Appendix A

PUBLIC INVOLVEMENT

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Advisory Committee Members

First Name	Last Name	Agency
Adam	White	Alaska Airmen's Association
Brett	Lystad	FAI ATC/ NATCA
Clark	Klimaschesky	FAI Maintenance
Dan	Brady	FAA Runway Safety
Darren	Young	Director of Operations/ Chief Pilot Warbelows
Dave	Fagre	Chief Pilot Wrights
David	Delcourt	Delcourt Aviation
Jim	Gibertoni	Retired pilot
Jon	McIntyre	Northland Aviation
Jonathan	Linquist	FAA Airports Division
Josh	Coleman	FAI ATC Manager
Kersti	Morgan	ProFlite
Kevin	Alexander	UAF CTC
Major Robert	Fath	CAP (Civil Air Patrol)
Matt	Atkinson	NATC/ Air Arctic/ Warbelows/ Wrights
Mike	Harrod	Crowley Fuels (Ace Fuels)
Mike	Morgan	ProFlite

Advisory Committee Members

Pete	VanDeHei	Bush Pilot
Rod	Combellick	FAI GAA President
Sammy	Wiglesworth	Everts Air
Theresa	Harvey	FAI Leasing
Tim	Hill	Alaska Aerofuel
Tom	George	AOPA

ADVISORY COMMITTEE MEETING 1

Fairbanks International Airport

EASTSIDE MASTER PLAN

Advisory Committee Meeting #1

May 15, 2018 – 1:30 – 4:00

DOWL

1

Meeting Agenda

1. Introductions
2. What is a Master Plan?
3. Master Plan Process/Schedule/Public Involvement
4. Role of Advisory Committee
5. Master Plan Issues – Advisory Committee
6. Master Plan Ideas – Advisory Committee
7. Next Steps/ Final Comments

2

Introductions

DOWL Key Team Members/Roles

- Tom Middendorf - Project Manager
- Alexa Greene - Public Involvement/Planner
- Dwight Stuller - Planner
- Casey Adamson - Engineer
- Beth Madison - Engineer

Fairbanks International Airport

- RJ Stumpf, P.E. – Project Manager
- Melissa Osborn, Airport Operations Superintendent

3

What is a Master Plan?

According to the Federal Aviation Administration (FAA), an airport master plan is…

A comprehensive study of an airport that usually describes the short-, medium-, and long-term development plans to meet future aviation demand.

Products of a Master Plan

- 20-Year Phased Capital Improvement Program
- Airport Layout Plan
- Airport Master Plan Report

4

Why do a Master Plan?

- Sets development priorities/schedules
- Develops safe facilities according to FAA design standards
- Required for FAA funding
- Guides airport and tenant development
- Prevents later facility relocation
- Eastside Ramp Redevelopment scheduled for 2020

5

Master Plan Process, Schedule, PI

FAI Eastside Master Plan Schedule

TASKS AND SUBTASKS	2018 Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2019 Jan	Feb	Mar	Apr	May
Notice To Proceed	NTP														
Task 1 - Public Involvement															
Kickoff Meeting		K													
Public Involvement Plan, Email List, Website															
Web Survey		D		F											
Advisory Committee			AC					AC			AC				
Public Open House								POH			POH				
Milestone Meetings with FIA							MM			MM					
Task 2 - Inventory															
Office Inventory															
Field Inspection and Interviews															
Task 3 - Forecasts															
Data collection															
Forecast					D	F									
Task 4 - Requirements/Concepts															
Requirements															
Preliminary Alternatives															
Revised Alternatives															
Task 5 - Alternatives Analysis															
Task 6 - Recommendations and Implementation Plan															
Recommended Alternative															
Implementation Plan															
Task 7 - ALP													D		F
Task 8 - Airport Master Plan													D		F

K = Kickoff Meeting; D=Draft; F = Final; MM = Milestone Meeting; NTP = Notice-to-Proceed; POH = Public Open House

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Role of Advisory Committee

- Advise FAI on issues, alternatives, and recommendations
- Meet 3 times over next 9 months
- Be positive; Be problem solvers

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Web Site

- www.faieastsidemasterplan.com
- Pilot Survey available on web site

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Master Plan Issues/Interviews

- Interviewed airport staff, FAA, airport tenants
- **Trends** – air taxi growing slow, floatplanes growing, decline in private wheeled aircraft, busy flight school, aging pilots, increasing costs
- **Need more** – lease lots, floatplane slips, drive through tie downs, electrical connections

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Master Plan Issues/Interviews

- **Needed** – Aircraft wash, permanent helicopter parking, clear runnup areas, aircraft viewing area
- **Improve** – Transient parking and pilot lounge, potential GA terminal, access to self fueling areas, floatplane ramp, pedestrian access along University, snow storage, taxiway geometry
- **Other concerns** – Pavement condition, ski operations spread out, trees on floatpond, fuel storage at floatpond slips, incursions

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Incursions

- Sample comments from interviews
  - Unfamiliar drivers on airfield
  - Need better signage, functioning gates
  - Move floatplane access away from other roads
  - Floatpond Road access to Taxiway B and location of Crowley fuel invite incursions
  - Fence East Ramp or move strip and East Ramp east of University
- Melissa overview

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Master Plan Issues/Discussion

- 4 small groups – 50 minutes
- Identify/discuss/rank issues
- Show rankings with dots on large sheets

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Master Plan Ideas/Discussion

- 20 minutes - runways, taxiways and incursions
- 20 minutes - tie downs and lease lots
- 10 minutes - roads, parking, pedestrians
- 10 minutes - other

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Next Steps/Final Comments?

- Pilot web survey – **May**
- Issues/needs – **May**
- Requirements/alternatives – **June/August**
  - Advisory Committee – **September/October**
  - Public Meeting – **September/October**
- Draft recommendations – **December**
  - Advisory Committee – **January**
  - Public Meeting – **January**

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Thank you!

Contact Information:

Tom Middendorf, Project Manager

Alexa Greene, Public Involvement/Planning

www.faieastsidemasterplan.com

907-562-2000

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Issues Worksheet

Please place an X under the number that best represents the importance of each issue.

Less Important----------Important----------More Important

Issue	1	2	3	4	5	Comments:
East Ramp Layout Issues						
More pull through tie downs	1	1		8	3	
More electric plug ins	1	1	4	4	3	
Aircraft wash facility	1	1	2	7	2	
Helicopter parking	2	3	2		5	
Better transient parking		4	3	2	4	
GA lounge/ terminal		1	3	2	8	
Aircraft deicing facility	4		2	4		
Better self serve fueling facilities	2		4	4	3	
More lease lots	1		7	2	1	
Floatplane Facilities						
Electric plug ins at slips	2		2	2	5	
More slips	2		1	7	3	
More lease lots	1	2	5	2	1	
Remove shallow areas	1	3	2	2	3	
Floatplane haulout ramps	2	7	4			
Taxiways/Runways						
Reduce incursions - aircraft, vehicles, people					14	
Address FAA standards and hot spots		3		1	9	
Runnup areas			2	7	6	
Surface condition		1	2	2	5	
Runway 2R-20L						
Upgrade for air carriers during snow removal	2		3	4	3	
Other						
Shuttle between East and West sides	2	1	2	2	6	
University Drive improvements		1	2	1	6	
Automobile parking	2	1	4	2		
Snow storage			1	3	9	
Compass rose	2	5		3	2	
Aircraft viewing area	1		1	6	6	

Less Important----------Important----------More Important

List any additional issues not above:	1	2	3	4	5	Comments:
1. Align similar operations					2	
2. Pilot Lounge					1	
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

Meeting Notes

Advisory Committee Meeting

Tuesday May 15, 1:30-4:30 pm

FAI Tanana Conference Room

Advisory Committee:

Aaron Danielson, Acting Chief of Police and Fire
Christel Burgess, Leasing Specialist
Dan Brady, FAA Runway Safety
Planner Kevin Alexander, UAF CTC
Mike Harrod, Crowley
Rod Combellick, GAA/ AOPA
Adam White, Alaska Airmen's Association
Clark Klimaschesky, FAI Maintenance
Jonathan Lindquist, FAA Airports Division
Michael Morgan, ProFlite
Pete VanDeHei, Float Plane lessee
Tom George, AOPA

Project Team:

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

Workshop:

What is a Master Plan – Tom presented

Why do a Master Plan – Tom presented

Master Plan Process, Schedule, PI – Tom and Alexa presented

Role of Advisory Committee – Alexa presented

Master Plan Issues/ Interviews – Tom presented

Incursions – Tom and Melissa Osborn presented.

Master Plan Issues/ Discussion

Issues Workshop the Advisory Committee broke into small groups and identified and ranked issues- see the attached FAI Issues Worksheet excel spreadsheet. The number represents the number of participant votes for the importance of each issue.

Mapping Workshop – The Advisory Committee discussed master plan changes and ideas and marked them on maps.

Additional Discussion:

Aircraft wash area – The wash area could be done by combining it with the deicing area for year-round use.

Transient parking – The most frustrating issue is not having a location to meet people. It may reduce incursions.

GA Terminal –Air taxis should consolidate in one place so the public has one spot to meet. Commercial operators would be the priority, but the terminal should be able to accommodate transient users. Consolidation into a terminal could help with other issues such as snow removal (segregate snow surfaces).

Fueling stations – Current Aerofuel is too congested, the placement can be improved and the addition of a weather shelter should be considered. Crowley is making plans to update their facilities this summer and would consider relocating their operations. A location on the north end of the floatpond might work.

Float plane ramp – Float plane ramp is too close to taxiway B

Float pond water lane – There is congestion on the floatpond at times when some planes wait for fuel while others are waiting to take off.

ADVISORY COMMITTEE MEETING 2

Fairbanks International Airport

EASTSIDE MASTER PLAN

Advisory Committee Meeting #2

October 3, 2018 – 1:30 – 4:00

DOWL

1

Meeting Agenda

1. Introductions
2. What is a Master Plan?
3. Master Plan Schedule
4. User Survey Recap
5. Alternatives Rating by Committee
6. Next Steps/ Final Comments

2

Introductions

DOWL Key Team Members/Roles

- Tom Middendorf - Project Manager
- Alexa Greene - Public Involvement/Planner
- Beth Madison - Engineer

Fairbanks International Airport

- RJ Stumpf, P.E. – Project Manager
- Melissa Osborn - Airport Operations Superintendent

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FAI Eastside Master Plan Schedule

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Advisory Committee			AC					AC			AC				
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Task 7 - ALP													D		F
Task 8 - Airport Master Plan													D		F

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6

Pilot Survey

- 81 responses, 84% FAI users, 50% have slips
- Mix of business and non-business users
- Very few users want tail-in tie downs
- Most interest in t-hangars, pull through tie downs and slips with electricity, conventional hangars
- Detailed results on website

Pilot Survey Issues/Needs

Top Rated Issue/Need	Consistent with Advisory Committee?
More t-hangars	
Aircraft wash facility	x
More pull through tie downs	x
More tie down and slip electric service	x
Reduce incursions	x
More conventional hangars	
More slips	x
Snow storage	x
GA terminal	x
Lower Rated Issue/Need	
Aircraft deicing area	x
University Drive improvements	
Helicopter parking area	x
Better transient parking	

East Ramp Questionnaire

Returned Surveys	71
Un-returned Surveys	100

Ski Equipped and Wheeled	Wheeled only	Seasonally transfer	Did not complete	Average Wing Span
22	38	9	16	37 feet

Master Plan Alternatives/Discussion

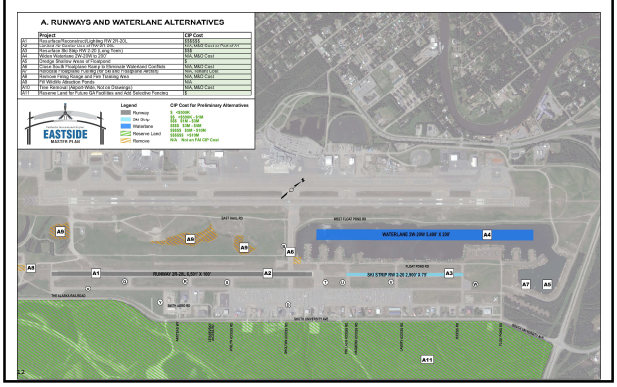
- Reminders:
  - 20 – 30 year plan
  - Wants/needs will exceed likely funding
  - The best ideas from alternatives to be used for Recommended Plan
- A. Runways and Waterlane Alternatives
- B. Taxiways and Incursions Alternatives
- C. Tie Down Apron and Slip Alternatives
- D. Lease Lots, Roads, and Parking Alternatives

Master Plan Alternatives/Discussion

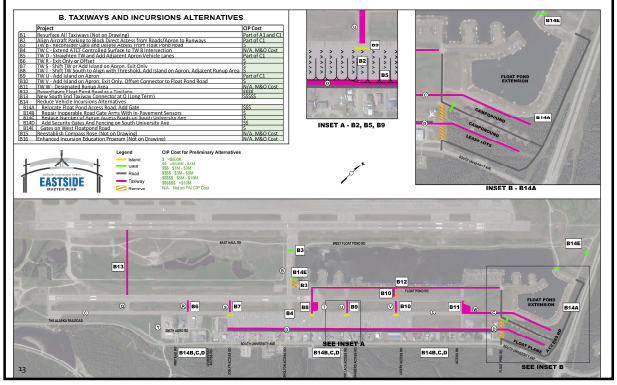
- Tom present **Alternatives A and B**
- 3 small groups - discuss/rate A and B, document ratings with dots, present results
- **Break**

- Tom present **Alternatives C and D**
- 3 small groups - discuss/rate C and D, document ratings with dots, present results

Alternative A



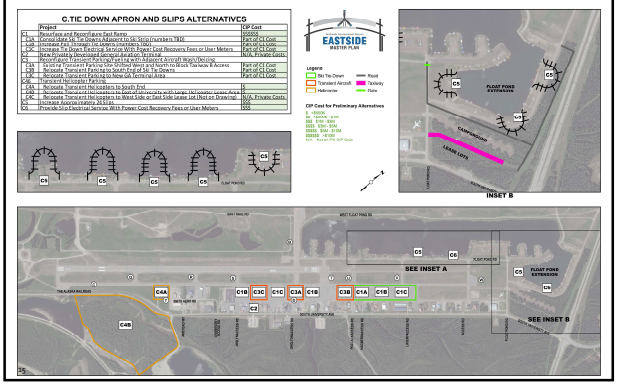
Alternative B



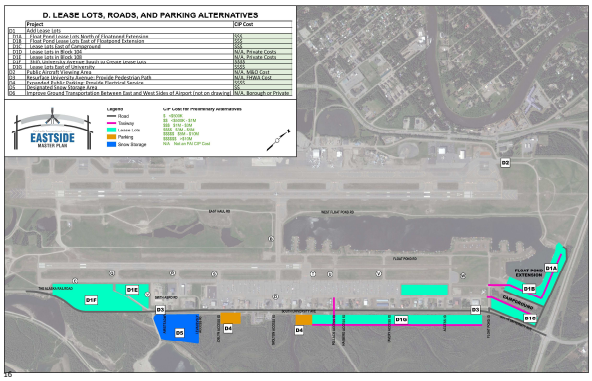
Master Plan Alternatives/Discussion

- 3 small groups - discuss/rate A and B, document ratings with dots, present results
- **Break**

Alternative C



Alternative D



Master Plan Alternatives/Discussion

- 3 small groups - discuss/rate C and D, present results, document ratings with dots

Next Steps/Final Comments?

- Advisory Committee – October 3
  - Public Meeting – October 16, 6-8 PM, Fairbanks Pipeline Training Center
  - Draft recommendations – December
- Advisory Committee – January/February
  - Public Meeting – January


Thank you!
Contact Information:
Tom Middendorf, Project Manager
Alexa Greene, Public Involvement/Planning
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EASTSIDE
MASTER PLAN

Alternatives Ranking System - Completed by the Advisory Committee Workshop on October 3, 2018

$ ..... <$500K
$$ ..... <$500K – $1M
$$$ ..... $1 – $3
$$$$ ..... $3M – $5M
$$$$$ ..... $5M – $10M
$$$$$$ $10M
N/A – Not an FAI CIP cost

Alternative A: Runways and Waterlane

		CIP Est. Costs	Most Important	Less Important	Don't Want	Comments
A1	Resurface/ Reconstruct/ Lighting RW 2R-20L	$$$$$$	II			Grp1: Already in airport plans.
A2	Limited Air Carrier Use of RW 2R-20L	N/A, M&O Cost or Part of A1		I	I	Grp1: Less maintenance and snow. Longer runway is always good but may not be needed for General Aviation (GA). If air carrier's don't the need length, the runway could be shorten. Grp2: Is there a benefit? Not very attractive for Alaska Airlines Kathy will discuss with her co-worker. Grp3: Look at shortening if air carriers won't be using and look into which taxiways need to be removed. Possible move of ski strip (long term), but need to look if there will be air pattern conflicts with Metro.
A3	Resurface Ski Strip RW 2-20 (Long Term)	$$$	II			Grp1: This will happen anyway, so why need to rate it? Grp2: Why is this so expensive, air carriers will not pay for it.
A4	Widen Waterlane 2W-20W to 200’	N/A, M&O Cost			I	Grp1: Has been vetted by users, airport and FAA, and should be removed.
A5	Dredge Shallow Areas of Floatpond	$	I	I		Grp1: Other projects are higher priority. May need to be deferred.
A6	Close South Floatplane Ramp to Eliminate Waterlane Conflicts	N/A, M&O Cost	I	I		Grp1: Water near end of water lane is congested and so is Floatpond Road. Other floatplane ramp is safer and more convenient. Grp2: If fuel island moves, additional activity contributing to congestion near ramp will go away.
A7	Relocate Floatplane Fueling (for Ski and Floatplane Aircraft)	N/A, Tenant Cost	II			Grp1: Congested over by Taxiway B. The new fueling area could fuel aircraft on wheels, ski and floats. Some concern about location under/near approach to gravel runway. Grp2: Possibly combine with alternative to build fingers for additional slips.
A8	Remove Firing Range and Fire Training Area	N/A, M&O Cost				Grp2: Suggest removing. Grp3: Suggested moving and to follow up with Police and Fire for best area.
A9	Fill Wildlife Attraction Ponds	N/A	I	I		Grp1: This is already in airport plans, so no need to rate it. Grp2: Re-evaluate cost; won't be able to use contaminated material as fill.
A10	Tree Removal (Airport-Wide, Not on Drawings)	N/A, M&O Cost	II			Grp2: Safety upgrade project (combine with A9).
A11	Reserve Land for Future GA Facilities and Add Selective Fencing	$	I		I	Grp1: There will be added costs to maintain the fence. Grp2: Pay for fence on less usable land but not for our airport?

Alternatives Ranking System - Completed by the Advisory Committee Workshop on October 3, 2018

Alternative B: Taxiways and Incursions

		CIP Est. Costs	Most Important	Less Important	Don't want	Comments
B1	Resurface All Taxiways (Not on Drawing)	Part of A1 and C1	II			Grp1: This is already in airport plans. Grp2: Normal M&O, should it be part of the master plan?
B2	Align Aircraft Parking to Block Direct Access from Roads/Apron to Runways	Part of C1	II			Grp1: Good idea.
B3	TW B - Reconsider Gate and Delete Access from Float Pond Road	$	II		I	Grp1: Don't need Floatpond Road connection. Some opposed to Taxiway B Gate. What happens to aircraft access when Taxiway B gate is not working? Possible access control/ fence along Taxiway C. Grp2: Reconsider gate - gate negative for M&O.
B4	TW C - Extend ATCT Controlled Surface to TW B Intersection	N/A, M&O Cost	II			Grp1: Extend controlled surface all the way down Taxiway C. This would be low cost or no cost but might require some barriers/gates. Grp2: Can't see a negative.
B5	TW D - Straighten TW and Add Adjacent Apron Vehicle Lanes	Part of C1	II			Grp1: Good idea.
B6	TW R - Exit Only or Offset	$		II		Grp1: Not interested in exit only. Taxiway R is needed. Offset. Grp2: Possibly remove?
B7	TW S - Shift Taxiway or Add Island, Exit Only	$		II		Grp2: Keep more than Taxiway R?
B8	TW T - Shift TW South to Align with Threshold, Add Island, Adjacent Runup Area	$	I	I		Grp1: Consider shortening runway if not carrier use.
B9	TW U - Add Island on Apron	Part of C1		I	I	Grp1: Island not needed with B2. Grp2: Not as much use.
B10	TW V - Add Island on Apron, Exit Only, Offset Connector to Float Pond Road	$	I	I		Grp1: Offset even more, remove island and exit only. Grp2: Not as much use.
B11	TW W - Designated Runup Area	N/A, M&O Cost	II			
B12	Reconfigure Float Pond Road as a Taxilane	$$$$	II			Grp2: Not sure how much it would help.
B13	New South End Taxiway Connector at Q (Long Term)	$$$$$		II	I	Grp1: Show in master plan as long term plan. Grp2: Would replace Taxiway B? Currently there is a lot of investment in Taxiway B.
B14	Reduce Vehicle Incursions Alternatives					
B14A	Relocate Float Pond Access Road, Add Gate	$$$	II			Grp1: Separates Floatpond vehicle traffic from other areas.
B14B	Repair Inoperable Road Gate Arms	$	I		I	Grp2: If they will work well.
B14C	Reduce Number of Apron Access Roads on South University Ave	$	II			Grp1: Reduce where roads are near by each other.

