harvest for District 2 in the fall season is set at the 2012-2016 average weight (Table 32) of 61,800 lb of fall chum and 25,000 lb of coho per opening.
- Fishery start and end dates:
 - The average summer season start dates for 2013-2016 by gear type (Table 24) will apply to future years.
 - Fall fishing will begin on July 17.

- Fall fishing will be assumed to end on September 3 based on a review of past ending dates.
- Number of openings:
 - The average number of openings from 2013-2016 by district (Table 23) will apply as a guide to the summer fishery.
 - The fall fishery will have 20 openings in each district on the following schedule:
 - 2 days per week for the first four weeks (July 17-August 14)
 - 5 days per week for the next two weeks (August 15-August 29)
 - 2 additional openings.
 - The total number of openings for any district or gear type will be restricted by the start dates and restricted to maximum of 6 days per week. This results in the following maximum number of openings:
 - District 1:
 - Summer restricted gear – 17 openings
 - Summer drift gear – 15 openings
 - Fall season – 20 openings
 - District 2:
 - Summer restricted gear – 17 openings
 - Summer drift gear – 12 openings
 - Fall season – 20 openings
- Gravel scenario specific assumptions:
 - Fishing in District 2 will be limited by air lift capacity out of St. Mary's without regard to equipment or weather constraints. Fish can be held on ice through the day after harvest (Alstrom and Schultheis 2018; Baratoff 2018; Crawford 2018).
- Paved scenario specific assumptions:
 - Fishing in District 2 will occur six days per week during the summer season until July 17 based on occasional processor equipment breakdowns, weather delays for air lift, and fishermen fatigue (assumption based on all personal communications and author's personal knowledge).
- Prices for salmon:
 - Ex-vessel prices for summer chum are set at the average 2008-2017 price of \$0.63/lb round weight (Table 27 and Table 28).
 - Ex-vessel prices for fall chum salmon are set at the average 2008-2017 price of \$0.70 (Table 29 and Table 30). The period begins in 2008 since that is when prices reached current levels.
 - Ex-vessel prices for coho salmon, which are caught in the fall season, are set at the average 2008-2017 price of \$0.98 (Table 29 and Table 30). The period begins in 2008 since that is when prices reached current levels.

Table 32. Lower Yukon River Fall Chum and Coho Average Harvest Per Day in Pounds, 2012–2016

| Fishery | Year | Fall openings | | Pounds Caught | | Average lb per Opening | |
|-----------|--------------------------|---------------|------------|---------------|------------|------------------------|---------------|
| | | District 1 | District 2 | District 1 | District 2 | District 1 | District 2 |
| Fall Chum | 2012 | 13 | 11 | 959,937 | 887,463 | 73,841 | 80,678 |
| | 2013 | 11 | 11 | 770,604 | 768,334 | 70,055 | 69,849 |
| | 2014 | 12 | 8 | 387,338 | 441,962 | 32,278 | 55,245 |
| | 2015 | 14 | 14 | 730,864 | 539,372 | 52,205 | 38,527 |
| | 2016 | 26 | 23 | 1,585,703 | 1,493,070 | 60,989 | 64,916 |
| | Average 2012-2016 | | | | | 57,874 | 61,843 |
| Coho | 2012 | 13 | 11 | 247,033 | 180,585 | 19,003 | 16,417 |
| | 2013 | 11 | 11 | 191,781 | 220,944 | 17,435 | 20,086 |
| | 2014 | 12 | 8 | 374,524 | 332,141 | 31,210 | 41,518 |
| | 2015 | 14 | 14 | 481,133 | 399,748 | 34,367 | 28,553 |
| | 2016 | 26 | 23 | 718,829 | 425,015 | 27,647 | 18,479 |
| | Average 2012-2016 | | | | | 25,932 | 25,011 |

Source: Northern Economics Analysis

3.7 Projected Fishery Harvests

Projected future fishery openings, harvests and value are presented for both District 1 and 2 in Table 33 and Table 34 on the following pages. In each case the data are projected by fishing week beginning from the average beginning date for that district. There are 13 such weekly periods in each scenario.

Weekly harvest rates in District 1 are projected to vary from 83,800 lb during the final week of the fall season to 540,600 lb during the two weeks of drift gill net fishing during the summer season. Adjusting for processing to H&G, the required weekly lift capacity varies from 62,012 lb to 400,044 lb. Throughout the season, a total of 3,971,000 lb of salmon are expected to be harvested with a total lift out of Emmonak of 2,938,540 lb. Based on average ex-vessel prices paid to fishermen, the direct local gross income to fishermen is expected to be \$2,764,090.

The same projections for District 2 show similar volumes and prices. Harvests vary from 86,000 lb to 391,800 lb during the same periods as in District 1. Weekly lift capacity required similarly varies from 64,232 lb to 289,932 lb. Total fishermen gross income is projected at \$2,511,817.

The projected harvests are higher than historical but reflect a number of factors including increased return strength, fishermen's increased experience and harvest rates for using dip nets and beach seines, increased processor interest in the fishery and managers' willingness to make fish available for harvest. Of equal importance is the underlying assumption that airlift is not a constraining factor in 2018. This premise is tested in the next section.

Table 33. Projected Lower Yukon River District 1 Salmon Openings, Harvest and Ex-Vessel Value

| Gear/Season | Total Openings | Week Beginning Date | | | | | | | | | | | | | Total | |
|------------------------|----------------|----------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|------------------|---------------------|-----------|
| | | June 11 | June 18 | June 25 | July 2 | July 9 | July 16 | July 23 | July 30 | August 6 | August 13 | August 20 | August 27 | September 3 | | |
| DN/BS | 17 | 6 | 6 | 5 | | | | | | | | | | | | |
| GN | 15 | | | 2 | 6 | 6 | 1 | | | | | | | | | |
| Fall | 20 | | | | | | 1 | 2 | 2 | 2 | 4 | 5 | 3 | 1 | | |
| Gear/Season | lb per Opening | Catch Weight per Week (lb) | | | | | | | | | | | | | | |
| DN/BS | 55,500 | 333,000 | 333,000 | 277,500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 943,500 |
| GN | 90,100 | 0 | 0 | 180,200 | 540,600 | 540,600 | 90,100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,351,500 |
| Fall chum | 57,900 | 0 | 0 | 0 | 0 | 0 | 57,900 | 115,800 | 115,800 | 115,800 | 231,600 | 289,500 | 173,700 | 57,900 | 1,158,000 | |
| Coho | 25,900 | 0 | 0 | 0 | 0 | 0 | 25,900 | 51,800 | 51,800 | 51,800 | 103,600 | 129,500 | 77,700 | 25,900 | 518,000 | |
| Total weekly lb | | 333,000 | 333,000 | 457,700 | 540,600 | 540,600 | 173,900 | 167,600 | 167,600 | 167,600 | 335,200 | 419,000 | 251,400 | 83,800 | 3,971,000 | |
| Required Lift Capacity | | 246,420 | 246,420 | 338,698 | 400,044 | 400,044 | 128,686 | 124,024 | 124,024 | 124,024 | 248,048 | 310,060 | 186,036 | 62,012 | 2,938,540 | |
| Species | \$ per lb | Catch Value per Week (\$) | | | | | | | | | | | | | | |
| Summer chum | 0.63 | 209,790.00 | 209,790.00 | 288,351.00 | 340,578.00 | 340,578.00 | 56,763.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1,445,850.00 | |
| Fall chum | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 40,530.00 | 81,060.00 | 81,060.00 | 81,060.00 | 162,120.00 | 202,650.00 | 121,590.00 | 40,530.00 | 810,600.00 | |
| Coho | 0.98 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 25,382.00 | 50,764.00 | 50,764.00 | 50,764.00 | 101,528.00 | 126,910.00 | 76,146.00 | 25,382.00 | 507,640.00 | |
| Total weekly \$ | | 209,790.00 | 209,790.00 | 288,351.00 | 340,578.00 | 340,578.00 | 122,675.00 | 131,824.00 | 131,824.00 | 131,824.00 | 263,648.00 | 329,560.00 | 197,736.00 | 65,912.00 | 2,764,090.00 | |
| Average \$/Lb | | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 | 0.71 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.70 | |

Table 34. Projected Lower Yukon River District 2 Salmon Openings, Harvest and Ex-Vessel Value

| Gear/Season | Total Openings | Week Beginning Date | | | | | | | | | | | | | Total | | |
|------------------------|----------------|----------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|------------------|-------------|-------------|---------------------|
| | | June 11 | June 18 | June 25 | July 2 | July 9 | July 16 | July 23 | July 30 | August 6 | August 13 | August 20 | August 27 | September 3 | | | |
| DN/BS | 17 | 4 | 6 | 6 | 1 | | | | | | | | | | | | |
| GN | 12 | | | | 5 | 6 | 1 | | | | | | | | | | |
| Fall | 20 | | | | | | 1 | 2 | 2 | 2 | 4 | 5 | 3 | 1 | | | |
| Gear/Season | lb per Opening | Catch Weight per Week (lb) | | | | | | | | | | | | | | | |
| DN/BS | 61,900 | 247,600 | 371,400 | 371,400 | 61,900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,052,300 |
| GN | 65,300 | 0 | 0 | 0 | 326,500 | 391,800 | 65,300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 783,600 |
| Fall chum | 61,800 | 0 | 0 | 0 | 0 | 0 | 61,800 | 123,600 | 123,600 | 123,600 | 247,200 | 309,000 | 185,400 | 61,800 | | | 1,236,000 |
| Coho | 25,000 | 0 | 0 | 0 | 0 | 0 | 25,000 | 50,000 | 50,000 | 50,000 | 100,000 | 125,000 | 75,000 | 25,000 | | | 500,000 |
| Total weekly lb | | 247,600 | 371,400 | 371,400 | 388,400 | 391,800 | 152,100 | 173,600 | 173,600 | 173,600 | 347,200 | 434,000 | 260,400 | 86,800 | | | 3,571,900 |
| Required Lift Capacity | | 183,224 | 274,836 | 274,836 | 287,416 | 289,932 | 112,554 | 128,464 | 128,464 | 128,464 | 256,928 | 321,160 | 192,696 | 64,232 | | | 2,643,206 |
| Species | \$ per lb | Catch Value per Week (\$) | | | | | | | | | | | | | | | |
| Summer chum | 0.63 | 155,988.00 | 233,982.00 | 233,982.00 | 244,692.00 | 246,834.00 | 41,139.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1,156,617.00 |
| Fall chum | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 43,260.00 | 86,520.00 | 86,520.00 | 86,520.00 | 173,040.00 | 216,300.00 | 129,780.00 | 43,260.00 | | | 865,200.00 |
| Coho | 0.98 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 24,500.00 | 49,000.00 | 49,000.00 | 49,000.00 | 98,000.00 | 122,500.00 | 73,500.00 | 24,500.00 | | | 490,000.00 |
| Total weekly \$ | | 155,988.00 | 233,982.00 | 233,982.00 | 244,692.00 | 246,834.00 | 108,899.00 | 135,520.00 | 135,520.00 | 135,520.00 | 271,040.00 | 338,800.00 | 203,280.00 | 67,760.00 | | | 2,511,817.00 |
| Average \$/Lb | | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 | 0.72 | 0.78 | 0.78 | 0.78 | 0.78 | 0.78 | 0.78 | 0.78 | 0.78 | 0.78 | 0.70 |

3.8 Fishery Related Air Cargo Capacity

Current and future air cargo capacity is presented in Table 35. The 2018 scenario represents the current situation, which consists of Northern Air Cargo (NAC) and Everts Air Cargo providing primary lift capacity through backhaul. In addition, NAC's 737-200 with gravel kit is operating and available for charter this year. Continuing this gravel strip scenario for 2019 and the future necessitates removing NAC's, and Alaska's, only gravel kit jet as it is scheduled to be sold outside Alaska this fall. It is suspected that Everts Air Cargo will increase its scheduled and backhaul service to St. Mary's, but it is aircraft limited and may not be able to provide the additional services projected. In addition, and with greater consequence, Lynden Air Cargo's C-130s are projected to be available for charter to St. Mary's. This is not currently the case and therefore this assumption is likely overly optimistic. All results of the future 6,000 ft. gravel runway should therefore be viewed with some pessimism. The paved scenario allows a large range of aircraft to serve St. Mary's. Those shown are from current carrier's fleets.

Table 35. Projected St. Mary's Weekly Scheduled and Available Charter Air Service by Scenario

| Carrier | Aircraft | Weekly scheduled flights (backhaul) | | | Charter capacity | | |
|---|------------------------------|-------------------------------------|-------------------|---------------------|-----------------------|-------------------|-----------------|
| | | # flights | Lift capacity, lb | Cost, \$ per lb | Flights/Week Possible | Lift capacity, lb | Cost, \$ per lb |
| 2018 With 6,000' Gravel Runway | | | | | | | |
| NAC | Boeing 737-200 | 7 ¹ | 25,600 | 0.25 ² | 14 ³ | 25,600 | 0.81 |
| Everts | McDonnell Douglas DC-6 | 3-4 ⁴ | 24,500 | 0.33 ⁵ | | 24,500 | 0.75 |
| Lynden | Lockheed C-130 | 0 | 55,000 | 0.33 | ⁶ | 55,000 | 0.79 |
| Gravel Runway at 6,000'; 2019-2023 and Beyond 2023 | | | | | | | |
| Everts | McDonnell Douglas DC-6 | 4-5 ⁷ | 24,500 | 0.33 ⁵ | up to 2 ⁸ | 24,500 | 0.75 |
| Lynden | Lockheed C-130 | 0 | 55,000 | 0.33 | up to 7 ⁸ | 55,000 | 0.79 |
| Paved Runway 2023 and Beyond | | | | | | | |
| NAC | Boeing 737-300 | 7 ¹ | 32,500 | 0.25 ² | 14 | 32,500 | 0.81 |
| Everts | McDonnell Douglas DC-9 | 3-4 ^{4 9} | 32,000 | 0.33 ⁵ | up to 4 | 32,000 | 0.75 |
| Everts | McDonnell Douglas MD-82SF | - | 43,000 | 0.33 ⁵ | up to 7 | 43,000 | 0.75 |
| Alaska | Boeing 737-700 ¹⁰ | 3 | 42,000 | <0.51 ¹¹ | up to 7 | 42,000 | 0.51 |

Source: Northern Economics Analysis

Notes:

- ¹ NAC increases its schedule to once a day during commercial fishing.
- ² Cost from station manager in St. Mary's.
- ³ NAC can add up to 2 additional flights per day.
- ⁴ Will be adjusted to 3.5 flights per week for analysis.
- ⁵ Cost provided on Everts website.
- ⁶ All spare capacity presumed to go to Emmonak.
- ⁷ Will be adjusted to 4.5 flights per week for analysis.
- ⁸ Flights are in direct competition with services for Kwik'Pak in Emmonak there may not be this much additional capacity.
- ⁹ Everts is presumed to shift their St. Mary's operations to jets since it has higher capacity and is less expensive to operate.
- ¹⁰ Alaska Air Cargo has 7 such planes in Alaska and has indicated desire to add to St. Mary's for schedule or backhaul if runway paved.
- ¹¹ Backhaul rates are not available but are projected to be competitive with other carriers.

All haul costs are taken from airline websites or staff. However, it is not clear that they all include fuel surcharges. Likewise, in some cases the charter rates do not fully back calculate to hourly or trip rental rates. It is suspected that all cost per pound prices are somewhat lower than shippers may face. However, there is no bias suspected between scenarios so that comparison of the scenarios is deemed legitimate. However, any net loss is likely underestimated.

3.9 Scenario Evaluations

Table 36 presents a detailed summary of the scenario evaluations, as discussed below.

2018 Scenario

The projection for 2018 shows that all salmon can be air shipped via air cargo. The average cost of air shipment is \$0.45 per lb for a total cost of \$1,189,441.

Gravel Scenario

The 2019–2023 gravel scenario becomes the long term, and worst-case scenario, unless the airstrip is paved. Under this scenario, all salmon are shipped at an average cost of \$0.64 per lb and a total cost of \$1,694,970. This shipping cost is \$505,529 more than the cost for 2018. This increased shipping cost would have to be borne by either processors or fishermen.

There are questions about the 2019-2023, and possibly beyond then, gravel scenario. No additional aircraft are projected to be available in 2019–2023 that are not in operation and fully utilized for 2018. The 737-200 will cease operations after 2018, and it is assumed that some air carrier will step in to fill this void. However, it is not certain that there will be the additional necessary charter flights available each week during fishing season. Therefore, the results from this gravel scenario should be viewed with skepticism.

Paved Scenario

Under the 2023 paved airstrip scenario, all salmon is easily airlifted out at an average price of \$0.27 per lb for a total cost of \$705,146. Compared to the 2019–2023 gravel scenario, this is a cost savings of \$989,824. In a forward-looking analysis, this savings would occur each year.

Worst-Case Scenario

The consequence of increased costs to air shipping from St. Mary's could lead to the departure of any major processor. This would be a worst-case scenario. If the airstrip is not scheduled to be paved, this worst-case scenario could occur before 2023. Both processors currently operating there have stated that they could not accommodate significant increases in transportation costs. The processors in District 2 have always found it necessary to match the price paid to fishermen in District 1. The projected cost increase for 2019–2023 gravel amounts to an average of \$0.19 per lb throughout the season. If prices to fishermen were not lowered, the entire cost would be borne by processors. It is not known if this meets the threshold for significant cost increase but if it does, then deliveries to St. Mary's would cease, Kwik'Pak would continue to operate out of Mountain Village and virtually all fish from Districts 1 and 2 would be processed and flown out of Emmonak. Comparing the District 1 scenario (Table 33) with the Kwik'Pak limitation of 2,451,000 lb per season, shows that Kwik'Pak would only have the capacity to purchase 156,000 lb of salmon with an ex-vessel value of \$98,280 during the summer season in District 2 and 775,000 lb of salmon with an ex-vessel value of \$609,568 during the fall season. This would amount to a decrease in full harvest value (Table 34) of \$1,803,969 per year to District 2 fishermen. There would be additional losses to processing workers and lost processor spending in St. Mary's. Based on processor interviews, this would amount to about \$3.16 million per year.

Table 36. Projected Lower Yukon River District 2 Weekly Salmon Cargo Volumes, Fleet Composition, and Freight Costs Under Three Scenarios

| Aircraft | Operation | Number of Flights | Total lift lbs/ Total cost | Cost/lb | Week Beginning Date | | | | | | | | | | | | |
|---|-----------|-------------------|-------------------------------|---------|-----------------------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|--------------|---------------|---------------|---------------|--------------|
| | | | | | June 11 | June 18 | June 25 | July 2 | July 9 | July 16 | July 23 | July 30 | August 6 | August 13 | August 20 | August 27 | September 3 |
| | | | | | Required Lift Capacity (lb) | | | | | | | | | | | | |
| | | | | | 183,224 | 274,836 | 274,836 | 287,416 | 289,932 | 112,554 | 128,464 | 128,464 | 128,464 | 256,928 | 321,160 | 192,696 | 64,232 |
| 2018 With 6,000' Gravel Runway | | | | | | | | | | | | | | | | | |
| 737-200 | Scheduled | 7 | 157,696 | \$ 0.25 | \$ 39,424.00 | \$ 39,424.00 | \$ 39,424.00 | \$ 39,424.00 | \$ 39,424.00 | \$ 39,424.00 | \$ 39,424.00 | \$ 39,424.00 | \$ 39,424.00 | \$ 39,424.00 | \$ 39,424.00 | \$ 39,424.00 | \$ 39,424.00 |
| DC-6 | Scheduled | 3.5 | 75,460 | \$ 0.75 | \$ 19,146.00 | \$ 56,595.00 | \$ 56,595.00 | \$ 56,595.00 | \$ 56,595.00 | \$ - | \$ - | \$ - | \$ - | \$ 56,595.00 | \$ 56,595.00 | \$ 26,250.00 | \$ - |
| 737-200 | Charter | 1 | 22,528 | \$ 0.81 | \$ - | \$ 18,247.68 | \$ 18,247.68 | \$ 18,247.68 | \$ 18,247.68 | \$ - | \$ - | \$ - | \$ - | \$ 18,247.68 | \$ 18,247.68 | \$ - | \$ - |
| 737-200 | Charter | 1 | 22,528 | \$ 0.81 | \$ - | \$ 18,247.68 | \$ 18,247.68 | \$ 18,247.68 | \$ 18,247.68 | \$ - | \$ - | \$ - | \$ - | \$ 18,247.68 | \$ 18,247.68 | \$ - | \$ - |
| 737-200 | Charter | 1 | 22,528 | \$ 0.81 | \$ - | \$ - | \$ - | \$ 18,247.68 | \$ 18,247.68 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 18,247.68 | \$ - | \$ - |
| 737-200 | Charter | 1 | 22,528 | \$ 0.81 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 18,247.68 | \$ - | \$ - |
| 737-200 | Charter | 1 | 22,528 | \$ 0.81 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total Weekly Lift / (Deficit) | | | 345,796 | | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Weekly Cargo Cost | | | \$ 1,189,441 | | \$ 58,570 | \$ 132,514 | \$ 132,514 | \$ 150,762 | \$ 150,762 | \$ 39,424 | \$ 39,424 | \$ 39,424 | \$ 39,424 | \$ 132,514 | \$ 169,010 | \$ 65,674 | \$ 39,424 |
| Average Shipping Cost per Salmon Lb | | | \$ 0.45 | | \$ 0.32 | \$ 0.48 | \$ 0.48 | \$ 0.52 | \$ 0.52 | \$ 0.35 | \$ 0.31 | \$ 0.31 | \$ 0.31 | \$ 0.52 | \$ 0.53 | \$ 0.34 | \$ 0.61 |
| Gravel Runway at 6,000'; 2019-2023 and Beyond 2023 | | | | | | | | | | | | | | | | | |
| DC-6 | Scheduled | 4.5 | 97,020 | \$ 0.33 | \$ 32,016.60 | \$ 32,016.60 | \$ 32,016.60 | \$ 32,016.60 | \$ 32,016.60 | \$ 32,016.60 | \$ 32,016.60 | \$ 32,016.60 | \$ 32,016.60 | \$ 32,016.60 | \$ 32,016.60 | \$ 32,016.60 | \$ 21,196.56 |
| DC-6 | Charter | 1 | 21,560 | \$ 0.75 | \$ 16,170.00 | \$ 16,170.00 | \$ 16,170.00 | \$ 16,170.00 | \$ 16,170.00 | \$ 16,170.00 | \$ 16,170.00 | \$ 16,170.00 | \$ 16,170.00 | \$ 16,170.00 | \$ 16,170.00 | \$ 16,170.00 | \$ - |
| DC-6 | Charter | 1 | 21,560 | \$ 0.75 | \$ 16,170.00 | \$ 16,170.00 | \$ 16,170.00 | \$ 16,170.00 | \$ 16,170.00 | \$ - | \$ 16,170.00 | \$ 16,170.00 | \$ 16,170.00 | \$ 16,170.00 | \$ 16,170.00 | \$ 16,170.00 | \$ - |
| C-130 | Charter | 1 | 48,400 | \$ 0.79 | \$ 38,236.00 | \$ 38,236.00 | \$ 38,236.00 | \$ 38,236.00 | \$ 38,236.00 | \$ - | \$ - | \$ - | \$ - | \$ 38,236.00 | \$ 38,236.00 | \$ 38,236.00 | \$ - |
| C-130 | Charter | 1 | 48,400 | \$ 0.79 | \$ - | \$ 38,236.00 | \$ 38,236.00 | \$ 38,236.00 | \$ 38,236.00 | \$ - | \$ - | \$ - | \$ - | \$ 38,236.00 | \$ 38,236.00 | \$ 38,236.00 | \$ - |
| C-130 | Charter | 1 | 48,400 | \$ 0.79 | \$ - | \$ 38,236.00 | \$ 38,236.00 | \$ 38,236.00 | \$ 38,236.00 | \$ - | \$ - | \$ - | \$ - | \$ 38,236.00 | \$ 38,236.00 | \$ - | \$ - |
| C-130 | Charter | 1 | 48,400 | \$ 0.79 | \$ - | \$ - | \$ - | \$ 38,236.00 | \$ 38,236.00 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 38,236.00 | \$ - | \$ - |
| C-130 | Charter | 1 | 48,400 | \$ 0.79 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total Weekly Lift / (Deficit) | | | 382,140 | | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Weekly Cargo Cost | | | \$ 1,694,970 | | \$ 102,592.60 | \$ 179,064.60 | \$ 179,064.60 | \$ 217,300.60 | \$ 217,300.60 | \$ 48,186.60 | \$ 64,356.60 | \$ 64,356.60 | \$ 64,356.60 | \$ 179,064.60 | \$ 217,300.60 | \$ 140,828.60 | \$ 21,196.56 |
| Average Shipping Cost per Salmon Lb | | | \$ 0.64 | | \$ 0.56 | \$ 0.65 | \$ 0.65 | \$ 0.76 | \$ 0.75 | \$ 0.43 | \$ 0.50 | \$ 0.50 | \$ 0.50 | \$ 0.70 | \$ 0.68 | \$ 0.73 | \$ 0.33 |
| Paved Runway 2023 and Beyond | | | | | | | | | | | | | | | | | |
| 737-300 | Scheduled | 7 | 200,200 | \$ 0.25 | \$ 45,806.00 | \$ 50,050.00 | \$ 50,050.00 | \$ 50,050.00 | \$ 50,050.00 | \$ 28,138.50 | \$ 32,116.00 | \$ 32,116.00 | \$ 32,116.00 | \$ 50,050.00 | \$ 50,050.00 | \$ 48,174.00 | \$ 16,058.00 |
| DC-9 | Scheduled | 3.5 | 98,560 | \$ 0.33 | \$ - | \$ 24,629.88 | \$ 24,629.88 | \$ 28,781.28 | \$ 29,611.56 | \$ - | \$ - | \$ - | \$ - | \$ 18,720.24 | \$ 32,524.80 | \$ - | \$ - |
| 737-700 | Scheduled | 3 | 110,880 | \$ 0.51 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 11,424.00 | \$ - | \$ - |
| 737-700 | Charter | 7 | 258,720 | \$ 0.51 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| DC-9 | Charter | 4 | 112,640 | \$ 0.75 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MD-82SF | Charter | 7 | 264,880 | \$ 0.75 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 737-300 | Charter | 2 | 57,200 | \$ 0.81 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total Weekly Lift / (Deficit) | | | 1,103,080 | | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Weekly Cargo Cost | | | \$ 705,146 | | \$ 45,806.00 | \$ 74,679.88 | \$ 74,679.88 | \$ 78,831.28 | \$ 79,661.56 | \$ 28,138.50 | \$ 32,116.00 | \$ 32,116.00 | \$ 32,116.00 | \$ 68,770.24 | \$ 93,998.80 | \$ 48,174.00 | \$ 16,058.00 |
| Average Shipping Cost per Salmon Lb | | | \$ 0.27 | | \$ 0.25 | \$ 0.27 | \$ 0.27 | \$ 0.27 | \$ 0.27 | \$ 0.25 | \$ 0.25 | \$ 0.25 | \$ 0.25 | \$ 0.27 | \$ 0.29 | \$ 0.25 | \$ 0.25 |

3.10 Summary

The fisheries of the lower Yukon River are the major private sector employer in the region. They employ hundreds of families and provide much needed income to support subsistence activities and purchases at the local stores and beyond. Historically there have been two processors, although a third is now entering the area. This has been the norm throughout recent history depending on the strengths of the runs and world markets. All processing participants agree that the overall harvest is currently limited by lift capacity. The result is millions of dollars of foregone private sector income to the region. This problem has not been solved by charters, since the gravel runway limits the carrying capacity of any individual plane. The only relief that can be given is to pave the runway to allow a much greater number of planes to utilize it, each with larger lift capacity, at lower cost, than is currently available.

