ATTACHMENT #5

March 5, 2010

OPERATIONS COMMITTEE REPORT
FLOAT PLANE POND
DREDGING, OPERATIONS, DOCK AND PILING CONSIDERATIONS

The Operations Committee met on February 18, 2010, from 5:30PM to about 7:30 PM to learn how the ongoing RSA Improvements project will impact operations on the float pond during the 2010 season. Tom Carson, Airport Engineer and RSA project manager made a presentation and led a discussion with attendees that allowed a free exchange of ideas. A total of 22 people signed in.

Alaska Interstate Construction (AIC) is the contractor for the RSA Improvements project. The float plane pond will be dredged to provide 800,000 cubic yards of fill material for extending the runway safety area (RSA) at both ends of the airport, the lateral RSA along the south side of the runway east of the float plane pond, the northwest development area and the northeast development area.

AIC has provided a schedule for the dredging operation (see Figure 1 "Probable Dredging Sequence") that shows dredging to begin the West Finger (area 1) in April and to end in the northwest portion of the pond (area 6) by the end of August. AIC's current schedule would result in a significant impact to the commercial operators since dredging would occur in their portion of the pond during July and August. It is widely expected, however, that the schedule will slip significantly. A representative of AIC, who was in attendance, agreed that the current schedule will almost certainly extend into September and possibly even October. If that occurs, it is likely that the impact to commercial operators will be greatly reduced.

Once the dredging operation enters the main pond (area 3), operations in the float plane pond will be impacted as follows:

- While the dredge is operating in areas 3 and 4, the 400-foot wide pond will divided lengthwise along a line marked with lighted buoys every 1,000 feet. The north half will be 250 feet wide (100 feet for docks, 150 feet for take-off and landing), while the south half will be 150 feet wide (used as a taxiway). The dredge will be marked with lighted buoys and taxiing planes will have to go around the dredge by entering the active take-off zone.

- While the dredge is operating in areas 5 and 6, the dividing line will be shifted south so that the north half will be 150 feet wide (used as a taxiway), while the south half will be 250 feet wide (100 feet for docks, 150 feet for take-off and landing). Once again, the dredge will be marked with lighted buoys and taxiing planes will have to go around the dredge by entering the active take-off zone.
- Before dredging can proceed in areas 4, 5, or 6, docks in each of those areas will need to be moved to other locations in the pond. Options for relocation include the newly dredged West Finger, the NE shore of the pond, and the SE shore of the pond (see Figure 2 “Overall Strategy for Developing Float Pond”).
- The contract calls for new 6” galvanized steel pilings to be driven 20’ into the ground at locations specified by the airport. The goal will be to standardize new piling installation as much as possible (see Figure 3 “Piling Plan”).