Alternatives Ranking System - Completed by the Advisory Committee Workshop on October 3, 2018

B14D	Add Security Gates on South University Ave	$$	I	I		Grp1: Badge may be required with this. May be mandated at some point. Try other things first. May prefer extending controlled surface on Taxiway C first. Grp2: In support of full perimeter fencing. Add fence along Taxiway C with aircraft gates. Grp3: If mandated then this needs to be separated out into its own project with three possible scenarios - 1. Fence at University Ave; 2. Fence at lot line of lease lot holders; or 3. Fence between Taxiway C and create an uncontrolled portion to stage aircraft accessing the controlled portion.
B14E	Gates on West Floatpond Road	$	I	I		
B15	Reestablish Compass Rose (Not on Drawing)	N/A, M&O Cost		I	I	Grp1: Would use compass rose if certified. Need to find site. Maybe tough to find a certifiable site. Grp2: Is it needed?
B16	Enhanced Incursion Education Program (Not on Drawing)	N/A, M&O Cost	II			Grp1: This is already in Airport Plans.

Alternatives Ranking System - Completed by the Advisory Committee Workshop on October 3, 2018

Alternative C: Tie Down Apron and Slips

		CIP Est. Costs	Most Important	Less Important	Don't want	Comments
C1	Resurface and Reconfigure East Ramp	$$$$$$				
C1A	Consolidate Ski Tie Downs Adjacent to Ski Strip (numbers TBD)	Part of C1 Cost	II			Grp2: Is this already scoped? Unsure that is should be in the master plan, if its already a project. Public doesn't need to prioritize.
C1B	Increase Pull Through Tie Downs (numbers TBD)	Part of C1 Cost	II			Grp1: Ski equipped aircraft especially need pull through tie downs.
C1C	Increase Tie Down Electrical Service with Power Cost Recovery Fees or User Meters	Part of C1 Cost	II			Grp1: Users should pay costs.
C2	New Privately Developed General Aviation (GA) Terminal	N/A, Private Costs	I		I	Grp3: Create a viewing area and possibly a viewing deck. Grp2: Master plan should only decide best location for private development. Possible negative to benefit for the airport, it could open up additional land to lease.
C3	Reconfigure Transient Parking/Fueling With Adjacent Aircraft Wash/Deicing		II			Grp2: Deicing/ wash a private development?
C3A	Existing Transient Parking/ Fueling Site Shifted West and North to Block Taxiway B Access	Part of C1 Cost	II			
C3B	Relocate Transient Parking to South End of Ski Tie Downs	Part of C1 Cost	I		I	Grp1: Ski plane fueling either here or at the new fueling area on floatpond.
C3C	Relocate Transient Parking to New GA Terminal Area	Part of C1 Cost		I	I	Grp1: Part 135 operators may not want transient mixed in. Since we need to decide now and General Aviation (GA) terminal would take a long time, this would only be an option for the long term.
C4	Transient Helicopter Parking					
C4A	Relocate Transient Helicopters to South End	$		I	I	Grp2: Currently on leased lots.
C4B	Relocate Transient Helicopters to East of University with Large Helicopter Lease Area	$	I	I		Grp1: Helicopters would have space separated from other users. Away from airplane fueling.
C4C	Relocate Transient Helicopters to West Side or East Side Lease Lot (Not on Drawing)	N/A, Private Costs	I		I	Grp1: If lessee is interested & FAA is ok with idea. Grp2: Don't want helicopters on commercial side.
C5	Increase Approximately 24 Slips	$$$	II			Grp1: Do not like options on Floatpond Extension - save this for Commercial lots. Slips would be used if built.
C6	Provide Slip Electrical Service with Power Cost Recovery Fees or User Meters	$$$	II			Grp1: Cost recovery.

Alternatives Ranking System - Completed by the Advisory Committee Workshop on October 3, 2018

Alternative D: Lease Lots, Roads, and Parking

		CIP Est. Costs	Most Important	Less Important	Don't want	Comments
D1	Add Lease Lots					
D1A	Float Pond Lease Lots North of Floatpond Extension	$$$	II			Grp2: There has been recent interest in lease lots with smaller footprints.
D1B	Float Pond Lease Lots East of Floatpond Extension	$$$	II			Grp2: There has been recent interest in lease lots with smaller footprints.
D1C	Lease Lots East of Campground	$$$	II			Grp2: There has been recent interest in lease lots with smaller footprints.
D1D	Lease Lots in Block 104	N/A, Private Costs	I			Grp1: This is already under way. Grp2: Existing.
D1E	Lease Lots in Block 108	N/A, Private Costs	II			
D1F	Shift University Avenue South to Create Lease Lots	$$$$		II		Grp1: Tie into adjacent helicopter lease area and use FHWA funding. Long term. Grp2: Cheaper ones available. For D1F and G1G, the airport doesn't necessary provide utilities for new lease lots, especially not water/sewer.
D1G	Lease Lots East of University	$$$$		II		Grp1: Long term.
D2	Public Aircraft Viewing Area					Grp1: Look for another location.
D3	Resurface University Avenue; Provide Pedestrian Path	N/A, FHWA Cost	I	I		Grp1: Would FHWA pay for this? Grp2: Not important to airlines.
D4	Expand Public Parking; Provide Electrical Service	$$$$	I	I		Grp2: Possible revenue benefits.
D5	Designate Snow Storage	$$	II			Grp1: Tenants want.
D6	Improve Ground Transportation Between East and West Sides of Airport (not on drawing)	N/A, Borough or Private	I	I		Grp2: Maybe just bus, but not shuttle.

Workshop Notes

Advisory Committee Meeting

Wednesday, October 3, 2018, 1:30-4:30 pm

FAI Tanana Conference Room

Advisory Committee:

David Mount, FAI Police and Fire
Clark Klimaschesky, FAI Maintenance
Dan Brady, FAA Runway Safety
Kevin Alexander, UAF CTC
Mike Harrod, Crowley
Kathy Smith, Alaska Airlines/ AIAS AAC
Tom George, AOPA
Thomas A. Murray, Alaska Aerofuel, Inc
Paul Gibson, Alaska Aerofuel, Inc

Project Team:

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

Workshop:

Introductions; What is a Master Plan; Why do a Master Plan; Master Plan Process, Schedule, PI; Pilot Survey and Pilot Survey Issues/Needs – Tom presented

East Ramp Questionnaire: Tom/Alexa presented

Master Plan Alternatives/Discussion: Tom explained each of the four alternatives and Melissa Osborn presented the current incursion issues, recent Taxiway B gate discussions with FAA, and that FAA may require fencing in the future.

Breakout Groups: The Advisory Committee broke into 3 small groups, which identified and ranked alternatives, see the attached Alternatives Rankings spreadsheet. The number represents each groups' overall votes for each alternative. One of groups only rated several of the projects.

Additional Discussion:

General: What is the purpose of rating projects the airport has already decided to undertake? Perhaps reduce the list of projects to only those where decisions have not already been made.

Runway Safety issue:

Runway safety and protecting the current TSA regulated area (west side) from unauthorized access. Melissa Osborn mentioned that full perimeter control could be required at some point. She asked the group to find ways to protect the runways and asked the attendees to help find a solution. There were some suggestions for a low-profile fence along Taxiway C or full fence along University Avenue with private and public gate access points. The FAA currently seems to be supporting funding for security fencing at various Alaska Airports and this may create an opportunity to address it now with FAA funding before it becomes an FAA mandate.

Runway 2R-20L: The current length of the runway is 6500' and some air carriers have requested to use it as an alternative/ emergency runway. The current issues are: pavement strength may be too low for 737; most of the design standards used for the runway are for smaller aircraft; the perimeter is not fenced, and FAA may have issues with the location of the ski strip at the north end. The carriers need to continue to have more discussions with the airport and FAA to determine if this is a viable idea.

Close South Floatplane Ramp: A second ramp near the gravel tie down area was discussed at the last meeting.

Fire Training Area: The airlines have committed to spend millions of dollars for environmental cleanup at the airports, some related to this fire training area.

Taxiway and Incursion Alternatives: The project team should reconsider the limited turning capability of ski equipped, when deciding whether to make ski-planes make 90 degree turns around an island.

GA Terminal: There was a comment that locating the proposed GA terminal on a currently leased lot may become an issue if other developers want to build a Fixed Base Operator (FBO) or another terminal type building. The Airline Airport Affairs Committee would not support airport financing of a terminal.

ADVISORY COMMITTEE MEETING 3

Fairbanks International Airport

EASTSIDE MASTER PLAN

Advisory Committee Meeting #3

February 11, 2018 – 1:00 – 5:00 PM

DOWL

Meeting Agenda

1. Introductions
2. Master Plan Process and Schedule
3. Recommended Plan
4. Apron Options
5. Next Steps/Final Comments

Introductions

DOWL Key Team Members/Roles

- Tom Middendorf - Project Manager
- Alexa Greene - Public Involvement/Planner
- Beth Madison - Engineer

Fairbanks International Airport

- RJ Stumpf, P.E. – Project Manager
- Melissa Osborn - Airport Operations Superintendent

EASTSIDE MASTER PLAN

What is a Master Plan?

According to the Federal Aviation Administration (FAA), an airport master plan is…

A comprehensive study of an airport that usually describes the short-, medium-, and long-term development plans to meet future aviation demand.

Products of a Master Plan

- 20-Year Phased Capital Improvement Program
- Airport Layout Plan
- Airport Master Plan Report

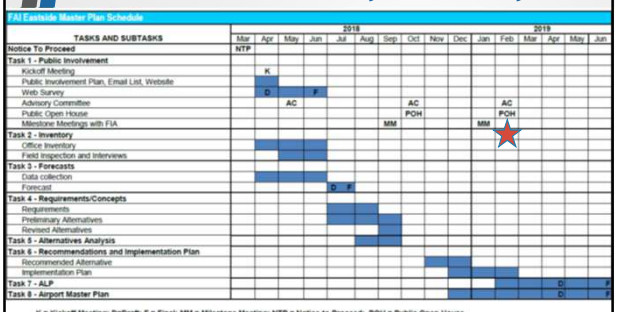
EASTSIDE MASTER PLAN

Why do a Master Plan?

- Sets development priorities/schedules
- Develops safe facilities according to FAA design standards
- Required for FAA funding
- Guides airport and tenant development
- Prevents later facility relocation
- Eastside Ramp Redevelopment or Runway 2R-20L scheduled for 2020

EASTSIDE MASTER PLAN

Master Plan Process, Schedule, PI



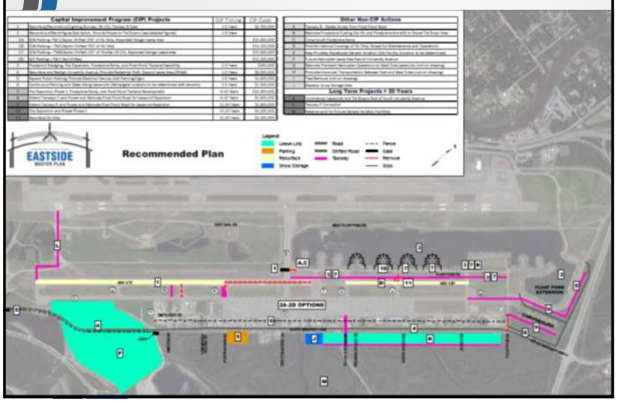
EASTSIDE MASTER PLAN

Recommended Plan

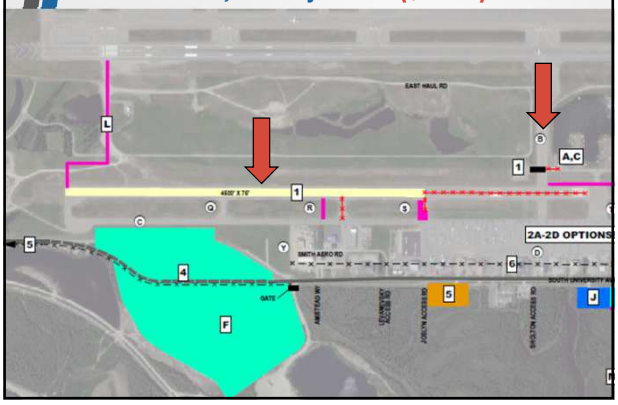
- Derived from best parts of the alternatives
- Includes:
  - CIP Projects with Costs, phased over 20 years
  - Non-CIP Actions
  - Long Term Projects > 20 Years

EASTSIDE MASTER PLAN

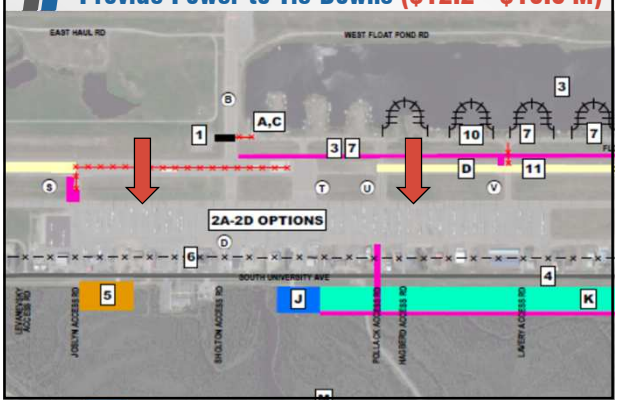
Recommended Plan



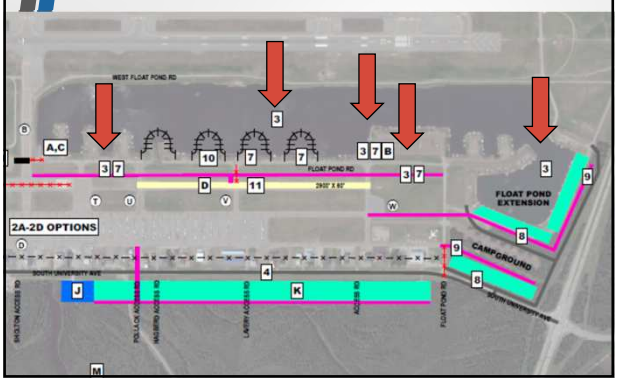
1. Resurface/Reconstruct/Lighting Runway 2R-20L; Taxiway B Gate ($6.7 M)



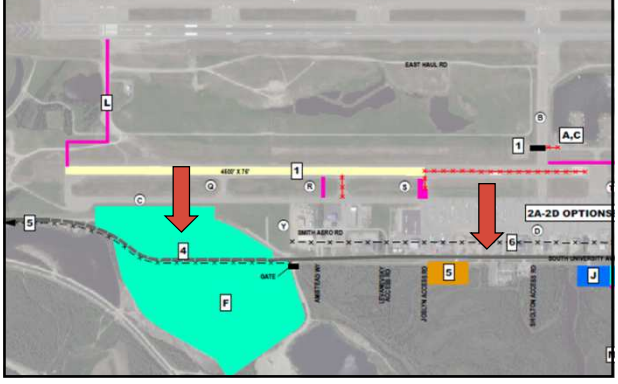
2. Reconstruct/Reconfigure East Apron, Provide Power to Tie Downs ($12.2 - $15.6 M)



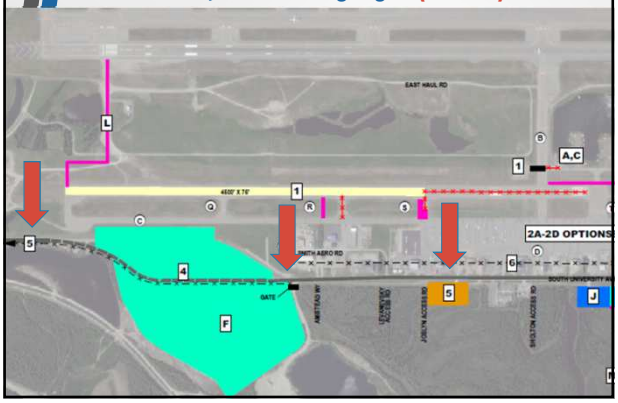
3. Floatpond Dredging, Slip Expansion, Floatplane Ramp, and Float Pond Taxilane Feasibility ($450,000)



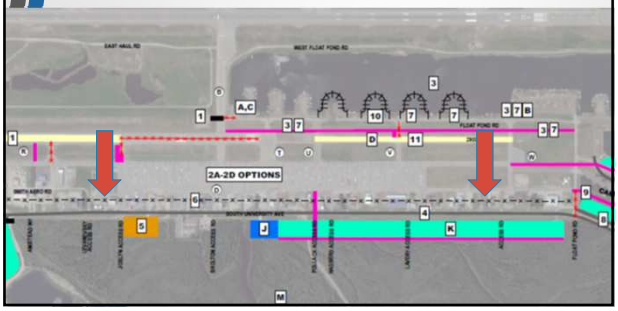
4. Resurface and Realign University Avenue, Provide Pedestrian Path, Expand Lease Area ($8.5M FHWA)



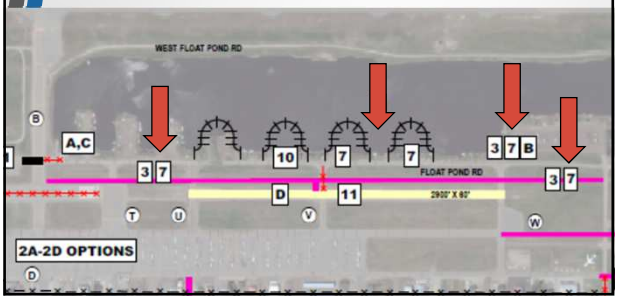
5. Expand Public Parking; Provide Electrical Service, Add Fencing/Signs ($1.6 M)



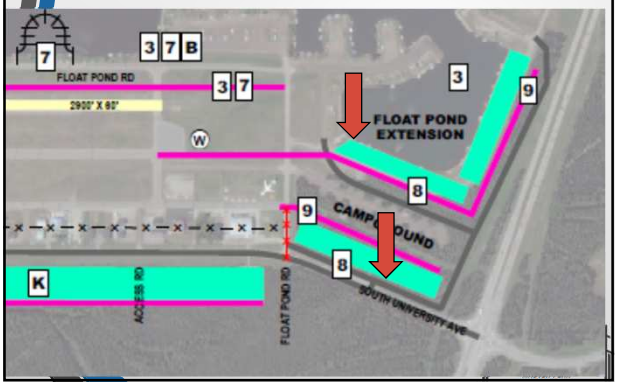
6. Continuous Fencing and Gates Along Lease Lots (fence/gate locations to be determined with tenants) ($2.5 M)



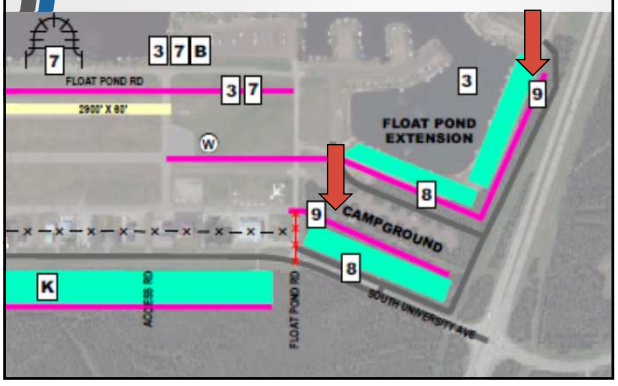
7. Slip Expansion Phase 1, Floatplane Ramp, and Float Pond Taxilane Development ($10.9 M)



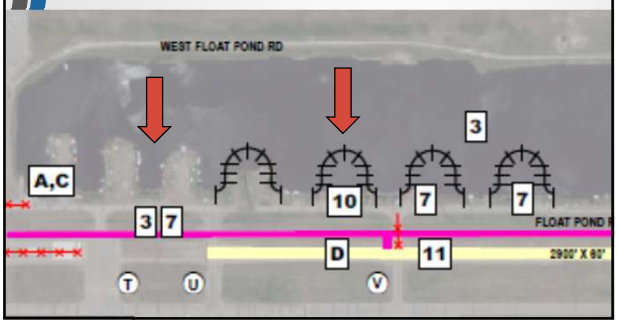
8. Extend Taxiways C and Power and Relocate Float Pond Road for Lease Lot Expansion ($3.8 M)



