

# 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.

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- 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 were 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      \$\$\$\$\$ ..... \$5M – \$10M  
 \$\$\$ ..... \$1 – \$3              \$\$\$\$\$\$ ..... \$10M  
 \$\$\$\$ ..... \$3M – \$5M          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
<b>Overall Comments</b>					
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		

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<b>B8</b>	Taxiway U – Remove Direct Access to Apron	Part of C1			
<b>B9</b>	Taxiway V – Remove Direct Access to Apron, Exit Only, Shift Connector to Float Pond Road	\$	1	1	3
<b>B10</b>	Reconfigure Float Pond Road as a Taxilane	\$\$\$\$	6	1	
<b>B11</b>	New South End Taxiway Connector at Taxiway Q (Long Term)	\$\$\$\$\$		1	2
<b>B12</b>	Reduce Vehicle Incursions Alternatives				
<b>B12A</b>	Relocate Float Pond Access Road, Add Gate	\$\$\$	1	1	7
<b>B12B</b>	Repair Inoperable Road Gate Arms	\$	7		3
<b>B12C</b>	Reduce Number of Apron Access Roads on South University Ave	\$		1	1
<b>B12D</b>	Add Security Gates and Complete Fencing to All Lease Lots Along South University Ave	\$\$		1	10
<b>B13</b>	Delete Compass Rose (Not on Drawing)	N/A, M&O Cost			4
	<b>Overall Comments:</b>				
	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				

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## Alternative C: Tie Down Apron and Slips

		CIP Costs	Most Important	Less Important	Don't Want
<b>C1</b>	Resurface and Reconfigure East Ramp	\$\$\$\$\$\$ (funding committed in 2020)			
<b>C1A</b>	Consolidate Ski Tie Downs Adjacent to Ski Strip (numbers TBD)	Part of C1 Cost	7	1	
<b>C1B</b>	Increase Pull Through Tie Downs (numbers TBD)	Part of C1 Cost	5	1	
<b>C1C</b>	Increase Tie Down Electrical Service with Power Cost Recovery Fees or User Meters	Part of C1 Cost	2	1	
<b>C1D</b>	Existing Transient Parking / Fueling Site Shifted West and North to Block Taxiway B Access	Part of C1 Cost	1	4	1
<b>C1E</b>	Relocate Transient Parking to South End of Ski Tie Downs	Part of C1 Cost	1	1	1
<b>C2</b>	New Privately Developed General Aviation (GA) Facility (Where?)	N/A, Private Costs	6	4	
<b>C3</b>	Transient Helicopter Parking				
<b>C3A</b>	Relocate Transient Helicopters to East of University with Large Helicopter Lease Area	\$	1	1	3
<b>C3B</b>	Relocate Transient Helicopters to West Side or East Side Ave Lease Lot (Not on Drawing)	N/A, Private Cost			1
<b>C4</b>	Increase Approximately 24 Slips (Inset A)	\$\$\$	4	1	1
<b>C5</b>	Provide Slip Electrical Service with Power Cost Recovery Fees or User Meters	\$\$\$	5	1	
<b>Overall Comments</b>					
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					

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## Alternative D: Lease Lots, Roads and Parking

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