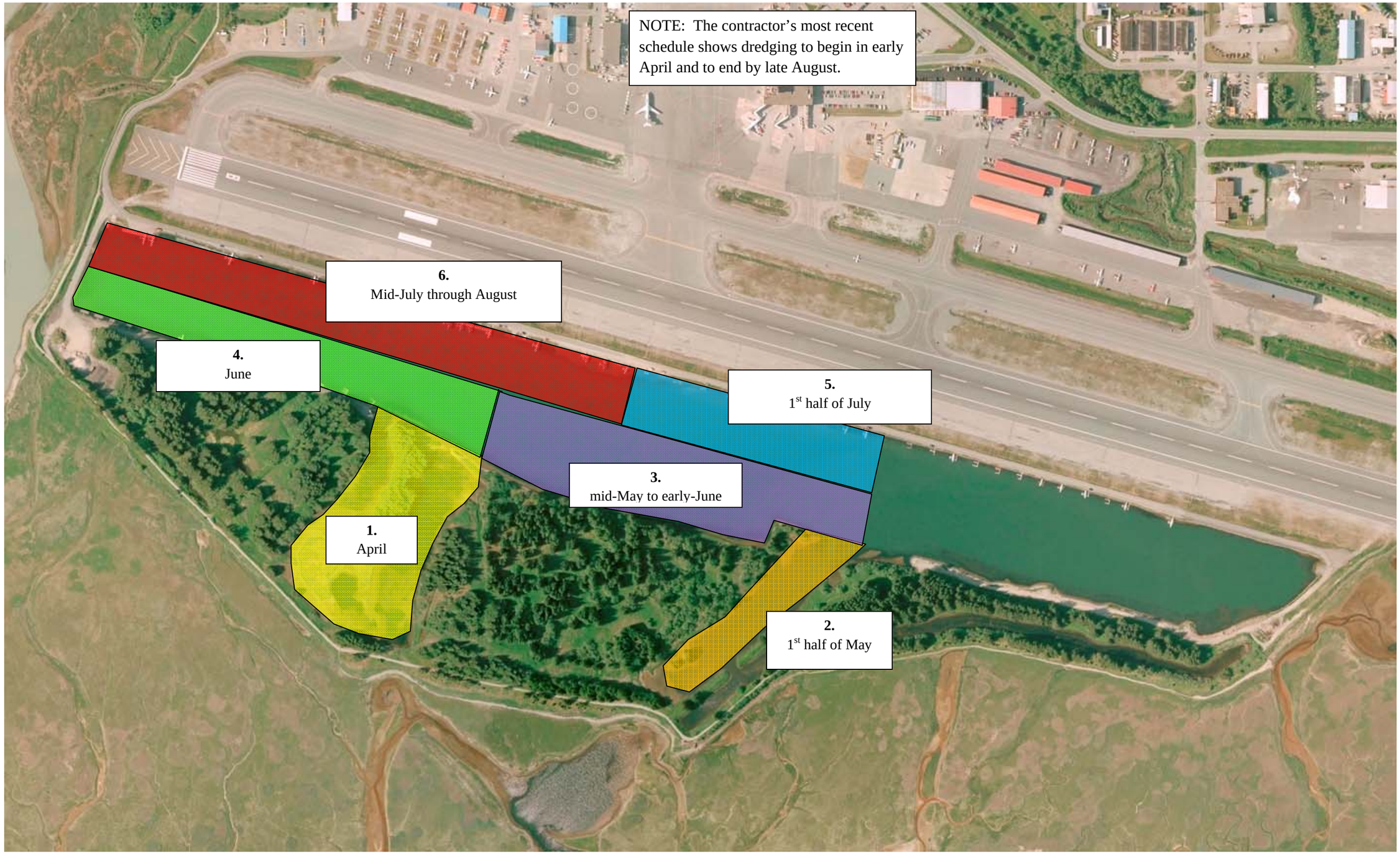


FIGURE 1: PROBABLE DREDGING SEQUENCE