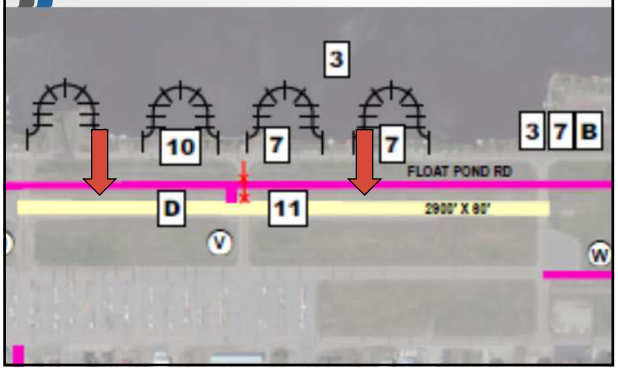
9. Extend Taxiway D and Power and Relocate Float Pond Road for Lease Lot Expansion ($2.8 M)



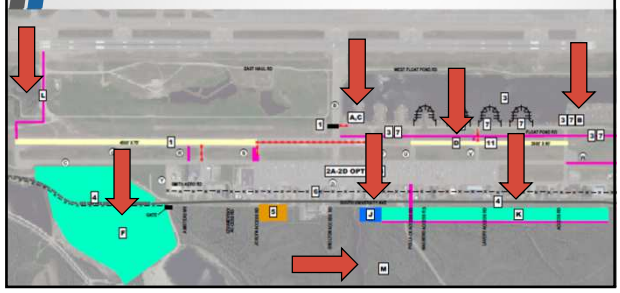
10. Slip Expansion and Power Phase 2 ($4.2 M)



11. Resurface Ski Strip ($1.2 M)

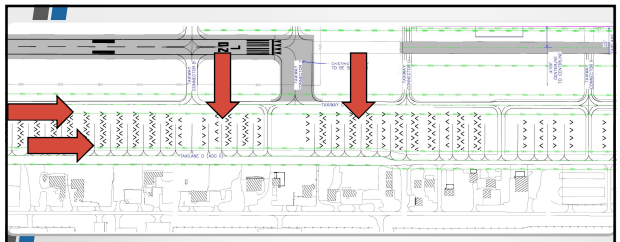


Other Non-CIP Actions and Long Term Projects



Number of Existing/Proposed Tie Downs

Tie Down Type	Existing Tie Downs	Existing Occupied Tie Downs	Proposed Tie Downs
Drive Through	64	53	129
Push Back	230	151	100
Total	294	204	229 (Includes 54 ski)

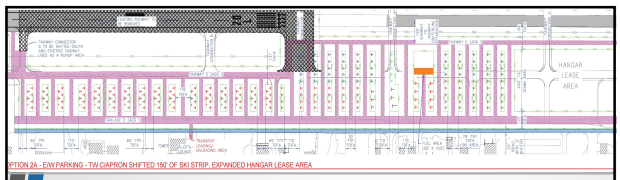


Existing Apron

- Existing tie downs within Taxiways C and D object free area
- Most existing tie downs accommodate maximum 40 foot wingspan
- Existing apron taxilanes are only ~ 50 feet wide
- Cannot meet tie down demand by using current apron configuration

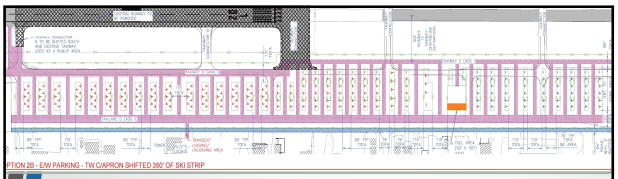
All Apron Options

- Meet 229 tie downs target
- Provide at least 54 ski tie downs, mostly pull through
- Have wider apron taxilanes (65'- 115') compared to existing apron (~50')
- Locate all ski tie downs near ski strip
- Have on-apron fueling area for ski and wheeled aircraft, with at least 9 adjacent transient parking spots
- Aircraft/vehicle transient drop off/pickup area north of pilot lounge at end of Sholton
- Provide vehicle driving lanes next to TW D
- Assumes ski strip for aircraft with wingspans < 49'
- Assumes shortened RW 2R-20L; threshold near TW S



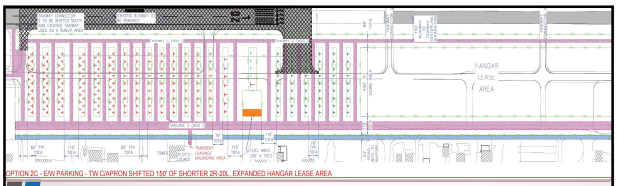
Apron Option 2A ($15.0 M)

- Requires major shift of TW C, from TW T to TW W
- Ski aircraft next to snow packed TW C; wheeled aircraft next to non-snow TW D
- Provides expanded hangar/lease area
- Could increase pull through parking by reducing hangar/lease area



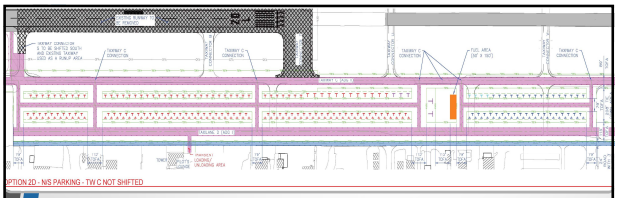
Apron Option 2B ($14.2 M)

- Requires minor shift of TW C, from TW T to TW W
- Could be modified to park ski aircraft next to snow packed TW C, similar to 2A
- No expanded hangar/lease area
- Could expand apron and TW C toward runways, if needed



Apron Option 2C ($15.6 M)

- Apron shifted south with major shift of TW C from TW S to TW W
- Largest expanded hangar/lease area
- Could increase pull through parking by reducing hangar/lease area



Apron Option 2D ($12.2M)

- Tie downs reoriented to North-South rows
- No expanded hangar/lease area
- Could expand apron and TW C toward runways, if needed
- Construction all on existing paved areas; lowest cost
- Fewer pull-through tie downs (79)
- Requires push back toward Taxilane D

Recommended Plan- Your Thoughts?

- Timing of CIP Projects?
  - 1-5 Years
  - 6-10 Years
  - 11-20 Years

- Comments/changes to projects?
- Have we missed anything important?

Apron Options - Your Thoughts?

- Rank Options?
  - 1 = Best
  - 4 = Worst

- Pros/Cons of options?
- How to improve options?

Next Steps

- Public Meeting – February 13, 5:30 – 8:00 PM
- Recommended Plan/Apron End of Comment Period – March 1, 2019
- Draft Master Plan – April 2019


Thank you!
Contact Information:
Tom Middendorf, Project Manager
Alexa Greene, Public Involvement/Planning
www.faieastsidemasterplan.com
907-562-2000
EASTSIDE
MASTER PLAN

Workshop Notes
Advisory Committee Meeting No. 3

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.

Recommended Plan

Capital Improvement Program (CIP) Projects	Costs Million $	Select your Preferred Timing 1-5 Years	6-10 Years	11-20 Years	Comments
1. Resurface/Reconstruct/Lighting Runway 2R-20L; Taxiway B Gate	$6.7M	X			• Consider if shifting runway north would avoid areas where runway has settled due to poor soils/drainage. • Be sure the proposed apron and lease lots do not impact approaches to RW 20L. • Provide bigger runnup area at TW S. • Tower would not want to control gate on TW B. • Tower has trouble seeing TW R now and shifting it south would be even more difficult to see. Consider shifting it north instead. • Remove gate at TW B and instead install fencing and gates on lease lots in project 6. • Consider a pull off area near TW B gate if there are aircraft taxiing in both directions. • Be careful about planning for airport operations during construction. • Shortened runway may mean more use of 2L-20R for touch and goes.
2. Reconstruct/Reconfigure East Apron, Provide Power to Tie Downs	$12.5M to $15M	X			• Be sure ski equipped aircraft have plenty of maneuvering area.
3. Floatpond Dredging, Slip Expansion, Floatplane Ramp, and Float Pond Taxilane Feasibility	$450,000	X			• 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. • Consider a dock adjacent to ramp to hold aircraft while waiting to fuel or while getting vehicle to haul out on the ramp.

					• Are docks an alternative to building fingers?
4. Resurface and Realign University Avenue, Provide Pedestrian Path, Expand Lease Area (FHWA)	$8.5M		X		• Include bus pullout for transit buses. Encourage bus service. • Wetlands are a constraint for any new development east of University Avenue South.
5. Expand Public Parking; Provide Electrical Service, Add Fencing/Signs	$1.6M	X			• Wetlands are a constraint for any new development east of University Avenue South.
6. Continuous Fencing and Gates Along Lease Lots (fence/gate locations to be determined with tenants)	$2.5M	X		X	• Mixed opinions, but many were opposed or skeptical that this would work. • Don't want a TSA presence on the Eastside. • Complete fencing and gates before TSA mandates it. • 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? • Add gate to prevent access west of float pond. • What operating costs will increase with a badging system for Eastside users? How will transient pilots and passengers be addressed? • How can we provide good customer service with fencing and gates? • What technology will tenants use to access through the gate?
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		• There is interest in commercial lease lots. Can this happen sooner? Sewer and water are also needed. • How would fencing and gates be incorporated?

9. Extend Taxiway D and Power and Relocate Float Pond Road for Lease Lot Expansion	$2.8M		X		• Sewer and water are also needed.
10. Slip Expansion and Power Phase 2	$4.2M			X	
11. Resurface Ski Strip	$1.2M	X			• Consider shifting ski strip toward apron so its not in line with paved runway. • Resurface runway when needed. Might be needed sooner than 11 years.

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	• 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.
C. Close South Floatplane Ramp	• 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.
D. Prohibit Vehicle Crossings of Ski Strip, Except for Maintenance and Operations	• Consider adding a vehicle crossing area beyond the south end of the ski strip after 2R-20L is shortened.
E. New Privately Developed General Aviation (GA) Facility (location to be determined)	• 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.
F. Future Helicopter Lease Area East of University Avenue	• Wetlands are a constraint for any new development east of University Avenue South. • Tower would have difficulty seeing this area through the adjacent trees. Would need tree removal.

G. Relocate Transient Helicopter Operations to West Side Lease Lots (not on drawing)	• 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.
H. Promote Improved Transportation Between East and West Sides (not on drawing)	• Support expanded bus service.
I. Tree Removal (not on drawing)	
J. Develop Snow Storage Area	• 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?

Long Term Projects > 20 Years	**Comments**
K. Commercial Lease Lots and Tie Downs East of South University Avenue	
L. Taxiway F Connector	• Investigate if FAA Runway Safety staff have opposed this idea during last master plan.
M. Reserve Land for Future General Aviation Facilities	• Wetlands are a constraint for any new development east of University Avenue South.

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?

Apron Options	Rank Options 1=Best to 4= Worst	Rate the pros and cons of each apron option; suggest any ways to improve the options
All Apron Options		• Determine any impacts of layouts on approaches to Runway 20L once the runway is shortened. • Consider Runway Protection Zone effects on apron layout options. • Locate fuel storage closer to TW D where ski aircraft can access and it is away from runway ends/approaches. • 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. • 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. • What are the plans for the existing fueling area on the hangar lease lot? • 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. • Make all ski parking pull through and powered. • Provide parking for aircraft on both sides of the fueling area and segregate ski and wheeled parking on each side. • 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. • What is the plan for changes to the controlled surfaces with the reconfigured apron? • Consider snow storage in apron layouts.

OPTION 2A: East / West Parking – Taxiway C & Apron Shifted 150' From Ski Strip; Expanded Hangar Lease Area	1	• 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.
OPTION 2B: East / West Parking – Taxiway C & Apron Shifted 350' From Ski Strip	2	
OPTION 2C: East / West Parking – Taxiway C & Apron Shifted 150' of Shorter RW 2R/20L; Expanded Hangar Lease Area	3	• Would this aircraft parking effect the approach to RW 20L for shortened runway?
OPTION 2D: North / South Parking – Taxiway C	4	• Prefer tie downs pointed into prevailing winds, like the current layout. 2D has tie downs crosswind to prevailing winds.

PUBLIC MEETING 1

Fairbanks International Airport

EASTSIDE MASTER PLAN

PUBLIC OPEN HOUSE

October 16, 2018 5:30 – 8:00 PM

DOWL

1

Meeting Agenda

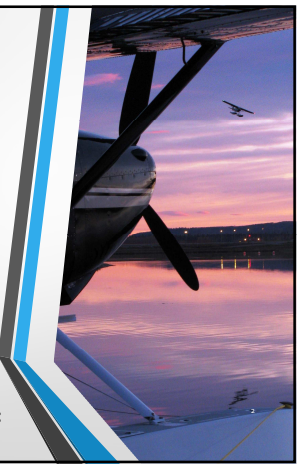
Open House: 5:30 pm

Master Plan Presentation: 6:00 pm

- What is a Master Plan?
- Master Plan Schedule
- User Survey Recap
- Master Plan Draft Alternatives
- Next Steps

Questions and Comments: 6:45 pm

Open House and Project Evaluation: 7:15 pm



2

Introductions

DOWL Key Team Members/Roles

- Tom Middendorf - Project Manager
- Alexa Greene - Public Involvement/Planner
- Beth Madison - Engineer

Fairbanks International Airport

- RJ Stumpf, P.E. – Project Manager
- Melissa Osborn - Airport Operations Superintendent

3

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According to the Federal Aviation Administration (FAA), an airport master plan is…

A comprehensive study of an airport that usually describes the short-, medium-, and long-term development plans to meet future aviation demand.

Products of a Master Plan

- 20-Year Phased Capital Improvement Program
- Airport Layout Plan
- Airport Master Plan Report

4

Why do a Master Plan?

- Sets development priorities/schedules
- Develops safe facilities according to FAA design standards
- Required for FAA funding
- Guides airport and tenant development
- Prevents later facility relocation
- Eastside Ramp Redevelopment scheduled for 2020

5

Master Plan Process, Schedule, PI

FAI Eastside Master Plan Schedule

TASKS AND SUBTASKS	2018 Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2019 Jan	Feb	Mar	Apr	May
Notice To Proceed	NTP														
Task 1 - Public Involvement															
Kickoff Meeting		K													
Public Involvement Plan, Email List, Website															
Web Survey		D		F											
Advisory Committee			AC					AC			AC				
Public Open House								POH			POH				
Milestone Meetings with FIA							MM			MM					
Task 2 - Inventory															
Office Inventory															
Field Inspection and Interviews															
Task 3 - Forecasts															
Data collection															
Forecast					D	F									
Task 4 - Requirements/Concepts															
Requirements															
Preliminary Alternatives															
Revised Alternatives															
Task 5 - Alternatives Analysis															
Task 6 - Recommendations and Implementation Plan															
Recommended Alternative															
Implementation Plan															
Task 7 - ALP													D		F
Task 8 - Airport Master Plan													D		F

K = Kickoff Meeting; D=Draft; F = Final; MM = Milestone Meeting; NTP = Notice-to-Proceed; POH = Public Open House

6

Pilot Survey

- 81 responses, 84% FAI users, 50% have slips
- Mix of business and non-business users
- Very few users want tail-in tie downs
- Most interest in t-hangars, pull through tie downs and slips with electricity, conventional hangars
- Detailed results on website

Pilot Survey Issues/Needs

Top Rated Issue/Need	Consistent with Advisory Committee?
More t-hangars	
Aircraft wash facility	x
More pull through tie downs	x
More tie down and slip electric service	x
Reduce incursions	x
More conventional hangars	
More slips	x
Snow storage	x
GA facility	x
Lower Rated Issue/Need	
Aircraft deicing area	x
University Drive improvements	
Helicopter parking area	x
Better transient parking	

East Ramp Questionnaire

Returned Surveys	80
Un-returned Surveys	92

Ski Equipped and Wheeled	Wheeled only	Seasonally transfer	Did not complete	Average Wing Span
22	38	11	16	37 feet

Eastside Changes Already Committed to, Planned or Under Consideration

Planned:

- Resurfacing 2R-20L and Ski Strip and taxiways
- Dredge shallow areas of float pond extension
- Remove firing range and fire training area
- Fill wildlife attraction ponds and remove trees
- Lease lots in Blocks 104 and 108

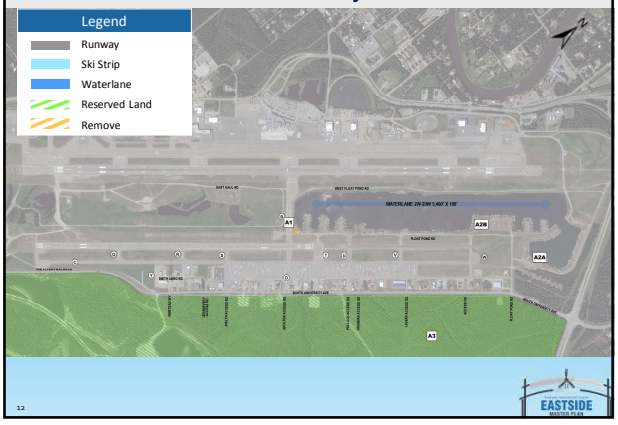
Under Consideration:

- Limited air carrier use of RW 2R-20L
- Possible gate or other changes to TW B

Master Plan Alternatives

- Reminders:
  - 20 – 30 year plan
  - Wants/needs will exceed likely funding
  - The best ideas from alternatives to be used for **Recommended Plan**
- A. Runways and Waterlane Alternatives
- B. Taxiways and Incursions Alternatives
- C. Tie Down Apron and Slip Alternatives
- D. Lease Lots, Roads, and Parking Alternatives

Alternative A: Runways & Waterlanes



Alternative A: Runways & Waterlanes

	Project	CIP Cost
A1	Close South Floatplane Ramp to Eliminate Waterlane Conflicts	N/A, M&O Cost
A2	Relocate Floatplane Fueling	
A2A	Relocate Floatplane Fueling (for Ski and Floatplane Aircraft) to Floatpond Extension	N/A, Tenant Cost
A2B	Relocate Floatplane Fueling (for Ski and Floatplane Aircraft) to Gravel Tie Down	N/A, Tenant Cost
A3	Reserve Land for Future GA Facilities and Add Selective Fencing	$

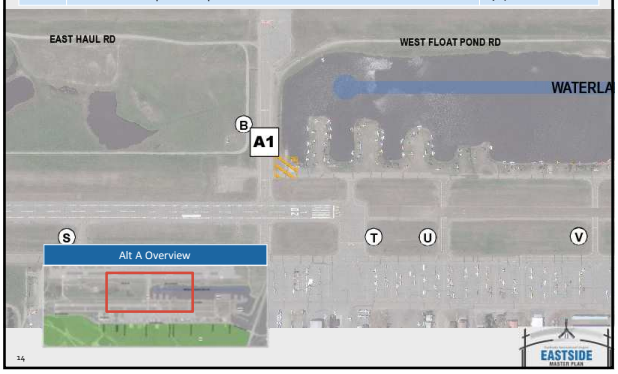
CIP Cost for Preliminary Alternatives

$	<$500K
$$	<$500K - $1M
$$$	<$1M - $3M
$$$$	<$3M - $5M
$$$$$	<$5M - $10M
$$$$$$	>$10M
N/A	Not an FAI CIP Cost

13

Alternative A: Runways & Waterlanes

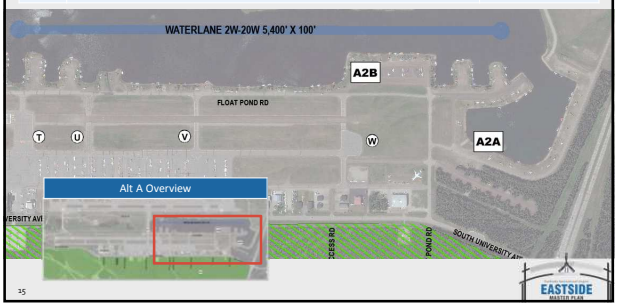
	Project	CIP Cost
A1	Close South Floatplane Ramp to Eliminate Waterlane Conflicts	N/A, M&O Cost



14

Alternative A: Runways & Waterlanes

	Project	CIP Cost
A2	Relocate Floatplane Fueling	
A2A	Relocate Floatplane Fueling (for Ski and Floatplane Aircraft) to Floatpond Extension	N/A, Tenant Cost
A2B	Relocate Floatplane Fueling (for Ski and Floatplane Aircraft) to Gravel Tie Down	N/A, Tenant Cost



