



# Workshop Notes

## Advisory Committee Meeting No. 3

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Monday, February 11, 2019, 1:00-4:30 pm

FAI EOC Conference Room

### Advisory Committee:

Adam White, Alaska Airman's Association  
Darren Young, Warbelows  
Everett Leaf, Wright Air Service  
Jim Strickland, Wrights Air Service  
Johnathan Linquist, FAA Airports Division  
Matt Atkinson, Warbelows NATC, Wrights Air  
Mike Morgan, ProFlite  
Rod Combellick, FAI GAA  
Stan Halvarson, Alaska Aerofuel  
Tom George, AOPA

Corey Shaw, FAI NATCA  
David Delcourt, Delcourt Aviation  
Jim Gibertoni, Retired Pilot  
Jon McIntyre, Northland Aviation  
Kevin Alexander, UAF CTC  
Mike Harrod, Crowley Fuels  
Pete VanDeHei, Pilot  
Sammy Wiglesworth Everts Air Cargo / AIAS AAC  
Theresa Harvey, FAI Leasing  
Travis Williams, FAA/FAI ATCT

### Project Team:

Angie Spear, FAI Airport Manager  
R.J. Stumpf, FAI Engineer  
Melissa Osborn, FAI Chief of Operations  
Tom Middendorf, Sr Transportation Planner, DOWL  
Beth Madison, Transportation Engineer, DOWL  
Alexa Greene, Transportation Planner, DOWL

### Workshop:

**Introductions; What is a Master Plan; Why do a Master Plan; Master Plan Process, Schedule, PI; Recommended Plan, Apron Options, Next Steps** – Tom presented

**Recommended Plan Discussion:** Tom explained each of the projects in the recommended plan.

**Apron Configurations Option Discussion:** Tom explained each of the options in the apron configuration options.

**Breakout Groups:** The Advisory Committee broke into 2 small groups, which identified and ranked the Recommended Plan projects and Apron Configuration options, see the attached Recommended Plan and Apron Options ~ Advisory Committee Results document.



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### Recommended Plan

Capital Improvement Program (CIP) Projects	Costs Million \$	Select your Preferred Timing			Comments
		1-5 Years	6-10 Years	11-20 Years	
1. Resurface/Reconstruct/Lighting Runway 2R-20L; Taxiway B Gate	\$6.7M	X			<ul style="list-style-type: none"> <li>Consider if shifting runway north would avoid areas where runway has settled due to poor soils/drainage.</li> <li>Be sure the proposed apron and lease lots do not impact approaches to RW 20L.</li> <li>Provide bigger runnup area at TW S.</li> <li>Tower would not want to control gate on TW B.</li> <li>Tower has trouble seeing TW R now and shifting it south would be even more difficult to see. Consider shifting it north instead.</li> <li>Remove gate at TW B and instead install fencing and gates on lease lots in project 6.</li> <li>Consider a pull off area near TW B gate if there are aircraft taxiing in both directions.</li> <li>Be careful about planning for airport operations during construction.</li> <li>Shortened runway may mean more use of 2L-20R for touch and goes.</li> </ul>
2. Reconstruct/Reconfigure East Apron, Provide Power to Tie Downs	\$12.5M to \$15M	X			<ul style="list-style-type: none"> <li>Be sure ski equipped aircraft have plenty of maneuvering area.</li> </ul>
3. Floatpond Dredging, Slip Expansion, Floatplane Ramp, and Float Pond Taxilane Feasibility	\$450,000	X			<ul style="list-style-type: none"> <li>Because of winds, consider option of locating ramp on north side of first new floatplane finger instead of the south side of the gravel tie down site. Mixed opinions on whether to locate so winds push you into ramp or better to taxi into the wind.</li> <li>Consider a dock adjacent to ramp to hold aircraft while waiting to fuel or while getting vehicle to haul out on the ramp.</li> <li>Are docks an alternative to building fingers?</li> </ul>