A comparison of the future scenarios are as follows:

| | |
|---------------------|---|
| Gravel Scenario | \$0.5 million increase cost per year |
| Paved Scenario | \$1.0 million decreased cost per year |
| Worse-case Scenario | \$5.0 million lost regional income per year |

4 Preliminary Discussion of Impacts of Changes in Cargo Costs

This section presents a preliminary discussion of the potential effects of changes in the St. Mary's Airport configuration and types of aircraft on cargo activity and costs. More information is needed about specific changes to the airport configuration or fleet to provide a more accurate assessment of impacts. Runway length and surface choices will have a major role in determining the nature and scale of these effects, as will individual businesses' and residents' approaches to managing the potential impacts of the changes. Once alternatives have been developed, further interviews and analysis will help to identify the impact of the changes.

4.1 Importance of Seafood Exports on Overall Freight Volumes

As documented in this report, commercial fishing and seafood processing is an important economic engine in St. Mary's and other communities in the study area. It is also an important driver of aviation activity. Table 37 shows freight volumes for St. Mary's Airport. Seafood products shipped by NAC and Lynden, account for 18 percent of freight passing through the airport over the last 16 years. In years of high production, seafood products accounted for as much as 30 percent of total freight.

Table 37. Freight Volumes at St. Mary's Airport, 2002-2017

| Year | Freight Volume (lb) | | | | | |
|-----------------------|---------------------|-----------|-----------|-----------------------|---------------------------|---|
| | All Freight Types | | | Seafood Products Only | Non-Seafood Products Only | Seafood Products as Percentage of Total |
| | Arriving | Departing | Total | | | |
| 2002 | 879,608 | 978,857 | 1,858,465 | 43,681 | 1,814,784 | 2.4 |
| 2003 | 1,733,280 | 1,246,327 | 2,979,607 | 639,247 | 2,340,360 | 21.5 |
| 2004 | 1,239,959 | 1,205,147 | 2,445,106 | 564,251 | 1,880,855 | 23.1 |
| 2005 | 967,369 | 838,420 | 1,805,789 | 313,743 | 1,492,046 | 17.4 |
| 2006 | 1,238,331 | 1,606,560 | 2,844,891 | 773,324 | 2,071,567 | 27.2 |
| 2007 | 1,735,897 | 1,855,476 | 3,591,373 | 682,151 | 2,909,222 | 19.0 |
| 2008 | 1,731,680 | 974,645 | 2,706,325 | 224,997 | 2,481,328 | 8.3 |
| 2009 | 1,457,959 | 823,655 | 2,281,614 | 239,818 | 2,041,796 | 10.5 |
| 2010 | 1,825,727 | 1,048,069 | 2,873,796 | 322,062 | 2,551,734 | 11.2 |
| 2011 | 1,629,153 | 1,706,046 | 3,335,199 | 688,578 | 2,646,621 | 20.6 |
| 2012 | 1,272,736 | 1,428,960 | 2,701,696 | 578,183 | 2,123,513 | 21.4 |
| 2013 | 1,207,023 | 1,446,960 | 2,653,983 | 797,384 | 1,856,599 | 30.0 |
| 2014 | 1,512,352 | 1,221,446 | 2,733,798 | 295,218 | 2,438,580 | 10.8 |
| 2015 | 1,424,188 | 1,155,885 | 2,580,073 | 477,698 | 2,102,375 | 18.5 |
| 2016 | 1,211,757 | 1,594,790 | 2,806,547 | 574,212 | 2,232,335 | 20.5 |
| 2017 | 1,157,366 | 1,180,661 | 2,338,027 | 575,576 | 1,762,451 | 24.6 |
| Average, 2002-2017 | 1,389,024 | 1,269,494 | 2,658,518 | 486,883 | 2,171,635 | 17.9 |
| Per Capita, 2002-2017 | 2,567 | 2,344 | 4,911 | 898 | 4,013 | 17.9 |

Source: Bureau of Transportation Statistics (2018) and Northern Economics, Inc. analysis

4.2 Costs of Living and Doing Business

Changes in St. Mary's airport configuration or types of aircraft could impact the cost of living through changes in cargo shipping costs. Sources of changes in cost include not only the direct amount charged per pound by the air carrier, but also several indirect factors related to how cargo is moved to and from St. Mary's and the region.

Cargo costs are driven by myriad factors. Larger planes can accommodate larger cargo dimensions and heavier loads than smaller aircraft, but they require longer runways. Gravel runways also present challenges, especially for jets. Larger planes can often accommodate shorter runways, but doing so could require a load reduction, which would increase the cost per pound of cargo.

Smaller aircraft may also have dimensional and weight limits that are below standard loads used by an industry, such as boxes used for shipping fish on ice or pallets shipped with inbound cargo for stores and other organizations. Using modified packaging could affect efficiency of handling equipment through the logistics chain or the ratio of product value to packaging cost, potentially affecting the delivered cost of product. Respondents to the business survey indicated the threats their businesses would face as a result of capacity limitations of smaller aircraft.

As presented above in Table 37, seafood products have historically constituted a substantial share of freight shipments from St. Mary's. A change to how those products are shipped could impact the operations. If the amount of backhaul freight on scheduled flights were to decrease, it could impose a financial burden on air carriers, who in turn may need to adjust their service schedule or change their pricing to account for the loss. Likewise, respondents to the business survey highlighted the critical nature of daily service into the community and availability of substantially less-expensive backhaul options for the viability of their business.

For incoming freight, breaking incoming cargo loads down from standard pallets could lead to increased losses due to damage or spoilage. If cargo shipments are delayed due to reduced capacity on each flight, this could impact product freshness and would increase the cost of holding inventory (i.e., the amount of time money is tied up in a product before the product is sold and the money can be used for the next product). Very large, heavy, or bulky items could be delayed or be available only during summer months via barge service. This would have an impact on local businesses and organizations; many respondents to the business survey indicated the importance of receiving large items year-round. Stockpiling anticipated needs would be another way in which the cost of holding inventory would come in to play.

The likelihood, extent, and cost of living impact of these potential changes is dependent on the actual changes to the types of aircraft serving St. Mary's.

4.3 Employment and Population

A loss of income coming about either directly (from changes to employment) or indirectly (through an increase in the cost of living) could have substantial effects on the population of St. Mary's.

As presented in the socioeconomic profile (see Table 22), there is a strong correlation of employment and wages with population in the Kusilvak Census Area. The linear regression conducted using 2008–2017 data suggests that a change in total wages corresponds to a change in population of 72 people per \$1 million of wages, and a change in private wages corresponds to a change of 130 people per \$1 million.

The information needed to create defensible scenarios outlining the potential effects of airport changes to the employment and population in St. Mary's has yet to be developed. What is known is that dollar

impacts to residents and businesses—changes to the cost of living, reduced fisheries harvest payments, and reduced processing income, all potential effects of changes to St. Mary's airport or aircraft—could reasonably be expected to impact population positively or negatively. Section 3 outlines potential impacts to the commercial fishing and processing industries. Broader impacts—to other businesses, to St. Mary's as a community, and to other residents in the region—will be determined once alternatives have been developed.

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Appendix F: Detailed Aviation Activity Tables

ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

Project Number Z605630000
AIP Number 3-02-0017-XXX-201X

| Freight Arriving to St. Mary's (lbs) | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | Grand Total |
|---|--------|--------|--------|--------|--------|---------|---------|--------|--------|--------|--------|--------|--------|---------|---------|---------|-------------|
| Alaska Central Express | | 5 | 145 | 5,933 | | | | 1,309 | | | | | | | 2,312 | | 9,704 |
| BEECH 1900 A/B/C/D | | 5 | 145 | 5,933 | | | | 1,309 | | | | | | | 2,312 | | 9,704 |
| Arctic Circle Air Service | 3,025 | 24,327 | 6,589 | 30,301 | 59,972 | 90,978 | 6,464 | 2,101 | | | | | | | | | 223,757 |
| BEECH KING AIR | | 1,584 | 1,489 | 8,934 | 28,723 | 70,395 | 5,038 | | | | | | | | | | 116,163 |
| CESSNA 206/207/209 | 2,980 | 3,625 | 300 | - | - | 793 | | | | | | | | | | | 7,698 |
| CESSNA 208 | | 9,151 | - | 1,206 | - | 3,772 | | | | | | | | | | | 14,129 |
| CESSNA C-402/402A | 45 | 2,007 | - | 48 | 914 | 978 | - | | | | | | | | | | 3,992 |
| SHORT HARLAND SC-7 | - | 7,938 | 559 | 6,270 | 4,294 | 15,040 | | | | | | | | | | | 34,101 |
| SHORTS 330 | | 22 | 4,241 | 13,843 | 26,041 | - | 1,426 | 2,101 | | | | | | | | | 47,674 |
| Arctic Transportation | 32,615 | 46,275 | 55,161 | 25,312 | 43,690 | 37,863 | 69,838 | 44,935 | 46,976 | 56,596 | 49,818 | 33,820 | 64,654 | 42,027 | 75,693 | 19,570 | 744,843 |
| CASA 212 | 28,252 | 39,886 | 50,602 | 21,606 | 35,464 | 34,308 | 64,485 | 33,534 | 31,528 | 38,480 | 31,088 | 31,991 | 61,137 | 33,682 | 65,606 | 15,833 | 617,482 |
| CESSNA 206/207/209 | 4,363 | 6,389 | 4,559 | 3,706 | 8,226 | 3,555 | 5,353 | 7,817 | 8,824 | 8,512 | 5,808 | 1,829 | 3,517 | 5,506 | 7,733 | 2,009 | 87,706 |
| CESSNA 208 | | | | | | | | | | | | | | 2,839 | 2,354 | 1,728 | 6,921 |
| CESSNA C-402/402A | - | - | | | | | | | | | | | | | | | - |
| PILATUS PC-12 | | | | | | | | | | | | | - | | | | - |
| SHORT HARLAND SC-7 | | | | | | | | 3,584 | 6,624 | 9,604 | 12,922 | - | | | | | 32,734 |
| Bering Air Inc. | 300 | 3,114 | 800 | - | 4,995 | - | - | 10,100 | 2,600 | 940 | - | 200 | 1,077 | 1,841 | - | 1,167 | 27,134 |
| BEECH 1900 A/B/C/D | | | - | - | 1,244 | - | - | - | - | - | - | - | - | - | - | - | 1,244 |
| BEECH 200 KINGAIR | - | - | - | - | - | - | - | - | - | 940 | - | - | 1,077 | - | - | 200 | 2,217 |
| CASA 212 | | | | | | | | 10,100 | 2,600 | | | | | | | | 12,700 |
| CESSNA 208 | - | 1,000 | - | - | 663 | | | - | - | - | - | - | - | - | - | - | 1,663 |
| CESSNA C208B | | | | | | | | | | | | | | | | | - |
| PIPER PA-31/T-1020 | 300 | 2,114 | 800 | - | 3,088 | - | - | - | - | - | - | 200 | - | 1,841 | - | 967 | 9,310 |
| Bidzy Ta Hot Aana, Inc. d/b/a Tanana / | 904 | 75 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 979 |
| CESSNA 180 | | | | | | | | | | | | | | | | | - |
| CESSNA 206/207/209 | | | | | | | | | | | | | | | | | - |
| PIPER PA-31/T-1020 | | | | | | | | | | | | | | | | | - |
| PIPER PA-32 | 904 | 75 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 979 |
| PIPER PA-34/39 | - | | | | | | | | | | | | | | | | - |
| Cape Smythe Air Service | | | | | | | | | | | | | | | | | - |
| PIPER PA-31/T-1020 | | | | | | | | | | | | | | | | | - |
| Era Aviation | | | | | | | | 1,481 | 13,332 | 38,404 | 29,941 | 44,898 | 89,133 | 104,913 | 120,213 | 136,195 | 578,510 |
| BEECH 1900 A/B/C/D | | | | | | | | 1,279 | 3,867 | 2,185 | 2,159 | 1,961 | 4,835 | 3,779 | 1,088 | | 21,153 |
| DHC8-100 DASH 8 | | | | | | | | 202 | 9,465 | 36,219 | 27,782 | 42,937 | 84,298 | 101,134 | 119,125 | 136,195 | 557,357 |
| Frontier Flying Service | - | 107 | 28,289 | 63,592 | 92,798 | 140,747 | 157,660 | 41,184 | 1,829 | - | 7,800 | | 1,625 | | | | 535,631 |
| BEECH 1900 A/B/C/D | - | - | 27,418 | 63,253 | 92,793 | 140,624 | 157,507 | 41,184 | 1,829 | - | | | | | | | 524,608 |
| PIPER PA-31/T-1020 | | 107 | 871 | 339 | 5 | 123 | 153 | | | | | | | | | | 1,598 |
| SHORTS 330 | | | | | | | | | | | 7,800 | | 1,625 | | | | 9,425 |
| Grant Aviation | 10,511 | 2,137 | 1,187 | 2,231 | 2,698 | 1,513 | 356 | - | 1,500 | - | - | 1 | 1,104 | 92 | - | - | 23,330 |
| BEECH 200 KINGAIR | 2 | 30 | | | 12 | | | | | | | | | | | | 44 |
| BEEHCRAFT 65-A90 | | | | | | | | | | | | | | | | | - |
| CESSNA 172 SKYHAWK | | | | | | | | | | | | | | | | | - |
| CESSNA 206/207/209 | 8,378 | 1,842 | 1,120 | 2,115 | 2,178 | 1,444 | 305 | - | - | - | - | - | - | - | - | - | 17,382 |
| CESSNA 208 | 2,056 | - | - | - | - | 2 | 46 | - | 1,500 | - | - | - | 974 | 1 | - | - | 4,579 |
| GIPPS AERO GA8 AIR | | | | | | | | | | | | | | | | | - |
| PIPER PA-31/T-1020 | 75 | 265 | 67 | 116 | 508 | 67 | 5 | - | - | - | - | 1 | 130 | 91 | | | 1,325 |

ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

Project Number Z605630000
AIP Number 3-02-0017-XXX-201X

| Freight Arriving to St. Mary's (lbs) | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | Grand Total |
|--|----------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| Hageland Aviation Service | 178,637 | 219,635 | 137,012 | 54,988 | 92,324 | 72,251 | 59,759 | 148,327 | 180,384 | 232,514 | 210,767 | 176,126 | 308,720 | 134,701 | 89,672 | 101,600 | 2,397,417 |
| BEECH 1900 A/B/C/D | 74,857 | 124,220 | 76,758 | 5,123 | 1,713 | 812 | 10,344 | 83,240 | 112,756 | 141,134 | 120,527 | 111,867 | 149,938 | 85,262 | 51,125 | 60,368 | 1,210,044 |
| CESSNA 172 SKYHAWK | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| CESSNA 180 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| CESSNA 206/207/209 | 25,521 | 22,196 | 16,715 | 15,774 | 25,394 | 23,446 | 16,030 | 16,824 | 16,899 | 26,107 | 21,367 | 7,992 | 29,469 | 5,924 | 4,062 | 9,009 | 282,729 |
| CESSNA 208 | 38,495 | 53,326 | 36,424 | 33,568 | 64,787 | 47,469 | 33,371 | 46,869 | 50,454 | 64,957 | 67,692 | 56,063 | 129,048 | 42,955 | 34,485 | 32,223 | 832,186 |
| CESSNA 406 | 23,202 | 17,320 | 7,115 | 523 | 430 | 524 | 14 | 40 | 25 | 316 | 1,067 | 57 | 255 | - | - | - | 50,888 |
| CESSNA C-402/402A | 16,562 | 2,573 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 19,135 |
| PIPER PA-31/T-1020 | - | - | - | - | - | - | - | 1,354 | 250 | - | 114 | 147 | 10 | 560 | - | - | 2,435 |
| Iliamna Air Taxi | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| PILATUS PC-12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| PIPER PA-31/T-1020 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Inland Aviation Services | - | - | - | - | - | - | - | - | 1,000 | - | - | - | - | - | - | - | 1,000 |
| CESSNA 172 SKYHAWK | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| CESSNA 206/207/209 | - | - | - | - | - | - | - | - | 1,000 | - | - | - | - | - | - | - | 1,000 |
| Larrys Flying Service | 1,008 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1,008 |
| CESSNA 172 SKYHAWK | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| CESSNA 206/207/209 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| PIPER PA-31/T-1020 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| PIPER PA-32 | 1,008 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1,008 |
| Lynden Air Cargo Airlines | 36,355 | 66,354 | - | 19 | 26,513 | 61,598 | 312,622 | - | 59,311 | 14,656 | 17,144 | 50,817 | 39,273 | 2,146 | - | - | 686,808 |
| LOCKHEED L100-30 | 36,355 | 66,354 | - | 19 | 26,513 | 61,598 | 312,622 | - | 59,311 | 14,656 | 17,144 | 50,817 | 39,273 | 2,146 | - | - | 686,808 |
| Northern Air Cargo Inc. | 292,590 | 1,071,868 | 658,301 | 496,201 | 611,667 | 940,056 | 635,143 | 774,902 | 702,107 | 728,903 | 534,468 | 455,936 | 501,889 | 500,490 | 364,768 | 355,952 | 9,625,241 |
| ATR-42 | - | - | 184,163 | 215,088 | 12,272 | - | - | - | - | - | - | - | - | - | - | - | 411,523 |
| BOEING 727-100C/QC | 201,934 | 646,141 | 176,070 | 135,333 | 519,267 | 44,948 | - | - | - | - | - | - | - | - | - | - | 1,723,693 |
| BOEING 737-100/200 | - | - | - | - | - | - | 340,805 | 774,902 | 702,107 | 728,903 | 534,468 | 455,936 | 501,889 | 500,490 | 364,768 | 355,952 | 5,260,220 |
| DOUGLAS DC-6 | 90,656 | 425,727 | 298,068 | 145,780 | 80,128 | 895,108 | 294,338 | - | - | - | - | - | - | - | - | - | 2,229,805 |
| Peninsula Airways Inc. | 1,125 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1,125 |
| CESSNA 208 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| SAAB-FAIRCHD 340/B | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| SWEARINGEN METRO 3 | 1,125 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1,125 |
| Tatonduk Outfitters Limited d/b/a Eve | 319,315 | 292,433 | 352,475 | 287,812 | 303,674 | 389,416 | 489,838 | 433,320 | 815,038 | 556,376 | 422,798 | 445,225 | 504,877 | 637,978 | 559,099 | 542,882 | 7,352,556 |
| CESSNA 208 | - | - | - | 750 | - | - | - | - | - | - | - | - | - | - | 734 | - | 1,484 |
| CURTISS C46 SERIES | - | - | - | - | - | - | - | - | - | 22,879 | 7,468 | - | - | - | - | - | 30,347 |
| DOUGLAS DC-6A | 319,315 | 292,433 | 352,475 | 287,062 | 303,674 | 388,907 | 489,838 | 433,320 | 811,257 | 530,766 | 404,596 | 445,225 | 504,877 | 637,978 | 558,365 | 539,305 | 7,299,393 |
| EMB-120 BRASILIA | - | - | - | - | - | 509 | - | - | 3,781 | 2,731 | 10,734 | - | - | - | - | - | 17,755 |
| PILATUS PC-12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 3,577 | 3,577 |
| Village Aviation | 3,223 | 6,530 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 9,753 |
| CASA 212 | 1,300 | 4,125 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 5,425 |
| CESSNA 206/207/209 | 1,923 | 2,405 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 4,328 |
| Warbelow | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| BEECH 1900 A/B/C/D | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| PIPER PA-31/T-1020 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Wright Air Service | - | 420 | - | 980 | - | 1,475 | - | 300 | 1,650 | 200 | - | - | - | - | - | - | 5,025 |
| BEECH 35/36 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| CESSNA 206/207/209 | - | - | - | - | - | - | - | - | - | 200 | - | - | - | - | - | - | 200 |
| CESSNA 208 | - | - | - | 500 | - | 1,100 | - | - | 1,650 | - | - | - | - | - | - | - | 3,250 |
| PIPER PA-31/T-1020 | - | 420 | - | 480 | - | 375 | - | 300 | - | - | - | - | - | - | - | - | 1,575 |

ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

Project Number Z605630000
AIP Number 3-02-0017-XXX-201X

| Freight Arriving to St. Mary's (lbs) | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | Grand Total |
|--------------------------------------|----------------|------------------|------------------|----------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| Yute Air Aka Flight Alaska | | - | - | - | - | - | - | - | - | 564 | - | - | - | - | - | | 564 |
| CESSNA 172 SKYHAWK | | | | | | | | | | | | | | - | - | | - |
| CESSNA 206/207/209 | | | - | - | - | - | - | - | - | 564 | - | - | - | - | - | | 564 |
| PIPER PA-31/T-1020 | | - | | | | | | | | | | | | | | | - |
| Grand Total | 879,608 | 1,733,280 | 1,239,959 | 967,369 | 1,238,331 | 1,735,897 | 1,731,680 | 1,457,959 | 1,825,727 | 1,629,153 | 1,272,736 | 1,207,023 | 1,512,352 | 1,424,188 | 1,211,757 | 1,157,366 | 22,224,385 |

ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

Project Number Z605630000
AIP Number 3-02-0017-XXX-201X

| Freight Leaving St. Mary's (lbs) | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | Grand Total |
|---|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-------------|
| Alaska Central Express | | 5 | 445 | 2,693 | | | | - | | | | | | | 1,800 | | 4,943 |
| BEECH 1900 A/B/C/D | | 5 | 445 | 2,693 | | | | - | | | | | | | 1,800 | | 4,943 |
| Arctic Circle Air Service | 1,964 | 20,373 | 7,890 | 13,492 | 50,433 | 84,293 | 6,335 | 513 | | | | | | | | | 185,293 |
| BEECH KING AIR | | 1,165 | 649 | 3,586 | 24,177 | 70,457 | 4,909 | | | | | | | | | | 104,943 |
| CESSNA 206/207/209 | 1,919 | 3,247 | - | - | - | - | - | | | | | | | | | | 5,166 |
| CESSNA 208 | | 6,985 | - | 266 | - | 3,772 | | | | | | | | | | | 11,023 |
| CESSNA C-402/402A | 45 | 2,142 | - | 136 | 215 | 1,058 | - | | | | | | | | | | 3,596 |
| SHORT HARLAND SC-7 | - | 6,834 | 3,000 | - | - | 9,006 | | | | | | | | | | | 18,840 |
| SHORTS 330 | | - | 4,241 | 9,504 | 26,041 | - | 1,426 | 513 | | | | | | | | | 41,725 |
| Arctic Transportation | 325,486 | 114,488 | 132,499 | 117,812 | 142,284 | 212,442 | 151,761 | 240,951 | 284,290 | 285,307 | 270,722 | 173,849 | 257,721 | 146,932 | 231,444 | 150,438 | 3,238,426 |
| CASA 212 | 318,214 | 94,508 | 112,986 | 102,098 | 115,571 | 192,749 | 143,086 | 168,701 | 226,121 | 195,409 | 180,006 | 137,821 | 219,145 | 81,713 | 163,512 | 107,153 | 2,558,793 |
| CESSNA 206/207/209 | 7,021 | 19,512 | 19,513 | 15,714 | 26,713 | 19,693 | 8,675 | 39,201 | 37,268 | 39,073 | 36,148 | 32,443 | 38,576 | 37,148 | 40,628 | 27,605 | 444,931 |
| CESSNA 208 | | | | | | | | | | | | | 28,071 | 27,304 | 15,680 | | 71,055 |
| CESSNA C-402/402A | 251 | 468 | | | | | | | | | | | | | | | 719 |
| PILATUS PC-12 | | | | | | | | | | | | | | | | | - |
| SHORT HARLAND SC-7 | | | | | | | | 33,049 | 20,901 | 50,825 | 54,568 | 3,585 | | | | | 162,928 |
| Bering Air Inc. | 1,000 | 2,847 | 1,100 | 4,625 | 2,390 | 29,400 | - | - | - | 200 | 350 | 1,100 | - | 2,200 | 160 | 1,522 | 46,894 |
| BEECH 1900 A/B/C/D | | | | | 500 | - | - | - | - | - | - | - | - | - | - | - | 500 |
| BEECH 200 KINGAIR | - | - | - | - | - | - | - | - | - | 200 | - | - | - | 1,200 | - | 80 | 1,480 |
| CASA 212 | | | | 4,625 | | 29,400 | | | | | | | | | | | 34,025 |
| CESSNA 208 | - | 2,050 | 850 | - | - | - | - | - | - | - | - | - | - | - | - | - | 2,900 |
| CESSNA C208B | | | | | | | | | | | | | | | | | - |
| PIPER PA-31/T-1020 | 1,000 | 797 | 250 | - | 1,890 | - | - | - | - | - | 350 | 1,100 | - | 1,000 | 160 | 1,442 | 7,989 |
| Bidzy Ta Hot Aana, Inc. d/b/a Tanana Air Service | 20 | 870 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 890 |
| CESSNA 180 | | | | | | | | | | | | | | | | | - |
| CESSNA 206/207/209 | | | | | | | | | | | | | | | | | - |
| PIPER PA-31/T-1020 | | | | | | | | | | | | | | | | | - |
| PIPER PA-32 | 20 | 870 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 890 |
| PIPER PA-34/39 | - | | | | | | | | | | | | | | | | - |
| Cape Smythe Air Service | | | | | | | | | | | | | | | | | - |
| PIPER PA-31/T-1020 | | | | | | | | | | | | | | | | | - |
| Era Aviation | | | | | | | | 849 | 4,020 | 4,749 | 976 | 2 | 14,021 | 9,445 | 14,242 | 25,498 | 73,802 |
| BEECH 1900 A/B/C/D | | | | | | | | 844 | 2,670 | 181 | 111 | 2 | 330 | 103 | - | - | 4,241 |
| DHC8-100 DASH 8 | | | | | | | | 5 | 1,350 | 4,568 | 865 | - | 13,691 | 9,342 | 14,242 | 25,498 | 69,561 |
| Frontier Flying Service | - | - | 12,664 | 33,847 | 40,412 | 54,838 | 67,044 | 28,133 | 694 | - | - | | 2,763 | | - | 1,407 | 241,802 |
| BEECH 1900 A/B/C/D | - | - | 11,164 | 33,772 | 40,165 | 54,288 | 66,891 | 28,133 | 694 | - | - | | 2,763 | | - | 1,407 | 235,107 |
| PIPER PA-31/T-1020 | | | 1,500 | 75 | 247 | 550 | 153 | | | | | | | | | | 2,525 |
| SHORTS 330 | | | | | | | | | | | | | | | | | 4,170 |
| Grant Aviation | 26,540 | 2,327 | 877 | 5,272 | 5,304 | 6,106 | 1,481 | - | 12 | - | - | 1 | 1,113 | 92 | - | - | 49,125 |
| BEECH 200 KINGAIR | 2 | 30 | | | 12 | | | | | | | | | | | | 44 |
| BEEHCRAFT 65-A90 | | | | | | | | | | | | | | | | | - |
| CESSNA 172 SKYHAWK | | | | | | 40 | | | | | | | | | | | 40 |
| CESSNA 206/207/209 | 24,024 | 1,912 | 810 | 5,156 | 4,892 | 5,997 | 124 | - | 12 | - | - | - | - | - | - | - | 42,927 |
| CESSNA 208 | 2,439 | 385 | - | - | - | 2 | 1,352 | - | - | - | - | - | 974 | 1 | - | - | 5,153 |
| GIPPS AERO GA8 AIR | | | | | | | | | | | | | | | | | - |
| PIPER PA-31/T-1020 | 75 | - | 67 | 116 | 400 | 67 | 5 | - | - | - | - | 1 | 139 | 91 | | | 961 |

ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

Project Number Z605630000
AIP Number 3-02-0017-XXX-201X

| Freight Leaving St. Mary's (lbs) | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | Grand Total |
|---|----------------|------------------|------------------|----------------|------------------|------------------|----------------|----------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| Hageland Aviation Service | 431,471 | 283,834 | 163,177 | 132,410 | 140,765 | 145,466 | 122,489 | 126,696 | 153,407 | 172,348 | 184,265 | 235,267 | 367,694 | 174,487 | 157,566 | 193,592 | 3,184,934 |
| BEECH 1900 A/B/C/D | 20,616 | 26,061 | 26,040 | 641 | 1,963 | 420 | 4,064 | 37,968 | 27,678 | 33,706 | 19,334 | 31,150 | 64,638 | 35,047 | 33,634 | 41,627 | 404,587 |
| CESSNA 172 SKYHAWK | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| CESSNA 180 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| CESSNA 206/207/209 | 159,094 | 69,057 | 43,796 | 41,002 | 44,467 | 53,194 | 51,128 | 41,959 | 50,103 | 58,444 | 52,293 | 57,176 | 80,929 | 29,702 | 35,664 | 46,976 | 914,984 |
| CESSNA 208 | 203,143 | 177,052 | 91,331 | 90,767 | 93,992 | 91,717 | 67,113 | 46,623 | 74,098 | 80,191 | 112,634 | 146,732 | 221,597 | 109,686 | 88,268 | 104,989 | 1,799,933 |
| CESSNA 406 | 34,247 | 10,995 | 2,010 | - | 343 | 135 | 184 | - | 1,525 | - | - | 62 | 510 | 52 | - | - | 50,063 |
| CESSNA C-402/402A | 14,371 | 669 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 15,040 |
| PIPER PA-31/T-1020 | - | - | - | - | - | - | - | 146 | 3 | 7 | 4 | 147 | 20 | - | - | - | 327 |
| Iliamna Air Taxi | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Inland Aviation Services | - | - | - | - | 725 | - | - | - | - | 215 | - | - | - | - | - | - | 940 |
| CESSNA 172 SKYHAWK | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| CESSNA 206/207/209 | - | - | - | - | 725 | - | - | - | - | 215 | - | - | - | - | - | - | 940 |
| Larrys Flying Service | 30,600 | 45 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 30,645 |
| CESSNA 172 SKYHAWK | 1,908 | 45 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1,953 |
| CESSNA 206/207/209 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| PIPER PA-31/T-1020 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| PIPER PA-32 | 28,692 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 28,692 |
| Lynden Air Cargo Airlines | 1,052 | 18 | 3,500 | 9,339 | 39,375 | 5,080 | - | - | - | 46,200 | 184,584 | 324,431 | 137,380 | 40,996 | 43,852 | 102,262 | 938,069 |
| LOCKHEED L100-30 | 1,052 | 18 | 3,500 | 9,339 | 39,375 | 5,080 | - | - | - | 46,200 | 184,584 | 324,431 | 137,380 | 40,996 | 43,852 | 102,262 | 938,069 |
| Northern Air Cargo Inc. | 42,629 | 639,229 | 560,751 | 304,404 | 733,949 | 677,071 | 224,997 | 239,818 | 322,062 | 642,378 | 393,599 | 472,953 | 157,838 | 496,884 | 570,694 | 514,817 | 6,994,073 |
| ATR-42 | - | - | 44,602 | 34,527 | 1,029 | - | - | - | - | - | - | - | - | - | - | - | 80,158 |
| BOEING 727-100C/QC | 28,880 | 430,749 | 240,946 | 181,034 | 628,329 | 9,981 | - | - | - | - | - | - | - | - | - | - | 1,519,919 |
| BOEING 737-100/200 | - | - | - | - | - | - | 120,479 | 239,818 | 322,062 | 642,378 | 393,599 | 472,953 | 157,838 | 496,884 | 570,694 | 514,817 | 3,931,522 |
| DOUGLAS DC-6 | 13,749 | 208,480 | 275,203 | 88,843 | 104,591 | 667,090 | 104,518 | - | - | - | - | - | - | - | - | - | 1,462,474 |
| Peninsula Airways Inc. | 636 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 636 |
| CESSNA 208 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| SAAB-FAIRCHD 340/B | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| SWEARINGEN METRO 3 | 636 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 636 |
| Tatonduk Outfitters Limited d/b/a Everts Air Alaska and Everts Air Cargo | 115,667 | 176,416 | 322,244 | 214,446 | 450,923 | 639,480 | 400,538 | 186,395 | 281,934 | 554,245 | 394,464 | 239,357 | 282,916 | 284,849 | 575,032 | 191,125 | 5,310,031 |
| CESSNA 208 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| CURTISS C46 SERIES | - | - | - | - | - | - | - | - | - | 1,518 | 1,068 | - | - | - | - | - | 2,586 |
| DOUGLAS DC-6A | 115,667 | 176,416 | 322,244 | 214,446 | 450,923 | 639,480 | 400,538 | 186,395 | 280,958 | 552,443 | 390,180 | 239,357 | 282,916 | 284,849 | 575,032 | 190,698 | 5,302,542 |
| EMB-120 BRASILIA | - | - | - | - | - | - | - | - | 976 | 284 | 3,216 | - | - | - | - | - | 4,476 |
| PILATUS PC-12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 427 | 427 |
| Village Aviation | 1,392 | 5,875 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 7,267 |
| CASA 212 | - | 4,162 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 4,162 |
| CESSNA 206/207/209 | 1,392 | 1,713 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 3,105 |
| Warbelow | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Wright Air Service | 400 | - | - | 80 | - | 1,300 | - | 300 | 1,650 | 200 | - | - | - | - | - | - | 3,930 |
| BEECH 35/36 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| CESSNA 206/207/209 | - | - | - | - | - | - | - | - | - | 200 | - | - | - | - | - | - | 200 |
| CESSNA 208 | - | - | - | - | - | 1,100 | - | - | 1,650 | - | - | - | - | - | - | - | 2,750 |
| PIPER PA-31/T-1020 | 400 | - | - | 80 | - | 200 | - | 300 | - | - | - | - | - | - | - | - | 980 |
| Yute Air Aka Flight Alaska | - | - | - | - | - | - | - | - | - | 204 | - | - | - | - | - | - | 204 |
| CESSNA 172 SKYHAWK | - | - | - | - | - | - | - | - | - | 204 | - | - | - | - | - | - | - |
| CESSNA 206/207/209 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 204 |
| PIPER PA-31/T-1020 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Grand Total | 978,857 | 1,246,327 | 1,205,147 | 838,420 | 1,606,560 | 1,855,476 | 974,645 | 823,655 | 1,048,069 | 1,706,046 | 1,428,960 | 1,446,960 | 1,221,446 | 1,155,885 | 1,594,790 | 1,180,661 | 20,311,904 |

ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

Project Number Z605630000
AIP Number 3-02-0017-XXX-201X

| Mail arriving to St. Mary's (lbs) | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | Grand Total |
|---|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-----------|-----------|-----------|-----------|-----------|-----------|-------------|
| Alaska Central Express | | - | 358 | 218 | | | | - | | | | | | | - | | 576 |
| BEECH 1900 A/B/C/D | | - | 358 | 218 | | | | - | | | | | | | - | | 576 |
| Arctic Circle Air Service | 122,648 | 365,948 | 363,160 | 293,213 | 255,698 | 290,016 | 44,754 | 3,023 | | | | | | | | | 1,738,460 |
| BEECH KING AIR | | 222,076 | 334,759 | 268,105 | 219,324 | 259,650 | 22,427 | | | | | | | | | | 1,326,341 |
| CESSNA 206/207/209 | 164 | 1,013 | 1,344 | - | 998 | 75 | | | | | | | | | | | 3,594 |
| CESSNA 208 | | 28 | 1,428 | 402 | - | - | | | | | | | | | | | 1,858 |
| CESSNA C-402/402A | 122,034 | 130,587 | 9,756 | 9,819 | 20,775 | 27,288 | 18,462 | | | | | | | | | | 338,721 |
| SHORT HARLAND SC-7 | 450 | 890 | - | - | - | 1,504 | | | | | | | | | | | 2,844 |
| SHORTS 330 | | 11,354 | 15,873 | 14,887 | 14,601 | 1,499 | 3,865 | 3,023 | | | | | | | | | 65,102 |
| Arctic Transportation | 499 | 2,853 | 2,022 | 3,536 | 1,893 | 510 | 10 | - | - | - | - | 1,173 | 1,735 | - | - | 5,736 | 19,967 |
| CASA 212 | 443 | 2,791 | 1,231 | 2,395 | 1,893 | - | - | - | - | - | - | 1,162 | 1,735 | - | - | - | 11,650 |
| CESSNA 206/207/209 | 56 | 62 | 791 | 1,141 | - | 510 | 10 | - | - | - | - | 11 | - | - | - | - | 2,581 |
| CESSNA 208 | | | | | | | | | | | | | | | | 5,736 | 5,736 |
| CESSNA C-402/402A | - | - | | | | | | | | | | | | | | | - |
| PILATUS PC-12 | | | | | | | | | | | | | | | | | - |
| SHORT HARLAND SC-7 | | | | | | | | | | | | | | | | | - |
| Bering Air Inc. | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bidzy Ta Hot Aana, Inc. d/b/a Tanana Air Service | 71 | 1,566 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1,637 |
| CESSNA 180 | | | | | | | | | | | | | | | | | - |
| CESSNA 206/207/209 | | | | | | | | | | | | | | | | | - |
| PIPER PA-31/T-1020 | | | | | | | | | | | | | | | | | - |
| PIPER PA-32 | 71 | 1,566 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1,637 |
| PIPER PA-34/39 | - | | | | | | | | | | | | | | | | - |
| Cape Smythe Air Service | | | | | | | | | | | | | | | | | - |
| Era Aviation | | | | | | | | 1,941 | 30,744 | 380,716 | 346,069 | 223,733 | 226,394 | 186,908 | 279,766 | 274,870 | 1,951,141 |
| BEECH 1900 A/B/C/D | | | | | | | | 1,011 | 6,459 | 12,046 | 8,302 | 9,859 | 6,867 | 2,277 | - | | 46,821 |
| DHC8-100 DASH 8 | | | | | | | | 930 | 24,285 | 368,670 | 337,767 | 213,874 | 219,527 | 184,631 | 279,766 | 274,870 | 1,904,320 |
| Frontier Flying Service | - | - | 59,475 | 113,926 | 136,475 | 124,936 | 401,002 | 161,705 | 8,333 | - | - | | 11,758 | - | - | 1,379 | 1,018,989 |
| BEECH 1900 A/B/C/D | - | - | 57,300 | 113,403 | 133,632 | 122,558 | 400,188 | 161,705 | 8,333 | - | - | | | | | | 997,119 |
| PIPER PA-31/T-1020 | | | 2,175 | 523 | 2,843 | 2,378 | 814 | | | | | | | | | | 8,733 |
| SHORTS 330 | | | | | | | | | | | | | 11,758 | - | - | 1,379 | 13,137 |
| Grant Aviation | 27,107 | 26,933 | 18,069 | 7,632 | 7,203 | 3,963 | 2,903 | - | - | - | - | - | - | - | - | - | 93,810 |
| BEECH 200 KINGAIR | 43 | 78 | | | 200 | | | | | | | | | | | | 321 |
| BEECHCRAFT 65-A90 | | 1,486 | - | | | | | | | | | | | | | | 1,486 |
| CESSNA 172 SKYHAWK | 1,148 | 30 | 1 | - | | 1,165 | | | | | | | | | | | 2,344 |
| CESSNA 206/207/209 | 25,436 | 16,987 | 17,437 | 7,632 | 6,259 | 2,775 | 750 | - | - | - | - | - | - | - | - | - | 77,276 |
| CESSNA 208 | - | 31 | 630 | - | - | - | 2,153 | - | - | - | - | - | - | - | - | - | 2,814 |
| GIPPS AERO GA8 AIR | | | | | | | | | | | | | | | | | - |
| PIPER PA-31/T-1020 | 480 | 8,321 | 1 | - | 744 | 23 | - | - | - | - | - | - | - | - | - | - | 9,569 |
| Hageland Aviation Service | 82,103 | 81,782 | 72,281 | 73,518 | 41,280 | 24,424 | 44,306 | 356,073 | 495,671 | 972,123 | 1,115,966 | 1,079,985 | 1,415,383 | 1,531,411 | 1,638,414 | 1,590,369 | 10,615,089 |
| BEECH 1900 A/B/C/D | 23,462 | 28,771 | 16,479 | - | - | - | 6,855 | 293,239 | 445,835 | 863,800 | 1,025,101 | 981,104 | 1,299,528 | 1,425,946 | 1,534,130 | 1,504,104 | 9,448,354 |
| CESSNA 172 SKYHAWK | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| CESSNA 180 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| CESSNA 206/207/209 | 20,720 | 8,726 | 12,789 | 22,667 | 13,509 | 6,909 | 11,939 | 26,639 | 18,097 | 49,896 | 35,893 | 29,816 | 33,882 | 21,606 | 26,810 | 28,151 | 368,049 |
| CESSNA 208 | 15,154 | 26,939 | 32,980 | 50,851 | 27,607 | 17,430 | 25,495 | 35,660 | 29,516 | 56,052 | 54,972 | 69,034 | 80,825 | 83,859 | 77,474 | 58,114 | 741,962 |
| CESSNA 406 | 9,703 | 15,539 | 10,033 | - | 164 | 85 | 17 | 227 | 1,077 | 22 | - | 31 | 1,148 | - | - | - | 38,046 |
| CESSNA C-402/402A | 13,064 | 1,807 | | | | | | | | | | | | | | | 14,871 |
| PIPER PA-31/T-1020 | | | | | | | | 308 | 1,146 | 2,353 | - | - | - | - | - | - | 3,807 |
| Iliamna Air Taxi | | | | | | | | | | | | | | | | | - |
| Inland Aviation Services | - | 20 | 255 | 450 | - | - | - | - | - | - | - | - | - | - | - | - | 725 |
| CESSNA 172 SKYHAWK | | | | | | | | | | | | | | | | | - |
| CESSNA 206/207/209 | - | 20 | 255 | 450 | - | - | - | - | - | - | - | - | - | - | - | - | 725 |
| Larrys Flying Service | 10,578 | 10,191 | | | | | | | | | | | | | | | 20,769 |
| CESSNA 172 SKYHAWK | 2,252 | - | | | | | | | | | | | | | | | 2,252 |
| CESSNA 206/207/209 | 4,391 | 8,142 | | | | | | | | | | | | | | | 12,533 |
| PIPER PA-31/T-1020 | - | | | | | | | | | | | | | | | | - |
| PIPER PA-32 | 3,935 | 2,049 | | | | | | | | | | | | | | | 5,984 |

ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

Project Number Z605630000
AIP Number 3-02-0017-XXX-201X

| Mail arriving to St. Mary's (lbs) | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | Grand Total |
|---|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| Lynden Air Cargo Airlines | - | 837 | - | 225 | - | - | - | - | - | - | 557 | - | 733 | - | - | - | 2,352 |
| LOCKHEED L100-30 | - | 837 | - | 225 | - | - | - | - | - | - | 557 | - | 733 | - | - | - | 2,352 |
| Northern Air Cargo Inc. | 445,370 | 1,918,756 | 1,754,286 | 1,749,687 | 1,783,701 | 1,860,642 | 1,750,188 | 1,640,061 | 1,667,336 | 1,407,753 | 1,260,108 | 1,333,611 | 1,253,432 | 1,146,682 | 1,090,929 | 1,118,329 | 23,180,871 |
| ATR-42 | | | 913,453 | 885,768 | 73,904 | | | | | | | | | | | | 1,873,125 |
| BOEING 727-100C/QC | 243,518 | 992,504 | 279,907 | 371,131 | 1,500,630 | 253,448 | | | | | | | | | | | 3,641,138 |
| BOEING 737-100/200 | | | | | | | 806,227 | 1,640,061 | 1,667,336 | 1,407,753 | 1,260,108 | 1,333,611 | 1,253,432 | 1,146,682 | 1,090,929 | 1,118,329 | 12,724,468 |
| DOUGLAS DC-6 | 201,852 | 926,252 | 560,926 | 492,788 | 209,167 | 1,607,194 | 943,961 | | | | | | | | | | 4,942,140 |
| Peninsula Airways Inc. | 119,981 | - | | | | | | | | | | | | | | | 119,981 |
| CESSNA 208 | 4,335 | | | | | | | | | | | | | | | | 4,335 |
| SAAB-FAIRCHD 340/B | 989 | - | | | | | | | | | | | | | | | 989 |
| SWEARINGEN METRO 3 | 114,657 | | | | | | | | | | | | | | | | 114,657 |
| Tatonduk Outfitters Limited d/b/a Everts Air Alaska and Everts Air Cargo | 1,365,627 | 1,925,164 | 1,864,786 | 1,702,354 | 1,765,190 | 1,689,130 | 1,792,453 | 1,719,519 | 1,819,484 | 1,319,303 | 1,371,366 | 1,636,095 | 1,609,103 | 1,373,365 | 1,501,032 | 1,657,861 | 26,111,832 |
| CESSNA 208 | | | | - | | | | | | | - | | | | | | - |
| CURTISS C46 SERIES | | | | | | | | | | 54,115 | 30,490 | | | | | | 84,605 |
| DOUGLAS DC-6A | 1,365,627 | 1,925,164 | 1,864,786 | 1,702,354 | 1,765,190 | 1,683,269 | 1,792,453 | 1,719,519 | 1,786,678 | 1,237,279 | 1,271,507 | 1,636,095 | 1,609,103 | 1,373,365 | 1,501,032 | 1,657,861 | 25,891,282 |
| EMB-120 BRASILIA | | | | | | 5,861 | | | | 32,806 | 27,909 | | | | | | 135,945 |
| PILATUS PC-12 | | | | | | | | | | | | | - | | | - | - |
| Village Aviation | 3,418 | 150 | - | | | | | | | | | | | | | | 3,568 |
| CASA 212 | - | - | | | | | | | | | | | | | | | - |
| CESSNA 206/207/209 | 3,418 | 150 | - | | | | | | | | | | | | | | 3,568 |
| Warbelow | | | - | | | | - | - | - | - | - | - | - | - | - | - | - |
| Wright Air Service | | | - | | | | - | - | - | - | - | - | - | - | - | - | - |
| Yute Air Aka Flight Alaska | | | 1,019 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1,019 |
| CESSNA 172 SKYHAWK | | | | | | | | | | | | | | | | | - |
| CESSNA 206/207/209 | | | 1,019 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1,019 |
| PIPER PA-31/T-1020 | | | | | | | | | | | | | | | | | - |
| (blank) | | | | | | | | | | | | | | | | | |
| (blank) | | | | | | | | | | | | | | | | | |
| Grand Total | 2,177,402 | 4,334,200 | 4,135,711 | 3,944,759 | 3,991,440 | 3,993,621 | 4,035,616 | 3,882,322 | 4,021,568 | 4,079,895 | 4,094,066 | 4,274,597 | 4,518,538 | 4,238,366 | 4,510,141 | 4,648,544 | 64,880,786 |

ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

Project Number Z605630000
AIP Number 3-02-0017-XXX-201X

| Mail leaving St. Mary's (lbs) | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | Grand Total |
|---|---------|---------|-----------|-----------|---------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------------|
| Alaska Central Express | | - | 358 | 218 | | | | - | | | | | | | - | | 576 |
| BEECH 1900 A/B/C/D | | - | 358 | 218 | | | | - | | | | | | | - | | 576 |
| Arctic Circle Air Service | 59,379 | 183,818 | 178,985 | 171,586 | 143,114 | 177,216 | 29,182 | 2,133 | | | | | | | | | 945,413 |
| BEECH KING AIR | | 114,452 | 165,862 | 160,518 | 126,058 | 159,216 | 15,048 | | | | | | | | | | 741,154 |
| CESSNA 206/207/209 | 164 | 1,013 | 849 | - | 998 | 75 | | | | | | | | | | | 3,099 |
| CESSNA 208 | | 28 | 944 | 402 | - | - | | | | | | | | | | | 1,374 |
| CESSNA C-402/402A | 59,065 | 61,523 | 4,038 | 3,328 | 10,771 | 16,348 | 12,284 | | | | | | | | | | 167,357 |
| SHORT HARLAND SC-7 | 150 | 890 | - | - | - | 1,000 | | | | | | | | | | | 2,040 |
| SHORTS 330 | | 5,912 | 7,292 | 7,338 | 5,287 | 577 | 1,850 | 2,133 | | | | | | | | | 30,389 |
| Arctic Transportation | 331,922 | 365,595 | 376,987 | 472,560 | 528,799 | 527,728 | 585,437 | 598,214 | 567,019 | 571,133 | 563,932 | 562,620 | 604,866 | 503,735 | 485,300 | 569,804 | 8,215,651 |
| CASA 212 | 150,481 | 176,095 | 228,022 | 308,894 | 289,503 | 357,883 | 474,514 | 305,347 | 317,888 | 313,642 | 286,600 | 305,167 | 359,172 | 169,256 | 207,545 | 264,062 | 4,514,071 |
| CESSNA 206/207/209 | 173,282 | 187,734 | 148,965 | 163,666 | 239,296 | 169,845 | 110,923 | 242,676 | 221,342 | 192,761 | 221,718 | 248,624 | 245,694 | 167,999 | 149,970 | 153,129 | 3,037,624 |
| CESSNA 208 | | | | | | | | | | | | | | 166,480 | 127,785 | 152,613 | 446,878 |
| CESSNA C-402/402A | 8,159 | 1,766 | | | | | | | | | | | | | | | 9,925 |
| PILATUS PC-12 | | | | | | | | | | | | | | | | | - |
| SHORT HARLAND SC-7 | | | | | | | | 50,191 | 27,789 | 64,730 | 55,614 | 8,829 | | | | | 207,153 |
| Bering Air Inc. | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bidzy Ta Hot Aana, Inc. d/b/a Tanana Air Service | 260,518 | 319,510 | 101,859 | - | - | - | - | - | - | - | - | - | - | - | - | - | 681,887 |
| CESSNA 180 | | | | | | | | | | | | | | | | | - |
| CESSNA 206/207/209 | | | | | | | | | | | | | | | | | - |
| PIPER PA-31/T-1020 | | | | | | | | | | | | | | | | | - |
| PIPER PA-32 | 260,518 | 319,510 | 101,859 | - | - | - | - | - | - | - | - | - | - | - | - | - | 681,887 |
| PIPER PA-34/39 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Cape Smythe Air Service | | | | | | | | | | | | | | | | | - |
| Era Aviation | | | | | | | | 1,962 | 17,587 | 13,591 | - | - | 16,937 | 22,070 | 28,556 | 67,614 | 168,317 |
| BEECH 1900 A/B/C/D | | | | | | | | 617 | 13,445 | 172 | - | - | 2 | 435 | 351 | | 15,022 |
| DHC8-100 DASH 8 | | | | | | | | 1,345 | 4,142 | 13,419 | - | - | 16,935 | 21,635 | 28,205 | 67,614 | 153,295 |
| Frontier Flying Service | - | - | 42,310 | 65,710 | 75,530 | 63,136 | 245,228 | 109,140 | 1,462 | - | 8,986 | - | 13,900 | - | 10,190 | 78,025 | 713,617 |
| BEECH 1900 A/B/C/D | - | - | 39,758 | 65,140 | 74,950 | 62,008 | 244,414 | 109,140 | 1,462 | - | - | - | - | - | - | - | 596,872 |
| PIPER PA-31/T-1020 | | | 2,552 | 570 | 580 | 1,128 | 814 | | | | | | | | | | 5,644 |
| SHORTS 330 | | | | | | | | | | | 8,986 | | 13,900 | | 10,190 | 78,025 | 111,101 |
| Grant Aviation | 298,667 | 373,855 | 246,370 | 282,998 | 336,638 | 110,184 | 46,203 | - | - | - | - | - | - | - | - | - | 1,694,915 |
| BEECH 200 KINGAIR | 43 | 78 | | | 200 | | | | | | | | | | | | 321 |
| BEECHCRAFT 65-A90 | | | | | | | | | | | | | | | | | - |
| CESSNA 172 SKYHAWK | 1,103 | - | 1,415 | - | | 27,833 | | | | | | | | | | | 30,351 |
| CESSNA 206/207/209 | 287,100 | 333,631 | 234,886 | 278,382 | 316,611 | 82,251 | 44,050 | - | - | - | - | - | - | - | - | - | 1,576,911 |
| CESSNA 208 | 1,629 | 4,518 | 830 | 4,616 | 2,615 | - | 2,153 | - | - | - | - | - | - | - | - | - | 16,361 |
| GIPPS AERO GA8 AIR | | | | | | | | | | | | | | | | | - |
| PIPER PA-31/T-1020 | 8,792 | 35,628 | 9,239 | - | 17,212 | 100 | - | - | - | - | - | - | - | - | - | - | 70,971 |
| Hageland Aviation Service | 555,194 | 640,700 | 1,572,130 | 1,364,305 | 992,494 | 1,465,841 | 1,644,732 | 1,751,558 | 2,010,850 | 2,185,800 | 2,121,301 | 2,093,301 | 2,313,100 | 2,074,691 | 2,239,662 | 2,132,254 | 27,157,913 |
| BEECH 1900 A/B/C/D | 12,158 | 18,616 | 20,769 | 355 | - | - | 5,070 | 148,836 | 92,818 | 78,898 | 48,539 | 73,387 | 125,673 | 81,061 | 111,182 | 217,244 | 1,034,606 |
| CESSNA 172 SKYHAWK | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| CESSNA 180 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| CESSNA 206/207/209 | 315,643 | 236,263 | 443,113 | 365,445 | 309,661 | 487,544 | 597,633 | 729,015 | 937,138 | 985,139 | 926,243 | 824,459 | 664,541 | 522,621 | 593,984 | 648,765 | 9,587,207 |
| CESSNA 208 | 160,338 | 350,080 | 1,067,346 | 998,505 | 682,824 | 970,565 | 1,039,822 | 857,056 | 977,247 | 1,121,754 | 1,146,466 | 1,195,455 | 1,516,896 | 1,471,003 | 1,534,496 | 1,266,245 | 16,356,098 |
| CESSNA 406 | 36,425 | 32,761 | 40,902 | | 9 | 7,732 | 2,207 | 27 | 1,031 | - | - | - | 2,296 | 6 | | | 123,396 |
| CESSNA C-402/402A | 30,630 | 2,980 | | | | | | | | | | | | | | | 33,610 |
| PIPER PA-31/T-1020 | | | | | | | | 16,624 | 2,616 | 9 | 53 | - | 3,694 | - | | | 22,996 |
| Iliamna Air Taxi | | | | | - | | | | | | | | | | | | - |
| Inland Aviation Services | - | 20 | 255 | 205 | - | - | - | - | - | - | - | - | - | - | - | - | 480 |
| CESSNA 172 SKYHAWK | | | | | | | | | | | | | | | | | - |
| CESSNA 206/207/209 | - | 20 | 255 | 205 | - | - | - | - | - | - | - | - | - | - | - | - | 480 |

ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

Project Number Z605630000
AIP Number 3-02-0017-XXX-201X

| | | | | | | | | | | | | | | | | | | |
|---|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|----------------|
| Larrys Flying Service | 256,058 | 317,727 | | | | | | | | | | | | | | | | 573,785 |
| CESSNA 172 SKYHAWK | 42,359 | 9,961 | | | | | | | | | | | | | | | | 52,320 |
| CESSNA 206/207/209 | 122,807 | 201,083 | | | | | | | | | | | | | | | | 323,890 |
| PIPER PA-31/T-1020 | 2,672 | | | | | | | | | | | | | | | | | 2,672 |
| PIPER PA-32 | 88,220 | 106,683 | | | | | | | | | | | | | | | | 194,903 |
| Lynden Air Cargo Airlines | - | 837 | - | 225 | - | - | - | - | - | - | 557 | - | 733 | - | - | 600 | 2,952 | |
| LOCKHEED L100-30 | - | 837 | - | 225 | - | - | - | - | - | - | 557 | - | 733 | - | - | 600 | 2,952 | |
| Northern Air Cargo Inc. | 15,352 | 274,527 | 118,087 | 147,171 | 145,458 | 239,346 | 67,230 | 49,334 | 54,503 | 68,559 | 46,954 | 51,548 | 79,195 | 56,065 | 30,778 | 52,879 | 1,496,986 | |
| ATR-42 | | | 42,354 | 47,604 | 2,013 | | | | | | | | | | | | 91,971 | |
| BOEING 727-100C/QC | 7,243 | 119,987 | 6,606 | 49,115 | 132,636 | 4,290 | | | | | | | | | | | 319,877 | |
| BOEING 737-100/200 | | | | | | | 12,207 | 49,334 | 54,503 | 68,559 | 46,954 | 51,548 | 79,195 | 56,065 | 30,778 | 52,879 | 502,022 | |
| DOUGLAS DC-6 | 8,109 | 154,540 | 69,127 | 50,452 | 10,809 | 235,056 | 55,023 | | | | | | | | | | 583,116 | |
| Peninsula Airways Inc. | 55,930 | - | | | | | | | | | | | | | | | 55,930 | |
| CESSNA 208 | 2,095 | | | | | | | | | | | | | | | | 2,095 | |
| SAAB-FAIRCHD 340/B | 604 | - | | | | | | | | | | | | | | | 604 | |
| SWEARINGEN METRO 3 | 53,231 | | | | | | | | | | | | | | | | 53,231 | |
| Tatonduk Outfitters Limited d/b/a Everts Air Alaska and Everts Air Cargo | 186,272 | 297,142 | 140,433 | 44,320 | 125,208 | 71,482 | 88,838 | 20,366 | 24,509 | 46,291 | 138,041 | 383,621 | 393,639 | 297,396 | 287,907 | 292,672 | 2,838,137 | |
| CESSNA 208 | | | | | | | | | | | | | | | | | - | |
| CURTISS C46 SERIES | | | | | | | | | | 638 | 210 | | | | | | 848 | |
| DOUGLAS DC-6A | 186,272 | 297,142 | 140,433 | 44,320 | 125,208 | 71,482 | 88,838 | 20,366 | 24,022 | 44,905 | 137,099 | 383,621 | 393,639 | 297,396 | 287,907 | 292,615 | 2,835,265 | |
| EMB-120 BRASILIA | | | | | | | | | 487 | 748 | 732 | | | | | | 1,967 | |
| PILATUS PC-12 | | | | | | | | | | | | | | | | 57 | 57 | |
| Village Aviation | 320,835 | 261,477 | - | | | | | | | | | | | | | | 582,312 | |
| CASA 212 | 8,040 | 52,107 | | | | | | | | | | | | | | | 60,147 | |
| CESSNA 206/207/209 | 312,795 | 209,370 | | | | | | | | | | | | | | | 522,165 | |
| Warbelow | | | | | | | | | | | | | | | | | | |
| Wright Air Service | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Yute Air Aka Flight Alaska | | | 1,019 | | | | | | | | | | | | | | 1,019 | |
| CESSNA 172 SKYHAWK | | | | | | | | | | | | | | | | | - | |
| CESSNA 206/207/209 | | | 1,019 | | | | | | | | | | | | | | 1,019 | |
| PIPER PA-31/T-1020 | | | | | | | | | | | | | | | | | - | |
| (blank) | | | | | | | | | | | | | | | | | | |
| (blank) | | | | | | | | | | | | | | | | | | |
| Grand Total | 2,340,127 | 3,035,208 | 2,778,793 | 2,549,298 | 2,347,241 | 2,654,933 | 2,706,850 | 2,532,707 | 2,675,930 | 2,885,374 | 2,879,771 | 3,091,090 | 3,422,370 | 2,953,957 | 3,082,393 | 3,193,848 | 45,129,890 | |

ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

Project Number Z605630000
AIP Number 3-02-0017-XXX-201X

| Total Operations | ARC | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | Grand Total |
|--------------------|-------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| BEECH 35/36 | A-I | | | | | | | 2 | | | | | | | | | | 2 |
| CESSNA 172 SKYHAWK | A-I | 165 | 32 | 38 | 12 | 6 | 275 | | | | | | | | 4 | 14 | | 546 |
| GIPPS AERO GA8 AIR | A-I | | | | | | | | | | | | | | 6 | 16 | 10 | 32 |
| CASA 212 | A-II | 230 | 186 | 210 | 233 | 227 | 305 | 296 | 228 | 257 | 239 | 209 | 203 | 268 | 130 | 180 | 187 | 3588 |
| CURTISS C46 SERIES | B | | | | | | | | | | 18 | 8 | | | | | | 26 |
| BEECH 200 KINGAIR | B-I | 8 | 4 | 6 | 4 | 4 | 8 | | | 2 | 4 | 10 | 2 | 12 | 10 | 4 | 6 | 84 |
| BEECH KING AIR | B-I | | 348 | 559 | 540 | 470 | 480 | 38 | | | | | | | | | | 2435 |
| BEECHCRAFT 65-A90 | B-I | | 8 | 2 | | | | | | | | | | | | | | 10 |
| CESSNA 180 | B-I | 5 | 12 | 10 | 2 | 2 | 3 | 3 | 2 | 2 | 4 | 2 | | | | | | 47 |
| CESSNA 206/207/209 | B-I | 8021 | 7194 | 6907 | 6584 | 6877 | 7437 | 6073 | 5630 | 6750 | 7762 | 6521 | 6449 | 5848 | 3862 | 4660 | 4599 | 101174 |
| CESSNA 208 | B-I | 1423 | 2442 | 3142 | 2627 | 4311 | 4267 | 3064 | 2340 | 2844 | 3083 | 3110 | 3598 | 3970 | 3941 | 4352 | 3699 | 52213 |
| CESSNA 406 | B-I | 1126 | 1014 | 491 | 1 | 53 | 104 | 46 | 21 | 23 | 9 | 7 | 19 | 5 | 6 | | | 2925 |
| CESSNA C208B | B-I | | | | | | | | | | | | | | | 2 | 6 | 8 |
| CESSNA C-402/402A | B-I | 1209 | 507 | 20 | 28 | 54 | 68 | 35 | | | | | | | | | | 1921 |
| PIPER PA-31/T-1020 | B-I | 57 | 123 | 115 | 54 | 111 | 74 | 18 | 86 | 49 | 41 | 77 | 50 | 49 | 35 | 10 | 35 | 984 |
| PIPER PA-32 | B-I | 1003 | 1036 | 222 | 4 | | 2 | 4 | 4 | | 2 | | | | | | 2 | 2279 |
| PIPER PA-34/39 | B-I | 2 | | | | 2 | | | | | | | | | | | | 4 |
| SWEARINGEN METRO 3 | B-I | 190 | | | | | | | | | | | | | | | | 190 |
| BEECH 1900 A/B/C/D | B-II | 559 | 747 | 1081 | 1090 | 1205 | 1249 | 1649 | 1747 | 1159 | 778 | 947 | 964 | 1002 | 1027 | 1020 | 993 | 17217 |
| EMB-120 BRASILIA | B-II | | | | | | 2 | | | 12 | 10 | 26 | | | | | | 50 |
| PILATUS PC-12 | B-II | | | | | | | | | | | | 2 | 4 | 2 | | 8 | 16 |
| SAAB-FAIRCHD 340/B | B-II | 6 | 2 | | | | | | | | | | | | | | | 8 |
| SHORT HARLAND SC-7 | B-II | 2 | 15 | 6 | 8 | 4 | 24 | | 54 | 38 | 100 | 86 | 8 | | | | | 345 |
| SHORTS 330 | B-II | | 12 | 26 | 32 | 42 | 4 | 4 | 4 | | | 6 | | 8 | | 4 | 32 | 174 |
| DHC8-100 DASH 8 | B-III | | | | | | | | 36 | 214 | 567 | 524 | 538 | 582 | 622 | 710 | 765 | 4558 |
| DOUGLAS DC-6 | B-III | 32 | 135 | 110 | 62 | 32 | 265 | 136 | | | | | | | | | | 772 |
| DOUGLAS DC-6A | B-III | 231 | 276 | 298 | 244 | 240 | 227 | 212 | 194 | 224 | 184 | 182 | 195 | 206 | 198 | 204 | 197 | 3512 |
| ATR-42 | C-III | | | 272 | 274 | 22 | | | | | | | | | | | | 568 |
| BOEING 727-100C/QC | C-III | 37 | 176 | 49 | 42 | 178 | 28 | | | | | | | | | | | 510 |
| BOEING 737-100/200 | C-III | | | | | | | 108 | 220 | 228 | 240 | 201 | 224 | 204 | 212 | 196 | 186 | 2019 |
| LOCKHEED L100-30 | C-IV | 3 | 6 | 2 | 2 | 2 | 4 | 8 | | 4 | 2 | 8 | 16 | 8 | 2 | 2 | 5 | 74 |
| Grand Total | | 14309 | 14275 | 13566 | 11843 | 13842 | 14826 | 11696 | 10566 | 11806 | 13043 | 11924 | 12268 | 12166 | 10057 | 11376 | 10728 | 198291 |

ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

Project Number Z605630000
AIP Number 3-02-0017-XXX-201X

| Passengers leaving St. Mary's | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | Grand Total |
|---|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|
| Alaska Central Express | | - | - | - | | | | - | | | | | | | 3 | | 3 |
| BEECH 1900 A/B/C/D | | - | - | - | | | | - | | | | | | | 3 | | 3 |
| Arctic Circle Air Service | 6 | 39 | 42 | 16 | 10 | 24 | - | - | | | | | | | | | 137 |
| BEECH KING AIR | | 1 | 21 | - | - | - | - | | | | | | | | | | 22 |
| CESSNA 206/207/209 | 6 | 20 | 16 | 7 | 5 | 16 | | | | | | | | | | | 70 |
| CESSNA 208 | | 17 | 3 | - | 5 | 8 | | | | | | | | | | | 33 |
| CESSNA C-402/402A | - | 1 | 1 | 9 | - | - | - | | | | | | | | | | 11 |
| SHORT HARLAND SC-7 | - | - | - | - | - | - | - | | | | | | | | | | - |
| SHORTS 330 | | - | 1 | - | - | - | - | - | | | | | | | | | 1 |
| Arctic Transportation | - | - | - | - | - | - | - | - | - | - | - | - | 14 | 7 | 17 | 19 | 57 |
| CASA 212 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| CESSNA 206/207/209 | - | - | - | - | - | - | - | - | - | - | - | - | 13 | 1 | 8 | 18 | 40 |
| CESSNA 208 | | | | | | | | | | | | | | 6 | 9 | - | 15 |
| CESSNA C-402/402A | - | - | | | | | | | | | | | 1 | | | 1 | 2 |
| PILATUS PC-12 | | | | | | | | | | | | | | | | | - |
| SHORT HARLAND SC-7 | | | | | | | | | | | | | | | | | - |
| Bering Air Inc. | 105 | 59 | 53 | 40 | 53 | 83 | 5 | 31 | 10 | 11 | 91 | 22 | 66 | 47 | 21 | 65 | 762 |
| BEECH 1900 A/B/C/D | | | 16 | 16 | 20 | 56 | - | 16 | | - | 35 | | 3 | - | | 18 | 180 |
| BEECH 200 KINGAIR | 18 | 2 | 17 | 6 | 3 | 20 | | | 3 | 4 | 4 | | 24 | 15 | 6 | 9 | 131 |
| CASA 212 | | | | 1 | | - | | 1 | - | | | | | | | | 2 |
| CESSNA 208 | 16 | 11 | 1 | - | 3 | | | 3 | | 3 | - | 3 | - | 14 | | | 54 |
| CESSNA C208B | | | | | | | | | | | | | | | 1 | 3 | 4 |
| PIPER PA-31/T-1020 | 71 | 46 | 19 | 17 | 27 | 7 | 5 | 11 | 7 | 4 | 52 | 19 | 39 | 18 | 14 | 35 | 391 |
| Bidzy Ta Hot Aana, Inc. d/b/a Tanana Air Service | 24 | 33 | 38 | 2 | - | - | 4 | 4 | | 1 | - | | | | - | 3 | 109 |
| CESSNA 180 | | | | | | | | | | | - | | | | | | - |
| CESSNA 206/207/209 | | | | | | | | | | | | | | | | | - |
| PIPER PA-31/T-1020 | | | | | | | | | | | | | | | | 3 | 3 |
| PIPER PA-32 | 24 | 33 | 38 | 2 | | - | 4 | 4 | | 1 | | | | | | | 106 |
| PIPER PA-34/39 | - | | | | - | | | | | | | | | | | | - |
| Cape Smythe Air Service | | | 3 | | | | | | | | | | | | | | 3 |
| PIPER PA-31/T-1020 | | | 3 | | | | | | | | | | | | | | 3 |
| Era Aviation | | | | | | | | 1,014 | 4,784 | 5,490 | 5,409 | 5,945 | 5,973 | 6,988 | 6,336 | 6,255 | 48,194 |
| BEECH 1900 A/B/C/D | | | | | | | | 773 | 3,007 | 731 | 1,073 | 1,104 | 937 | 609 | 82 | | 8,316 |
| DHC8-100 DASH 8 | | | | | | | | 241 | 1,777 | 4,759 | 4,336 | 4,841 | 5,036 | 6,379 | 6,254 | 6,255 | 39,878 |
| Frontier Flying Service | 57 | 42 | 1,349 | 3,524 | 4,234 | 4,416 | 6,386 | 4,896 | 175 | 43 | - | - | - | - | - | - | 25,122 |
| BEECH 1900 A/B/C/D | 57 | 36 | 1,317 | 3,500 | 4,210 | 4,370 | 6,375 | 4,896 | 175 | 43 | | | | | | | 24,979 |
| PIPER PA-31/T-1020 | | 6 | 32 | 24 | 24 | 46 | 11 | | | | | | | | | | 143 |
| SHORTS 330 | | | | | | | | | | | - | - | - | - | - | - | - |
| Grant Aviation | 449 | 292 | 202 | 1,274 | 710 | 876 | 199 | 40 | 94 | 48 | 42 | 23 | 88 | 69 | 35 | 23 | 4,464 |
| BEECH 200 KINGAIR | 8 | 5 | | | 2 | | | | | | 8 | - | | | | | 23 |
| BEECHCRAFT 65-A90 | | 17 | 6 | | | | | | | | | | | | | | 23 |
| CESSNA 172 SKYHAWK | 2 | 10 | 9 | 4 | | 193 | | | | | | | | | | | 218 |
| CESSNA 206/207/209 | 395 | 149 | 140 | 1,239 | 644 | 614 | 166 | 14 | 28 | 21 | 25 | 8 | 23 | 16 | 6 | 6 | 3,494 |
| CESSNA 208 | 22 | 37 | 19 | 5 | 13 | 12 | 14 | 21 | 57 | 12 | | 6 | 52 | 43 | 18 | 4 | 335 |
| GIPPS AERO GA8 AIR | | | | | | | | | | | | | | 7 | 11 | 13 | 31 |
| PIPER PA-31/T-1020 | 22 | 74 | 28 | 26 | 51 | 57 | 19 | 5 | 9 | 15 | 9 | 9 | 13 | 3 | | | 340 |

ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

Project Number Z605630000
AIP Number 3-02-0017-XXX-201X

| Passengers leaving St. Mary's | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | Grand Total |
|---|--------------|--------------|---------------|--------------|---------------|---------------|---------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| Hageland Aviation Service | 8,647 | 9,024 | 8,695 | 4,510 | 9,606 | 9,648 | 5,511 | 3,892 | 5,868 | 7,425 | 7,450 | 8,449 | 8,538 | 7,398 | 6,920 | 6,104 | 117,685 |
| BEECH 1900 A/B/C/D | 1,721 | 2,278 | 2,277 | 174 | 190 | 147 | 14 | 1 | 2 | 28 | 46 | 60 | 143 | 362 | 134 | 135 | 7,712 |
| CESSNA 172 SKYHAWK | 3 | 1 | 13 | 1 | | | | | | | | | | | | | 18 |
| CESSNA 180 | - | 3 | 5 | 1 | 1 | - | 1 | 1 | - | - | | | | | | | 12 |
| CESSNA 206/207/209 | 2,838 | 2,454 | 2,550 | 1,858 | 2,715 | 3,249 | 2,342 | 1,819 | 2,479 | 3,352 | 3,237 | 3,146 | 2,861 | 2,006 | 1,802 | 1,688 | 40,396 |
| CESSNA 208 | 1,127 | 2,507 | 3,110 | 2,476 | 6,632 | 6,099 | 3,089 | 1,985 | 3,311 | 4,008 | 4,119 | 5,157 | 5,518 | 5,008 | 4,984 | 4,281 | 63,411 |
| CESSNA 406 | 1,864 | 1,440 | 740 | | 68 | 153 | 65 | 25 | 46 | - | 11 | 48 | - | 10 | | | 4,470 |
| CESSNA C-402/402A | 1,094 | 341 | | | | | | | | | | | | | | | 1,435 |
| PIPER PA-31/T-1020 | | | | | | | | 61 | 30 | 37 | 37 | 38 | 16 | 12 | | - | 231 |
| Iliamna Air Taxi | | | | | 2 | | | | | | | 7 | | 3 | | | 12 |
| PILATUS PC-12 | | | | | | | | | | | | 7 | | 3 | | | 10 |
| PIPER PA-31/T-1020 | | | | | 2 | | | | | | | | | | | | 2 |
| Inland Aviation Services | 4 | 20 | 9 | 18 | 21 | 1 | | - | - | 1 | | | | | | | 74 |
| CESSNA 172 SKYHAWK | | | 4 | 2 | 7 | | | | | | | | | | | | 13 |
| CESSNA 206/207/209 | 4 | 20 | 5 | 16 | 14 | 1 | | - | - | 1 | | | | | | | 61 |
| Larrys Flying Service | 106 | 73 | | | | | | | | | | | | | | | 179 |
| CESSNA 172 SKYHAWK | 4 | 2 | | | | | | | | | | | | | | | 6 |
| CESSNA 206/207/209 | 38 | 48 | | | | | | | | | | | | | | | 86 |
| PIPER PA-31/T-1020 | 2 | | | | | | | | | | | | | | | | 2 |
| PIPER PA-32 | 62 | 23 | | | | | | | | | | | | | | | 85 |
| Lynden Air Cargo Airlines | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Northern Air Cargo Inc. | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Peninsula Airways Inc. | 30 | 30 | | | | | | | | | | | | | | | 60 |
| CESSNA 208 | - | | | | | | | | | | | | | | | | - |
| SAAB-FAIRCHD 340/B | 29 | 30 | | | | | | | | | | | | | | | 59 |
| SWEARINGEN METRO 3 | 1 | | | | | | | | | | | | | | | | 1 |
| Tatonduk Outfitters Limited d/b/a Everts Air Alaska and Everts Air Cargo | - | - | - | - | - | - | - | - | - | - | - | - | 3 | - | - | 11 | 14 |
| CESSNA 208 | | | | | | | | | | | | | | | | | - |
| CURTISS C46 SERIES | | | | | | | | | | | | | | | | | - |
| DOUGLAS DC-6A | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| EMB-120 BRASILIA | | | | | | | | | | | | | | | | | - |
| PILATUS PC-12 | | | | | | | | | | | | | 3 | | | 11 | 14 |
| Village Aviation | - | - | - | | | | | | | | | | | | | | - |
| Warbelow | | | | | | | - | 16 | - | 12 | | | | | | | 28 |
| BEECH 1900 A/B/C/D | | | | | | | | 16 | | 12 | | | | | | | 28 |
| PIPER PA-31/T-1020 | | | | | | | | | | | | | | | | | - |
| Wright Air Service | 4 | - | 11 | 6 | | 7 | - | 19 | 2 | 4 | - | | - | | | - | 53 |
| BEECH 35/36 | | | | | | | | | | | | | | | | | - |
| CESSNA 206/207/209 | | | | | | | | | | 1 | | | | | | | 1 |
| CESSNA 208 | | - | - | - | | 4 | | | 2 | | - | | | | | - | 6 |
| PIPER PA-31/T-1020 | 4 | - | 11 | 6 | | 3 | | 19 | | 3 | - | | - | | | | 46 |
| Yute Air Aka Flight Alaska | | - | 3 | - | 2 | - | 5 | 7 | 2 | 10 | 22 | 16 | 22 | 16 | 20 | | 125 |
| CESSNA 172 SKYHAWK | | | | | | | | | | | | | | - | 4 | | 4 |
| CESSNA 206/207/209 | | | 3 | - | 2 | - | 5 | 7 | 2 | 10 | 22 | 16 | 22 | 16 | 16 | | 121 |
| PIPER PA-31/T-1020 | | | | | | | | | | | | | | | | | - |
| Grand Total | 9,432 | 9,612 | 10,405 | 9,390 | 14,638 | 15,055 | 12,110 | 9,919 | 10,935 | 13,045 | 13,014 | 14,462 | 14,704 | 14,528 | 13,352 | 12,480 | 197,081 |

ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

Project Number Z605630000
AIP Number 3-02-0017-XXX-201X

| Sum of PASSENGERS To St.Mary's | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | Grand Total |
|---|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|
| Alaska Central Express | | - | - | - | | | | 3 | | | | | | | 3 | | 6 |
| BEECH 1900 A/B/C/D | | - | - | - | | | | 3 | | | | | | | 3 | | 6 |
| Arctic Circle Air Service | 11 | 49 | 53 | 21 | 10 | 47 | - | - | | | | | | | | | 191 |
| BEECH KING AIR | | 2 | 22 | - | - | - | - | | | | | | | | | | 24 |
| CESSNA 206/207/209 | 11 | 31 | 21 | 11 | 5 | 24 | | | | | | | | | | | 103 |
| CESSNA 208 | | 16 | 7 | 3 | 5 | 23 | | | | | | | | | | | 54 |
| CESSNA C-402/402A | - | - | 2 | 7 | - | - | - | | | | | | | | | | 9 |
| SHORT HARLAND SC-7 | - | - | - | - | - | - | - | | | | | | | | | | - |
| SHORTS 330 | | - | 1 | - | - | - | - | - | | | | | | | | | 1 |
| Arctic Transportation | - | - | - | - | - | - | - | - | - | - | - | - | 12 | 7 | 14 | 9 | 42 |
| CASA 212 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| CESSNA 206/207/209 | - | - | - | - | - | - | - | - | - | - | - | - | 12 | 5 | 7 | 8 | 32 |
| CESSNA 208 | | | | | | | | | | | | | | 2 | 7 | - | 9 |
| CESSNA C-402/402A | - | - | | | | | | | | | | | | | | 1 | 1 |
| PILATUS PC-12 | | | | | | | | | | | | | | | | | - |
| SHORT HARLAND SC-7 | | | | | | | | | | | | | | | | | - |
| Bering Air Inc. | 99 | 60 | 18 | 50 | 33 | 68 | 24 | 30 | 7 | 12 | 77 | 27 | 67 | 70 | 18 | 49 | 709 |
| BEECH 1900 A/B/C/D | | | - | - | 2 | 37 | 19 | - | | 3 | - | - | 14 | - | - | - | 75 |
| BEECH 200 KINGAIR | 15 | 2 | 1 | 10 | 3 | 22 | | | - | 2 | 3 | | 26 | 14 | 8 | 9 | 115 |
| CASA 212 | | | | 1 | | - | | 2 | - | | | | | | | | 3 |
| CESSNA 208 | 16 | 15 | - | 24 | 6 | | | 6 | | 3 | 16 | - | 2 | 17 | | | 105 |
| CESSNA C208B | | | | | | | | | | | | | | | | 4 | 4 |
| PIPER PA-31/T-1020 | 68 | 43 | 17 | 15 | 22 | 9 | 5 | 22 | 7 | 4 | 58 | 27 | 39 | 25 | 10 | 36 | 407 |
| Bidzy Ta Hot Aana, Inc. d/b/a Tanana Air Service | 20 | 16 | 28 | 2 | 2 | 1 | 4 | 4 | | 1 | - | - | | | - | - | 78 |
| CESSNA 180 | | | | | | | | | | | | | | | | | - |
| CESSNA 206/207/209 | | | | | | | | | | | | | | | | | - |
| PIPER PA-31/T-1020 | | | | | | | | | | | | | | | | | - |
| PIPER PA-32 | 20 | 16 | 28 | 2 | | 1 | 4 | 4 | | 1 | | | | | | | 76 |
| PIPER PA-34/39 | - | | | | 2 | | | | | | | | | | | | 2 |
| Cape Smythe Air Service | | | 3 | | | | | | | | | | | | | | 3 |
| PIPER PA-31/T-1020 | | | 3 | | | | | | | | | | | | | | 3 |
| Era Aviation | | | | | | | | 1,129 | 5,024 | 5,774 | 6,115 | 6,533 | 7,058 | 7,650 | 7,097 | 7,436 | 53,816 |
| BEECH 1900 A/B/C/D | | | | | | | | 791 | 3,011 | 681 | 1,144 | 1,089 | 919 | 587 | 84 | | 8,306 |
| DHC8-100 DASH 8 | | | | | | | | 338 | 2,013 | 5,093 | 4,971 | 5,444 | 6,139 | 7,063 | 7,013 | 7,436 | 45,510 |
| Frontier Flying Service | 19 | 49 | 1,389 | 3,269 | 4,082 | 4,367 | 6,080 | 4,677 | 196 | 48 | - | - | - | - | - | - | 24,176 |
| BEECH 1900 A/B/C/D | 19 | 40 | 1,337 | 3,243 | 4,053 | 4,303 | 6,069 | 4,677 | 196 | 48 | | | | | | | 23,985 |
| PIPER PA-31/T-1020 | | 9 | 52 | 26 | 29 | 64 | 11 | | | | | | | | | | 191 |
| SHORTS 330 | | | | | | | | | | | | | | | | | - |
| Grant Aviation | 317 | 306 | 192 | 937 | 866 | 844 | 205 | 57 | 111 | 65 | 71 | 22 | 94 | 69 | 20 | 24 | 4,200 |
| BEECH 200 KINGAIR | 8 | 3 | | | 2 | | | | | | 9 | - | | | | | 22 |
| BEEHCRAFT 65-A90 | | 17 | 5 | | | | | | | | | | | | | | 22 |
| CESSNA 172 SKYHAWK | - | 4 | 2 | 5 | | 140 | | | | | | | | | | | 151 |
| CESSNA 206/207/209 | 254 | 169 | 139 | 908 | 781 | 637 | 160 | 34 | 54 | 40 | 53 | 7 | 24 | 21 | 5 | 5 | 3,291 |
| CESSNA 208 | 23 | 28 | 15 | 5 | 15 | 6 | 35 | 18 | 49 | 10 | | 6 | 60 | 38 | 4 | 12 | 324 |
| GIPPS AERO GA8 AIR | | | | | | | | | | | | | | 8 | 11 | 7 | 26 |
| PIPER PA-31/T-1020 | 32 | 85 | 31 | 19 | 68 | 61 | 10 | 5 | 8 | 15 | 9 | 9 | 10 | 2 | | | 364 |

ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

Project Number Z605630000
AIP Number 3-02-0017-XXX-201X

| Sum of PASSENGERS To St.Mary's | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | Grand Total |
|---|--------------|--------------|---------------|--------------|---------------|---------------|---------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| Hageland Aviation Service | 8,238 | 9,008 | 8,610 | 4,745 | 9,642 | 9,772 | 5,806 | 3,991 | 5,883 | 7,190 | 7,121 | 7,959 | 7,884 | 7,510 | 6,919 | 5,857 | 116,135 |
| BEECH 1900 A/B/C/D | 1,709 | 2,375 | 2,488 | 194 | 124 | 146 | 19 | 1 | 1 | - | 24 | 63 | 68 | 208 | 48 | 57 | 7,525 |
| CESSNA 172 SKYHAWK | 7 | 3 | 13 | 1 | | | | | | | | | | | | | 24 |
| CESSNA 180 | 2 | 4 | 4 | 1 | 1 | - | 1 | 1 | 1 | 2 | | | | | | | 17 |
| CESSNA 206/207/209 | 2,760 | 2,519 | 2,593 | 2,010 | 2,695 | 3,219 | 2,446 | 1,874 | 2,746 | 3,733 | 3,416 | 3,267 | 2,703 | 2,077 | 2,001 | 1,707 | 41,766 |
| CESSNA 208 | 1,155 | 2,368 | 2,859 | 2,539 | 6,715 | 6,202 | 3,257 | 2,032 | 3,026 | 3,378 | 3,625 | 4,551 | 5,096 | 5,205 | 4,870 | 4,085 | 60,963 |
| CESSNA 406 | 1,564 | 1,478 | 653 | - | 107 | 205 | 83 | 38 | 31 | 40 | 10 | 53 | - | 9 | | | 4,271 |
| CESSNA C-402/402A | 1,041 | 261 | | | | | | | | | | | | | | | 1,302 |
| PIPER PA-31/T-1020 | | | | | | | | 45 | 78 | 37 | 46 | 25 | 17 | 11 | | 8 | 267 |
| Iliamna Air Taxi | | | | | - | | | | | | | - | | 3 | | | 3 |
| PILATUS PC-12 | | | | | | | | | | | | - | | 3 | | | 3 |
| PIPER PA-31/T-1020 | | | | | | | | | | | | | | | | | - |
| Inland Aviation Services | 9 | 28 | 9 | 22 | 22 | 7 | | 4 | - | - | | | | | | | 101 |
| CESSNA 172 SKYHAWK | | 2 | 4 | 2 | 6 | | | | | | | | | | | | 14 |
| CESSNA 206/207/209 | 9 | 26 | 5 | 20 | 16 | 7 | | 4 | - | - | | | | | | | 87 |
| Larrys Flying Service | 93 | 50 | | | | | | | | | | | | | | | 143 |
| CESSNA 172 SKYHAWK | 5 | 2 | | | | | | | | | | | | | | | 7 |
| CESSNA 206/207/209 | 33 | 25 | | | | | | | | | | | | | | | 58 |
| PIPER PA-31/T-1020 | 2 | | | | | | | | | | | | | | | | 2 |
| PIPER PA-32 | 53 | 23 | | | | | | | | | | | | | | | 76 |
| Lynden Air Cargo Airlines | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Northern Air Cargo Inc. | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Peninsula Airways Inc. | 29 | 28 | | | | | | | | | | | | | | | 57 |
| CESSNA 208 | - | | | | | | | | | | | | | | | | - |
| SAAB-FAIRCHD 340/B | 29 | 28 | | | | | | | | | | | | | | | 57 |
| SWEARINGEN METRO 3 | - | | | | | | | | | | | | | | | | - |
| Tatonduk Outfitters Limited d/b/a Everts Air Alaska and Everts Air Cargo | - | - | - | 5 | - | - | - | - | - | - | - | - | 4 | - | 4 | 11 | 24 |
| CESSNA 208 | | | | 5 | | | | | | | | | | | | | 9 |
| CURTISS C46 SERIES | | | | | | | | | | | | | | | | | - |
| DOUGLAS DC-6A | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| EMB-120 BRASILIA | | | | | | | | | | | | | | | | | - |
| PILATUS PC-12 | | | | | | | | | | | | | 4 | | | 11 | 15 |
| Village Aviation | - | - | - | | | | | | | | | | | | | | - |
| Warbelow | | | | | | | | | | 13 | | | | | | | 13 |
| BEECH 1900 A/B/C/D | | | | | | | | | | 13 | | | | | | | 13 |
| PIPER PA-31/T-1020 | | | | | | | | | | | | | | | | | - |
| Wright Air Service | | 8 | 9 | 18 | | 6 | - | 18 | 3 | 4 | 8 | | 1 | | | | 75 |
| BEECH 35/36 | | | | | | | | | | | | | | | | | - |
| CESSNA 206/207/209 | | | | | | | | | | 1 | | | | | | | 1 |
| CESSNA 208 | | 5 | 4 | 8 | | 4 | | | 3 | | 6 | | | | | - | 30 |
| PIPER PA-31/T-1020 | | 3 | 5 | 10 | | 2 | | 18 | | 3 | 2 | | 1 | | | | 44 |
| Yute Air Aka Flight Alaska | | - | 3 | 1 | 2 | 3 | 10 | 5 | 2 | 24 | 26 | 14 | 29 | 9 | 15 | | 143 |
| CESSNA 172 SKYHAWK | | | | | | | | | | | | | | 1 | 4 | | 5 |
| CESSNA 206/207/209 | | | 3 | 1 | 2 | 3 | 10 | 5 | 2 | 24 | 26 | 14 | 29 | 8 | 11 | | 138 |
| PIPER PA-31/T-1020 | | | | | | | | | | | | | | | | | - |
| Grand Total | 8,835 | 9,602 | 10,314 | 9,070 | 14,659 | 15,115 | 12,129 | 9,918 | 11,226 | 13,131 | 13,418 | 14,555 | 15,149 | 15,318 | 14,090 | 13,386 | 199,915 |

ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

Project Number Z605630000
AIP Number 3-02-0017-XXX-201X

| Freight Total (LBS) | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | Grand Total |
|----------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| Alaska Central Express | | 10 | 590 | 8,626 | | | | 1,309 | | | | | | | 4,112 | | 14,647 |
| BEECH 1900 A/B/C/D | | 10 | 590 | 8,626 | | | | 1,309 | | | | | | | 4,112 | | 14,647 |
| Arctic Circle Air Service | 4,989 | 44,700 | 14,479 | 43,793 | 110,405 | 175,271 | 12,799 | 2,614 | | | | | | | | | 409,050 |
| BEECH KING AIR | | 2,749 | 2,138 | 12,520 | 52,900 | 140,852 | 9,947 | | | | | | | | | | 221,106 |
| CESSNA 206/207/209 | 4,899 | 6,872 | 300 | - | - | 793 | | | | | | | | | | | 12,864 |
| CESSNA 208 | | 16,136 | - | 1,472 | - | 7,544 | | | | | | | | | | | 25,152 |
| CESSNA C-402/402A | 90 | 4,149 | - | 184 | 1,129 | 2,036 | - | | | | | | | | | | 7,588 |
| SHORT HARLAND SC-7 | - | 14,772 | 3,559 | 6,270 | 4,294 | 24,046 | | | | | | | | | | | 52,941 |
| SHORTS 330 | | 22 | 8,482 | 23,347 | 52,082 | - | 2,852 | 2,614 | | | | | | | | | 89,399 |
| Arctic Transportation | 358,101 | 160,763 | 187,660 | 143,124 | 185,974 | 250,305 | 221,599 | 285,886 | 331,266 | 341,903 | 320,540 | 207,669 | 313,511 | 188,959 | 307,137 | 170,008 | 3,974,405 |
| CASA 212 | 346,466 | 134,394 | 163,588 | 123,704 | 151,035 | 227,057 | 207,571 | 202,235 | 257,649 | 233,889 | 211,094 | 169,812 | 271,418 | 115,395 | 229,118 | 122,986 | 3,167,411 |
| CESSNA 206/207/209 | 11,384 | 25,901 | 24,072 | 19,420 | 34,939 | 23,248 | 14,028 | 47,018 | 46,092 | 47,585 | 41,956 | 34,272 | 42,093 | 42,654 | 48,361 | 29,614 | 532,637 |
| CESSNA 208 | | | | | | | | | | | | | | 30,910 | 29,658 | 17,408 | 77,976 |
| CESSNA C-402/402A | 251 | 468 | | | | | | | | | | | | | | | 719 |
| PILATUS PC-12 | | | | | | | | | | | | | | | | | - |
| SHORT HARLAND SC-7 | | | | | | | | 36,633 | 27,525 | 60,429 | 67,490 | 3,585 | | | | | 195,662 |
| Bering Air Inc. | 1,300 | 5,961 | 1,900 | 4,625 | 7,385 | 29,400 | - | 10,100 | 2,600 | 1,140 | 350 | 1,300 | 1,077 | 4,041 | 160 | 2,689 | 74,028 |
| BEECH 1900 A/B/C/D | | | - | - | 1,744 | - | - | - | - | - | - | - | - | - | - | - | 1,744 |
| BEECH 200 KINGAIR | - | - | - | - | - | - | - | - | - | 1,140 | - | - | 1,077 | 1,200 | - | 280 | 3,697 |
| CASA 212 | | | | 4,625 | | 29,400 | | 10,100 | 2,600 | | | | | | | | 46,725 |
| CESSNA 208 | - | 3,050 | 850 | - | 663 | | | - | - | - | - | - | - | - | - | - | 4,563 |
| CESSNA C208B | | | | | | | | | | | | | | | | | - |
| PIPER PA-31/T-1020 | 1,300 | 2,911 | 1,050 | - | 4,978 | - | - | - | - | - | 350 | 1,300 | - | 2,841 | 160 | 2,409 | 17,299 |
| Cape Smythe Air Service | | | | | | | | | | | | | | | | | - |
| Era Aviation | | | | | | | | 2,330 | 17,352 | 43,153 | 30,917 | 44,900 | 103,154 | 114,358 | 134,455 | 161,693 | 652,312 |
| BEECH 1900 A/B/C/D | | | | | | | | 2,123 | 6,537 | 2,366 | 2,270 | 1,963 | 5,165 | 3,882 | 1,088 | | 25,394 |
| DHC8-100 DASH 8 | | | | | | | | 207 | 10,815 | 40,787 | 28,647 | 42,937 | 97,989 | 110,476 | 133,367 | 161,693 | 626,918 |
| Frontier Flying Service | - | 107 | 40,953 | 97,439 | 133,210 | 195,585 | 224,220 | 69,317 | 2,523 | - | 7,800 | - | 4,388 | - | - | 1,407 | 776,949 |
| BEECH 1900 A/B/C/D | - | - | 38,582 | 97,025 | 132,958 | 194,912 | 223,914 | 69,317 | 2,523 | - | | | | | | | 759,231 |
| PIPER PA-31/T-1020 | | 107 | 2,371 | 414 | 252 | 673 | 306 | | | | | | | | | | 4,123 |
| SHORTS 330 | | | | | | | | | | | 7,800 | | 4,388 | | | 1,407 | 13,595 |
| Grant Aviation | 37,051 | 4,464 | 2,064 | 7,503 | 8,002 | 7,619 | 1,837 | - | 1,512 | - | - | 2 | 2,217 | 184 | - | - | 72,455 |
| BEECH 200 KINGAIR | 4 | 60 | | | 24 | | | | | | | | | | | | 88 |
| BEECHCRAFT 65-A90 | | | | | | | | | | | | | | | | | - |
| CESSNA 172 SKYHAWK | - | - | - | - | | 40 | | | | | | | | | | | 40 |
| CESSNA 206/207/209 | 32,402 | 3,754 | 1,930 | 7,271 | 7,070 | 7,441 | 429 | - | 12 | - | - | - | - | - | - | - | 60,309 |
| CESSNA 208 | 4,495 | 385 | - | - | - | 4 | 1,398 | - | 1,500 | - | - | - | 1,948 | 2 | - | - | 9,732 |
| GIPPS AERO GA8 AIR | | | | | | | | | | | | | | | | | - |
| PIPER PA-31/T-1020 | 150 | 265 | 134 | 232 | 908 | 134 | 10 | - | - | - | - | 2 | 269 | 182 | | | 2,286 |
| Hageland Aviation Service | 610,108 | 503,469 | 300,189 | 187,398 | 233,089 | 217,707 | 182,248 | 275,003 | 333,791 | 404,862 | 395,032 | 411,393 | 673,920 | 309,188 | 247,238 | 295,192 | 5,579,827 |
| BEECH 1900 A/B/C/D | 95,473 | 150,281 | 102,798 | 5,764 | 3,676 | 1,232 | 14,408 | 121,188 | 140,434 | 174,840 | 139,861 | 143,017 | 214,576 | 120,309 | 84,759 | 101,995 | 1,614,611 |
| CESSNA 172 SKYHAWK | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| CESSNA 180 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| CESSNA 206/207/209 | 184,615 | 91,253 | 60,511 | 56,776 | 69,861 | 76,630 | 67,158 | 58,783 | 67,002 | 84,551 | 73,660 | 65,168 | 108,056 | 35,626 | 39,726 | 55,985 | 1,195,361 |
| CESSNA 208 | 241,638 | 230,378 | 127,755 | 124,335 | 158,779 | 139,186 | 100,484 | 93,492 | 124,552 | 145,148 | 180,326 | 202,795 | 350,493 | 152,641 | 122,753 | 137,212 | 2,631,967 |
| CESSNA 406 | 57,449 | 28,315 | 9,125 | 523 | 773 | 659 | 198 | 40 | 1,550 | 316 | 1,067 | 119 | 765 | 52 | | | 100,951 |
| CESSNA C-402/402A | 30,933 | 3,242 | | | | | | | | | | | | | | | 34,175 |
| PIPER PA-31/T-1020 | | | | | | | | 1,500 | 253 | 7 | 118 | 294 | 30 | 560 | | | 2,762 |
| Iliamna Air Taxi | | | | | | | | | | | | | | | | | - |
| Inland Aviation Services | - | - | - | - | 725 | - | - | - | 1,000 | 215 | - | - | - | - | - | - | 1,940 |
| CESSNA 172 SKYHAWK | | | | | | | | | | | | | | | | | - |
| CESSNA 206/207/209 | - | - | - | - | 725 | - | - | - | 1,000 | 215 | | | | | | | 1,940 |
| Larrys Flying Service | 31,608 | 45 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 31,653 |
| Lynden Air Cargo Airlines | 37,407 | 66,372 | 3,500 | 9,358 | 65,888 | 66,678 | 312,622 | - | 59,311 | 60,856 | 201,728 | 375,248 | 176,653 | 43,142 | 43,852 | 102,262 | 1,624,877 |
| LOCKHEED L100-30 | 37,407 | 66,372 | 3,500 | 9,358 | 65,888 | 66,678 | 312,622 | | 59,311 | 60,856 | 201,728 | 375,248 | 176,653 | 43,142 | 43,852 | 102,262 | 1,624,877 |

ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

Project Number Z605630000
AIP Number 3-02-0017-XXX-201X

| Freight Total (LBS) | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | Grand Total |
|---|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| Northern Air Cargo Inc. | 335,219 | 1,711,097 | 1,219,052 | 800,605 | 1,345,616 | 1,617,127 | 860,140 | 1,014,720 | 1,024,169 | 1,371,281 | 928,067 | 928,889 | 659,727 | 997,374 | 935,462 | 870,769 | 16,619,314 |
| ATR-42 | | | 228,765 | 249,615 | 13,301 | | | | | | | | | | | | 491,681 |
| BOEING 727-100C/QC | 230,814 | 1,076,890 | 417,016 | 316,367 | 1,147,596 | 54,929 | | | | | | | | | | | 3,243,612 |
| BOEING 737-100/200 | | | | | | | 461,284 | 1,014,720 | 1,024,169 | 1,371,281 | 928,067 | 928,889 | 659,727 | 997,374 | 935,462 | 870,769 | 9,191,742 |
| DOUGLAS DC-6 | 104,405 | 634,207 | 573,271 | 234,623 | 184,719 | 1,562,198 | 398,856 | | | | | | | | | | 3,692,279 |
| Peninsula Airways Inc. | 1,761 | - | | | | | | | | | | | | | | | 1,761 |
| CESSNA 208 | - | - | | | | | | | | | | | | | | | - |
| SAAB-FAIRCHD 340/B | - | - | | | | | | | | | | | | | | | - |
| SWEARINGEN METRO 3 | 1,761 | | | | | | | | | | | | | | | | 1,761 |
| Tanana Air Service | 924 | 945 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1,869 |
| CESSNA 180 | | | | | | | | | | | | | | | | | - |
| CESSNA 206/207/209 | | | | | | | | | | | | | | | | | - |
| PIPER PA-31/T-1020 | | | | | | | | | | | | | | | | | - |
| PIPER PA-32 | 924 | 945 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1,869 |
| PIPER PA-34/39 | - | | | | | | | | | | | | | | | | - |
| Tatonduk Outfitters Limited d/b/a Everts Air Alaska and Everts Air Cargo | | | | 502,258 | 754,597 | 1,028,896 | 890,376 | 619,715 | 1,096,972 | 1,110,621 | 817,262 | 684,582 | 787,793 | 922,827 | 1,134,131 | 734,007 | 11,084,037 |
| CESSNA 208 | | | | 750 | | | | | | | | | | | 734 | | 1,484 |
| CURTISS C46 SERIES | | | | | | | | | | 24,397 | 8,536 | | | | | | 32,933 |
| DOUGLAS DC-6A | | | | 501,508 | 754,597 | 1,028,387 | 890,376 | 619,715 | 1,092,215 | 1,083,209 | 794,776 | 684,582 | 787,793 | 922,827 | 1,133,397 | 730,003 | 11,023,385 |
| EMB-120 BRASILIA | | | | | | 509 | | | 4,757 | 3,015 | 13,950 | | | | | | 22,231 |
| PILATUS PC-12 | | | | | | | | | | | | | | | | 4,004 | 4,004 |
| Tatonduk Outfitters Limited d/b/a Tatonduk Flying Service | 434,982 | 460,213 | 674,719 | | | | | | | | | | | | | | 1,569,914 |
| DOUGLAS DC-6A | 434,982 | 460,213 | 674,719 | | | | | | | | | | | | | | 1,569,914 |
| Village Aviation | 4,615 | 12,405 | - | | | | | | | | | | | | | | 17,020 |
| CASA 212 | 1,300 | 8,287 | | | | | | | | | | | | | | | 9,587 |
| CESSNA 206/207/209 | 3,315 | 4,118 | | | | | | | | | | | | | | | 7,433 |
| Warbelow | | | | | | | | | | | | | | | | | - |
| Wright Air Service | 400 | 420 | - | 1,060 | | 2,775 | - | 600 | 3,300 | 400 | - | - | - | - | - | - | 8,955 |
| BEECH 35/36 | | | | | | | | | | | | | | | | | - |
| CESSNA 206/207/209 | | | | | | | | | | 400 | | | | | | | 400 |
| CESSNA 208 | | | | 500 | | 2,200 | | | 3,300 | | | | | | | | 6,000 |
| PIPER PA-31/T-1020 | 400 | 420 | | 560 | | 575 | | 600 | | | | | | | | | 2,555 |
| Yute Air Aka Flight Alaska | | | | | | | | | | 768 | - | - | - | - | - | - | 768 |
| CESSNA 172 SKYHAWK | | | | | | | | | | | | | | | | | - |
| CESSNA 206/207/209 | | | | | | | | | | 768 | | | | | | | 768 |
| PIPER PA-31/T-1020 | | | | | | | | | | | | | | | | | - |
| Grand Total | 1,858,465 | 2,970,971 | 2,445,106 | 1,805,789 | 2,844,891 | 3,591,363 | 2,705,841 | 2,281,594 | 2,873,796 | 3,335,199 | 2,701,696 | 2,653,983 | 2,722,440 | 2,580,073 | 2,806,547 | 2,338,027 | 42,515,781 |

ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

Project Number Z605630000
AIP Number 3-02-0017-XXX-201X

| Total Mail (lbs) | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | Grand Total |
|----------------------------------|---------|---------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------------|
| Alaska Central Express | | - | 716 | 436 | | | | - | | | | | | | - | | 1,152 |
| BEECH 1900 A/B/C/D | | - | 716 | 436 | | | | - | | | | | | | - | | 1,152 |
| Arctic Circle Air Service | 182,027 | 549,766 | 542,145 | 463,693 | 398,812 | 466,000 | 73,936 | 5,156 | | | | | | | | | 2,681,535 |
| BEECH KING AIR | | 336,528 | 500,621 | 428,623 | 345,382 | 418,866 | 37,475 | | | | | | | | | | 2,067,495 |
| CESSNA 206/207/209 | 328 | 2,026 | 2,193 | - | 1,996 | 150 | | | | | | | | | | | 6,693 |
| CESSNA 208 | | 56 | 2,372 | 804 | - | - | | | | | | | | | | | 3,232 |
| CESSNA C-402/402A | 181,099 | 192,110 | 13,794 | 13,147 | 31,546 | 42,404 | 30,746 | | | | | | | | | | 504,846 |
| SHORT HARLAND SC-7 | 600 | 1,780 | - | - | - | 2,504 | | | | | | | | | | | 4,884 |
| SHORTS 330 | | 17,266 | 23,165 | 21,119 | 19,888 | 2,076 | 5,715 | 5,156 | | | | | | | | | 94,385 |
| Arctic Transportation | 332,421 | 368,448 | 379,009 | 476,096 | 530,692 | 528,238 | 585,447 | 598,214 | 567,019 | 571,133 | 563,932 | 563,793 | 604,983 | 503,735 | 485,300 | 569,804 | 8,228,264 |
| CASA 212 | 150,924 | 178,886 | 229,253 | 311,289 | 291,396 | 357,883 | 474,514 | 305,347 | 317,888 | 313,642 | 286,600 | 306,329 | 359,289 | 169,256 | 207,545 | 264,062 | 4,524,103 |
| CESSNA 206/207/209 | 173,338 | 187,796 | 149,756 | 164,807 | 239,296 | 170,355 | 110,933 | 242,676 | 221,342 | 192,761 | 221,718 | 248,635 | 245,694 | 167,999 | 149,970 | 153,129 | 3,040,205 |
| CESSNA 208 | | | | | | | | | | | | | | 166,480 | 127,785 | 152,613 | 446,878 |
| CESSNA C-402/402A | 8,159 | 1,766 | | | | | | | | | | | | | | | 9,925 |
| PILATUS PC-12 | | | | | | | | | | | | | | | | | - |
| SHORT HARLAND SC-7 | | | | | | | | 50,191 | 27,789 | 64,730 | 55,614 | 8,829 | | | | | 207,153 |
| Bering Air Inc. | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| BEECH 1900 A/B/C/D | | | | | | | | | | | | | | | | | - |
| BEECH 200 KINGAIR | | | | | | | | | | | | | | | | | - |
| CASA 212 | | | | | | | | | | | | | | | | | - |
| CESSNA 208 | | | | | | | | | | | | | | | | | - |
| CESSNA C208B | | | | | | | | | | | | | | | | | - |
| PIPER PA-31/T-1020 | | | | | | | | | | | | | | | | | - |
| Cape Smythe Air Service | | | | | | | | | | | | | | | | | - |
| PIPER PA-31/T-1020 | | | | | | | | | | | | | | | | | - |
| Era Aviation | | | | | | | | 3,903 | 48,331 | 394,307 | 346,069 | 223,733 | 243,331 | 208,978 | 308,322 | 342,484 | 2,119,458 |
| BEECH 1900 A/B/C/D | | | | | | | | 1,628 | 19,904 | 12,218 | 8,302 | 9,859 | 6,869 | 2,712 | 351 | | 61,843 |
| DHC8-100 DASH 8 | | | | | | | | 2,275 | 28,427 | 382,089 | 337,767 | 213,874 | 236,462 | 206,266 | 307,971 | 342,484 | 2,057,615 |
| Frontier Flying Service | - | - | 101,785 | 179,636 | 212,005 | 188,072 | 646,052 | 270,845 | 9,795 | - | 8,986 | | 25,658 | | 10,190 | 79,404 | 1,732,428 |
| BEECH 1900 A/B/C/D | | | 97,058 | 178,543 | 208,582 | 184,566 | 644,424 | 270,845 | 9,795 | | | | | | | | 1,593,813 |
| PIPER PA-31/T-1020 | | | 4,727 | 1,093 | 3,423 | 3,506 | 1,628 | | | | | | | | | | 14,377 |
| SHORTS 330 | | | | | | | | | | | 8,986 | | 25,658 | | 10,190 | 79,404 | 124,238 |
| Grant Aviation | 325,774 | 400,788 | 264,439 | 290,630 | 341,541 | 114,147 | 49,106 | - | - | - | - | - | - | - | - | - | 1,786,425 |
| BEECH 200 KINGAIR | 86 | 156 | | | 400 | | | | | | | | | | | | 642 |
| BEECHCRAFT 65-A90 | | 1,486 | | | | | | | | | | | | | | | 1,486 |
| CESSNA 172 SKYHAWK | 2,251 | 30 | 1,416 | - | | 28,998 | | | | | | | | | | | 32,695 |
| CESSNA 206/207/209 | 312,536 | 350,618 | 252,323 | 286,014 | 320,570 | 85,026 | 44,800 | - | - | - | - | - | - | - | - | - | 1,651,887 |
| CESSNA 208 | 1,629 | 4,549 | 1,460 | 4,616 | 2,615 | - | 4,306 | - | - | - | - | - | - | - | - | - | 19,175 |
| GIPPS AERO GA8 AIR | | | | | | | | | | | | | | | | | - |
| PIPER PA-31/T-1020 | 9,272 | 43,949 | 9,240 | - | 17,956 | 123 | - | - | - | - | - | - | - | - | - | - | 80,540 |
| Hageland Aviation Service | 637,297 | 722,482 | 1,644,411 | 1,437,823 | 1,033,774 | 1,490,265 | 1,689,038 | 2,105,881 | 2,506,521 | 3,157,923 | 3,237,267 | 3,173,286 | 3,728,483 | 3,606,102 | 3,878,076 | 3,722,623 | 37,771,252 |
| BEECH 1900 A/B/C/D | 35,620 | 47,387 | 37,248 | 355 | - | - | 11,925 | 440,325 | 538,653 | 942,698 | 1,073,640 | 1,054,491 | 1,425,201 | 1,507,007 | 1,645,312 | 1,721,348 | 10,481,210 |
| CESSNA 172 SKYHAWK | | | | | | | | | | | | | | | | | - |
| CESSNA 180 | | | | | | | | | | | | | | | | | - |
| CESSNA 206/207/209 | 336,363 | 244,989 | 455,902 | 388,112 | 323,170 | 494,453 | 609,572 | 755,654 | 955,235 | 1,035,035 | 962,136 | 854,275 | 698,423 | 544,227 | 620,794 | 676,916 | 9,955,256 |
| CESSNA 208 | 175,492 | 377,019 | 1,100,326 | 1,049,356 | 710,431 | 987,995 | 1,065,317 | 892,716 | 1,006,763 | 1,177,806 | 1,201,438 | 1,264,489 | 1,597,721 | 1,554,862 | 1,611,970 | 1,324,359 | 17,098,060 |
| CESSNA 406 | 46,128 | 48,300 | 50,935 | - | 173 | 7,817 | 2,224 | 254 | 2,108 | 22 | - | 31 | 3,444 | 6 | | | 161,442 |
| CESSNA C-402/402A | 43,694 | 4,787 | | | | | | | | | | | | | | | 48,481 |
| PIPER PA-31/T-1020 | | | | | | | | 16,932 | 3,762 | 2,362 | 53 | - | 3,694 | - | | - | 26,803 |
| Iliamna Air Taxi | | | | | | | | | | | | | | | | | - |
| PILATUS PC-12 | | | | | | | | | | | | | | | | | - |
| PIPER PA-31/T-1020 | | | | | | | | | | | | | | | | | - |
| Inland Aviation Services | - | 40 | 510 | 655 | - | - | - | - | - | - | - | - | - | - | - | - | 1,205 |
| CESSNA 172 SKYHAWK | | | | | | | | | | | | | | | | | - |
| CESSNA 206/207/209 | | 40 | 510 | 655 | | | | | | | | | | | | | 1,205 |

ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

Project Number Z605630000
AIP Number 3-02-0017-XXX-201X

| Total Mail (lbs) | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | Grand Total |
|---|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| Larrys Flying Service | 266,636 | 327,918 | | | | | | | | | | | | | | | 594,554 |
| CESSNA 172 SKYHAWK | 44,611 | 9,961 | | | | | | | | | | | | | | | 54,572 |
| CESSNA 206/207/209 | 127,198 | 209,225 | | | | | | | | | | | | | | | 336,423 |
| PIPER PA-31/T-1020 | 2,672 | | | | | | | | | | | | | | | | 2,672 |
| PIPER PA-32 | 92,155 | 108,732 | | | | | | | | | | | | | | | 200,887 |
| Lynden Air Cargo Airlines | - | 1,674 | - | 450 | - | - | - | - | - | - | 1,114 | - | 1,466 | - | - | 600 | 5,304 |
| LOCKHEED L100-30 | - | 1,674 | - | 450 | - | - | - | - | - | - | 1,114 | - | 1,466 | - | - | 600 | 5,304 |
| Northern Air Cargo Inc. | 460,722 | 2,193,283 | 1,872,373 | 1,896,858 | 1,929,159 | 2,099,988 | 1,817,418 | 1,689,395 | 1,721,839 | 1,476,312 | 1,307,062 | 1,385,159 | 1,332,627 | 1,202,747 | 1,121,707 | 1,171,208 | 24,677,857 |
| ATR-42 | | | 955,807 | 933,372 | 75,917 | | | | | | | | | | | | 1,965,096 |
| BOEING 727-100C/QC | 250,761 | 1,112,491 | 286,513 | 420,246 | 1,633,266 | 257,738 | | | | | | | | | | | 3,961,015 |
| BOEING 737-100/200 | | | | | | | 818,434 | 1,689,395 | 1,721,839 | 1,476,312 | 1,307,062 | 1,385,159 | 1,332,627 | 1,202,747 | 1,121,707 | 1,171,208 | 13,226,490 |
| DOUGLAS DC-6 | 209,961 | 1,080,792 | 630,053 | 543,240 | 219,976 | 1,842,250 | 998,984 | | | | | | | | | | 5,525,256 |
| Peninsula Airways Inc. | 175,911 | - | | | | | | | | | | | | | | | 175,911 |
| CESSNA 208 | 6,430 | | | | | | | | | | | | | | | | 6,430 |
| SAAB-FAIRCHD 340/B | 1,593 | | | | | | | | | | | | | | | | 1,593 |
| SWEARINGEN METRO 3 | 167,888 | | | | | | | | | | | | | | | | 167,888 |
| Tanana Air Service | 260,589 | 321,076 | 101,859 | - | - | - | - | - | - | - | - | - | - | - | - | - | 683,524 |
| CESSNA 180 | | | | | | | | | | | | | | | | | - |
| CESSNA 206/207/209 | | | | | | | | | | | | | | | | | - |
| PIPER PA-31/T-1020 | | | | | | | | | | | | | | | | | - |
| PIPER PA-32 | 260,589 | 321,076 | 101,859 | - | - | - | - | - | - | - | - | - | - | - | - | - | 683,524 |
| PIPER PA-34/39 | - | | | | | | | | | | | | | | | | - |
| Tatonduk Outfitters Limited d/b/a Everts Air Alaska and Everts Air Cargo | | | | 1,746,674 | 1,890,398 | 1,760,612 | 1,881,291 | 1,739,885 | 1,843,993 | 1,365,594 | 1,509,407 | 2,019,716 | 2,002,742 | 1,670,761 | 1,788,939 | 1,950,533 | 23,170,545 |
| CESSNA 208 | | | | | | | | | | | | | | | | | - |
| CURTISS C46 SERIES | | | | | | | | | | 54,753 | 30,700 | | | | | | 85,453 |
| DOUGLAS DC-6A | | | | 1,746,674 | 1,890,398 | 1,754,751 | 1,881,291 | 1,739,885 | 1,810,700 | 1,282,184 | 1,408,606 | 2,019,716 | 2,002,742 | 1,670,761 | 1,788,939 | 1,950,476 | 22,947,123 |
| EMB-120 BRASILIA | | | | | | 5,861 | | | 33,293 | 28,657 | 70,101 | | | | | | 137,912 |
| PILATUS PC-12 | | | | | | | | | | | | | | | | 57 | 57 |
| Tatonduk Outfitters Limited d/b/a Tatonduk Flying Service | 1,551,899 | 2,212,390 | 2,005,219 | | | | | | | | | | | | | | 5,769,508 |
| DOUGLAS DC-6A | 1,551,899 | 2,212,390 | 2,005,219 | | | | | | | | | | | | | | 5,769,508 |
| Village Aviation | 324,253 | 261,627 | - | | | | | | | | | | | | | | 585,880 |
| CASA 212 | 8,040 | 52,107 | | | | | | | | | | | | | | | 60,147 |
| CESSNA 206/207/209 | 316,213 | 209,520 | | | | | | | | | | | | | | | 525,733 |
| Warbelow | | | | | | | | | | | | | | | | | - |
| Wright Air Service | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Yute Air Aka Flight Alaska | | | 2,038 | - | - | - | - | - | - | - | - | - | - | - | - | - | 2,038 |
| CESSNA 172 SKYHAWK | | | | | | | | | | | | | | | | | - |
| CESSNA 206/207/209 | | | 2,038 | - | - | - | - | - | - | - | - | - | - | - | - | - | 2,038 |
| PIPER PA-31/T-1020 | | | | | | | | | | | | | | | | | - |
| Grand Total | 4,517,529 | 7,359,492 | 6,914,504 | 6,492,951 | 6,336,381 | 6,647,322 | 6,742,288 | 6,413,279 | 6,697,498 | 6,965,269 | 6,973,837 | 7,365,687 | 7,939,290 | 7,192,323 | 7,592,534 | 7,836,656 | 109,986,840 |

ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

Project Number Z605630000
AIP Number 3-02-0017-XXX-201X

| Total Operations | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | Grand Total |
|----------------------------------|-------------|-------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------------|
| Alaska Central Express | | 4 | 2 | 12 | | | | 2 | | | | | | | 4 | | 24 |
| BEECH 1900 A/B/C/D | | 4 | 2 | 12 | | | | 2 | | | | | | | 4 | | 24 |
| Arctic Circle Air Service | 242 | 684 | 650 | 628 | 586 | 640 | 77 | 4 | | | | | | | | | 3,511 |
| BEECH KING AIR | | 348 | 559 | 540 | 470 | 480 | 38 | | | | | | | | | | 2,435 |
| CESSNA 206/207/209 | 31 | 43 | 32 | 14 | 10 | 44 | | | | | | | | | | | 174 |
| CESSNA 208 | | 25 | 7 | 6 | 6 | 20 | | | | | | | | | | | 64 |
| CESSNA C-402/402A | 209 | 241 | 20 | 28 | 54 | 68 | 35 | | | | | | | | | | 655 |
| SHORT HARLAND SC-7 | 2 | 15 | 6 | 8 | 4 | 24 | | | | | | | | | | | 59 |
| SHORTS 330 | | 12 | 26 | 32 | 42 | 4 | 4 | 4 | | | | | | | | | 124 |
| Arctic Transportation | 558 | 631 | 586 | 632 | 804 | 677 | 548 | 815 | 786 | 808 | 807 | 749 | 860 | 715 | 727 | 727 | 11,430 |
| CASA 212 | 223 | 158 | 210 | 231 | 227 | 290 | 296 | 218 | 255 | 239 | 209 | 203 | 268 | 130 | 180 | 187 | 3,524 |
| CESSNA 206/207/209 | 328 | 469 | 376 | 401 | 577 | 387 | 252 | 543 | 493 | 469 | 512 | 538 | 590 | 417 | 410 | 391 | 7,153 |
| CESSNA 208 | | | | | | | | | | | | | | 168 | 137 | 147 | 452 |
| CESSNA C-402/402A | 7 | 4 | | | | | | | | | | | | | | | 11 |
| PILATUS PC-12 | | | | | | | | | | | | | 2 | | | 2 | 4 |
| SHORT HARLAND SC-7 | | | | | | | | 54 | 38 | 100 | 86 | 8 | | | | | 286 |
| Bering Air Inc. | 42 | 44 | 26 | 28 | 38 | 43 | 4 | 28 | 10 | 16 | 61 | 27 | 44 | 44 | 16 | 44 | 515 |
| BEECH 1900 A/B/C/D | | | 2 | 2 | 6 | 10 | 2 | 2 | | 2 | 4 | | 2 | 2 | | 4 | 38 |
| BEECH 200 KINGAIR | 4 | 2 | 6 | 4 | 2 | 8 | | | 2 | 4 | 8 | | 12 | 10 | 4 | 6 | 72 |
| CASA 212 | | | | 2 | | 15 | | 10 | 2 | | | | | | | | 29 |
| CESSNA 208 | 4 | 10 | 2 | 6 | 4 | | | 6 | | 2 | 4 | 2 | 2 | 10 | | | 52 |
| CESSNA C208B | | | | | | | | | | | | | | | 2 | 6 | 8 |
| PIPER PA-31/T-1020 | 34 | 32 | 16 | 14 | 26 | 10 | 2 | 10 | 6 | 8 | 45 | 25 | 28 | 22 | 10 | 28 | 316 |
| Cape Smythe Air Service | | | 4 | | | | | | | | | | | | | | 4 |
| PIPER PA-31/T-1020 | | | 4 | | | | | | | | | | | | | | 4 |
| Era Aviation | | | | | | | | 207 | 767 | 701 | 720 | 739 | 737 | 717 | 724 | 765 | 6,077 |
| BEECH 1900 A/B/C/D | | | | | | | | 171 | 553 | 134 | 196 | 201 | 155 | 95 | 14 | | 1,519 |
| DHC8-100 DASH 8 | | | | | | | | 36 | 214 | 567 | 524 | 538 | 582 | 622 | 710 | 765 | 4,558 |
| Frontier Flying Service | 4 | 18 | 427 | 1,044 | 1,183 | 1,239 | 1,635 | 1,195 | 46 | 8 | 6 | | 8 | | 4 | 32 | 6,849 |
| BEECH 1900 A/B/C/D | 4 | 12 | 375 | 1,028 | 1,165 | 1,207 | 1,629 | 1,195 | 46 | 8 | | | | | | | 6,669 |
| PIPER PA-31/T-1020 | | 6 | 52 | 16 | 18 | 32 | 6 | | | | | | | | | | 130 |
| SHORTS 330 | | | | | | | | | | | 6 | | 8 | | 4 | 32 | 50 |
| Grant Aviation | 755 | 739 | 766 | 1,660 | 1,513 | 1,383 | 396 | 53 | 100 | 62 | 55 | 20 | 74 | 72 | 60 | 64 | 7,772 |
| BEECH 200 KINGAIR | 4 | 2 | | | 2 | | | | | | 2 | 2 | | | | | 12 |
| BEEHCRAFT 65-A90 | | 8 | 2 | | | | | | | | | | | | | | 10 |
| CESSNA 172 SKYHAWK | 9 | 4 | 10 | 6 | | 275 | | | | | | | | | | | 304 |
| CESSNA 206/207/209 | 705 | 620 | 708 | 1,628 | 1,427 | 1,064 | 336 | 35 | 50 | 42 | 50 | 8 | 24 | 18 | 8 | 6 | 6,729 |
| CESSNA 208 | 20 | 26 | 13 | 10 | 19 | 14 | 50 | 16 | 44 | 12 | | 6 | 42 | 46 | 36 | 48 | 402 |
| GIPPS AERO GA8 AIR | | | | | | | | | | | | | | 6 | 16 | 10 | 32 |
| PIPER PA-31/T-1020 | 17 | 79 | 33 | 16 | 65 | 30 | 10 | 2 | 6 | 8 | 3 | 4 | 8 | 2 | | | 283 |

ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

Project Number Z605630000
AIP Number 3-02-0017-XXX-201X

| Total Operations | | | | | | | | | | | | | | | | | |
|---|---------------|--------------|---------------|--------------|--------------|---------------|--------------|--------------|--------------|---------------|--------------|---------------|--------------|--------------|--------------|--------------|----------------|
| | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | Grand Total |
| Hageland Aviation Service | 10,177 | 9,671 | 10,120 | 7,167 | 9,212 | 10,302 | 8,552 | 7,822 | 9,617 | 10,942 | 9,794 | 10,272 | 9,967 | 8,081 | 9,393 | 8,698 | 149,787 |
| BEECH 1900 A/B/C/D | 555 | 731 | 702 | 48 | 34 | 32 | 16 | 375 | 560 | 630 | 747 | 763 | 845 | 930 | 1,002 | 989 | 8,959 |
| CESSNA 172 SKYHAWK | 12 | 4 | 20 | 2 | | | | | | | | | | | | | 38 |
| CESSNA 180 | 5 | 12 | 10 | 2 | 2 | 3 | 3 | 2 | 2 | 4 | | | | | | | 45 |
| CESSNA 206/207/209 | 6,095 | 5,269 | 5,779 | 4,513 | 4,841 | 5,932 | 5,473 | 5,044 | 6,199 | 7,207 | 5,913 | 5,879 | 5,180 | 3,417 | 4,214 | 4,202 | 85,157 |
| CESSNA 208 | 1,391 | 2,379 | 3,118 | 2,601 | 4,282 | 4,231 | 3,014 | 2,318 | 2,798 | 3,069 | 3,101 | 3,590 | 3,926 | 3,717 | 4,177 | 3,502 | 51,214 |
| CESSNA 406 | 1,126 | 1,014 | 491 | 1 | 53 | 104 | 46 | 21 | 23 | 9 | 7 | 19 | 5 | 6 | | | 2,925 |
| CESSNA C-402/402A | 993 | 262 | | | | | | | | | | | | | | | 1,255 |
| PIPER PA-31/T-1020 | | | | | | | | 62 | 35 | 23 | 26 | 21 | 11 | 11 | | 5 | 194 |
| Iliamna Air Taxi | | | | | 2 | | | | | | | 2 | | 2 | | | 6 |
| PILATUS PC-12 | | | | | | | | | | | | 2 | | 2 | | | 4 |
| PIPER PA-31/T-1020 | | | | | 2 | | | | | | | | | | | | 2 |
| Inland Aviation Services | 7 | 22 | 14 | 30 | 24 | 8 | | 2 | 2 | 2 | | | | | | | 111 |
| CESSNA 172 SKYHAWK | | 1 | 8 | 4 | 6 | | | | | | | | | | | | 19 |
| CESSNA 206/207/209 | 7 | 21 | 6 | 26 | 18 | 8 | | 2 | 2 | 2 | | | | | | | 92 |
| Larrys Flying Service | 741 | 546 | | | | | | | | | | | | | | | 1,287 |
| CESSNA 172 SKYHAWK | 144 | 23 | | | | | | | | | | | | | | | 167 |
| CESSNA 206/207/209 | 238 | 339 | | | | | | | | | | | | | | | 577 |
| PIPER PA-31/T-1020 | 4 | | | | | | | | | | | | | | | | 4 |
| PIPER PA-32 | 355 | 184 | | | | | | | | | | | | | | | 539 |
| Lynden Air Cargo Airlines | 3 | 6 | 2 | 2 | 2 | 4 | 8 | | 4 | 2 | 8 | 16 | 8 | 2 | 2 | 5 | 74 |
| LOCKHEED L100-30 | 3 | 6 | 2 | 2 | 2 | 4 | 8 | | 4 | 2 | 8 | 16 | 8 | 2 | 2 | 5 | 74 |
| Northern Air Cargo Inc. | 69 | 311 | 431 | 378 | 232 | 293 | 244 | 220 | 228 | 240 | 201 | 224 | 204 | 212 | 196 | 186 | 3,869 |
| ATR-42 | | | 272 | 274 | 22 | | | | | | | | | | | | 568 |
| BOEING 727-100C/QC | 37 | 176 | 49 | 42 | 178 | 28 | | | | | | | | | | | 510 |
| BOEING 737-100/200 | | | | | | | 108 | 220 | 228 | 240 | 201 | 224 | 204 | 212 | 196 | 186 | 2,019 |
| DOUGLAS DC-6 | 32 | 135 | 110 | 62 | 32 | 265 | 136 | | | | | | | | | | 772 |
| Peninsula Airways Inc. | 204 | 2 | | | | | | | | | | | | | | | 206 |
| CESSNA 208 | 8 | | | | | | | | | | | | | | | | 8 |
| SAAB-FAIRCHD 340/B | 6 | 2 | | | | | | | | | | | | | | | 8 |
| SWEARINGEN METRO 3 | 190 | | | | | | | | | | | | | | | | 190 |
| Tanana Air Service | 650 | 852 | 222 | 4 | 2 | 2 | 4 | 4 | | 4 | 2 | | | | 2 | 2 | 1,750 |
| CESSNA 180 | | | | | | | | | | | 2 | | | | | | 2 |
| CESSNA 206/207/209 | | | | | | | | | | 2 | | | | | | | 2 |
| PIPER PA-31/T-1020 | | | | | | | | | | | | | | | | 2 | 2 |
| PIPER PA-32 | 648 | 852 | 222 | 4 | | 2 | 4 | 4 | | 2 | | | | | 2 | | 1,740 |
| PIPER PA-34/39 | 2 | | | | 2 | | | | | | | | | | | | 4 |
| Tatonduk Outfitters Limited d/b/a Everts Air Alaska and Everts Air Cargo | | | | 246 | 240 | 229 | 212 | 194 | 236 | 212 | 219 | 195 | 208 | 198 | 206 | 203 | 2,798 |
| CESSNA 208 | | | | 2 | | | | | | | 3 | | | | 2 | | 7 |
| CURTISS C46 SERIES | | | | | | | | | | 18 | 8 | | | | | | 26 |
| DOUGLAS DC-6A | | | | 244 | 240 | 227 | 212 | 194 | 224 | 184 | 182 | 195 | 206 | 198 | 204 | 197 | 2,707 |
| EMB-120 BRASILIA | | | | | | 2 | | | 12 | 10 | 26 | | | | | | 50 |
| PILATUS PC-12 | | | | | | | | | | | | | 2 | | | 6 | 8 |

ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

Project Number Z605630000
AIP Number 3-02-0017-XXX-201X

| Total Operations | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | Grand Total |
|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------------|
| Tatonduk Outfitters Limited d/b/a Tatonduk Flying ! | 231 | 276 | 298 | | | | | | | | | | | | | | 805 |
| DOUGLAS DC-6A | 231 | 276 | 298 | | | | | | | | | | | | | | 805 |
| Village Aviation | 624 | 461 | - | | | | | | | | | | | | | | 1,085 |
| CASA 212 | 7 | 28 | | | | | | | | | | | | | | | 35 |
| CESSNA 206/207/209 | 617 | 433 | - | | | | | | | | | | | | | | 1,050 |
| Warbelow | | | 4 | | | | 2 | 2 | 2 | 4 | | | | | | | 14 |
| BEECH 1900 A/B/C/D | | | | | | | 2 | 2 | | 4 | | | | | | | 8 |
| PIPER PA-31/T-1020 | | | 4 | | | | | | 2 | | | | | | | | 6 |
| Wright Air Service | 2 | 6 | 8 | 10 | | 4 | 2 | 12 | 2 | 4 | 5 | | 2 | | | 2 | 59 |
| BEECH 35/36 | | | | | | | 2 | | | | | | | | | | 2 |
| CESSNA 206/207/209 | | | | | | | | | | 2 | | | | | | | 2 |
| CESSNA 208 | | 2 | 2 | 2 | | 2 | | | 2 | | 2 | | | | | 2 | 14 |
| PIPER PA-31/T-1020 | 2 | 4 | 6 | 8 | | 2 | | 12 | | 2 | 3 | | 2 | | | | 41 |
| Yute Air Aka Flight Alaska | | 2 | 6 | 2 | 4 | 2 | 12 | 6 | 6 | 38 | 46 | 24 | 54 | 14 | 42 | | 258 |
| CESSNA 172 SKYHAWK | | | | | | | | | | | | | | 4 | 14 | | 18 |
| CESSNA 206/207/209 | | | 6 | 2 | 4 | 2 | 12 | 6 | 6 | 38 | 46 | 24 | 54 | 10 | 28 | | 238 |
| PIPER PA-31/T-1020 | | 2 | | | | | | | | | | | | | | | 2 |
| Grand Total | 14,309 | 14,275 | 13,566 | 11,843 | 13,842 | 14,826 | 11,696 | 10,566 | 11,806 | 13,043 | 11,924 | 12,268 | 12,166 | 10,057 | 11,376 | 10,728 | 198,291 |

ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

Project Number Z605630000
AIP Number 3-02-0017-XXX-201X

| Total Operations | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | Grand Total |
|----------------------------------|-------------|-------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------------|
| Alaska Central Express | | 4 | 2 | 12 | | | | 2 | | | | | | | 4 | | 24 |
| BEECH 1900 A/B/C/D | | 4 | 2 | 12 | | | | 2 | | | | | | | 4 | | 24 |
| Arctic Circle Air Service | 242 | 684 | 650 | 628 | 586 | 640 | 77 | 4 | | | | | | | | | 3,511 |
| BEECH KING AIR | | 348 | 559 | 540 | 470 | 480 | 38 | | | | | | | | | | 2,435 |
| CESSNA 206/207/209 | 31 | 43 | 32 | 14 | 10 | 44 | | | | | | | | | | | 174 |
| CESSNA 208 | | 25 | 7 | 6 | 6 | 20 | | | | | | | | | | | 64 |
| CESSNA C-402/402A | 209 | 241 | 20 | 28 | 54 | 68 | 35 | | | | | | | | | | 655 |
| SHORT HARLAND SC-7 | 2 | 15 | 6 | 8 | 4 | 24 | | | | | | | | | | | 59 |
| SHORTS 330 | | 12 | 26 | 32 | 42 | 4 | 4 | 4 | | | | | | | | | 124 |
| Arctic Transportation | 558 | 631 | 586 | 632 | 804 | 677 | 548 | 815 | 786 | 808 | 807 | 749 | 860 | 715 | 727 | 727 | 11,430 |
| CASA 212 | 223 | 158 | 210 | 231 | 227 | 290 | 296 | 218 | 255 | 239 | 209 | 203 | 268 | 130 | 180 | 187 | 3,524 |
| CESSNA 206/207/209 | 328 | 469 | 376 | 401 | 577 | 387 | 252 | 543 | 493 | 469 | 512 | 538 | 590 | 417 | 410 | 391 | 7,153 |
| CESSNA 208 | | | | | | | | | | | | | | 168 | 137 | 147 | 452 |
| CESSNA C-402/402A | 7 | 4 | | | | | | | | | | | | | | | 11 |
| PILATUS PC-12 | | | | | | | | | | | | | 2 | | | 2 | 4 |
| SHORT HARLAND SC-7 | | | | | | | | 54 | 38 | 100 | 86 | 8 | | | | | 286 |
| Bering Air Inc. | 42 | 44 | 26 | 28 | 38 | 43 | 4 | 28 | 10 | 16 | 61 | 27 | 44 | 44 | 16 | 44 | 515 |
| BEECH 1900 A/B/C/D | | | 2 | 2 | 6 | 10 | 2 | 2 | | 2 | 4 | | 2 | 2 | | 4 | 38 |
| BEECH 200 KINGAIR | 4 | 2 | 6 | 4 | 2 | 8 | | | 2 | 4 | 8 | | 12 | 10 | 4 | 6 | 72 |
| CASA 212 | | | | 2 | | 15 | | 10 | 2 | | | | | | | | 29 |
| CESSNA 208 | 4 | 10 | 2 | 6 | 4 | | | 6 | | 2 | 4 | 2 | 2 | 10 | | | 52 |
| CESSNA C208B | | | | | | | | | | | | | | | 2 | 6 | 8 |
| PIPER PA-31/T-1020 | 34 | 32 | 16 | 14 | 26 | 10 | 2 | 10 | 6 | 8 | 45 | 25 | 28 | 22 | 10 | 28 | 316 |
| Cape Smythe Air Service | | | 4 | | | | | | | | | | | | | | 4 |
| PIPER PA-31/T-1020 | | | 4 | | | | | | | | | | | | | | 4 |
| Era Aviation | | | | | | | | 207 | 767 | 701 | 720 | 739 | 737 | 717 | 724 | 765 | 6,077 |
| BEECH 1900 A/B/C/D | | | | | | | | 171 | 553 | 134 | 196 | 201 | 155 | 95 | 14 | | 1,519 |
| DHC8-100 DASH 8 | | | | | | | | 36 | 214 | 567 | 524 | 538 | 582 | 622 | 710 | 765 | 4,558 |
| Frontier Flying Service | 4 | 18 | 427 | 1,044 | 1,183 | 1,239 | 1,635 | 1,195 | 46 | 8 | 6 | | 8 | | 4 | 32 | 6,849 |
| BEECH 1900 A/B/C/D | 4 | 12 | 375 | 1,028 | 1,165 | 1,207 | 1,629 | 1,195 | 46 | 8 | | | | | | | 6,669 |
| PIPER PA-31/T-1020 | | 6 | 52 | 16 | 18 | 32 | 6 | | | | | | | | | | 130 |
| SHORTS 330 | | | | | | | | | | | 6 | | 8 | | 4 | 32 | 50 |
| Grant Aviation | 755 | 739 | 766 | 1,660 | 1,513 | 1,383 | 396 | 53 | 100 | 62 | 55 | 20 | 74 | 72 | 60 | 64 | 7,772 |
| BEECH 200 KINGAIR | 4 | 2 | | | 2 | | | | | | 2 | 2 | | | | | 12 |
| BEECHCRAFT 65-A90 | | 8 | 2 | | | | | | | | | | | | | | 10 |
| CESSNA 172 SKYHAWK | 9 | 4 | 10 | 6 | | 275 | | | | | | | | | | | 304 |
| CESSNA 206/207/209 | 705 | 620 | 708 | 1,628 | 1,427 | 1,064 | 336 | 35 | 50 | 42 | 50 | 8 | 24 | 18 | 8 | 6 | 6,729 |
| CESSNA 208 | 20 | 26 | 13 | 10 | 19 | 14 | 50 | 16 | 44 | 12 | | 6 | 42 | 46 | 36 | 48 | 402 |
| GIPPS AERO GA8 AIR | | | | | | | | | | | | | | 6 | 16 | 10 | 32 |
| PIPER PA-31/T-1020 | 17 | 79 | 33 | 16 | 65 | 30 | 10 | 2 | 6 | 8 | 3 | 4 | 8 | 2 | | | 283 |

ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

Project Number Z605630000
AIP Number 3-02-0017-XXX-201X

| Total Operations | | | | | | | | | | | | | | | | | |
|---|---------------|--------------|---------------|--------------|--------------|---------------|--------------|--------------|--------------|---------------|--------------|---------------|--------------|--------------|--------------|--------------|----------------|
| | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | Grand Total |
| Hageland Aviation Service | 10,177 | 9,671 | 10,120 | 7,167 | 9,212 | 10,302 | 8,552 | 7,822 | 9,617 | 10,942 | 9,794 | 10,272 | 9,967 | 8,081 | 9,393 | 8,698 | 149,787 |
| BEECH 1900 A/B/C/D | 555 | 731 | 702 | 48 | 34 | 32 | 16 | 375 | 560 | 630 | 747 | 763 | 845 | 930 | 1,002 | 989 | 8,959 |
| CESSNA 172 SKYHAWK | 12 | 4 | 20 | 2 | | | | | | | | | | | | | 38 |
| CESSNA 180 | 5 | 12 | 10 | 2 | 2 | 3 | 3 | 2 | 2 | 4 | | | | | | | 45 |
| CESSNA 206/207/209 | 6,095 | 5,269 | 5,779 | 4,513 | 4,841 | 5,932 | 5,473 | 5,044 | 6,199 | 7,207 | 5,913 | 5,879 | 5,180 | 3,417 | 4,214 | 4,202 | 85,157 |
| CESSNA 208 | 1,391 | 2,379 | 3,118 | 2,601 | 4,282 | 4,231 | 3,014 | 2,318 | 2,798 | 3,069 | 3,101 | 3,590 | 3,926 | 3,717 | 4,177 | 3,502 | 51,214 |
| CESSNA 406 | 1,126 | 1,014 | 491 | 1 | 53 | 104 | 46 | 21 | 23 | 9 | 7 | 19 | 5 | 6 | | | 2,925 |
| CESSNA C-402/402A | 993 | 262 | | | | | | | | | | | | | | | 1,255 |
| PIPER PA-31/T-1020 | | | | | | | | 62 | 35 | 23 | 26 | 21 | 11 | 11 | | 5 | 194 |
| Iliamna Air Taxi | | | | | 2 | | | | | | | 2 | | 2 | | | 6 |
| PILATUS PC-12 | | | | | | | | | | | | 2 | | 2 | | | 4 |
| PIPER PA-31/T-1020 | | | | | 2 | | | | | | | | | | | | 2 |
| Inland Aviation Services | 7 | 22 | 14 | 30 | 24 | 8 | | 2 | 2 | 2 | | | | | | | 111 |
| CESSNA 172 SKYHAWK | | 1 | 8 | 4 | 6 | | | | | | | | | | | | 19 |
| CESSNA 206/207/209 | 7 | 21 | 6 | 26 | 18 | 8 | | 2 | 2 | 2 | | | | | | | 92 |
| Larrys Flying Service | 741 | 546 | | | | | | | | | | | | | | | 1,287 |
| CESSNA 172 SKYHAWK | 144 | 23 | | | | | | | | | | | | | | | 167 |
| CESSNA 206/207/209 | 238 | 339 | | | | | | | | | | | | | | | 577 |
| PIPER PA-31/T-1020 | 4 | | | | | | | | | | | | | | | | 4 |
| PIPER PA-32 | 355 | 184 | | | | | | | | | | | | | | | 539 |
| Lynden Air Cargo Airlines | 3 | 6 | 2 | 2 | 2 | 4 | 8 | | 4 | 2 | 8 | 16 | 8 | 2 | 2 | 5 | 74 |
| LOCKHEED L100-30 | 3 | 6 | 2 | 2 | 2 | 4 | 8 | | 4 | 2 | 8 | 16 | 8 | 2 | 2 | 5 | 74 |
| Northern Air Cargo Inc. | 69 | 311 | 431 | 378 | 232 | 293 | 244 | 220 | 228 | 240 | 201 | 224 | 204 | 212 | 196 | 186 | 3,869 |
| ATR-42 | | | 272 | 274 | 22 | | | | | | | | | | | | 568 |
| BOEING 727-100C/QC | 37 | 176 | 49 | 42 | 178 | 28 | | | | | | | | | | | 510 |
| BOEING 737-100/200 | | | | | | | 108 | 220 | 228 | 240 | 201 | 224 | 204 | 212 | 196 | 186 | 2,019 |
| DOUGLAS DC-6 | 32 | 135 | 110 | 62 | 32 | 265 | 136 | | | | | | | | | | 772 |
| Peninsula Airways Inc. | 204 | 2 | | | | | | | | | | | | | | | 206 |
| CESSNA 208 | 8 | | | | | | | | | | | | | | | | 8 |
| SAAB-FAIRCHD 340/B | 6 | 2 | | | | | | | | | | | | | | | 8 |
| SWEARINGEN METRO 3 | 190 | | | | | | | | | | | | | | | | 190 |
| Tanana Air Service | 650 | 852 | 222 | 4 | 2 | 2 | 4 | 4 | | 4 | 2 | | | | 2 | 2 | 1,750 |
| CESSNA 180 | | | | | | | | | | | 2 | | | | | | 2 |
| CESSNA 206/207/209 | | | | | | | | | | 2 | | | | | | | 2 |
| PIPER PA-31/T-1020 | | | | | | | | | | | | | | | | 2 | 2 |
| PIPER PA-32 | 648 | 852 | 222 | 4 | | 2 | 4 | 4 | | 2 | | | | | 2 | | 1,740 |
| PIPER PA-34/39 | 2 | | | | 2 | | | | | | | | | | | | 4 |
| Tatonduk Outfitters Limited d/b/a Everts Air Alaska and Everts Air Cargo | | | | 246 | 240 | 229 | 212 | 194 | 236 | 212 | 219 | 195 | 208 | 198 | 206 | 203 | 2,798 |
| CESSNA 208 | | | | 2 | | | | | | | 3 | | | | 2 | | 7 |
| CURTISS C46 SERIES | | | | | | | | | | 18 | 8 | | | | | | 26 |
| DOUGLAS DC-6A | | | | 244 | 240 | 227 | 212 | 194 | 224 | 184 | 182 | 195 | 206 | 198 | 204 | 197 | 2,707 |
| EMB-120 BRASILIA | | | | | | 2 | | | 12 | 10 | 26 | | | | | | 50 |
| PILATUS PC-12 | | | | | | | | | | | | | 2 | | | 6 | 8 |

ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

Project Number Z605630000
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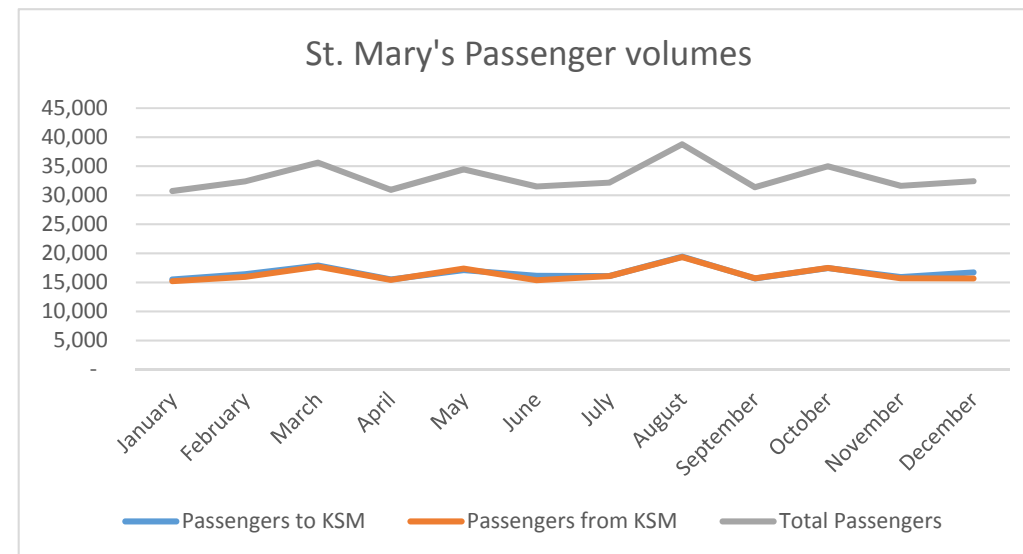
| Total Operations | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | Grand Total |
|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------------|
| Tatonduk Outfitters Limited d/b/a Tat | 231 | 276 | 298 | | | | | | | | | | | | | | 805 |
| DOUGLAS DC-6A | 231 | 276 | 298 | | | | | | | | | | | | | | 805 |
| Village Aviation | 624 | 461 | - | | | | | | | | | | | | | | 1,085 |
| CASA 212 | 7 | 28 | | | | | | | | | | | | | | | 35 |
| CESSNA 206/207/209 | 617 | 433 | - | | | | | | | | | | | | | | 1,050 |
| Warbelow | | | 4 | | | | 2 | 2 | 2 | 4 | | | | | | | 14 |
| BEECH 1900 A/B/C/D | | | | | | | 2 | 2 | | 4 | | | | | | | 8 |
| PIPER PA-31/T-1020 | | | 4 | | | | | | 2 | | | | | | | | 6 |
| Wright Air Service | 2 | 6 | 8 | 10 | | 4 | 2 | 12 | 2 | 4 | 5 | | 2 | | | 2 | 59 |
| BEECH 35/36 | | | | | | | 2 | | | | | | | | | | 2 |
| CESSNA 206/207/209 | | | | | | | | | | 2 | | | | | | | 2 |
| CESSNA 208 | | 2 | 2 | 2 | | 2 | | | 2 | | 2 | | | | | 2 | 14 |
| PIPER PA-31/T-1020 | 2 | 4 | 6 | 8 | | 2 | | 12 | | 2 | 3 | | 2 | | | | 41 |
| Yute Air Aka Flight Alaska | | 2 | 6 | 2 | 4 | 2 | 12 | 6 | 6 | 38 | 46 | 24 | 54 | 14 | 42 | | 258 |
| CESSNA 172 SKYHAWK | | | | | | | | | | | | | | 4 | 14 | | 18 |
| CESSNA 206/207/209 | | | 6 | 2 | 4 | 2 | 12 | 6 | 6 | 38 | 46 | 24 | 54 | 10 | 28 | | 238 |
| PIPER PA-31/T-1020 | | 2 | | | | | | | | | | | | | | | 2 |
| Grand Total | 14,309 | 14,275 | 13,566 | 11,843 | 13,842 | 14,826 | 11,696 | 10,566 | 11,806 | 13,043 | 11,924 | 12,268 | 12,166 | 10,057 | 11,376 | 10,728 | 198,291 |

ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

Project Number Z605630000
AIP Number 3-02-0017-XXX-201X

| | January | February | March | April | May | June | July | August | September | October | November | December |
|-------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Passengers to KSM | 15,519 | 16,424 | 17,912 | 15,516 | 17,100 | 16,143 | 16,084 | 19,424 | 15,675 | 17,472 | 15,922 | 16,724 |
| Passengers from KSM | 15,211 | 15,959 | 17,705 | 15,427 | 17,371 | 15,378 | 16,082 | 19,355 | 15,695 | 17,501 | 15,711 | 15,686 |
| Total Passengers | 30,730 | 32,383 | 35,617 | 30,943 | 34,471 | 31,521 | 32,166 | 38,779 | 31,370 | 34,973 | 31,633 | 32,410 |

Note Data includes all passengers 2002-2017 sorted by month

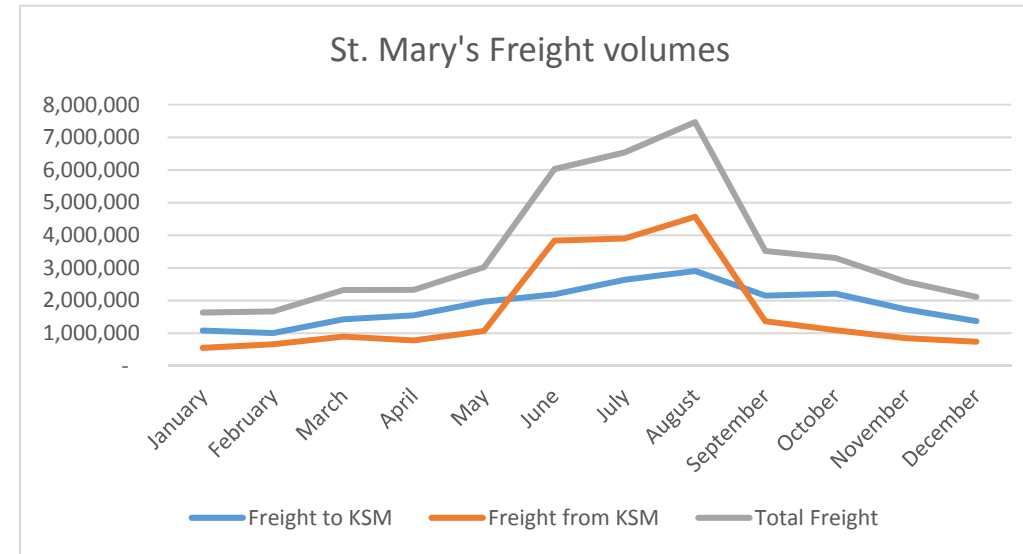


ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

Project Number Z605630000
AIP Number 3-02-0017-XXX-201X

| | January | February | March | April | May | June | July | August | September | October | November | December |
|----------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Freight to KSM | 1,081,043 | 1,004,484 | 1,426,817 | 1,551,067 | 1,963,366 | 2,190,077 | 2,638,039 | 2,907,733 | 2,151,152 | 2,210,773 | 1,727,968 | 1,371,866 |
| Freight from KSM | 552,285 | 663,691 | 898,538 | 779,199 | 1,067,574 | 3,836,097 | 3,901,117 | 4,567,245 | 1,366,266 | 1,091,872 | 848,913 | 739,107 |
| Total Freight | 1,633,328 | 1,668,175 | 2,325,355 | 2,327,924 | 3,022,076 | 6,026,174 | 6,538,520 | 7,466,342 | 3,517,418 | 3,302,625 | 2,576,871 | 2,110,973 |

Note Data includes all freight 2002-2017 sorted by month

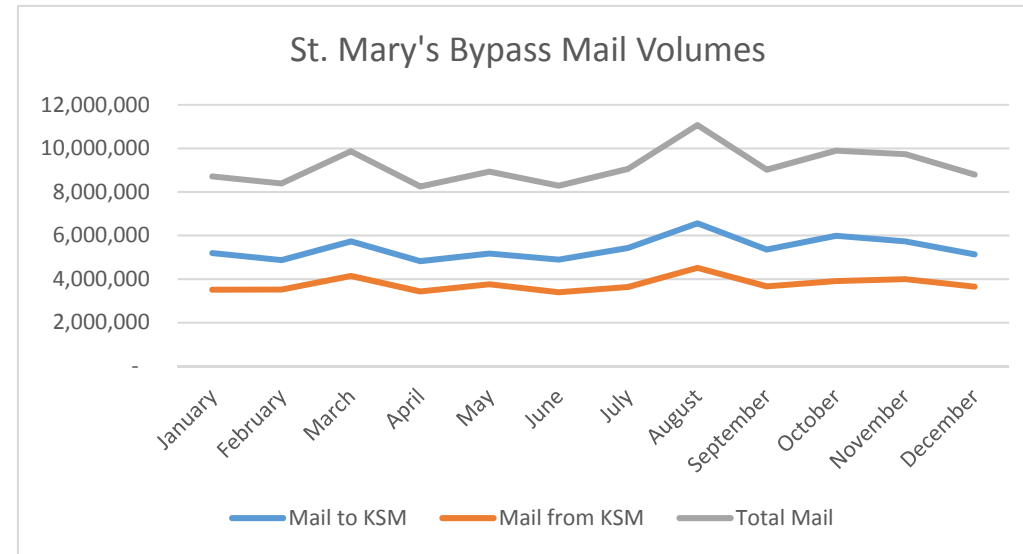


ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

Project Number Z605630000
AIP Number 3-02-0017-XXX-201X

| | January | February | March | April | May | June | July | August | September | October | November | December |
|-------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|------------------|------------------|------------------|------------------|
| Mail to KSM | 5,195,514 | 4,873,273 | 5,728,075 | 4,822,700 | 5,170,714 | 4,893,309 | 5,426,388 | 6,558,425 | 5,357,441 | 5,986,691 | 5,731,026 | 5,137,230 |
| Mail from KSM | 3,513,626 | 3,517,463 | 4,140,050 | 3,428,795 | 3,764,716 | 3,394,571 | 3,634,219 | 4,511,745 | 3,665,896 | 3,904,922 | 3,999,376 | 3,654,511 |
| Total Mail | 8,709,140 | 8,390,736 | 9,868,125 | 8,251,495 | 8,935,430 | 8,287,880 | 9,060,607 | 11,070,170 | 9,023,337 | 9,891,613 | 9,730,402 | 8,791,741 |

Note Data includes all bypass mail 2002-2017 sorted by month



ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

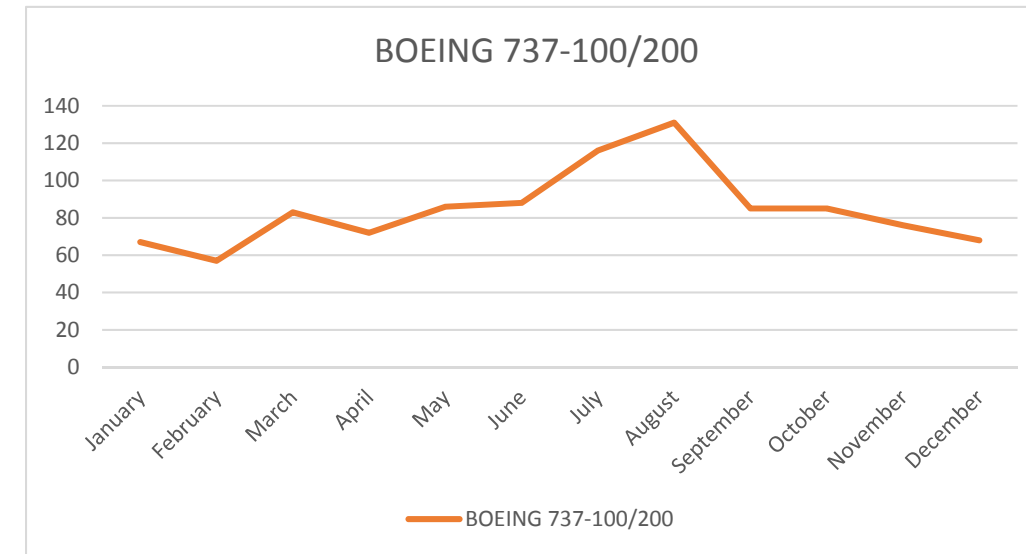
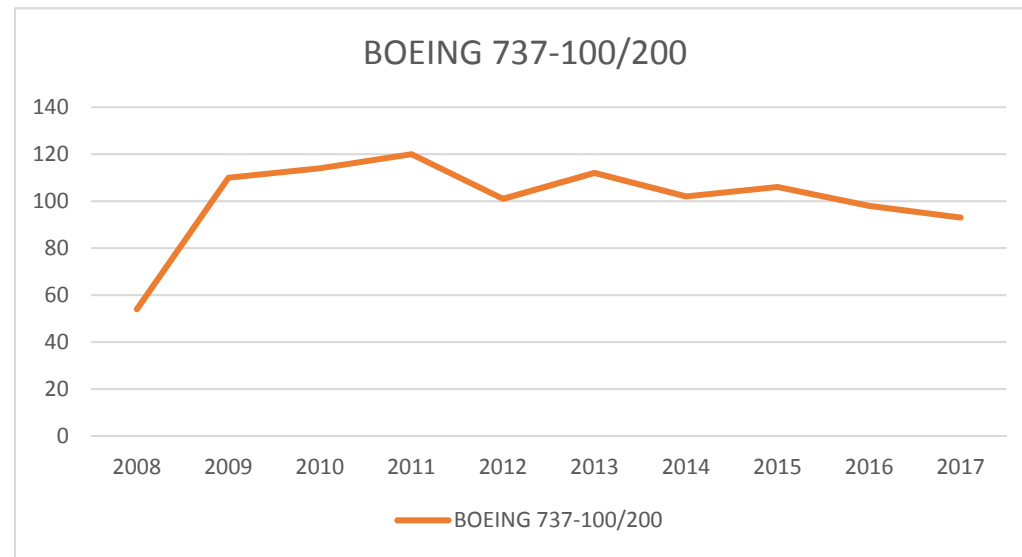
Project Number Z605630000
AIP Number 3-02-0017-XXX-201X

| | January | February | March | April | May | June | July | August | September | October | November | December |
|--------------------|---------|----------|-------|-------|-----|------|------|--------|-----------|---------|----------|----------|
| BOEING 737-100/200 | 67 | 57 | 83 | 72 | 86 | 88 | 116 | 131 | 85 | 85 | 76 | 68 |