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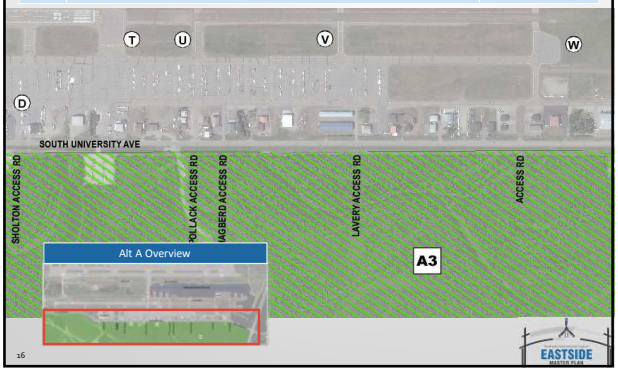
Alternative A: Runways & Waterlanes

	Project	CIP Cost
A3	Reserve Land for Future GA Facilities and Add Selective Fencing	$



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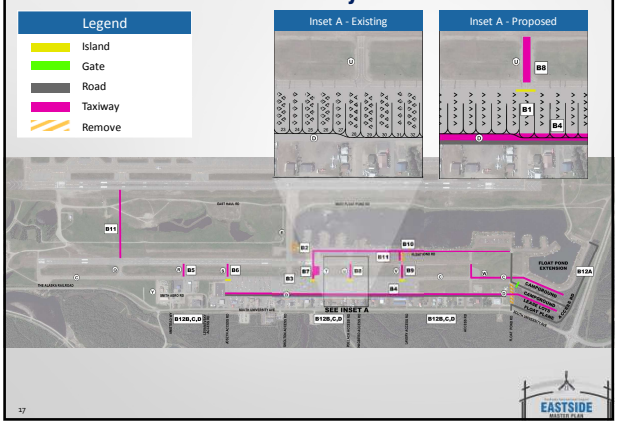
Alternative B: Taxiways and Incursions



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Alternative B: Taxiways and Incursions

	Project	CIP Cost
B1	Align Aircraft Parking to Block Direct Access from Roads/Apron to Runways (Inset A)	Part of C1
B2	TW B – Delete Access from Float Pond Road	$
B3	TW C – Extend ATCT Controlled Surface to Full Length of TW C	N/A, M&O Cost
B4	TW D – Straighten TW and Add Adjacent Apron Vehicle Lanes	Part of C1
B5	TW R – Exit Only, Shift or Delete TW	$
B6	TW S – Exit Only, Remove Direct Access to Apron or Delete TW	$
B7	TW T – Shift TW South and Narrow TW to Align with Threshold, Remove Direct Access to Apron, Adjacent Runup Area	$
B8	TW U – Remove Direct Access to Apron	Part of C1
B9	TW V – Remove Direct Access to Apron, Exit Only, Shift Connector to Float Pond Road	$
B10	Reconfigure Float Pond Road as a Taxilane	$$$$
B11	New South End Taxiway Connector at TW Q (Long Term)	$$$$$
B12	Reduce Vehicle Incursions Alternatives	
B12A	Relocate Float Pond Access Road, Add Gate	$$$
B12B	Repair Inoperable Road Gate Arms	$
B12C	Reduce Number of Apron Access Roads on South University Ave	$
B12D	Add Security Gates and Complete Fencing to All Lease Lots Along South University Ave	$$
B13	Delete Compass Rose (Not on Drawing)	N/A, M&O Cost

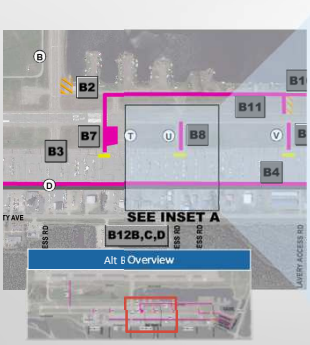
CIP Cost for Preliminary Alternatives

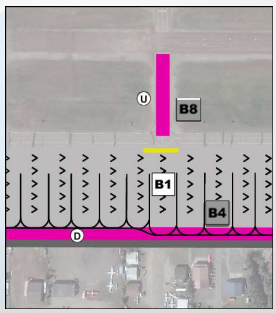
$	<$500K	$$$$$	<$5M - $10M
$$	<$500K - $1M	$$$$$$	>$10M
$$$	<$1M - $3M	N/A	Not an FAI CIP Cost
$$$$	<$3M - $5M		

18

Alternative B: Taxiways and Incursions

	Project	CIP Cost
B1	Align Aircraft Parking to Block Direct Access from Roads/Apron to Runways (Inset A)	Part of C1

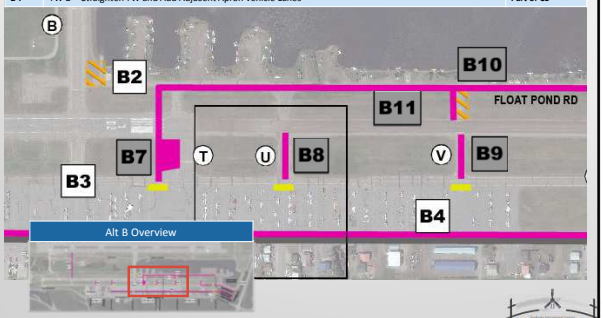




19

Alternative B: Taxiways and Incursions

	Project	CIP Cost
B2	TW B – Delete Access from Float Pond Road	$
B3	TW C – Extend ATCT Controlled Surface to Full Length of TW C	N/A, M&O Cost
B4	TW D – Straighten TW and Add Adjacent Apron Vehicle Lanes	Part of C1



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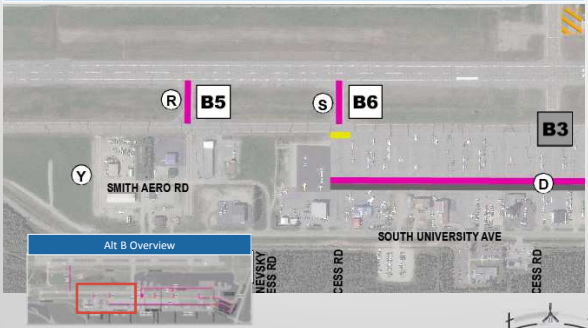
Alternative B: Taxiways and Incursions

	Project	CIP Cost
B5	TW R – Exit Only, Shift or Delete TW	$
B6	TW S – Exit Only, Remove Direct Access to Apron or Delete TW	$



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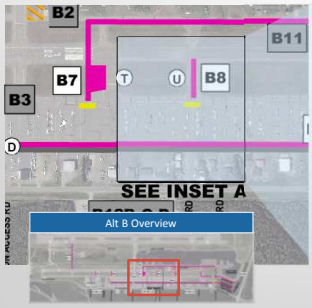
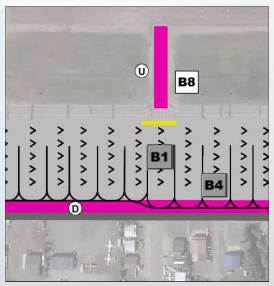
Alternative B: Taxiways and Incursions

	Project	CIP Cost
B7	TW T – Shift TW South and Narrow TW to Align with Threshold, Remove Direct Access to Apron, Adjacent Runup Area	$
B8	TW U – Remove Direct Access to Apron	Part of C1





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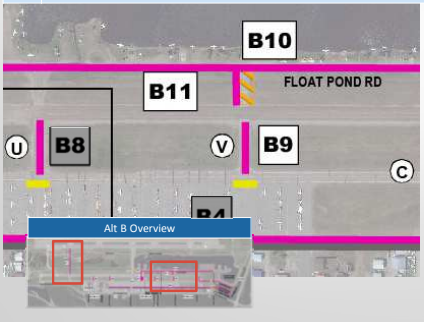
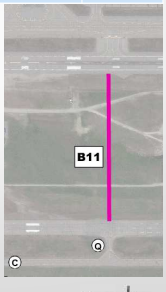
Alternative B: Taxiways and Incursions

	Project	CIP Cost
B9	TW V – Remove Direct Access to Apron, Exit Only, Shift Connector to Float Pond Road	$
B10	Reconfigure Float Pond Road as a Taxilane	$$$$
B11	New South End Taxiway Connector at TW Q (Long Term)	$$$$$





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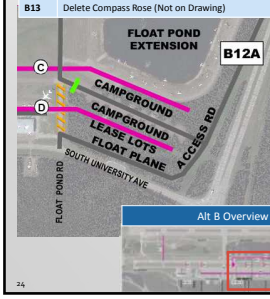
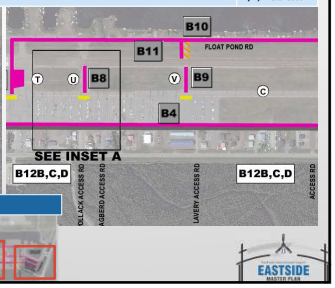
Alternative B: Taxiways and Incursions

	Project	CIP Cost
B12	Reduce Vehicle Incursions Alternatives	
B12A	Relocate Float Pond Access Road, Add Gate	$$$
B12B	Repair Inoperable Road Gate Arms	$
B12C	Reduce Number of Apron Access Roads on South University Ave	$
B12D	Add Security Gates and Complete Fencing to All Lease Lots Along South University Ave	$$
B13	Delete Compass Rose (Not on Drawing)	N/A, M&O Cost





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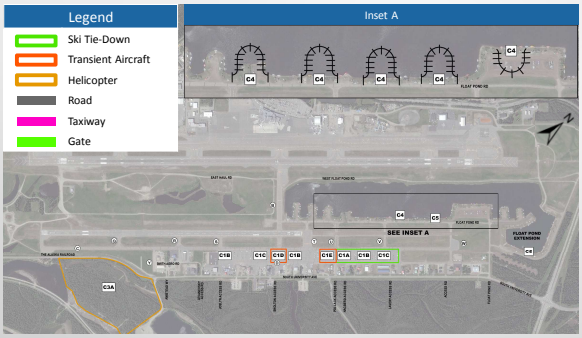
Alternative C: Tie Down Apron & Slips



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Alternative C: Tie Down Apron & Slips

	Project	CIP Cost
C1	Resurface and Reconfigure East Ramp	$$$$$$ (funding already committed)
C1A	Consolidate Ski Tie Downs Adjacent to Ski Strip (numbers TBD)	Part of C1 Cost
C1B	Increase Pull Through Tie Downs (numbers TBD)	Part of C1 Cost
C1C	Increase Tie Down Electrical Service with Power Cost Recovery Fees or User Meters	Part of C1 Cost
C1D	Existing Transient Parking / Fueling Site Shifted West and North Block Taxiway B Access	Part of C1 Cost
C1E	Relocate Transient Parking to South End of Ski Tie Downs	Part of C1 Cost
C2	New Privately Developed General Aviation (GA) Facility (Where?)	N/A, Private Costs
C3	Transient Helicopter Parking	
C3A	Relocate Transient Helicopters to East of University with Large Helicopter Lease Area	$
C3B	Transient Helicopter Parking (Not on Drawing)	N/A, Private Costs
C4	Increase Approximately 24 Slips (Inset A)	$$$
C5	Provide Slip Electrical Service with Power Cost Recovery Fees or User Meters	$$$

CIP Cost for Preliminary Alternatives

$	<$500K	$$$$$	<$5M - $10M
$$	<$500K - $1M	$$$$$$	>$10M
$$$	<$1M - $3M	N/A	Not an FAI CIP Cost
$$$$	<$3M - $5M		

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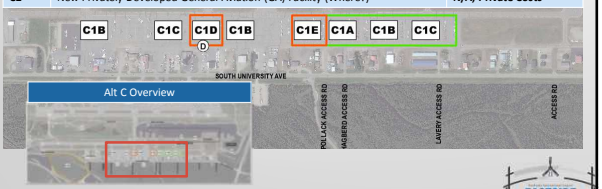
Alternative C: Tie Down Apron & Slips

	Project	CIP Cost
C1	Resurface and Reconfigure East Ramp	$$$$$$ (funding already committed)
C1A	Consolidate Ski Tie Downs Adjacent to Ski Strip (numbers TBD)	Part of C1 Cost
C1B	Increase Pull Through Tie Downs (numbers TBD)	Part of C1 Cost
C1C	Increase Tie Down Electrical Service with Power Cost Recovery Fees or User Meters	Part of C1 Cost
C1D	Existing Transient Parking / Fueling Site Shifted West and North Block Taxiway B Access	Part of C1 Cost
C1E	Relocate Transient Parking to South End of Ski Tie Downs	Part of C1 Cost
C2	New Privately Developed General Aviation (GA) Facility (Where?)	N/A, Private Costs



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Alternative C: Tie Down Apron & Slips

	Project	CIP Cost
C3	Transient Helicopter Parking	
C3A	Relocate Transient Helicopters to East of University with Large Helicopter Lease Area	$
C3B	Relocate Transient Helicopters West Site or East Side Lease Lot (Not on Drawing)	N/A, Private Costs

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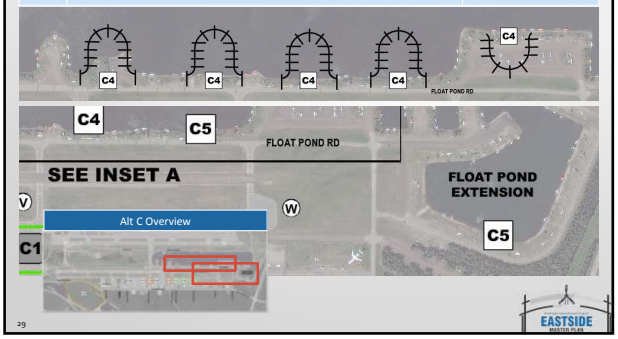
Alternative C: Tie Down Apron & Slips

	Project	CIP Cost
C4	Increase Approximately 24 Slips (Inset A)	$$$
C5	Provide Slip Electrical Service with Power Cost Recovery Fees or User Meters	$$$



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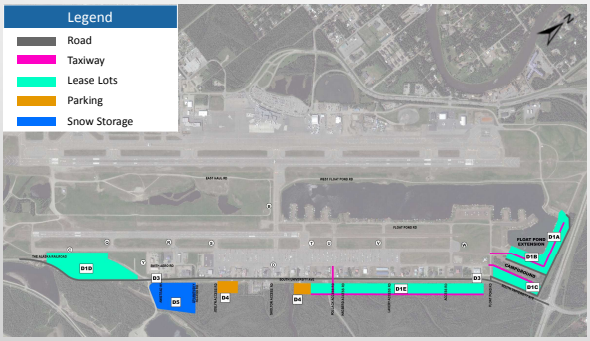
Alternative D: Lease Lots, Roads & Parking



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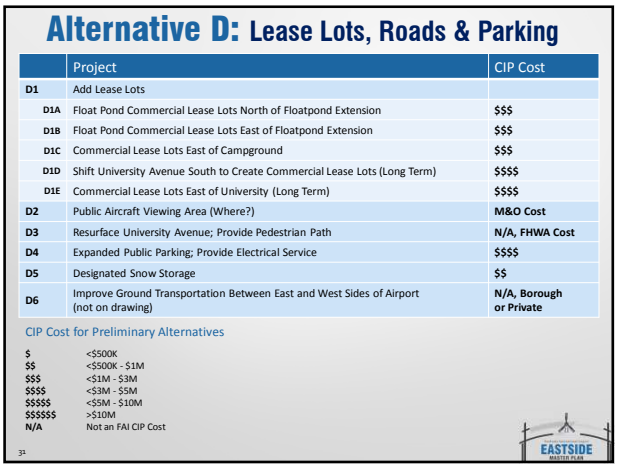
Alternative D: Lease Lots, Roads & Parking

	Project	CIP Cost
D1	Add Lease Lots	
D1A	Float Pond Commercial Lease Lots North of Floatpond Extension	$$$
D1B	Float Pond Commercial Lease Lots East of Floatpond Extension	$$$
D1C	Commercial Lease Lots East of Campground	$$$
D1D	Shift University Avenue South to Create Commercial Lease Lots (Long Term)	$$$$
D1E	Commercial Lease Lots East of University (Long Term)	$$$$
D2	Public Aircraft Viewing Area (Where?)	M&O Cost
D3	Resurface University Avenue; Provide Pedestrian Path	N/A, FHWA Cost
D4	Expanded Public Parking; Provide Electrical Service	$$$$
D5	Designated Snow Storage	$$
D6	Improve Ground Transportation Between East and West Sides of Airport (not on drawing)	N/A, Borough or Private

CIP Cost for Preliminary Alternatives

$	<$500K
$$	<$500K - $1M
$$$	<$1M - $3M
$$$$	<$3M - $5M
$$$$$	<$5M - $10M
$$$$$$	>$10M
N/A	Not an FAI CIP Cost

31



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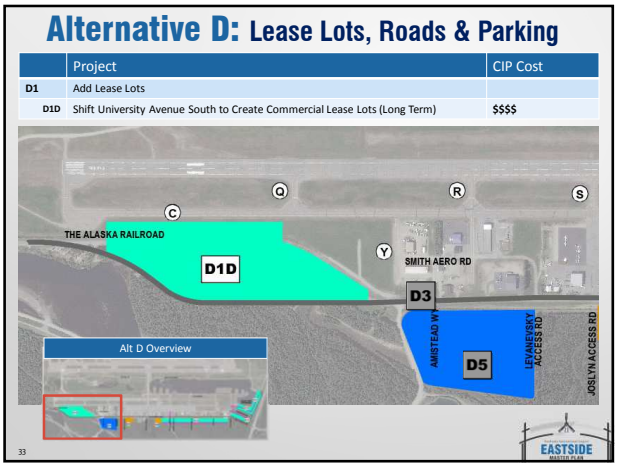

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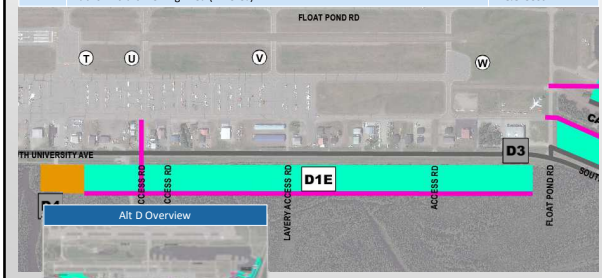

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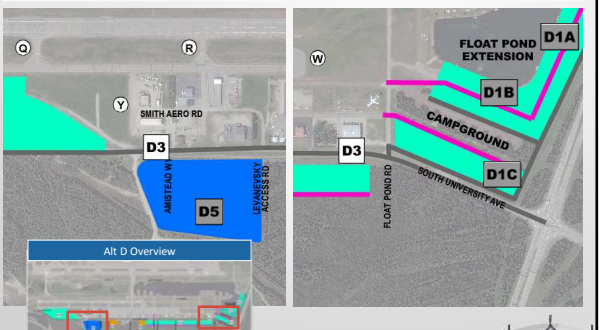

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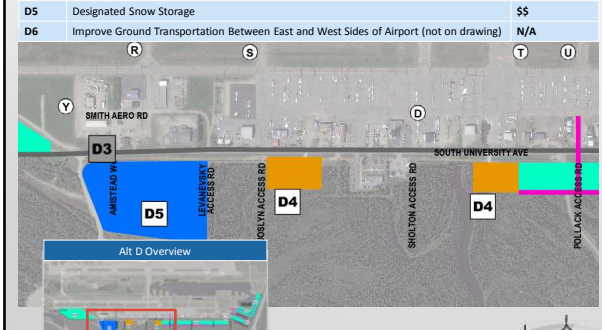

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Questions? Comments?

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Next Steps

Public Meeting – October 16, 6:00 – 8:00 PM

- Comment period Alternatives – ends October 31
- Draft recommendations – December
- Advisory Committee – January/February

Public Meeting – January/February 2019

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Thank you!

