

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.

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<https://www.surveymonkey.com/r/FAIEastsideMasterPlan>

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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.