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4. Resurface and Realign University Avenue, Provide Pedestrian Path, Expand Lease Area (FHWA)	\$8.5M		X		<ul style="list-style-type: none"> <li>• Include bus pullout for transit buses. Encourage bus service.</li> <li>• Wetlands are a constraint for any new development east of University Avenue South.</li> </ul>
5. Expand Public Parking; Provide Electrical Service, Add Fencing/Signs	\$1.6M	X			<ul style="list-style-type: none"> <li>• Wetlands are a constraint for any new development east of University Avenue South.</li> </ul>
6. Continuous Fencing and Gates Along Lease Lots (fence/gate locations to be determined with tenants)	\$2.5M	X		X	<ul style="list-style-type: none"> <li>• Mixed opinions, but many were opposed or skeptical that this would work.</li> <li>• Don't want a TSA presence on the Eastside.</li> <li>• Complete fencing and gates before TSA mandates it.</li> <li>• If you put a gate on TW B would that address most of the concerns and avoid the need for fencing and gates on the Eastside? Conversely if you put in fencing and gates would you avoid the need for B gate?</li> <li>• Add gate to prevent access west of float pond.</li> <li>• What operating costs will increase with a badging system for Eastside users? How will transient pilots and passengers be addressed?</li> <li>• How can we provide good customer service with fencing and gates?</li> <li>• What technology will tenants use to access through the gate?</li> </ul>
7. Slip Expansion Phase 1, Floatplane Ramp, and Float Pond Taxilane Development	\$10.9M		X		
8. Extend Taxiways C and Power and Relocate Float Pond Road for Lease Lot Expansion	\$3.8M		X		<ul style="list-style-type: none"> <li>• There is interest in commercial lease lots. Can this happen sooner? Sewer and water are also needed.</li> <li>• How would fencing and gates be incorporated?</li> </ul>
9. Extend Taxiway D and Power and Relocate Float Pond Road for Lease Lot Expansion	\$2.8M		X		<ul style="list-style-type: none"> <li>• Sewer and water are also needed.</li> </ul>



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10. Slip Expansion and Power Phase 2	\$4.2M			X	
11. Resurface Ski Strip	\$1.2M	X			<ul style="list-style-type: none"> <li>Consider shifting ski strip toward apron so its not in line with paved runway.</li> <li>Resurface runway when needed. Might be needed sooner than 11 years.</li> </ul>

Other Non-CIP Actions	Comments
A. Taxiway B - Delete Access from Float Pond Road	
B. Relocate Floatplane Fueling (for Ski and Floatplane Aircraft) to Gravel Tie Down Area	<ul style="list-style-type: none"> <li>Because of winds, consider option of locating fueling on north side of first new floatplane finger instead of the south side of the gravel tie down site. Mixed opinions on whether to locate so winds push you into parking area or better to taxi into the wind.</li> </ul>
C. Close South Floatplane Ramp	<ul style="list-style-type: none"> <li>Keep open and operate 3 floatplane ramps. This one would have limited use so it would not require floatplanes to hold in the waterlane. The fueling area has greater effect on that problem and is proposed to be relocated.</li> </ul>
D. Prohibit Vehicle Crossings of Ski Strip, Except for Maintenance and Operations	<ul style="list-style-type: none"> <li>Consider adding a vehicle crossing area beyond the south end of the ski strip after 2R-20L is shortened.</li> </ul>
E. New Privately Developed General Aviation (GA) Facility (location to be determined)	<ul style="list-style-type: none"> <li>Expand to include option of a common-use or multi-use terminal, available for multiple tenants, possibly with restaurant and bar, close by auto parking, possibly including pickup/drop off of transient passengers, possibly both private and public funding.</li> </ul>
F. Future Helicopter Lease Area East of University Avenue	<ul style="list-style-type: none"> <li>Wetlands are a constraint for any new development east of University Avenue South.</li> <li>Tower would have difficulty seeing this area through the adjacent trees. Would need tree removal.</li> </ul>
G. Relocate Transient Helicopter Operations to West Side Lease Lots (not on drawing)	<ul style="list-style-type: none"> <li>Some helicopter operators would not want to pay a fee to use a private facility. Some may not want the restricted operating hours at a private facility.</li> </ul>