Contact Information:

Tom Middendorf, Project Manager

Alexa Greene, Public Involvement/Planning

www.faieastsidemasterplan.com

(907) 562-2000

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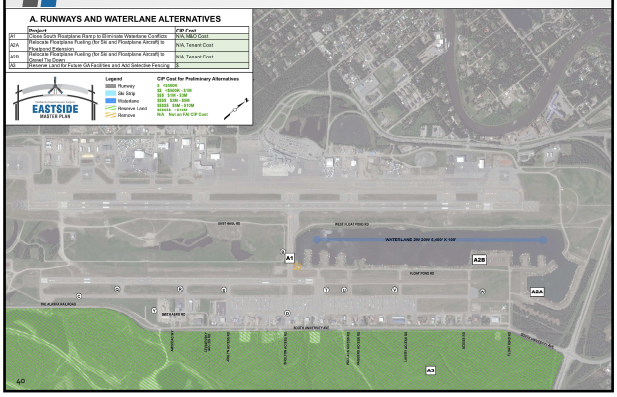
Alternative A



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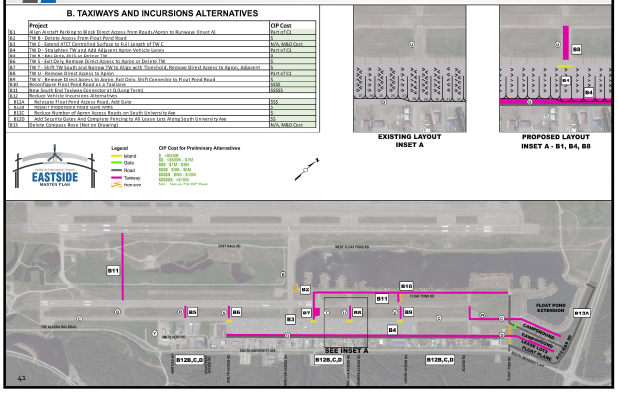
Alternative B



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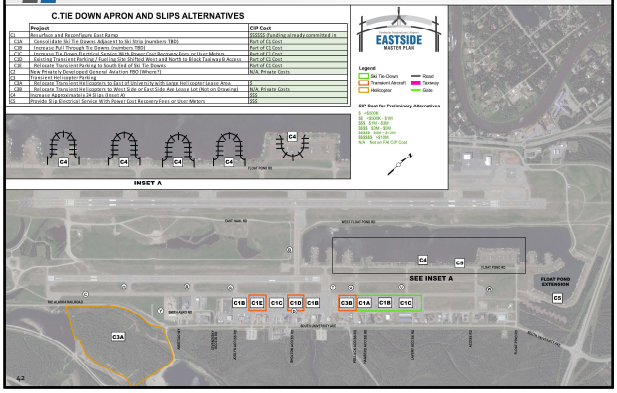
Alternative C



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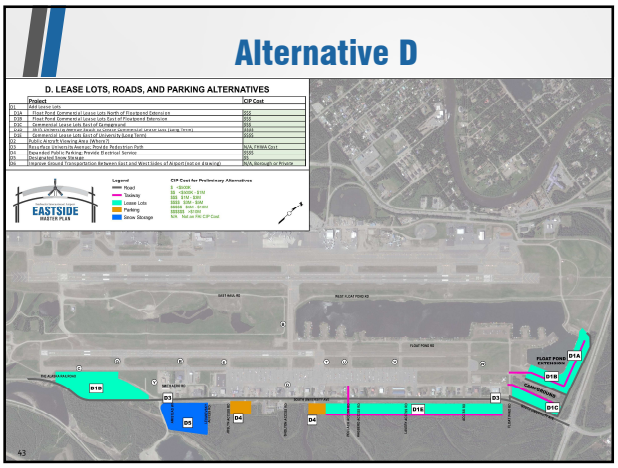
Alternative D
D. LEASE LOTS, ROADS, AND PARKING ALTERNATIVES
Project
ICP Cost
D1
D1A
D1B
D1C
D2
D3
D4
D5
EASTSIDE
MASTER PLAN
Legend
Road
Trailway
Lease Lots
Parking
Snow Storage
ICP Cost for Preliminary Alternatives
FLOAT POND EXTENSION
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Meeting Notes

Public Open House

Tuesday, October 16, 2018, 5:30-8:00 pm

Fairbanks Pipeline Training Center, 3605 Cartwright Court, Fairbanks, Alaska=

Agenda:

- **Open House:** 30 minutes
- **Presentation:** 45 minutes
- **Question and Answers:** 30 minutes
- **Post Open House Rankings:** 45 minutes
- **Number of Public that signed in: 29**
- **Number of Advisory Committee Members that signed in: 6**
- **Number of Project Team: 6**

Presentation Summary:

Tom Middendorf presented the purpose and schedule of the master plan, results of the user survey, explained each alternative, and invited feedback via ranking the importance of each of the alternatives after the presentation.

- Attached are the slides from the presentation.

Summarized Public Comments:

- Public funding for the proposed GA facility should be considered.
  Response: The team has investigated multiple funding options, public private partnerships, and AIDEA funding. The airport currently has publicized a Request for Interest for private development of the facility.
- The option of moving transient parking to block taxiway B is flawed and lots of times the row is empty. Transient parking location should be reconsidered.
  Response: The team agreed and will consider this in the location for transient parking.
- Campground – The road access road through the campground will make the campground less attractive and could drive away potential campers.
  Response: The team will look into moving the access road so that it does not interfere with campground usage.
- Campground Usage was requested: See below for response:

January – April 2018: 0	May – August 2018:	September – October 2018:
January – April 2017: 0	May – August 2017: 101	September – December 2017: 22
January – April 2016: 0	May – August 2016: 131	September – December 2016: 6
January – April 2015: 0	May – August 2015: 120	September – December 2015: 8
January – April 2014: 1	May – August 2014: 166	September – December 2014: 16

- Two floatplane pullout ramps are better than one. Closing the floatplane ramp may not eliminate the congestion but moving the fueling facility will. There is congestion during hunting season.
  Response: The team will investigate a second location for a floatplane ramp.
- A comment was made that some float pond users move to a tie down spot for the winter to use skis and tires and that the team needs to consider float pond trailer traffic.

- A comment was made that if Taxiway C is controlled all the way, it will force all pilots to have a radio and some pilots will be unhappy with the idea. Also, the north portion of Taxiway C is not used much for vehicles.
- A comment was made by the FAA tower that the FAA is looking for solutions to help keep pilots safe and making Taxiway C fully controlled may be one way. Also, the tower would prefer to be able to see all taxiways.
- A comment was made that Taxiway C control should not extend the entire length.
- A comment was made that it is hard for ski equipped aircraft to make 90 degree turns.
- C3A – Helicopter use area – A comment was made that the suggested area for helicopter use is too large and that five helicopters can be parked on less than ½ acres.
  Response: The area could be used by DNR Forestry, which predicts the need for a large area for helicopters and support facilities.
- A comment was made that snow impacts is a huge deal for the tenants and when there is a large dump of snow the Eastside tenants would like to keep their tiedown and apron spaces free of snow.
  Response: The team and FAI understand that this is an important issue and the plan has a designated a tenant snow storage location.
- A comment was made about what the purpose of a master plan was and how future demand was gauged.
  Response: Tom explained that the purpose of a master plan is to look at current and future airport needs. Future demand is gauged by gathering data from many sources: tiedown rentals, floatpond slip rentals, lease lot and hanger demand, numbers of and average age of pilots, and user interviews – overall the short answer is that long term demand is hard to gauge, slip demand and hangar demand appear to be growing and tie down demand has been flat or declining.
- The owner of ProFlight stated that Taxiway R is used by their students as an exit point.
- A question was made as to why the helicopters are unable to keep using the grass area that they currently use.
  Response: Lease lots have been created in that spot and FAI is in the process of leasing them out.
- Question about what was going on at Taxiway D.
  Response: GVEA will be installing electric in that area. It is unknown when the project will start and end. FAI will try to get an update on the progress and minimize impacts to users.
- A comment was made that parts of the floatpond are too deep and causes wave action and bank erosion.
- A comment was made that the floatpond lot fingers help reduce wave action.
- A comment was made to remove Taxiway B.
- A comment was made to extend the floatpond south.

After the question and answer period the public where given “dot stickers” to evaluate each of the groups of alternatives. The choices the public were able to vote on were: Most Important, Least Important and Don’t Want.

Attached are the final rankings and comments made.

Alternatives Ranking System

Rankings from the Public Open House

Tuesday, October 16, 2018

CIP Costs

$ ..... <$500K
$$ ..... <$500K – $1M
$$$ ..... $1 – $3
$$$$ ..... $3M – $5M
$$$$$ ..... $5M – $10M
$$$$$$ $10M
N/A – Not an FAI CIP cost

Alternative A: Runways and Waterlane

		CIP Costs	Most Important	Less Important	Don't Want
A1	Close South Floatplane Ramp to Eliminate Waterlane Conflicts	N/A, M&O Cost		1	5
A2A	Relocate Floatplane Fueling (for Ski and Floatplane Aircraft) to Float pond Extension	N/A, Tenant Cost	3	3	4
A2B	Relocate Floatplane Fueling (for Ski and Floatplane Aircraft) to Gravel Tie Down	N/A, Tenant Cost	7		1
A3	Reserve Land for Future GA Facilities and Add Selective Fencing	$	3	2	3

	Overall Comments
	Remove southern most fingers to allow more space for aircraft waiting to depart 2W and eliminate waiting south of the waterway.
	Controlled waterlane should be shown extending from north bank to south bank.
	No slips at the ends of the float pond slips near the water lane.
	A1 - Keep it open.
	A2B - More favorable if additional fingers added.
	Congestion C ramp is because of fueling more than from people trying to use the ramp. Moving fuel will solve problem more than removing ramp.

Alternative B: Taxiways and Incursions

		CIP Costs	Most Important	Less Important	Don't Want
B1	Align Aircraft Parking to Block Direct Access from Roads/ Apron to Runways (Inset A)	Part of C1	3		
B2	Taxiway B - Delete Access from Float Pond Road	$	1		2
B3	Taxiway C - Extend ATCT Controlled Surface to Full Length Taxiway C	N/A, M&O Cost	1		3
B4	Taxiway D - Straighten Taxiway and Add Adjacent Apron Vehicle Lanes	Part of C1	3	1	
B5	Taxiway R - Exit Only, Shift or Delete Taxiway	$	1		9
B6	Taxiway S – Exit Only, Remove Direct Access to Apron, or Delete Taxiway	$	1		7
B7	Taxiway T – Shift Taxiway South and Narrow Taxiway to Align with Threshold, Remove Direct Access to Apron, Adjacent Runup Area	$	5		

Alternatives Ranking System

Rankings from the Public Open House

Tuesday, October 16, 2018

CIP Costs

$ ..... <$500K
$$ ..... <$500K – $1M
$$$ ..... $1 – $3
$$$$ ..... $3M – $5M
$$$$$ ..... $5M – $10M
$$$$$$ $10M
N/A – Not an FAI CIP cost

B8	Taxiway U – Remove Direct Access to Apron	Part of C1			
B9	Taxiway V – Remove Direct Access to Apron, Exit Only, Shift Connector to Float Pond Road	$	1	1	3
B10	Reconfigure Float Pond Road as a Taxilane	$$$$	6	1	
B11	New South End Taxiway Connector at Taxiway Q (Long Term)	$$$$$		1	2
B12	Reduce Vehicle Incursions Alternatives				
B12A	Relocate Float Pond Access Road, Add Gate	$$$	1	1	7
B12B	Repair Inoperable Road Gate Arms	$	7		3
B12C	Reduce Number of Apron Access Roads on South University Ave	$		1	1
B12D	Add Security Gates and Complete Fencing to All Lease Lots Along South University Ave	$$		1	10
B13	Delete Compass Rose (Not on Drawing)	N/A, M&O Cost			4
	Overall Comments:				
	Extend asphalt surface from Smith Aero Road to Taxilane Y				
	Move gates back to NOT impede business access				
	Control Charlie, put barriers up appropriately				
	All lease lots do NOT need fencing				
	Removing Taxiway R has the great possibility of reducing runway capacity/ causing delays				
	Suggest shifting Taxiway S south to avoid direct access				
	Paving float pond roads/taxiways to reduce prop wash				
	Rotate tiedowns on pond so A/C point into wind				
	Please keep both R & S open, exit only if necessary, but don't eliminate them - doing so would cause a lot of congestion problems				
	A run-up apron for the access end of 20L is a VERY good idea and badly needed				

Alternatives Ranking System

Rankings from the Public Open House

Tuesday, October 16, 2018

CIP Costs

$ ..... <$500K
$$ ..... <$500K – $1M
$$$ ..... $1 – $3
$$$$ ..... $3M – $5M
$$$$$ ..... $5M – $10M
$$$$$$ $10M
N/A – Not an FAI CIP cost

Alternative C: Tie Down Apron and Slips

		CIP Costs	Most Important	Less Important	Don't Want
C1	Resurface and Reconfigure East Ramp	$$$$$$ (funding committed in 2020)			
C1A	Consolidate Ski Tie Downs Adjacent to Ski Strip (numbers TBD)	Part of C1 Cost	7	1	
C1B	Increase Pull Through Tie Downs (numbers TBD)	Part of C1 Cost	5	1	
C1C	Increase Tie Down Electrical Service with Power Cost Recovery Fees or User Meters	Part of C1 Cost	2	1	
C1D	Existing Transient Parking / Fueling Site Shifted West and North to Block Taxiway B Access	Part of C1 Cost	1	4	1
C1E	Relocate Transient Parking to South End of Ski Tie Downs	Part of C1 Cost	1	1	1
C2	New Privately Developed General Aviation (GA) Facility (Where?)	N/A, Private Costs	6	4	
C3	Transient Helicopter Parking				
C3A	Relocate Transient Helicopters to East of University with Large Helicopter Lease Area	$	1	1	3
C3B	Relocate Transient Helicopters to West Side or East Side Ave Lease Lot (Not on Drawing)	N/A, Private Cost			1
C4	Increase Approximately 24 Slips (Inset A)	$$$	4	1	1
C5	Provide Slip Electrical Service with Power Cost Recovery Fees or User Meters	$$$	5	1	
	Overall Comments				
	C3A - Even though they're far more maneuverable, it's not a good idea to locate a large/ busy helicopter area directly below the path of the traffic pattern on the GA side.				
	C1D - Moving transient parking north to help block visual access to Taxiway B won't work because there are extended periods when transient parking is empty. Place permanent tiedowns in line with B instead.				
	C3A - No demand				

Alternatives Ranking System

Rankings from the Public Open House

Tuesday, October 16, 2018

CIP Costs

$ ..... <$500K
$$ ..... <$500K – $1M
$$$ ..... $1 – $3
$$$$ ..... $3M – $5M
$$$$$ ..... $5M – $10M
$$$$$$ $10M
N/A – Not an FAI CIP cost

Alternative D: Lease Lots, Roads and Parking

		CIP Costs	Most Important	Less Important	Don't Want
D1	Add Lease Lots				
D1A	Float Pond Commercial Lease Lots North of Float pond Extension	$$$		1	6
D1B	Float Pond Commercial Lease Lots East of Float pond Extension	$$$			9
D1C	Commercial Lease Lots East of Campground	$$$		2	7
D1D	Shift University Avenue South to Create Commercial Lease Lots (Long Term)	$$$$	5	4	
D1E	Commercial Lease Lots East of University (Long Term)	$$$$		5	
D2	Public Aircraft Viewing Area (Where?)	N/A, M&O Cost	5		1
D3	Resurface University Avenue; Provide Pedestrian Path	N/A, FHWA Cost	8	1	1
D4	Expanded Public Parking; Provide Electrical Service	$$$$	5	2	
D5	Designated Snow Storage Area	$$	9		
D6	Improve Ground Transportation Between East and West Sides of Airport (not on drawing)	N/A, Borough or Private	10	1	1

	Overall Comments
	D1D - Would be a great space for a larger East Ramp Terminal, Parking would also need to be developed for this
	Develop behind D4 - Joslyn for commercial development
	Pedestrian Path - Walkers sometimes have luggage - Bicycles
	Provide formal bus stop across from Wrights to support FNSB bus service
	Provide pedestrian and bike path for entirety of University Ave. South
	D2 - Large deck west side, 2nd level of East Ramp Pizza
	Need to add location for wash facility/ wash rack
	Regulated taxi cabs.
	Bring FNSB bus service to East Ramp/ Run the FMATS (FNSB) bus on the East Ramp.
	Put power in for the parking lots!

PUBLIC MEETING 2

Fairbanks International Airport

EASTSIDE MASTER PLAN

Public Open House #3

February 13, 2019 – 5:30 – 8:00 PM

DOWL

Meeting Agenda

Open House

Presentation:

1. Introductions
2. Master Plan Process and Schedule
3. Recommended Plan
4. Apron Options
5. Next Steps/Final Comments

Questions/Comments

Open House

Introductions

DOWL Key Team Members/Roles

- Tom Middendorf - Project Manager
- Alexa Greene - Public Involvement/Planner
- Beth Madison - Engineer

Fairbanks International Airport

- RJ Stumpf, P.E. – Project Manager
- Melissa Osborn - Airport Operations Superintendent

What is a Master Plan?

According to the Federal Aviation Administration (FAA), an airport master plan is…

A comprehensive study of an airport that usually describes the short-, medium-, and long-term development plans to meet future aviation demand.

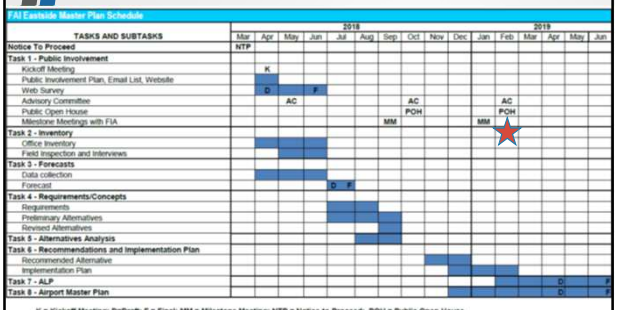
Products of a Master Plan

- 20-Year Phased Capital Improvement Program
- Airport Layout Plan
- Airport Master Plan Report

Why do a Master Plan?