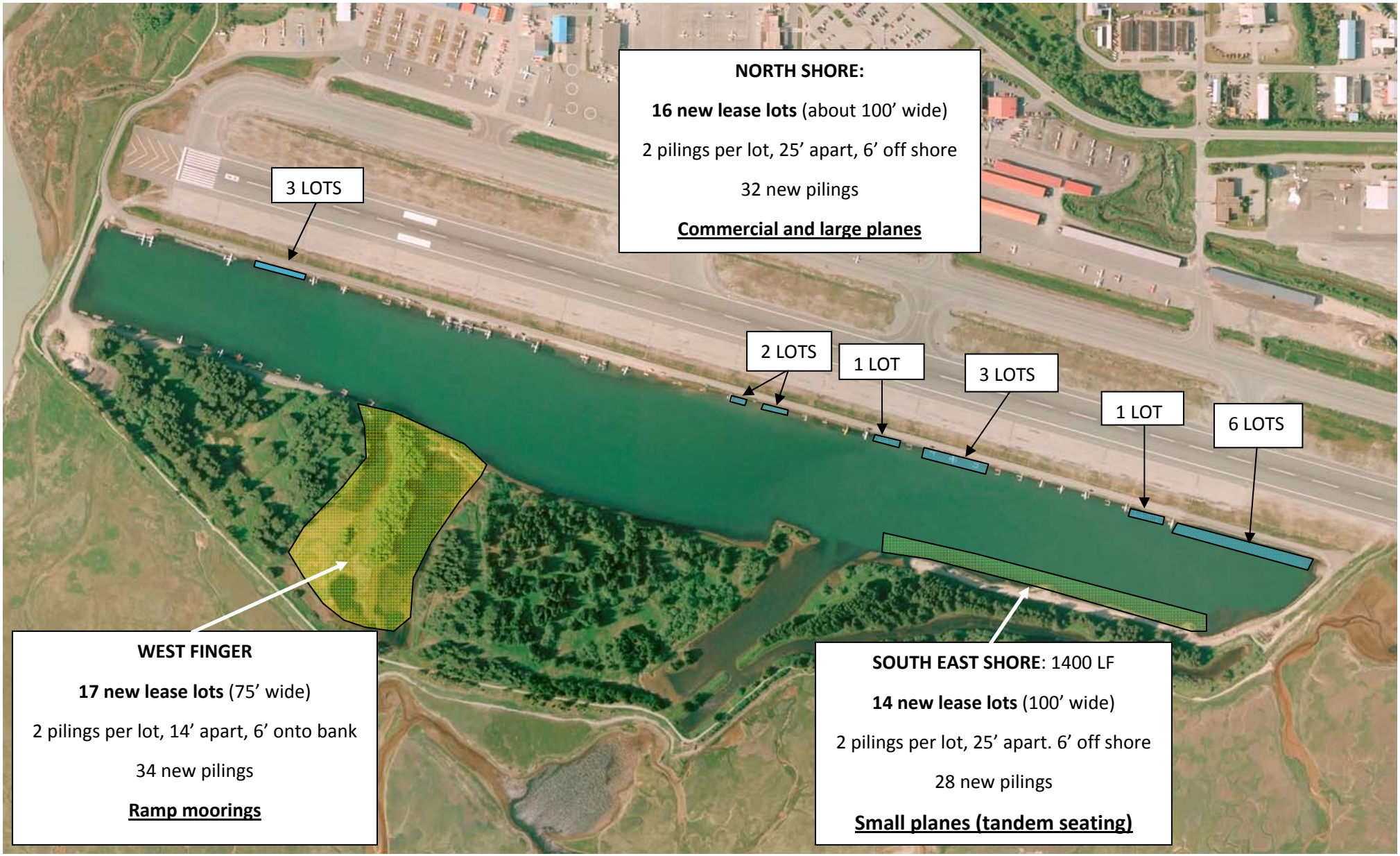
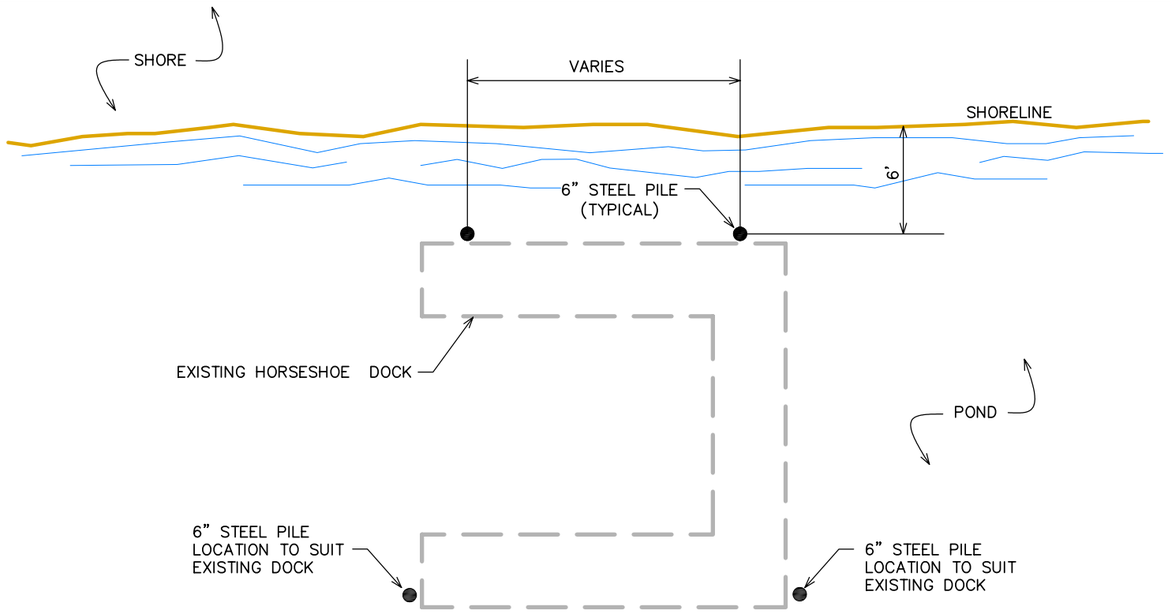