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H. Promote Improved Transportation Between East and West Sides (not on drawing)	<ul style="list-style-type: none"> <li>• Support expanded bus service.</li> </ul>
I. Tree Removal (not on drawing)	
J. Develop Snow Storage Area	<ul style="list-style-type: none"> <li>• Like the idea of snow storage area but tenants do not want to pay to haul snow. Some airports like Merrill Field provide snow hauling service for tenants. Tenant snow storage on apron?</li> </ul>

Long Term Projects > 20 Years	Comments
K. Commercial Lease Lots and Tie Downs East of South University Avenue	
L. Taxiway F Connector	<ul style="list-style-type: none"> <li>• Investigate if FAA Runway Safety staff have opposed this idea during last master plan.</li> </ul>
M. Reserve Land for Future General Aviation Facilities	<ul style="list-style-type: none"> <li>• Wetlands are a constraint for any new development east of University Avenue South.</li> </ul>

**What projects / needs have we missed?**

- Add sewer and water to lease lot development.
- During summertime there are frequent crosswinds. Could we fit a crosswind runway in somewhere? (FAA indicated it would not fund a crosswind since wind data does not show that one is justified.)
- How and where will drones be handled? On helicopter area?

<i>Apron Options</i>	Rank Options 1=Best to 4= Worst	Rate the pros and cons of each apron option; suggest any ways to improve the options
<b>All Apron Options</b>		<ul style="list-style-type: none"> <li>• Determine any impacts of layouts on approaches to Runway 20L once the runway is shortened.</li> <li>• Consider Runway Protection Zone effects on apron layout options.</li> <li>• Locate fuel storage closer to TW D where ski aircraft can access and it is away from runway ends/approaches.</li> <li>• Fueling and transient parking may need to be closer to transient drop off/pickup area next to pilot lounge. Some transient ski parking at ski tie down area and some near fueling area. Some comments about avoiding transient passengers from entering apron to access fuel area and transient parking, so don't locate transient parking and fueling too close to drop off area.</li> <li>• Install fencing to prevent vehicles from accessing the transient pickup/drop off area. Temporary parking of vehicles to drop off and pick up passengers on Sholton; passengers would access the pilot lounge and transient drop off area through a man gate. Also install fencing/signs to discourage pilot lounge/transient vehicle parking at tower parking lot.</li> <li>• What are the plans for the existing fueling area on the hangar lease lot?</li> <li>• Ski aircraft need access to maintenance facilities on the East Ramp. Ski aircraft on lease lots need to access ski strip and fueling. Consider making TW D all snow packed surface and the section of TW C next to ski strip snow packed. The rest of Taxiway C and most of the apron taxilanes would be not snow packed.</li> <li>• Make all ski parking pull through and powered.</li> <li>• Provide parking for aircraft on both sides of the fueling area and segregate ski and wheeled parking on each side.</li> <li>• Be sure to have plenty of space for runnup areas on 2R and 20L. An area for 4 aircraft would be ideal. Consider buffer area to prevent blast from runnups from impacting tie downs.</li> <li>• What is the plan for changes to the controlled surfaces with the reconfigured apron?</li> <li>• Consider snow storage in apron layouts.</li> </ul>



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<p><b>OPTION 2A:</b>          East / West Parking –          Taxiway C &amp; Apron Shifted 150' From          Ski Strip;          Expanded Hangar Lease Area</p>	1	<ul style="list-style-type: none"> <li>• Even though its more expensive than 2B, it provides more lease space, flexibility for more drive through, and avoids potentially having to relocate TW C again later if tie down demand grows.</li> </ul>
<p><b>OPTION 2B:</b>          East / West Parking –          Taxiway C &amp; Apron Shifted 350' From          Ski Strip</p>	2	
<p><b>OPTION 2C:</b>          East / West Parking –          Taxiway C &amp; Apron Shifted 150' of          Shorter RW 2R/20L;          Expanded Hangar Lease Area</p>	3	<ul style="list-style-type: none"> <li>• Would this aircraft parking effect the approach to RW 20L for shortened runway?</li> </ul>
<p><b>OPTION 2D:</b>          North / South Parking – Taxiway C</p>	4	<ul style="list-style-type: none"> <li>• Prefer tie downs pointed into prevailing winds, like the current layout. 2D has tie downs crosswind to prevailing winds.</li> </ul>