- Sets development priorities/schedules
- Develops safe facilities according to FAA design standards
- Required for FAA funding
- Guides airport and tenant development
- Prevents later facility relocation
- Eastside Ramp Redevelopment and Runway 2R-20L scheduled for 2021-2023

Master Plan Process, Schedule, PI

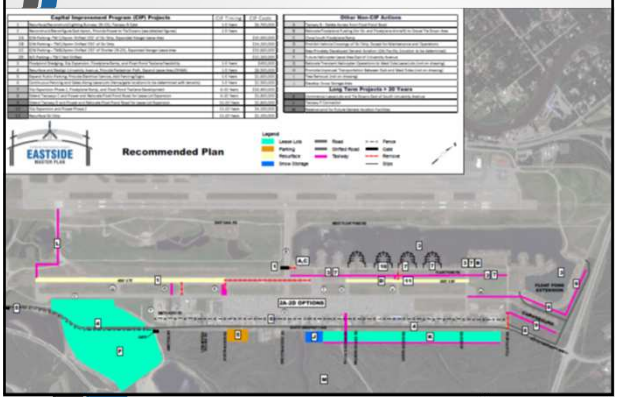


Recommended Plan

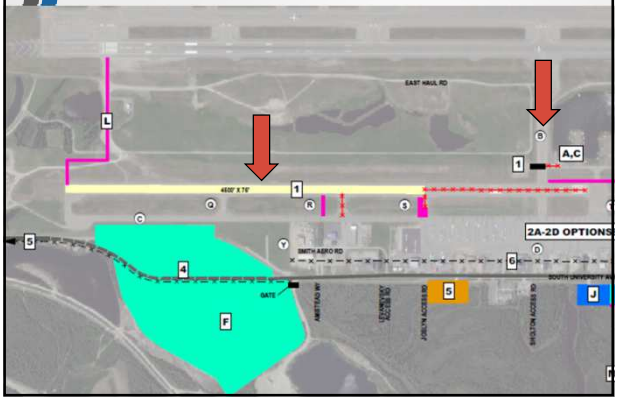
- Derived from best parts of the alternatives
- Includes:
  - CIP Projects with Costs, phased over 20 years
  - Non-CIP Actions
  - Long Term Projects > 20 Years

EASTSIDE MASTER PLAN

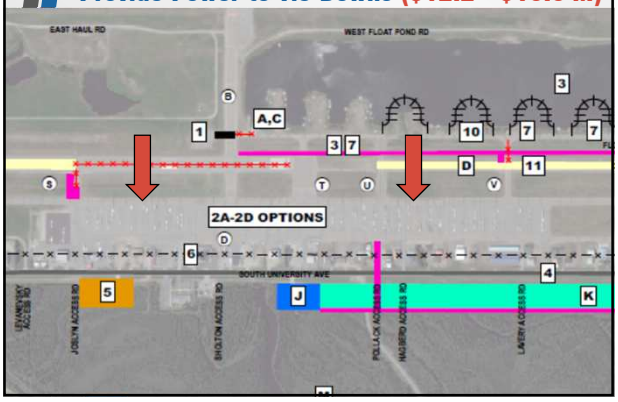
Recommended Plan



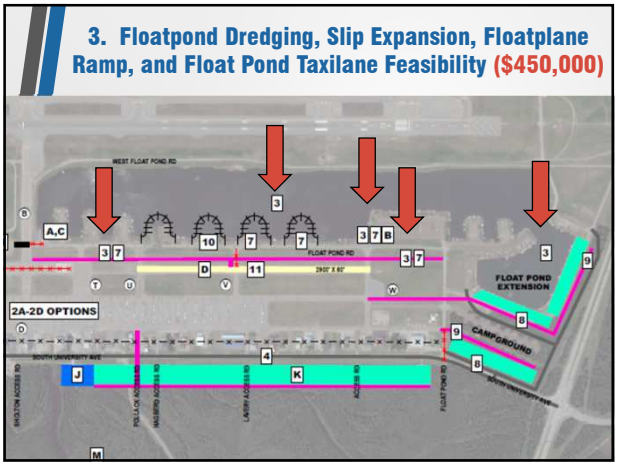
1. Resurface/Reconstruct/Lighting Runway 2R-20L; Taxiway B Gate ($6.7 M)



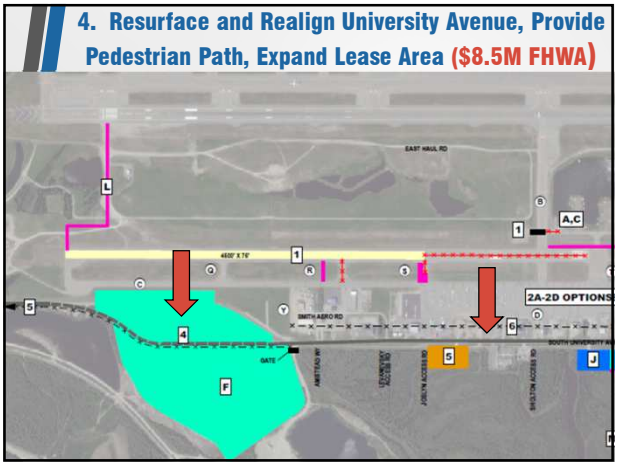
2. Reconstruct/Reconfigure East Apron, Provide Power to Tie Downs ($12.2 - $15.6 M)



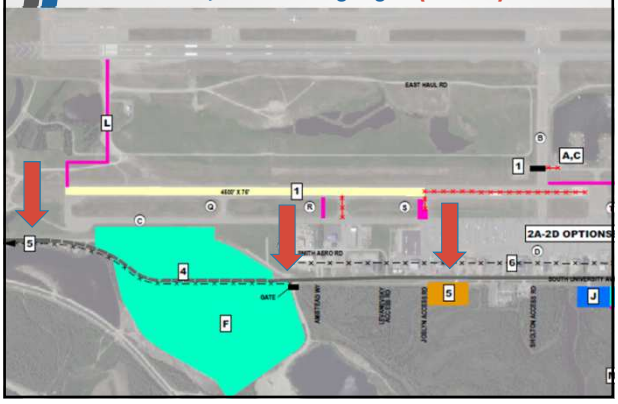
3. Floatpond Dredging, Slip Expansion, Floatplane Ramp, and Float Pond Taxilane Feasibility ($450,000)



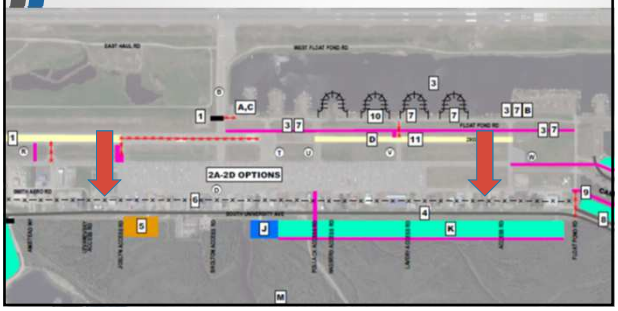
4. Resurface and Realign University Avenue, Provide Pedestrian Path, Expand Lease Area ($8.5M FHWA)



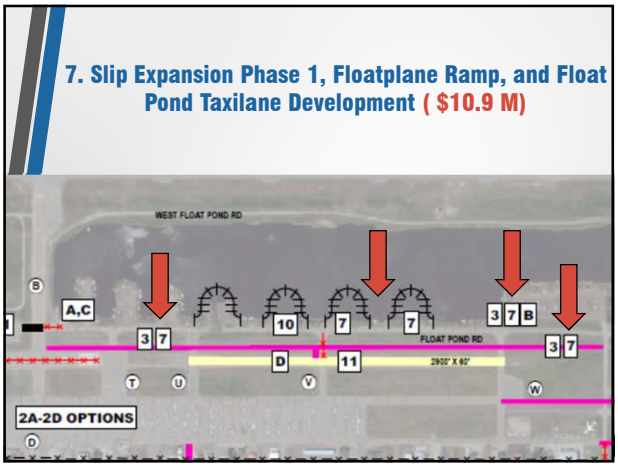
5. Expand Public Parking; Provide Electrical Service, Add Fencing/Signs ($1.6 M)



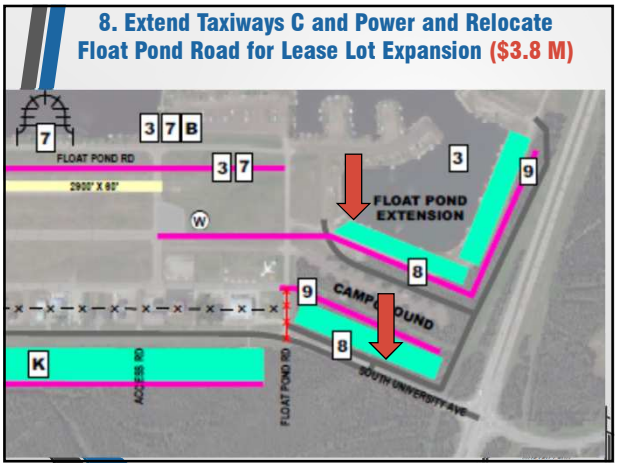
6. Continuous Fencing and Gates Along Lease Lots (fence/gate locations to be determined with tenants) ($2.5 M)



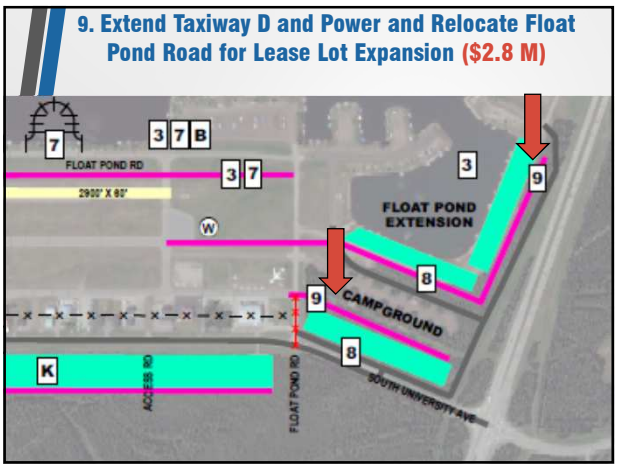
7. Slip Expansion Phase 1, Floatplane Ramp, and Float Pond Taxilane Development ($10.9 M)



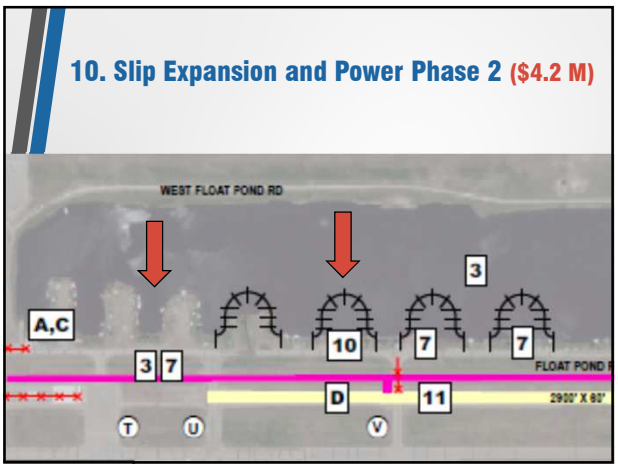
8. Extend Taxiways C and Power and Relocate Float Pond Road for Lease Lot Expansion ($3.8 M)



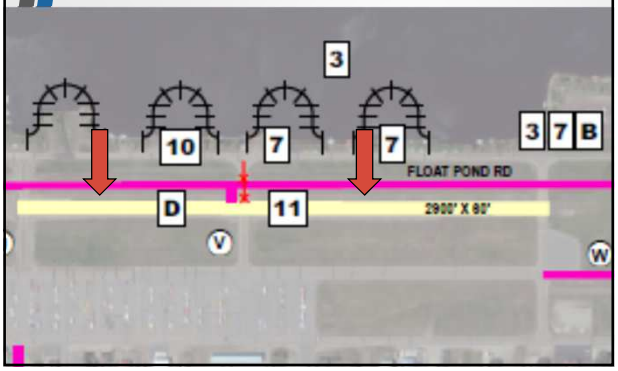
9. Extend Taxiway D and Power and Relocate Float Pond Road for Lease Lot Expansion ($2.8 M)



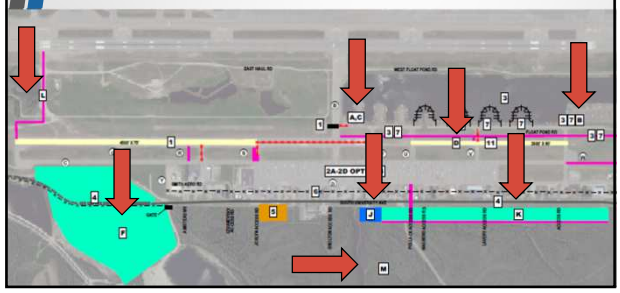
10. Slip Expansion and Power Phase 2 ($4.2 M)



11. Resurface Ski Strip ($1.2 M)

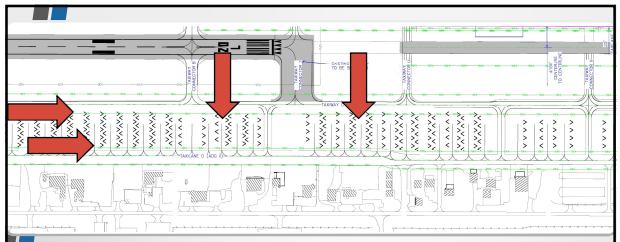


Other Non-CIP Actions and Long Term Projects



Number of Existing/Proposed Tie Downs

Tie Down Type	Existing Tie Downs	Existing Occupied Tie Downs	Proposed Tie Downs
Drive Through	64	53	129
Push Back	230	151	100
Total	294	204	229 (Includes 54 ski)

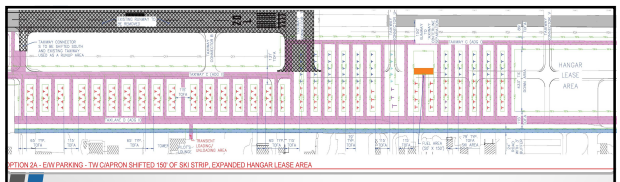


Existing Apron

- Existing tie downs within Taxiways C and D object free area
- Existing apron taxilanes are only ~ 50 feet wide
- Cannot meet tie down demand by using current apron configuration

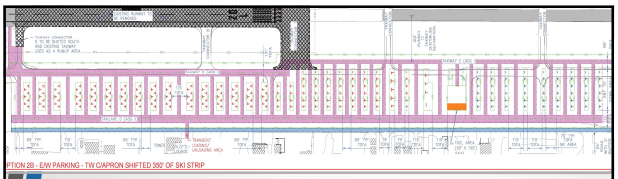
All Apron Options

- Meet 229 tie downs target
- Provide at least 54 ski tie downs, mostly pull through
- Have wider apron taxilanes (65'- 115') compared to existing apron (~50')
- Locate all ski tie downs near ski strip
- Have on-apron fueling area for ski and wheeled aircraft, with at least 9 adjacent transient parking spots
- Aircraft/vehicle transient drop off/pickup area north of pilot lounge at end of Sholton
- Provide vehicle driving lanes next to TW D
- Assumes ski strip for aircraft with wingspans < 49'
- Assumes shortened RW 2R-20L; threshold near TW S



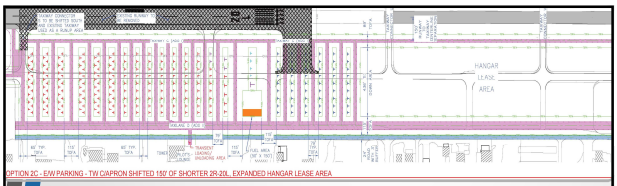
Apron Option 2A ($15.0 M)

- Requires major shift of TW C, from TW T to TW W
- Ski aircraft next to snow packed TW C; wheeled aircraft next to non-snow TW D
- Provides expanded hangar/lease area
- Could increase pull through parking by reducing hangar/lease area



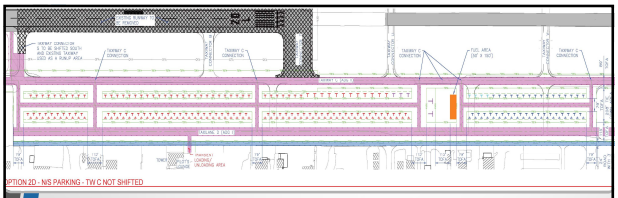
Apron Option 2B ($14.2 M)

- Requires minor shift of TW C, from TW T to TW W
- Could be modified to park ski aircraft next to snow packed TW C, similar to 2A
- No expanded hangar/lease area
- Could expand apron and TW C toward runways, if needed



Apron Option 2C ($15.6 M)

- Apron shifted south with major shift of TW C from TW S to TW W
- Largest expanded hangar/lease area
- Could increase pull through parking by reducing hangar/lease area



Apron Option 2D ($12.2M)

- Tie downs reoriented to North-South rows
- No expanded hangar/lease area
- Could expand apron and TW C toward runways, if needed
- Construction all on existing paved areas; lowest cost
- Fewer pull-through tie downs (79)
- Requires push back toward Taxilane D

Advisory Committee Comments on Apron Options

- Preference in order 2A, 2B, 2C, 2D
- 2A has flexibility for adding more drive through tie downs and provides more space for hangar lease area; don't have to relocate TW C later if need to expand tie downs
- Be sure apron layout does not impact approaches to RW 20L
- Ski aircraft access TW D and north end TW C
- Possibly move fueling and transient parking closer to drop off area/pilot lounge
- All ski parking pull through with electric power
- Separate ski/wheeled parking on each side of fuel facility
- Provide plenty of runnup area space on RW 2R-20L

Next Steps

- Public Meeting – February 13, 5:30 – 8:00 PM
- Recommended Plan/Apron End of Comment Period – March 1, 2019
- Draft Master Plan – April 2019

Questions?

Comments?

Thank you!

Contact Information:

Tom Middendorf, Project Manager

Alexa Greene, Public Involvement/Planning

www.faieastsidemasterplan.com

907-562-2000

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Open House

Recommended Plan

- Timing of projects
- Comments/changes

Apron Options

- Rank Options?
- Pros/Cons of options?
- How to improve options?

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Wednesday, February 13, 2019, 5:30-8:00 pm

Fairbanks Pipeline Training Center, 3605 Cartwright Court, Fairbanks, Alaska=

Agenda:

- **Open House:** 30 minutes
- **Presentation:** 45 minutes
- **Question and Answers:** 15 minutes
- **Post Open House:** 30 minutes
- **Number of Public that signed in: 8**
- **Number of Advisory Committee Members that signed in: 2**
- **Number of Project Team: 9**

Presentation Summary:

Tom Middendorf presented the purpose and schedule of the master plan, explained each recommended plan project and apron configuration option, and invited feedback via after the presentation.

- Attached are the slides from the presentation.

Summarized Public Comments:

- See below for the Recommend Plan and Apron Option Results.

Recommended Plan

Capital Improvement Program (CIP) Projects	Costs Million $	Select your Preferred Timing 1-5 Years	6-10 Years	11-20 Years	Comments
1. Resurface/Reconstruct/Lighting Runway 2R-20L; Taxiway B Gate	$6.7M	X X X			• Keep current length
2. Reconstruct/Reconfigure East Apron, Provide Power to Tie Downs	$12.5M to $15M	X	X X		
3. Floatpond Dredging, Slip Expansion, Floatplane Ramp, and Float Pond Taxilane Feasibility	$450,000	X X X			• Continue to provide transient parking at the floatpond. Consider moving fuel service to the floatpond extension. Consider paving fingers. • New ramp not needed. • Base slip expansion timing on number of requests for slips • Avoid slips on end of fingers, project team will revise drawing
4. Resurface and Realign University Avenue, Provide Pedestrian Path, Expand Lease Area (FHWA)	$8.5M		X X	X	
5. Expand Public Parking; Provide Electrical Service, Add Fencing/Signs	$1.6M	X	X	X	• No fence
6. Continuous Fencing and Gates Along Lease Lots (fence/gate locations to be determined with tenants)	$2.5M		X	X X	• Opposed to fencing and gates along lease lots if there is a gate on TW B. Do we need both? Dillingham allows a PIN code for transient pilots to pass through a gate and provides badges for everyone else.

					• Fencing not preferred but it sounds like it will happen no matter what
7. Slip Expansion Phase 1, Floatplane Ramp, and Float Pond Taxilane Development	$10.9M	X X		X	• Remove slips at end of fingers because they interfere with taxiing aircraft and are affected by wind. • Schedule based on requests for more slips
8. Extend Taxiways C and Power and Relocate Float Pond Road for Lease Lot Expansion	$3.8M			X X X	
9. Extend Taxiway D and Power and Relocate Float Pond Road for Lease Lot Expansion	$2.8M			X X X	
10. Slip Expansion and Power Phase 2	$4.2M		X X	X	
11. Resurface Ski Strip	$1.2M	X X X			

Other Non-CIP Actions	Comments
A. Taxiway B - Delete Access from Float Pond Road	• Do we need to close the connection to Floatpond Road and TW B if we have a TW B gate? Answer during public meeting was - Yes, closing connection can happen quickly and barriers can be removed if not needed later.
B. Relocate Floatplane Fueling (for Ski and Floatplane Aircraft) to Gravel Tie Down Area	• Existing fueling system often does not work and some aircraft wings have clipped the building due to poor layout. • Get lots of input before relocating/building. • Provide central location for fueling

	• Like current location, protected area, but is a narrow channel with parked floatplanes too close. If moved be sure there is plenty of room – separation from parked aircraft and protection from winds. Possibly locate in Floatpond extension area, though less convenient.
C. Close South Floatplane Ramp	• Some support for keeping this ramp that is mostly used for changeovers from floats to wheels or skis. • More ramps = better facility. • Keep ramp
D. Prohibit Vehicle Crossings of Ski Strip, Except for Maintenance and Operations	• A comment was made that this was a non-issue and was already addressed.
E. New Privately Developed General Aviation (GA) Facility (location to be determined)	• 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.
F. Future Helicopter Lease Area East of University Avenue	• Wetlands are a constraint for any new development east of University Avenue South. • Tower would have difficulty seeing this area through the adjacent trees. Would need tree removal. Note tree removal in MP text.
G. Relocate Transient Helicopter Operations to West Side Lease Lots (not on drawing)	• Good idea
H. Promote Improved Transportation Between East and West Sides (not on drawing)	• Support expanded bus service. Yes, discussed in MP text.
I. Tree Removal (not on drawing)	• Good idea
J. Develop Snow Storage Area	• Good idea

Long Term Projects > 20 Years	**Comments**
K. Commercial Lease Lots and Tie Downs East of South University Avenue	

L. Taxiway F Connector	• Good idea • Good
M. Reserve Land for Future General Aviation Facilities	• Good

What projects / needs have we missed?

- GA wash facility, suggested to show in the hangar lease area.
- GA wash rack.
- Focus on high level maintenance of existing infrastructure instead of major expansion.