FIGURE 2

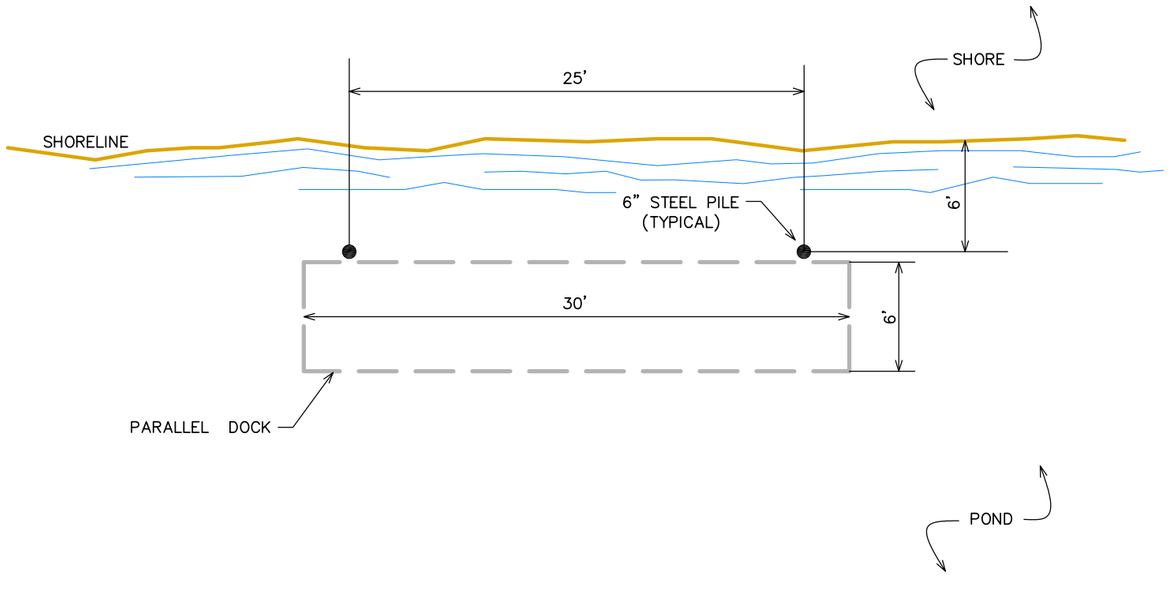
OVERALL STRATEGY FOR DEVELOPING FLOAT PLANE POND



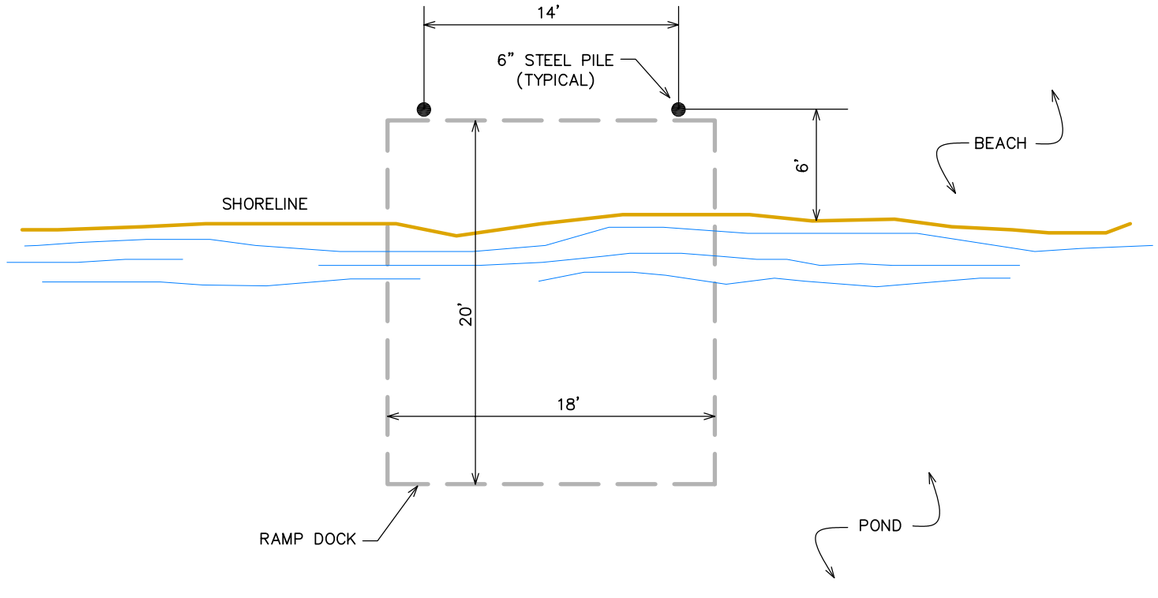
PREFERRED HORSESHOE DOCK ARRANGEMENT

We ran a calculation to assess the lateral capacity of a 6 inch standard weight pipe pile driven 20' into the sand floor of the pond. Assuming the pile is in 6' of water, each pile can safely support about 2,000 pounds of lateral force before yielding the pile. For two piles on a 30' float, this equates to 4,000 pounds of lateral support. The wind pressure against an Otter under a 70 mph sustained wind generates roughly 2,000 pounds of force into the float. With 2 piles supporting the float and sharing the load, you will have a safety factor of 2. This appears adequate to us.

PND ENGINEERS REVIEW



NEW & PREFERRED PARALLEL DOCK



NEW RAMP DOCK

FIGURE 3 PILING PLAN