Note Data includes all 737 operations 2002-2017 sorted by month

Sum of DEPARTURES_PERFORMED

| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
|--------------------|------|------|------|------|------|------|------|------|------|------|
| BOEING 737-100/200 | 54 | 110 | 114 | 120 | 101 | 112 | 102 | 106 | 98 | 93 |



ST. MARY'S AIRPORT
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| Total Operations with Recorded Flight Plan | | | | | | | | | | | |
|---|------|------|------|------|------|------|------|------|------|------|-------------|
| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | Grand Total |
| Unknown | 12 | 20 | 18 | 12 | 4 | 16 | 14 | 12 | 6 | 16 | 130 |
| A320 - Airbus A320 All Series | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| AC50 - Aero Commander 500 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| AC68 - Aero Commander 680FP | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| B160 - unknown | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| B19 - Raytheon 1900 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| B190 - Beech 1900/C-12J | 650 | 762 | 786 | 568 | 648 | 664 | 640 | 640 | 582 | 570 | 6510 |
| B19P - unknown | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| B350 - Beech Super King Air 350 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 |
| B732 - Boeing 737-200/VC96 | 110 | 204 | 220 | 232 | 202 | 214 | 200 | 204 | 192 | 186 | 1964 |
| B737 - Boeing 737-700 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 2 | 12 |
| BE19 - Beech 19 Sport | 0 | 28 | 2 | 0 | 4 | 2 | 2 | 10 | 8 | 2 | 58 |
| BE20 - Beech 200 Super King | 10 | 16 | 18 | 12 | 16 | 18 | 18 | 46 | 26 | 22 | 202 |
| BE24 - Beech 24 Sierra | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| BE35 - Beech Bonanza 35 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| BE36 - Beech Bonanza 36 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 6 |
| BE40 - Raytheon/Beech Beechjet 400/T-1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| BE90 - Beech King Air 90 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| BE9L - Beech King Air 90 | 4 | 0 | 2 | 0 | 2 | 2 | 0 | 4 | 6 | 4 | 24 |
| C130 - Lockheed 130 Hercules | 10 | 2 | 6 | 2 | 8 | 18 | 8 | 4 | 2 | 4 | 64 |
| C172 - Cessna Skyhawk 172/Cutlass | 6 | 16 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| C190 - Cessna C 190 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| C206 - Cessna 206 Stationair | 0 | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 8 |
| C207 - Cessna Turbo Stationair 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| C208 - Cessna 208 Caravan | 104 | 130 | 112 | 92 | 100 | 146 | 290 | 368 | 294 | 394 | 2030 |
| C210 - Cessna 210 Centurion | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| C212 - CASA Aviocar | 4 | 2 | 8 | 4 | 0 | 2 | 12 | 4 | 10 | 12 | 58 |
| C340 - Cessna 340 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| C402 - Cessna 401/402 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| C441 - Cessna Conquest | 4 | 2 | 4 | 2 | 4 | 2 | 2 | 12 | 8 | 12 | 52 |
| C46 - Curtiss C-46 Commando | 0 | 0 | 0 | 18 | 8 | 0 | 0 | 0 | 0 | 0 | 26 |
| C560 - Cessna Citation V/Ultra/Encore | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 6 |
| C56X - Cessna Excel/XLS | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| C680 - Cessna Citation Sovereign | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| CA12 - Aerocomp Air 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| CL30 - Bombardier (Canadair) Challenger 300 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| CL60 - Bombardier Challenger 600/601/604 | 2 | 0 | 2 | 2 | 4 | 2 | 2 | 6 | 6 | 0 | 26 |
| D228 - Dornier Do-28 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 |
| DC3 - Boeing (Douglas) DC 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| DC6 - Boeing (Douglas) DC 6 | 294 | 198 | 228 | 184 | 182 | 192 | 208 | 214 | 202 | 212 | 2114 |
| DH8 - Bombardier DHC8 All Series | 0 | 4 | 6 | 8 | 2 | 0 | 2 | 0 | 0 | 0 | 22 |
| DH8A - Bombardier DHC8-100 | 0 | 34 | 222 | 568 | 550 | 538 | 564 | 618 | 674 | 628 | 4396 |
| DHA - De Havilland Canada DHC-6 Twin Otter | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| DHA8 - De Havilland Canada DHC-6 Twin Otter | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 8 | 10 |
| DHBA - unknown | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |

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| Total Operations with Recorded Flight Plan | | | | | | | | | | | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------------|
| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | Grand Total |
| DHC8 - De Havilland DHC-8 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| E120 - Embraer Brasilia EMB 120 | 0 | 0 | 10 | 10 | 26 | 0 | 0 | 0 | 0 | 0 | 46 |
| E3TF - Boeing Sentry TF33/E3C | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| F15 - Boeing F-15 Eagle | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| F16 - Lockheed F-16 Fighting Falcon | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| F18 - Boeing FA-18 Hornet | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| F2TH - Dassault Falcon 2000 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| F406 - Cessna F406 Vigilant | 0 | 4 | 6 | 6 | 6 | 6 | 0 | 4 | 0 | 0 | 32 |
| FA50 - Dassault Falcon/Mystère 50 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| GALX - IAI 1126 Galaxy/Gulfstream G200 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| H25B - BAe HS 125/700-800/Hawker 800 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| H60 - Sikorsky SH-60 Seahawk | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| KODI - Quest Kodiak | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| LJ35 - Bombardier Learjet 35/36 | 6 | 6 | 0 | 2 | 2 | 6 | 2 | 2 | 10 | 4 | 40 |
| LJ60 - Bombardier Learjet 60 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| P180 - Piaggio P-180 Avanti | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| P3 - Lockheed P-3C Orion | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| PA24 - Piper PA-24 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| PA28 - Piper Cherokee | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| PA31 - Piper Navajo PA-31 | 26 | 18 | 20 | 34 | 44 | 18 | 14 | 30 | 10 | 28 | 242 |
| PC12 - Pilatus PC-12 | 0 | 2 | 6 | 2 | 4 | 8 | 8 | 8 | 4 | 24 | 66 |
| R22 - Robinson R-22 Mariner | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| S76 - Sikorsky S-76 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| SBR1 - North American Rockwell Sabre 40/60 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| SC7 - Short Skyvan SC7 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| SF34 - Saab SF 340 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 4 |
| SH33 - Shorts 330 | 4 | 4 | 0 | 0 | 0 | 2 | 4 | 2 | 0 | 4 | 20 |
| T38 - Northrop T-38 Talon | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| TEX2 - Raytheon Texan 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| WW24 - IAI 1124 Westwind | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Grand Total | 1334 | 1486 | 1708 | 1770 | 1828 | 1874 | 2004 | 2198 | 2044 | 2138 | 41476 |

Appendix G: Detailed Aviation Forecasts

ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

Project Number Z605630000
AIP Number 3-02-0017-XXX-201X

Aviation Forecast Gravel Runway

FORECAST ANNUAL OPERATIONS

| AIRCRAFT | APCH SPEED (knots) | WING SPAN (feet) | TAIL HGT (feet) | GROSS WEIGHT (pounds) | ARC | Growth Rate | | Annual Operations | | | |
|----------------------------------|--------------------------|------------------------|-----------------------|-----------------------------|-------|-------------|----------|-------------------|-----------|-----------|-----------|
| | | | | | | 2016 | 2017 | 1.50% | 1.50% | 1.40% | 1.30% |
| | | | | | | (year 0) | (year 0) | (year 5) | (year 10) | (year 15) | (year 20) |
| Alaska Central Express | | | | | | | | | | | |
| BEECH 1900 A/B/C/D | 113 | 58 | 15.5 | 17,120 | B-II | 4 | 0 | 4 | 4 | 4 | 4 |
| Arctic Transportation | | | | | | | | | | | |
| CASA 212 | 81 | 62.3 | 20.7 | 16,975 | A-II | 180 | 187 | 201 | 217 | 233 | 249 |
| CESSNA 206/207/209 | 70 | 35.83 | 9.58 | 3,800 | A-I | 410 | 391 | 421 | 454 | 487 | 519 |
| CESSNA 208 | 79 | 52.08 | 15.5 | 8,750 | A-II | 137 | 147 | 158 | 170 | 182 | 194 |
| PILATUS PC-12 | 87 | 53.25 | 14 | 9,920 | A-II | 0 | 2 | 2 | 2 | 2 | 2 |
| Bering Air Inc. | | | | | | | | | | | |
| BEECH 1900 A/B/C/D | 113 | 58 | 15.5 | 17,120 | B-II | 0 | 4 | 4 | 4 | 4 | 4 |
| BEECH 200 KINGAIR | 103 | 54.5 | 15 | 12,500 | B-I | 4 | 6 | 6 | 6 | 6 | 6 |
| CESSNA C208B | 79 | 52.08 | 15.5 | 8,750 | A-II | 2 | 6 | 6 | 6 | 6 | 6 |
| PIPER PA-31/T-1020 | 79 | 40.7 | 13 | 6,200 | A-I | 10 | 28 | 30 | 32 | 34 | 36 |
| Era Aviation | | | | | | | | | | | |
| BEECH 1900 A/B/C/D | 113 | 58 | 15.5 | 17,120 | B-II | 14 | 0 | 15 | 16 | 18 | 18 |
| DHC8-100 DASH 8 | 92 | 90 | 24.58 | 41,100 | B-III | 710 | 765 | 924 | 995 | 1067 | 1138 |
| Frontier Flying Service | | | | | | | | | | | |
| SHORTS 330 | 96 | 74.67 | 23.08 | 22,000 | B-II | 4 | 32 | 34 | 37 | 40 | 43 |
| Grant Aviation | | | | | | | | | | | |
| CESSNA 206/207/209 | 70 | 35.83 | 9.58 | 3,800 | A-I | 8 | 6 | 6 | 6 | 6 | 6 |
| CESSNA 208 | 79 | 52.08 | 15.5 | 8,750 | A-II | 36 | 48 | 50 | 50 | 55 | 60 |
| GIPPS AERO GA8 AIR | 78 | 40.25 | 12.75 | 3,999 | A-I | 16 | 10 | 17 | 18 | 19 | 20 |
| Hageland Aviation Service | | | | | | | | | | | |
| BEECH 1900 A/B/C/D | 113 | 58 | 15.5 | 17,120 | B-II | 1,002 | 989 | 1047 | 1129 | 1210 | 1290 |
| CESSNA 206/207/209 | 70 | 35.83 | 9.58 | 3,800 | A-I | 4,214 | 4,202 | 4497 | 4846 | 5195 | 5544 |
| CESSNA 208 | 79 | 52.08 | 15.5 | 8,750 | A-II | 4,177 | 3,502 | 3773 | 4066 | 4359 | 4651 |
| PIPER PA-31/T-1020 | 79 | 40.7 | 13 | 6,200 | A-I | 0 | 5 | 5 | 5 | 5 | 5 |
| Lynden Air Cargo Airlines | | | | | | | | | | | |
| LOCKHEED L100-30 | 138 | 132.6 | 39.2 | 155,000 | C-IV | 2 | 5 | 6 | 100 | 107 | 114 |
| Med-Flight | | | | | | | | | | | |
| BEECH 200 KINGAIR | 103 | 54.5 | 15 | 12,500 | B-I | 26 | 16 | 24 | 26 | 28 | 30 |
| Bombardier Learjet 35 | 143 | 39.5 | 12.3 | 18,300 | D-I | 10 | 4 | 11 | 12 | 13 | 14 |
| Northern Air Cargo Inc. | | | | | | | | | | | |
| BOEING 737-100/200 | 137 | 93 | 37.25 | 115,500 | C-III | 196 | 186 | 0 | 0 | 0 | 0 |

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Aviation Forecast Gravel Runway

FORECAST ANNUAL OPERATIONS

| AIRCRAFT | APCH SPEED (knots) | WING SPAN (feet) | TAIL HGT (feet) | GROSS WEIGHT (pounds) | ARC | Growth Rate | | Annual Operations | | | |
|---|--------------------------|------------------------|-----------------------|-----------------------------|---------------|---------------|---------------|-------------------|---------------|---------------|---------------|
| | | | | | | 2016 | 2017 | 1.50% | 1.50% | 1.40% | 1.30% |
| | | | | | | (year 0) | (year 0) | (year 5) | (year 10) | (year 15) | (year 20) |
| Alaska State Troopers | | | | | | | | | | | |
| CESSNA 182 | 64 | 36 | 9.33 | 3,100 | A-I | 1000 | 1000 | 1077 | 1160 | 1244 | 1327 |
| Tanana Air Service | | | | | | | | | | | |
| PIPER PA-31/T-1020 | 79 | 40.7 | 13 | 6,200 | A-I | 0 | 2 | 2 | 2 | 2 | 2 |
| Everts Air Alaska and Everts Air Cargo | | | | | | | | | | | |
| CESSNA 208 | 79 | 52.08 | 15.5 | 8,750 | A-II | 2 | 0 | 2 | 2 | 2 | 2 |
| DOUGLAS DC-6A | 108 | 117.5 | 29.3 | 104,000 | B-III | 204 | 197 | 250 | 0 | 0 | 0 |
| PILATUS PC-12 | 87 | 53.25 | 14 | 9,920 | A-II | 0 | 6 | 6 | 6 | 6 | 6 |
| Wright Air Service | | | | | | | | | | | |
| CESSNA 208 | 79 | 52.08 | 15.5 | 8,750 | A-II | 0 | 2 | 2 | 2 | 2 | 2 |
| Yute Air Aka Flight Alaska | | | | | | | | | | | |
| CESSNA 172 SKYHAWK | 75 | 36.17 | 8.92 | 2300 | A-I | 14 | 0 | 15 | 16 | 17 | 18 |
| CESSNA 206/207/209 | 70 | 35.83 | 9.58 | 3,800 | A-I | 28 | 0 | 27 | 32 | 34 | 36 |
| Unknown Operator | | | | | | | | | | | |
| Beech Bonanza 36 | 77 | 37.83 | 8.58 | 3,850 | A-I | 0 | 4 | 4 | 4 | 4 | 4 |
| BEECH KING AIR 350 | 107 | 57.92 | 14.33 | 15,000 | B-II | 2 | 0 | 2 | 2 | 2 | 2 |
| Beech King Air 90 | 97 | 50.25 | 14.67 | 9,650 | B-I | 6 | 4 | 4 | 4 | 4 | 4 |
| BOEING 737-700 | 130 | 112.58 | 41.17 | 154,500 | C-III | 0 | 2 | 2 | 2 | 2 | 2 |
| Bombardier Challenger 600/601/604 | 125 | 61.8 | 20.67 | 47,600 | C-II | 6 | 0 | 6 | 6 | 6 | 6 |
| Cessna C 190 | 70 | 36.17 | 7.17 | 3,350 | A-I | 0 | 2 | 2 | 2 | 2 | 2 |
| Cessna Conquest | 98 | 49.3 | 13.1 | 9,925 | B-II | 8 | 12 | 13 | 14 | 15 | 16 |
| PILATUS PC-12 | 87 | 53.25 | 14 | 9,920 | A-II | 6 | 22 | 24 | 26 | 28 | 30 |
| Total | 13,043 | 11,924 | 12,268 | 12,166 | 10,057 | 12,438 | 11,794 | 12,679 | 13,481 | 14,450 | 15,412 |
| Military jet | | | | | | 2 | 2 | 2 | 2 | 2 | 2 |
| GA Local and Intinerant @ 20% of Carriers | | | | | | 2488 | 2359 | 2536 | 2696 | 2890 | 3082 |
| TOTAL fixed wing Operations | | | | | | 14928 | 14155 | 15217 | 16179 | 17342 | 18496 |

ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

Project Number Z605630000
AIP Number 3-02-0017-XXX-201X

Aviation Forecast Paved Runway

FORECAST ANNUAL OPERATIONS

| AIRCRAFT | APCH SPEED (knots) | WING SPAN (feet) | TAIL HGT (feet) | GROSS WEIGHT (pounds) | ARC | Growth Rate | | Annual Operations | | | |
|----------------------------------|--------------------------|------------------------|-----------------------|-----------------------------|-------|-------------|-------|-------------------|-------------------|-------------------|-------------------|
| | | | | | | 2016 | 2017 | 1.50% | 1.50% | 1.40% | 1.30% |
| | | | | | | (year 0) | | 2022 (year 5) | 2027 (year 10) | 2032 (year 15) | 2037 (year 20) |
| Alaska Central Express | | | | | | | | | | | |
| BEECH 1900 A/B/C/D | 113 | 58 | 15.5 | 17,120 | B-II | 4 | 0 | 4 | 4 | 4 | 4 |
| Arctic Transportation | | | | | | | | | | | |
| CASA 212 | 81 | 62.3 | 20.7 | 16,975 | A-II | 180 | 187 | 201 | 217 | 233 | 249 |
| CESSNA 206/207/209 | 70 | 35.83 | 9.58 | 3,800 | A-I | 410 | 391 | 421 | 454 | 487 | 519 |
| CESSNA 208 | 79 | 52.08 | 15.5 | 8,750 | A-II | 137 | 147 | 158 | 170 | 182 | 194 |
| PILATUS PC-12 | 87 | 53.25 | 14 | 9,920 | A-II | 0 | 2 | 2 | 2 | 2 | 2 |
| Bering Air Inc. | | | | | | | | | | | |
| BEECH 1900 A/B/C/D | 113 | 58 | 15.5 | 17,120 | B-II | 0 | 4 | 4 | 4 | 4 | 4 |
| BEECH 200 KINGAIR | 103 | 54.5 | 15 | 12,500 | B-I | 4 | 6 | 6 | 6 | 6 | 6 |
| CESSNA C208B | 79 | 52.08 | 15.5 | 8,750 | A-II | 2 | 6 | 6 | 6 | 6 | 6 |
| PIPER PA-31/T-1020 | 79 | 40.7 | 13 | 6,200 | A-I | 10 | 28 | 30 | 32 | 34 | 36 |
| Era Aviation | | | | | | | | | | | |
| BEECH 1900 A/B/C/D | 113 | 58 | 15.5 | 17,120 | B-II | 14 | 0 | 15 | 16 | 18 | 18 |
| DHC8-100 DASH 8 | 92 | 90 | 24.58 | 41,100 | B-III | 710 | 765 | 824 | 888 | 952 | 1016 |
| Frontier Flying Service | | | | | | | | | | | |
| SHORTS 330 | 96 | 74.67 | 23.08 | 22,000 | B-II | 4 | 32 | 34 | 37 | 40 | 43 |
| Grant Aviation | | | | | | | | | | | |
| CESSNA 206/207/209 | 70 | 35.83 | 9.58 | 3,800 | A-I | 8 | 6 | 6 | 6 | 6 | 6 |
| CESSNA 208 | 79 | 52.08 | 15.5 | 8,750 | A-II | 36 | 48 | 50 | 50 | 55 | 60 |
| GIPPS AERO GA8 AIR | 78 | 40.25 | 12.75 | 3,999 | A-I | 16 | 10 | 17 | 18 | 19 | 20 |
| Hageland Aviation Service | | | | | | | | | | | |
| BEECH 1900 A/B/C/D | 113 | 58 | 15.5 | 17,120 | B-II | 1,002 | 989 | 1047 | 1129 | 1210 | 1290 |
| CESSNA 206/207/209 | 70 | 35.83 | 9.58 | 3,800 | A-I | 4,214 | 4,202 | 4497 | 4845 | 5194 | 5543 |
| CESSNA 208 | 79 | 52.08 | 15.5 | 8,750 | A-II | 4,177 | 3,502 | 3773 | 4065 | 4358 | 4650 |
| PIPER PA-31/T-1020 | 79 | 40.7 | 13 | 6,200 | A-I | 0 | 5 | 5 | 5 | 5 | 5 |
| Lynden Air Cargo Airlines | | | | | | | | | | | |
| LOCKHEED L100-30 | 138 | 132.6 | 39.2 | 155,000 | C-IV | 2 | 5 | 6 | 6 | 6 | 6 |
| Med-Flight | | | | | | | | | | | |
| BEECH 200 KINGAIR | 103 | 54.5 | 15 | 12,500 | B-I | 26 | 16 | 24 | 26 | 28 | 30 |
| Bombardier Learjet 35 | 143 | 39.5 | 12.3 | 18,300 | D-I | 10 | 4 | 11 | 12 | 13 | 14 |
| Northern Air Cargo Inc. | | | | | | | | | | | |
| BOEING 737-100/200 | 137 | 93 | 37.25 | 115,500 | C-III | 196 | 186 | 0 | 0 | 0 | 0 |
| BOEING 737-300 | 135 | 94.75 | 36.58 | 139,500 | C-III | 0 | 0 | 280 | 259 | 279 | 301 |

ST. MARY'S AIRPORT
AIRPORT IMPROVEMENTS

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Aviation Forecast Paved Runway

FORECAST ANNUAL OPERATIONS

| AIRCRAFT | APCH SPEED (knots) | WING SPAN (feet) | TAIL HGT (feet) | GROSS WEIGHT (pounds) | ARC | Growth Rate | | Annual Operations | | | |
|---|--------------------------|------------------------|-----------------------|-----------------------------|---------------|---------------|---------------|-------------------|-------------------|-------------------|-------------------|
| | | | | | | 2016 | 2017 | 1.50% | 1.50% | 1.40% | 1.30% |
| | | | | | | (year 0) | | 2022 (year 5) | 2027 (year 10) | 2032 (year 15) | 2037 (year 20) |
| Alaska Air Cargo | | | | | | | | | | | |
| BOEING 737-700 | 130 | 112.58 | 41.17 | 154,500 | C-III | 0 | 0 | 248 | 224 | 240 | 256 |
| Alaska State Troopers | | | | | | | | | | | |
| CESSNA 182 | 64 | 36 | 9.33 | 3,100 | A-I | 1000 | 1000 | 1077 | 1160 | 1244 | 1327 |
| Tanana Air Service | | | | | | | | | | | |
| PIPER PA-31/T-1020 | 79 | 40.7 | 13 | 6,200 | A-I | 0 | 2 | 2 | 2 | 2 | 2 |
| Everts Air Alaska and Everts Air Cargo | | | | | | | | | | | |
| CESSNA 208 | 79 | 52.08 | 15.5 | 8,750 | A-II | 2 | 0 | 2 | 2 | 2 | 2 |
| DOUGLAS DC-6A | 108 | 117.5 | 29.3 | 104,000 | B-III | 204 | 197 | 250 | 0 | 0 | 0 |
| McDonnell Douglas DC-9-40 | 129 | 93.3 | 28 | 114,000 | C-III | 0 | 0 | 0 | 200 | 214 | 228 |
| PILATUS PC-12 | 87 | 53.25 | 14 | 9,920 | A-II | 0 | 6 | 6 | 6 | 6 | 6 |
| Wright Air Service | | | | | | | | | | | |
| CESSNA 208 | 79 | 52.08 | 15.5 | 8,750 | A-II | 0 | 2 | 2 | 2 | 2 | 2 |
| Yute Air Aka Flight Alaska | | | | | | | | | | | |
| CESSNA 172 SKYHAWK | 75 | 36.17 | 8.92 | 2300 | A-I | 14 | 0 | 15 | 16 | 17 | 18 |
| CESSNA 206/207/209 | 70 | 35.83 | 9.58 | 3,800 | A-I | 28 | 0 | 30 | 32 | 34 | 36 |
| Unknown Operator | | | | | | | | | | | |
| Beech Bonanza 36 | 77 | 37.83 | 8.58 | 3,850 | A-I | 0 | 4 | 4 | 4 | 4 | 4 |
| BEECH KING AIR 350 | 107 | 57.92 | 14.33 | 15,000 | B-II | 2 | 0 | 2 | 2 | 2 | 2 |
| Beech King Air 90 | 97 | 50.25 | 14.67 | 9,650 | B-I | 6 | 4 | 4 | 4 | 4 | 4 |
| BOEING 737-700 | 130 | 112.58 | 41.17 | 154,500 | C-III | 0 | 2 | 2 | 2 | 2 | 2 |
| Bombardier Challenger 600/601/604 | 125 | 61.8 | 20.67 | 47,600 | C-II | 6 | 0 | 6 | 6 | 6 | 6 |
| Cessna C 190 | 70 | 36.17 | 7.17 | 3,350 | A-I | 0 | 2 | 2 | 2 | 2 | 2 |
| Cessna Conquest | 98 | 49.3 | 13.1 | 9,925 | B-II | 8 | 12 | 13 | 14 | 15 | 16 |
| PILATUS PC-12 | 87 | 53.25 | 14 | 9,920 | A-II | 6 | 22 | 24 | 26 | 28 | 30 |
| Total | 13,043 | 11,924 | 12,268 | 12,166 | 10,057 | 12,438 | 11,794 | 13,110 | 13,961 | 14,965 | 15,965 |
| Military jet | | | | | | 2 | 2 | 2 | 2 | 2 | 2 |
| GA Local and Intinerant @ 20% of Carriers | | | | | | 2488 | 2359 | 2622 | 2792 | 2993 | 3193 |
| TOTAL fixed wing Operations | | | | | | 14928 | 14155 | 15734 | 16755 | 17960 | 19160 |