Apron Options	**Rank Options 1=Best to 4= Worst**	**Rate the pros and cons of each apron option; suggest any ways to improve the options**
All Apron Options		• If there is a gate at TW B do you want to have a big 115' TOFA taxilane from TW D extending up to TWC or continue to show parked aircraft in front of B? • How will you separate the driving lanes from TW B – type of marking useable with snow? Guardrail, rumble strips, plastic strips like on TW A, other ideas to consider during design? • Add in aircraft wash/deicing area • Is there really demand for more hangar/lease area? Given costs and lack of sewer and water, will it be built?
OPTION 2A: East / West Parking – Taxiway C & Apron Shifted 150' From Ski Strip; Expanded Hangar Lease Area	2 1 1	• Consider shifting tie downs north (ski tie downs closer to ski strip) and providing hangar/lease areas on the north and south ends of the apron.
OPTION 2B: East / West Parking – Taxiway C & Apron Shifted 350' From Ski Strip	1 2	

OPTION 2C: East / West Parking – Taxiway C & Apron Shifted 150' of Shorter RW 2R/20L; Expanded Hangar Lease Area	3 3	• Consider shifting tie downs north (ski tie downs closer to ski strip) and providing hangar/lease areas on the north and south ends of the apron.
OPTION 2D: North / South Parking – Taxiway C	4 4	

SURVEY

FAIRBANKS AREA PILOT SURVEY

Users currently based at FAI

The Fairbanks International Airport (FAI) is in the process of updating the Eastside Master Plan. By taking this 5-minute questionnaire, you will help airport staff plan for the future of the Eastside of the airport.

No personal identification is required to participate.

You may complete the survey on-line here at **www.faieastsidemasterplan.com** or mail the printed survey to:

Alexa Greene
DOWL
3535 College Road, Suite 100,
Fairbanks, Alaska 99709

Surveys completed by **May 31, 2017** will be considered for the Eastside Master Plan.

If you have any questions regarding this survey, please contact Alexa Greene, DOWL Public Involvement Planner, at (907) 374-0275 or email **agreene@dowl.com**. If you would like to discuss any issues regarding the airport facility, please contact RJ Stumpf, FAI Engineer, at (907) 474-2587 or email **rj.stumpf@alaska.gov**.

Thank you in advance for your participation!

FAIRBANKS AREA PILOT SURVEY

Users currently based at FAI

1. **Do you have a business and/or aircraft based on the Eastside of Fairbanks International Airport?**

   ○ Yes ○ No

2. **What is the primary use of your aircraft? Please select all that apply.**

   ○ Business ○ Personal

   ○ Other (please specify) _____

3. **Please identify the make(s), model(s), gear type of each aircraft and whether you intend to base this aircraft at FAI for the foreseeable future.**

   Example: Cessna 208, skis and wheel, yes for foreseeable future
   (Aircraft type, Gear type, Intend to base aircraft at FAI for Foreseeable Future?)

   Aircraft 1: _____

   Aircraft 2: _____

   Aircraft 3: _____

4. **How is (are) your aircraft stored? Please choose all that apply.** Note: T-hangars are connected "condominium" style units that provide space for one airplane in each unit; conventional hangars accommodate one or more aircraft in a single bay.

   ○ Tail-in tie down
   ○ Pull-through tie down
   ○ Tail-in tie down with electricity
   ○ Pull-through tie down with electricity
   ○ T-hangar (unheated)
   ○ T-hangar (heated)
   ○ Conventional hangar (unheated)
   ○ Conventional hangar (heated)
   ○ Floatpond slip
   ○ Other (explain): _____

5. **Assuming adequate availability and reasonable price, which storage options would you prefer? Please choose all that apply.**

   ○ Tail-in tie down
   ○ Pull-through tie down
   ○ Tail-in tie down with electricity
   ○ Pull-through tie down with electricity
   ○ T-hangar (unheated)
   ○ T-hangar (heated)
   ○ Conventional hangar (unheated)
   ○ Conventional hangar (heated)
   ○ Floatpond slip
   ○ Floatpond slip with electricity
   ○ Ski tie down
   ○ Other (explain): _____

FAIRBANKS AREA PILOT SURVEY

Users currently based at FAI

6. Please rate your impression about demand in the next 5 – 10 years for the following at FAI.

	Less is needed	Current amount is enough	More is needed
Tail-in tie down	○	○	○
Pull-through tie down	○	○	○
Tail-in tie down with electricity	○	○	○
Pull-through tie down with electricity	○	○	○
T-hangar (unheated)	○	○	○
T-hangar (heated)	○	○	○
Conventional hangar (unheated)	○	○	○
Conventional hangar (heated)	○	○	○
Floatpond slip	○	○	○
Floatpond slip with electricity	○	○	○
Ski tie down	○	○	○
Other (explain): _____ _____	○	○	○

7. Please rate the following airport issues/needs that should be addressed for the Eastside.

	1 Least important	2	3 Important	4	5 Very important
More pull through tie downs	○	○	○	○	○
More tie down electric service	○	○	○	○	○
Consolidate ski aircraft parking/taxiways	○	○	○	○	○
More slips	○	○	○	○	○
Slip electric service	○	○	○	○	○
More t-hangars	○	○	○	○	○
More conventional hangars	○	○	○	○	○
More lease lots on East Ramp	○	○	○	○	○
Lease lots on Floatpond	○	○	○	○	○
Aircraft wash facility	○	○	○	○	○
Helicopter parking area	○	○	○	○	○
Better transient parking	○	○	○	○	○
GA lounge/terminal	○	○	○	○	○
Aircraft deicing area	○	○	○	○	○
Better self-serve fueling areas	○	○	○	○	○
Remove shallow areas of floatpond	○	○	○	○	○
Improve floatpond haulout ramps	○	○	○	○	○
Reduce incursions	○	○	○	○	○
Taxiway locations/design	○	○	○	○	○
Runup areas	○	○	○	○	○
Upgrade 2R-20L for air carriers use during snow removal	○	○	○	○	○
Vehicle shuttle between East and West Sides	○	○	○	○	○

FAIRBANKS AREA PILOT SURVEY

Users currently based at FAI

University Drive Improvements	○	○	○	○	○
Automobile parking	○	○	○	○	○
Snow storage	○	○	○	○	○
Compass Rose	○	○	○	○	○
Aircraft viewing area	○	○	○	○	○
Other issue/need (please rank): _____	○	○	○	○	○
Other issue/need (please rank): _____	○	○	○	○	○
Other issue/need (please rank): _____	○	○	○	○	○

8. If you rated any airport issues/needs a 4 or 5, please explain why:

9. Do you have any other suggestions or comments for the Eastside Master Plan?

If you are not currently on our project email list, and would like to be, please add your email address.

Email: _____

Thank you in advance for your participation!

User Survey Results

August 20, 2018

Questions 1 & 2: Who Responded

- 81 responses, about 54 responded to all questions
- 84% based on FAI, 16% on other airports; 50% have float pond slip
- 90% use aircraft for personal (not business) activities; 17% for business (some use for personal and business)

Question 3: Aircraft

- Diverse mix of mostly single engine aircraft on wheels, skis, floats
- 31% had 2 aircraft; 15% had 3 aircraft

Questions 4, 5, & 6: Type of Aircraft Storage Today vs. Wanted in Future; and Impressions of Future Demand

	Type of Aircraft Storage Today	Type of Storage Wanted	Impressions of Future Demand (weighted comparison)
Pull-through with electricity	19%	46%	2.63
Float pond slip with electricity	0%	40%	2.65
Conventional hangar (heated)	27%	38%	2.54
T-hangar (unheated)	8%	35%	2.58
T-hangar (heated)	2%	29%	2.73
Float pond slip	50%	19%	2.25
Tail-in with electricity	21%	13%	2.23
Conventional hangar (unheated)	4%	11%	2.34
Pull-through tie down	6%	4%	2.29
Tail-in tie down	17%	2%	1.85
Ski			2.13

- Very few users prefer tail in or pull through tie downs without electricity
- There is greatest demand for pull through tie downs with electricity, t-hangars, heated conventional hangars, and float pond slips with electricity
- The 2014 Master Plan Pilot Survey showed similar results, though heated conventional hangar was ranked the highest of all aircraft storage categories

User Survey Results

August 20, 2018

Question 7: Airport Issues/Needs

	Importance of Issue/ Need (weighted comparison)
More t-hangars	3.39
More tie down electric service	3.26
Slip electric service	3.26
Aircraft wash facility	3.26
Reduce incursions	3.04
More conventional hangars	2.92
GA lounge/terminal	2.89
More pull through tie downs	2.87
Snow storage	2.83
Better self-serve fueling areas	2.76
Remove shallow areas of float pond	2.72
Compass Rose	2.70
Consolidate ski aircraft parking/taxiways	2.65
More lease lots on East Ramp	2.64
Lease lots on Float pond	2.58
More slips	2.57
Improve float pond haul out ramps	2.49
Taxiway locations/design	2.49
Aircraft viewing area	2.48
Vehicle shuttle between East and West Sides	2.47
Automobile parking	2.43
Upgrade 2R-20L for air carriers use during snow removal	2.36
Runup areas	2.34
Better transient parking	2.28
Helicopter parking area	2.20
Aircraft deicing area	2.09
University Drive Improvements	2.06

- Highest ratings for pull through tie downs, electrical service at tie downs and slips, more hangars, aircraft wash, GA terminal, snow storage and reducing incursions
- Lowest ratings for University Drive, helicopter parking, transient parking, and deicing facilities

Question 8: Comments on Issues/ Needs

- Float pond electrical should be an option. Airplane wash area needs to be addressed, as do runway incursions. in addition, more hanger options is imperative in order to drive down prices to a reasonable level.
- Nice to have an aircraft viewing area. Compass rose not easy to access from midramp.
- It would be nice to have electricity at the float pond.
- I've been trying to get all of the state planes in row 35 for years. I've asked to be on a wait list, but despite that, I see turnover in for 35 without being contacted. If we had more electric, pull through spots, I assume that demand for those spots would go down with increased supply.
- There is power for every car on in the terminal parking lot. There should be power for every ac parking spot.
- float pond is full
- require float pond users to have float plane
- pull thru electric is full - need more
- consolidating ski area parking would allow snow removal to pavement all winter in most areas of the airport. Right now the fueling area will only accommodate one aircraft and is co-located with Pro-flight. Runup area is only defined for 2R. Shuttle for pax (passengers) coming out of the bush going out on the airlines and for people parking on the east ramp. Long and short-term parking like the west ramp has. Viewing area to watch aircraft would keep a lot of people off the airport and would naturally reduce runway incursions.
- These are areas I think could improve
- Taxiing during low vis. after landing on the west side to return to the east side with passengers is a hazardous undertaking.
- More T hanger access would allow better options and may help bring the price down to a reasonable amount.
- Float pond is heavily used
- More services in general needed for ga (general aviation) fleet
- Wintertime snow removal for my parking spot.
- Wash area for GA, MRI & LHD have them
- Float pond road taxiing on skis is risky near parked aircraft on the north end
- I'd like to see pull through access for more aircraft, especially in winter. Especially w/ the snow issues in 2017/2018, pushing aircraft back was difficult. Aircraft storage out of the weather would be a positive addition.
- Electrical service on the float pond parking is very important.
- GA lounge is an important issue for me
- Electricity at float pond slips is necessary for fueling and pre-heating aircraft.

Question 8: Comments on Issues/ Needs, continued

- Electrical services need improved, snow storage continues to be a problem for the tie down areas. T hangers are seriously needed. Taxiway B or the runway needs to be relocated. No run up area for 20L blast back towards tie down spots. Shuttle bus from east ramp to the terminal would allow additional long-term parking for those departing on the 121 side. Aircraft viewing area would give the general public a place to observe arriving and departing aircraft without stopping on the road or coming in on float pond road, reducing the chance of an incursion
- Snow removal on east ramp keeps happening earlier and earlier every year. Power on float pond would be great
- On large snow years such as 17-18, snow storage becomes an issue between neighbor tenants and Airport operations. Need more places to put snow from common areas.
- More places to park cars out of the way.
- Compass rose needed for equip checks.
- Viewing area might spur interest in GA
- University Ave is rough as heck.
- Wash facility much needed. Charge a fee....
- More T hangars would free up tie downs
- Wash rack would allow aircraft to remove silt, dirt and insects from windshields and wings. Especially windshields when sun is low on horizon. Very easy to scratch plexiglass without rinsing with water first.
- Needed and desired
- Electricity at the float pond would be wonderful for lots of reason (running fuel pump, pre-heating).
- Too much time to explain here. I'm not going to write a book if you can't figure out why something is important.
- Badly need more covered parking that is priced right. snow storage is a problem for tenant hangar owners.
- The GA East Ramp has for many years taken a back seat to the Air Carrier West Ramp. It is time that we get some love too. We would have a lot more winter activity if there was electricity available and parking for people to preheat their aircraft and better facilities to accommodate their friends and families that are flying with them. We have virtually no FBO type Service on the East Ramp.
- better ski access longer into season. airport is routinely cleared of snow 2-3 weeks too early w/o adequate notice. Snow storage has blocked my access to taxiways completely last 2 years.
- Little to no hangar space is available in the FAI area. A certified compass rose is needed. A wash area would be very nice. Electricity is necessary for winter flying.
- Any ratings that high need improvement or currently don’t exist such as float pond power.

Question 8: Comments on Issues/ Needs, continued

- Many of the hangars have cars, boats, and construction equipment. Ensure the hangars are for aircraft! I've been denied a hangar spot due to antique cars parked year-round in the blue t-hangars.
- Easy access
- More hanger availability, especially short-term use. An aircraft wash facility would be awesome, even if a nominal fee needed to be paid for use. Aircraft viewing are may help generate more interest in general aviation.
- Most important to me are float pond slips with electric, not on the water itself but for use on the land parking location. And pull through electric tie-down spots. Backing a straight ski plan in difficult
- The major issue on the East Ramp is the lack of control of non-essential personnel and congestion on the uncontrolled surfaces. Snow removal and priorities need to continue to be addressed on the East Ramp. There is much more movement on the East Side than the International side and I feel this is not addressed.
- There's no place to wash my plane now.
- Inadequate as is

Question 9: Other Suggestions or Comments

- I believe our airport does better than most.
- You guys do a great job. keep the gates open and keep the good quality security staff (non-harassing, friendly).
- Keep it simple.
- Haven't seen the Master Plan since last year at a GAA meeting but it seemed good.
- Cut # of tiedowns - GA activity will continue to decline but nurture current facilities. Expand public use of airport property
- Secure the entrances from University Ave. half the gates don't work.
- Security cameras would help protect aircraft/owners from theft, or provide info related to damage. This past winter at least one tenant had items stolen.
- Allow new float pond users to install fuel tanks at their parking areas.
- Relocate the float pond to the other side of university and move the ski strip so it isn't in direct alignment with 20 L
- Maybe don't pave the whole ramp in 2020. Only pave under the airplanes. My spot and the 4 spots next to me have a big frost heave running right across the spot(s).
- Security is great. East ramp is very well managed compared to the alternatives and cost is low compared to benefits. Thanks
- The transient camping facility is the best in the state! Keep that maintained at current standard.

Question 9: Other Suggestions or Comments, continued

- Very happy there is not more fencing or gates! Please keep it that way.
- Require clean-up of long-decaying airplanes on the ramp.
- Some type of ramp access control, swipe cards. To many people wander the ramp.
- All my dealings with airport staff from leasing to maintenance have been great. Please keep up the good job!
- In the spring, clear the snow off the ski strip so it will dry out quicker. I would keep my plane at the pond spot year-round if it had electric.
- Security and access control. No one should be able to access without a code and those driving must have some kind of training. The East Ramp should not be used as a parking lot for vehicle. There is multiple cars parked in the rows by aircraft spots. This is both a safety issue and a security risk.
- Remove the gates completely along the east ramp. Snow removal on east ramp inadequate
- move the ski strip and the associated ramps to provide greater separation between types of operations.
- LISTEN TO THE AIRCRAFT OWNERS/USERS.
- AI does a good job making the airport welcoming. Build on that and make it an emphasis. Without that, nothing else will be possible.

Questions 10 – 17: Comments from Pilots Not Based on FAI

- Only 6 responses, 3 use FAI sometimes, 2 would consider moving to FAI
- Costs, tie down/slip availability, runway condition, airport signage/lighting, snow removal, aircraft maintenance, fuel most important factors in basing at FAI

Name	Date	Comment	Response, Changes in Red
Tom George	14-Jun-19	Would like to echo Rod's excellent review, and emphasize a few points: 4.1 para 2. This was the first reference to Runway 2/20 and it took a while to realize we were referring to the Ski Strip. As Rod points out that needs to be labeled better. Perhaps when first referenced, define it as a gravel runway used for ski operations in the winter, so that the use of the term Ski 2/20 doesn't leave the impression it is only used in the winter.	Will change 4.4 heading to read Runway 2/20 (Ski 2/20). This is also explained on page 9 in the Inventory Chapter and is shown as gravel/ski in Table 2-1 on page 6.
Tom George	14-Jun-19	4.5.1 para 2. *"pilots are long-known to fly much lower than expected in this area"* This makes it sound like there are just a bunch of rouge operators, when there are important safety reasons for float pilots to stay close to terrain features especially under "glassy water" lighting conditions. A better description of what is happening here would be something like. *Under certain lighting conditions, float pilots need to make lower approaches to maintain visual reference with surface features.*	The former language of "The evaluation of length was considered because the approach to 2W clears TW B by only about 20 feet and pilots are long-known to fly much lower than expected in this area. " Will be changed to read The evaluation of length was considered because the approach to 2W clears TWY B by only about 20 feet. In certain lighting and water conditions, particularly 'glassy water' that can reduce visual altitude cues, pilots often make low approaches to maintain visual reference with surface features.
Tom George	14-Jun-19	4.10 Lease Lots and Hangars para 2 The document lists 28 T-hangars. I am only aware of 2, is that possibly a typo?	Will change wording to 28 aircraft parked in T-hangars.
Tom George	14-Jun-19	4.18 Aircraft Wash As Rod indicates, this is a long identified need at FAI. As I read the language in recent FAA guidance language (below), I think this would be eligible for FAA funding, and similar operations are being conducted on the airport at the moment. As Rod suggests removing the "private development" language would leave all options open.	We contacted the FAA to confirm eligibility for FAA funding for an aircraft wash facility and received this response - *"A wash rack is only eligible at non-primary airports using non-primary entitlements therefore, FAI would not be eligible for AIP for these projects."* As noted, FAI is not a non-primary airport and so an aircraft wash would not be eligible for FAA funding. There is no nearby storm drain, and extending a storm drain would be very expensive, making airport funding unlikely.
Tom George	14-Jun-19	*Section 158, Supplemental Discretionary Fund.* *Section 158 amends 49 U.S.C., § 47115, Discretionary Fund, by adding a new subparagraph (j), which establishes a supplemental discretionary fund. While the 2018 Act authorized the establishment of the fund, annual appropriations will determine its implementation.* *This section creates a separate discretionary fund for AIP eligible and justified projects, at any airport that is eligible to receive discretionary funds. The fund is not subject to the normal discretionary formulas and set asides (such as noise, reliever or Military Airport Program set asides). The statute also excludes the funds from being subject to any other apportionment formula, special apportionment category, or minimum percentage required by the AIP statute for regular discretionary or apportionments.* *The language in Section 158 allows the FAA to consider grants for an "airport or terminal development project" at any airport that is eligible to receive a grant from the discretionary fund.* *R-PGL 19-01: Extended and Expanded Programs June 3, 2019* *This means that the FAA may consider such supplemental funds for terminal projects at any eligible airport in the NPIAS. However, all other statutory rules still apply, including the need to use entitlements for the highest priority projects; typically to address airside needs, and terminals tend to be substantially lower priority for AIP funds.*	Addressed below

Name	Date	Comment	Response, Changes in Red
Tom George	14-Jun-19	4.19 Passenger/Pilot Facilities Also citing the FAA language above, would suggest that this be broadened to include all options, and particularly mentioning public private partnership as a possibility.	We contacted the FAA to confirm eligibility for FAA funding for a pilots lounge and received this response - *"Pilot lounges are only eligible for AIP funding if included in a general aviation terminal that is open to public use at non-hub primary and non-primary airports regardless of fund type (entitlement or discretionary AIP)"* Since FAI is a Small Hub airport it would not be eligible for AIP funding of a pilot lounge. Change to read.... The airport and its users have identified the need for improved terminal facilities for those flying from air taxi/charter companies. While FAI is not interested in owning and operating a public GA terminal , it supports private terminal development efforts, and has offered a Request for Interest (RFI) to explore private sector interest in developing a terminal. DOT&PF investment in owning and operating passenger terminal facilities is not common except at the large commercial service terminal buildings at ANC and FAI. DOT&PF does not presently own or operate any GA terminal facilities. **Recommendations**: Continue to explore options for private development of passenger terminal facilities, including possible public-private partnerships (AIDEA as one example). The airport intends to improve the existing pilot lounge for GA pilots. Identify a transient pickup/drop off area east of Taxiway D that avoids transient passengers from having to enter the apron area on foot or by vehicle.
Tom George	14-Jun-19	Table 5-5 B12A, Support removing the word "consider", to further emphasize the importance of keeping the road segments to facilitate moving float planes during maintenance an annual change over operations. B12D Recommending security gates and complete fencing has profound impacts on almost all aspects of operations on the east side. This needs more evaluation before adding it as a firm recommendation given (a) the increased operational costs to maintain the hardware, (b) costs to maintain a badging or other access system in both hardware and labor, (c) the impacts on moving aircraft, parts and people across this boundary, which is very nature of an airport being an interface with air and surface transportation. C2 Suggest broadening this to include option of public private partnership, not label as private development only.	**B12A** Road segment between C and D was retained in the Recommended Plan and ALP. Will delete the word "consider" **B12D** Retain as a recommendation but add language about confirming feasibility in the **Implementation Plan in Table 5-7** Preparatory Actions: Work with tenants to confirm feasibility and define fence/gate locations and determine which roads do not need to connect to the airfield. Identify method to trigger automatic gate openers and if badging is required, complete badging of airport users in advance of the project. Determine how new lease lot development areas to the north will fit into fencing/gate plan. **C2**.Recommended - Non-CIP Action. Airport to continue discussions with users/developers, including options for public/private partnerships (AIDEA as one example).
Tom George	14-Jun-19	Fig 5.5. Float Pond Road. Re-routing this road also needs additional and focused evaluation to understand the impacts on float pond users in terms of access and impact on the air park. If the trees are cut back too close to the camping spots, this will not longer be a desirable facility. Look at the "camp ground" at Merrill Field as an example.	A detailed look at tree preservation will be part of design. Preserving trees around campground will be mentioned in the Implementation Plan.
Rod Combellick	12-Jun-19	I think the plan is an excellent document and does a good job of incorporating input from the advisory committee, public meetings, and individuals. I just have a few comments on some of the details, some of which I have discussed with you personally:	Thank you
Rod Combellick	12-Jun-19	4.4 – Runway 2/20: Suggest adding ("Ski 2/20") in the heading to make it clear this is referring to what is locally known as the ski strip.	Will change 4.4 heading to read Runway 2/20 (Ski 2/20). This is also explained on page 9 in the Inventory Chapter and shown as gravel/ski in Table 2-1 on page 6.
Rod Combellick	12-Jun-19	4.5.1 – Reword as indicated: "The group further recommended that all water surface west of the [channel] eastern-most buoys be controlled by ATC and that the airport update synchronize all publications/maps and install a variety of guidance signage on the float pond to reduce wrong direction takeoffs."	Will edit report with Rod's addition
Rod Combellick	12-Jun-19	4.18 – FAI staff claim "it would not be cost effective for FAI" to develop an aircraft wash facility but they have not provided any analysis to support this claim. They simply don't want to address it and cite the current PFAS groundwater contamination issue as an obstacle. That may be true for the time being, but not necessarily for the long term. Other publicly funded airports have successfully developed wash facilities, one example being municipality-owned Merrill Field in Anchorage. In the recommendation, remove "privately developed" from the wording so that all options for developing a wash facility remain on the table.	We contacted the FAA to confirm eligibility for FAA funding for an aircraft wash facility and received this response - *"A wash rack is only eligible at non-primary airports using non-primary entitlements therefore, FAI would not be eligible for AIP for these projects."* As noted, FAI is not a non-primary airport and so an aircraft wash would not be eligible for FAA funding. There is no nearby storm drain, and extending a storm drain would be very expensive, making airport funding unlikely.

Name	Date	Comment	Response, Changes in Red
Rod Combellick	12-Jun-19	4.19, par. 2 – "Transient pilots enjoy the use of an existing pilot lounge at the base of the ATCT." This is an overstatement, because the existing, outdated lounge is not a comfortable or useful place for local or transient pilots to "enjoy" except to use the restroom. It lacks windows, internet access, and comfortable furniture. Simply state that a pilot lounge is available, but has minimal facilities and should be upgraded.	Will change to read…. Transient pilots use an existing pilot lounge at the base of the ATCT; however, the facility is old and is lacking in some amenities. The airport plans to improve the pilot lounge to address these concerns.
Rod Combellick	12-Jun-19	4.19, par. 3 – Again, remove "private" from the recommendation so that all options for a GA facility can be explored. Don't abandon the idea of a publicly funded facility just because the current staff are opposed to it. Also, the remainder of the first sentence of the recommendation could be taken to mean that the pilot lounge itself should be privately funded. If FAI refuses to pursue AIP funding for a GA facility, they should at least provide a decent pilot lounge.	Change to read…. The airport and its users have identified the need for improved terminal facilities for those flying from air taxi/charter companies. While FAI is not interested in owning and operating a public GA terminal, it supports private terminal development efforts, and has offered a Request for Interest (RFI) to explore private sector interest in developing a terminal. DOT&PF investment in owning and operating passenger terminal facilities is not common except at the large commercial service terminal buildings at ANC and FAI. DOT&PF does not presently own or operate any GA terminal facilities. Recommendations: Continue to explore options for private development of passenger terminal facilities, including possible public-private partnerships (AIDEA as one example). The airport intends to improve the existing pilot lounge for GA pilots. Identify a transient pickup/drop off area east of Taxiway D that avoids transient passengers from having to enter the apron area on foot or by vehicle.Recommendations: Continue to explore options for private development of passenger terminal facilities, including possible public-private partnerships (AIDEA as one example). The airport intends to improve the existing pilot lounge for GA pilots. Identify a transient pickup/drop off area east of Taxiway D that avoids transient passengers from having to enter the apron area on foot or by vehicle.
Rod Combellick	12-Jun-19	Table 5-6 and Appendix C, Sheet 2: Apron layout Option 2A – With taxiway U shortened due to expanding the tiedown area westward, pilots preparing for departure on ski Rwy 2 will need a safe run-up area. Currently, there is enough room on Twy U to perform a run-up without endangering planes taxiing behind on C. Suggest widening Twy U to allow room for planes to turn at an angle to do a safe run-up.	Will add this to the ALP and discuss as part of the scope of the apron project in Table 5-7 Implementation Plan
Rod Combellick	12-Jun-19	Fig. 5-1A – Show waterlane extending from north bank to south bank, as currently implemented by FAI and ATC.	Waterlane shown is from current ALP. Waterlane does not extend from bank to bank and needs to provide space for approaches as discussed in 4.5.1 and the Seaplane Base Advisory Circular.
Rod Combellick	12-Jun-19	Fig. 5-5 – Float Pond Road (CIP #8) – Locate the short connector to South University as close to the University/Mitchell intersection as possible. Also, if security fencing is installed, include a security gate across the existing road from South University and continue present access (i.e., eliminate plan to close Float Pond Road between S. University and taxiway D).	The connector was shown in a location proposed by the Advisory Committee. It may be revisited during design. There was discussion of wanting it near the existing kiosk/pulloff area and about equidistance for new lease lots on the east side of the extended TW D. Yes, a security fence here could mean closing that section of road would probably not be necessary. This is mentioned in Table 5-7 Implementation Plan.
Jonathan Linquist (FAA)	7-Jun-19	Only a few comments from me on this draft report… Overall, I think our office's main areas of scrutiny will be the ALP, thanks in large part to the excellent way you have included FAA in the entire planning process. There are no decisions or concepts in this report that come as a surprise. As you know, in terms of the master plan effort FAA's role is to "approve" the forecast and Critical Aircraft determination, "accept" the report, and "conditionally approve" the ALP.	Thank you.
Jonathan Linquist (FAA)	7-Jun-19	1. Since the 2014 master plan did the real forecasting work already, I didn't expect a very detailed forecast as part of this MP…as I recall, forecasting wasn't really a focus of the scope in this effort, and I feel it's appropriate that we didn't put much emphasis on it. There is actually more here than I expected. While there is not much detail on why the growth rates used are appropriate, in this case there is little or no impact to the plan whether operations increase, decrease, or remain the same. The main thing of importance is that we arrived at a reasonable basis to support the critical aircraft determination, which I find to be well founded – there is plenty of latitude for operations to increase or decrease significantly on these runways without it affecting the critical aircraft.	Thank you.
Jonathan Linquist (FAA)	7-Jun-19	2. I would like to suggest identifying the proposed funding source each CIP item. This is primarily to ensure there is no confusion by others who might assume AIP eligibility for the parking lot expansion. As we have discussed, at a hub airport, vehicle parking is not eligible even if it is non-revenue producing. So this one clearly can't be AIP.	Likely funding sources will be added to Table 5-7.

Name	Date	Comment	Response, Changes in Red
Jonathan Linquist (FAA)	7-Jun-19	3. I recommend rewording the title of the float pond feasibility study within the CIP. Feasibility studies (as stand-alone planning grants) are only eligible for new or replacement airport locations. However depending on the details of what needs to be further studied, FAA might either agree that this work would qualify as a stand-alone planning grant as an "area development plan" or might find that the work should be done as project formulation for the specific grant that funds eligible and justified work. It's fine to show it as "float pond planning study" and FAI and FAA can work out the details of whether and how we participate later.	Will change title of Project 3 to Floatpond Dredging, Slip Expansion, Floatplane Ramp, and Float Pond Taxilane Planning Study in the Recommended Plan and Table 5-7
Merle Jantz	28-May-19	I have been flying a float plane from the pond since 1983. The notion of closing float pond road between University Avenue and Taxiway D is a bad idea. The plan presented is not clear how traffic will be routed but it appears it will be a fortuitous route around the new lease lots. Vehicular traffic crosses and uses Taxiway D all up and down the east side. Please continue to have float pond road be uninterrupted – the amount of aircraft traffic on Taxiway D will be minimal for the foreseeable future.	The plan does show a circuitous route, partly to discourage non-aviation traffic from inadvertently driving onto taxiways and runways. The plan does provide a taxi route from the new Floatpond Taxilane to Taxiway D, just south of the campground.
Chris Miller	21-May-19	I heard the plan was avialble but I found it difficult to find on the FAI website. I got there eventually. You may wish to do more outreach with an easy link to this location.	FAI has added a link to the plan on the homepage of the FAI website.
Chris Miller	21-May-19	1. What safety reason is there to not use pond 2/20 as an active ski lane in the winter. Groom the ski strip but leave the pond ungroomed for practice.	FAI does not actively discourage or prevent pilots from using the ungroomed Float Pond in winter for ski aircraft. Use is at pilot's own risk when the pond is NOTAM closed because it is not monitored or maintained.
Chris Miller	21-May-19	2. Electricity would be desired at every tiedown space and float pond location. Indivdual disconnect can be provided so everone pays for the infrastructure, but only some pay for the electricity.	This suggestion is similar to the approach the airport has proposed in this 20 year master plan. Details will be worked out during design.
Chris Miller	21-May-19	3. There is demand for a viewing area for the general public. It would be great if it was associated with the pilot lounge and be complimentary to the east ramp pizza. An elevated structure to see the airfield with a cover, ADA ground level facility, and airport radio speaker, interpretive displays.	The master plan supported use of the restaurant as the viewing area. The airport can continue to have dialogue with the tenant and others to determine what should be done to promote that idea, but significant airport investment is unlikely.
Chris Miller	21-May-19	4. The transient pilot lounge needs to be more comfortable place for pilots and guests to gather and wait. The wheeled transient spaces should continue to be at the base of the tower, and near the existing fuel island. It should have clear access from the parking area. As a unfamiliar person with Fairbanks Airport this would be my first location to go to get information on Flight Tours, Flight Training, airport operations or just curiosity. It is not welcoming for newcomers to the area.	The airport plans to improve comfortability and amenities in the pilot lounge. In the Recommended Apron Layout, in Appendis B, a transient pickup and drop off area is identified next to the pilot lounge for passenger convenience and to reduce the number of passengers walking out onto the apron. The new transient parking and fueling area is about 600 feet away from the pickup and drop off area. There were user comments that the transient tie downs and fueling should be far enough away from the pickup and drop off area to discourage non-pilots from walking onto the apron to access them.
Chris Miller	21-May-19	5. The east ramp road entry is great. It is very welcoming. It is not clear there is information in the kiosk so maybe it needs bigger signage.	Thank you. This suggestion was passed on to the airport.
Chris Miller	21-May-19	6. The inoperative should be made to work. The public needs a place to be on the east ramp, but you should have knowledge to drive on the taxiway or float pond network.	Agree that some sort of fencing and gate controls are needed and are recommended in Project 6.
Chris Miller	21-May-19	7. The fuel tanks all over the east ramp should be monitored for environmental and fire safety. I know the cost is high to do it right, but a minimum level of safety Education should be provided.	This is an an airport operations and management issue outside of the master plan, but will be passed on to airport staff.
Chris Miller	21-May-19	8. I think it is appropriate for east ramp and Taxiway C and D to remain packed snow. Ski equipped aircraft need to access all the lease lots. Only 2r/20L is plowed clear.	There will be some details like this that will need to be worked out with users during the apron reconstruction project. Preliminary discussions are that Taxiway C adjacent to the ski strip, apron taxilanes in the ski tie down area, and at least portions of Taxiway D would remain snow packed. This was discussed under Project 2 in Table 5-7 Implementation Plan.
Chris Miller	21-May-19	9. I believe the 2r/20L should be built capable of a beech 1900 when planning for 20 years, and as a backup to the big runway	No carriers expressed interest in using 2R-20L for this aircraft. If that changes in the future, the master plan reserves space to extend the runway if needed in the future.
Chris Miller	21-May-19	10. I could support shortening 2R/20L but I would shorten it at the south to keep the runway centered on the airport to reduce taxi time. I don't see a problem with the distance between 2R and Ski 2 and the incursion issue at Bravo could be eliminated by requiring people to taxi back to T if needed.	Options for shortening, such as you describe, were considered. Shortening on the north end was supported by the FAA and recommended to create the most separation between 2R-20L and the ski strip, to prevent Taxiway B from crossing the runway, to prevent low approaches over aircraft using Taxiway B, to avoid changes to approaches and navaids on RW 2R, and to reduce RPZ and approach surfaces impacts on the RW20L end. This is discussed in the Implementation Plan Table 5-7.
Chris Miller	21-May-19	11. I councur to reduce ski 2 to A-1 small runway and maintain a little less width.	Thank you

Name	Date	Comment	Response, Changes in Red
Chris Miller	21-May-19	12. Taxi way C should be increased in width for taxi. It can be a little narrow especially between B and S.	The Master Plan recommends that Taxiway C have a consistent width and object free area along its entire length, so this will be corrected.
Chris Miller	21-May-19	13. Concour with adding a vehicle lane near Taxiway D to separate uses, even if some spots are lost.	Thank you
Chris Miller	21-May-19	14. I don't see the problem with Taxiway R that was indicated. It is used A LOT for flight training as place on and off the runway as it nicely fits the roll out of small aircraft.	Taxiway R would remain, but in a slightly shifted location to prevent direct taxiway acces to the runway from lease lots to the east, per FAA design standards.
Chris Miller	21-May-19	15. I don't like the taxiways that seem to dump right into aircraft parking. It seems that the taxiway should have to turn onto C or clearly go straight through. I think this is the island being referred to.	From our conversation I understand that you prefer islands over having aircraft parking block direct access from the runway to the apron. You also felt the taxiway directional signage in the Taxiway B island was very helpful. Most commenters seemed to prefer parked aircraft to islands, but this could be revisited during design.
Chris Miller	21-May-19	16. Beware of runup blast areas for and aircraft parting. 20L can spray aircraft behind if not careful.	Agree, blast areas need to be carefully designed to minimize impacts on parked aircraft. Thre is some discussion about this in Table 5-7 Implementation Plan, to assist the designers of the runnup area and apron.
Chris Miller	21-May-19	17. Pull through spots are critical for skis aircraft, and I appricate the wider turning spots. Electricity is required. My ski plane is parked at a far south lease lot, so I don't know how to dramacitly reduce the packed snow area without eliminating someones acess.	Thank you. We propose to shift all ski tie downs to the north end, with electricity, and reduce taxiway surfaces maintained with snow pack. Final operational decisions about surfaces maintained with snow pack will be made during/after the apron reconstruction project.
Chris Miller	21-May-19	18. I am out of time to review this now. I will try to spend more time the East ramp options for parking. My first blush in 2A is great. But don't reduce the 20L runway at T. Also provide a ADG2 connection to Taxilane D at B and T with no parking in that area. Leave fuel at the base of the tower area. 2D is actually not bad, but the fuel should be at tower/pilots lounge and the runway should not be shorted on the north end. 2 works as well. Maybe only short 2r/20L to Bravo to make that a clear end of runway.	The recommended apron layout is shown in Appendix B. Runway shortening and fueling/pilots lounge are discussed above. The recommended apron layout in Appendix B shows 4 ADG2 apron taxilanes between TW's C and D, including one near TW B. Final locations of these wider apron taxilanes can be reconsidered in the final design, and will be noted in Implementation Plan Table 5-7.
Chris Miller	11-Jul-19	As a follow up to our phone conversation. I think more thought needs to be put into the fueling area, transit parking and pilots lounge to come up with a safe and inviting idea for that area. I understand the desire to have safety for the pilots and passengers who come in to the airport and don't know how it works. They end up driving and walking around the ramp without much direction and create hazards. My suggestions would be the fuel should be associated with the pilot lounge and transient parking. Make it inviting for guests and clear what to do. The transients could come in be directed to the tower which is easy to see, tie down, and walk on a stripped maintained path to the pilots lounge. They can then call a cab/uber and be picked up there. If we closed that access road at that location there would be enough room for a plane to taxi to the east of the vehicle lane and turn around for a drop off pickup. Also by having the fuel out in the ramp next to the pilots lounge, restrooms would be available for pilots if they are just making a quick turn. Maybe some oil could be available in a vending machine, and rags and ladders for use. Either way, signage, stripes, lighting etc, should make this a great place for everyone on the airport to meet to get fuel, pick up passengers and go fly. It would be great that if you were meeting someone for a flight that you would have them go to the pilots lounge and pick them up there. It would save having non pilot driving on the ramp etc.	How to address transient pilots and their passenger had a lot of discussion by the Advisory Committee and other users during the master plan. Most agreed with you that the current pilot lounge location is good and recognizeable. Many suggested the pilot lounge be improved, and the airport intends to do that. The Advisory Committee suggested an aircraft pulloff area near the pilot's lounge, and this was incorporated in the Plan. As you suggest, the plan would be to close the access road near the tower, with a man-gate for passengers to get through to the transient aircraft at the pulloff area. Fuel is proposed to be located on the ramp, close to the transient parking, as you suggest. You suggested the transient parking and fueling be located close to the pilot lounge. This also had quite a bit of discussion by the Advisory Committee and other users, without unanimous agreement. Some advised that the transient parking should be somewhat close to the pilot lounge, but far enough away so as to not encourage the non-pilot to walk or drive onto the ramp. So transient parking and fueling was located about 600 feet from the pilot lounge. Perhaps this could be discussed further among the user community before and during the apron design in a couple of years, and this could be revisited if needed.
Chris Miller	11-Jul-19	Separately, I suggest that part of the east ramp be developed as very low cost tiedown parking for those aircraft that are not currently airworthy. Similar to the Float pond parking area. Tiedowns only. No snow removal, no spriping, no pavement, smaller spaces. Just a place to keep your plane long term that is affordable if not airworthy.	This is a management decision outside of the master plan, but will be noted in the Implemenation Plan as an idea to be considered during design.
Tyler Klaes	20-May-19	Would it be possible to add power to the leased float pond spots?	The Master Plan heard many requests for electricity to the float pond and in section 4.12 Electrification of Tiedowns, Slips, and Lease Lots the recommendation is to develop a plan for phasing electricity into apron and float plane tiedown area and undeveloped lease lots. Also in the Recommended Plan (figure 5-5) Projects 7 and 10 recommend power to the float pond.

Name	Date	Comment	Response, Changes in Red
Thomas Lamal	6-May-18	Develop a ski plane tie-down area at the north end of taxiway Charlie (presently a field) off the apron by Whiskey on the ski strip. This tie down area would be used when the taxiways (Delta and Charlie) start melting in mid to late March. The airport operations would only have to keep a very short taxiway with hard pack for ski planes. If you kept this hard pack taxiway north of the apron at whiskey no wheel planes would ever use it - It could just be on the grass and melt whenever. If this ski tie-down is considered, please be sure there is ample parking for vehicles - maybe a row behind the planes but don't have trucks driving on the hard pack. Electricity would be nice but not necessary. I would be willing to pay for this service as an add on to my other tie-down monthly bill. Another possibility would be permanent tie-down here for those who like ski flying but please make this a pull through with electricity and have the parking so trucks aren't driving on the hard pack.	A ski tie down area is proposed on the north end of the apron, with pull through tie downs and electricity.