

The following is a summary of the second Community Aviation Advisory Committee (CAAC) meeting.

Q = CAAC member question, R = Project team response, C = Comment. *Project staff comments are italicized.*

Introductions

See sign-in sheet for list of meeting attendees.

CAAC Meeting Topics

1. Miscellaneous Discussion Items

C: Sunshine Clinic in Talkeetna plans to construct a health clinic just south of Willow Lake.

R: *The project team will contact Sunshine Clinic to follow up on their plans, and will take the location of the clinic into consideration during development of alternatives.*

2. Facility Requirements Discussion

Questions and discussion items related to the airport and seaplane base facility requirements are summarized below. Decisions regarding specific facility requirement components are listed in **bold rent font** in the attached tables.

Q: Would a 5,000 foot-long runway ever be needed?

R: *The type of aircraft forecast to use the airport during the 20-year planning period do not require a 5,000 foot-long runway. If this changes, the master plan will be updated, and a new forecast will be developed.*

C: *The project team will evaluate the location of the gravel/ski strip that was proposed as a long-term improvement on the 2003 ALP. The BRL created by this runway could create a conflict with the fueling facility and adjacent building constructed after the 2003 ALP was approved. One solution may be to designate the gravel strip as a Utility runway with an ARC of A-I, small aircraft exclusively. That would be a smaller BRL offset than the current BRL for the existing runway.*

C: *The project team will determine who owns the property adjacent to the airport, and the owners that would be affected by an aviation easement for the area where the BRL extends beyond the property boundary on the east side of the airport.*

C: The tie down area recently developed has a silty muddy surface. It would be nice if the tie down area were surfaced with gravel, RAP, or another type to solve this issue.

C: Power needs to be extended to the tie down area recently developed.

- C: Consider building a shelter for airplanes in the winter.
- R: *Project staff will check with leasing to see if a structure like this is allowed to be built on the apron.*

- C: Consider M&O's time and money required to maintain a vehicle parking area.

- C: Lengthen the seaplane base; take into consideration how much takeoff area is required for the safe operation of a fully-loaded Beaver aircraft. Lengthening the lake would also help reduce aircraft noise.

- C: Designate and mark a sea lane and runway protection zones (not all members agreed with this suggestion).

- C: South end of lake is filling in and needs to be dredged.

- C: M&O staff expressed a need to add a boat to the SPB Facility Requirements table.

- C: Fencing is needed around critical areas of the lake in addition to the airport.

- C: Signage is needed at the lake and the airport.

3. Preliminary Conceptual Alternatives Discussion

- C: More discussion is needed on what the existing adjacent land use conflicts are, and what they would be with each proposed alternative.

4. Public Involvement

- C: The group generally agreed that a small group format proposed by the project team would encourage discussion.

WILLOW AIRPORT AND SEAPLANE BASE DRAFT FACILITY REQUIREMENTS

September 14, 2010 CAAC Meeting #2

Items in **bold red font** denote suggestions and resolutions proposed by CAAC members at 9/14 CAAC meeting.

Note preceding 9/14 meeting: Items in red will be discussed during the 9/14/2010 CAAC Meeting #2. Due to limited meeting time and the extensive list of agenda items to cover, not every component in the Facility Requirements tables will be discussed. However, the committee will spend time discussing items in red and any other items that warrant more discussion.

Table 1: Facility Requirements Summary – Willow Airport

Component	Identified Need or FAA Standard	Existing Condition	Corrective Action
Airport Reference Code	Cessna 206 (design aircraft) is an A-I	B-II	Maintain existing B-II ARC for long-term feasibility
Runway 13/31			
Alignment	95% crosswind coverage	99.56% (10.5 kt crosswind component); 99.77% (13 kt crosswind component)	None
Runway Length	Runway length required by design aircraft: 3,400 ft	Existing length: 4,400 ft Displaced threshold length: 4,000 ft	Shorten runway length or leave as is Leave as is.
Runway Width	75 ft	75 ft	None
Capacity	2029 forecast: 23,500 – 46,000 aircraft ops/yr	Capacity for 230,000 ops/yr	None
RSA Width	150 ft	150 ft	None
RSA Length Beyond RW End	300 ft	300 ft	None
OFA Width	500 ft	Trees in OFA both sides of runway	Remove trees
OFA Length Beyond RW End	300 ft	300 ft	None
RPZs	500 ft x 700 ft x 1000 ft	A portion of Runway 31 RPZ is off airport property	Shorten Runway 31, designate smaller RPZ, buy property, or obtain avigation easement
Surface Type and Condition	Firm, graded runway	Gravel runway in good condition	Short-term: None Long-term: Preserve option to pave runway; reserve space for ski/gravel strip CAAC concurrence.
Line-of-Site and Gradient	Meet line-of-site and gradient standards	Effective grade: 0.34%; runway meets line-of-site requirements	None

Component	Identified Need or FAA Standard	Existing Condition	Corrective Action
Taxiway and Apron			
Amount and Location of Taxiways	Taxiways connecting runway midpoint and ends to parking apron	Lighted taxiway connecting runway midpoint to apron; unlighted angled taxiway connecting south apron end to Runway 31	Construct taxiway between north edge of apron and Runway 13; square off edge of taxiway connecting to Runway 31
BRL Offset from Runway Centerline	Utility runway: 500 ft Other than utility: 750 ft	750 ft	Maintain 750 ft CAAC concurrence. Obtain aviation easement for portion of BRL that extends beyond property boundary on east side of airport.
Apron Surface Condition	Firm, graded surface	Loose gravel; dust issues	Short-term: Apply dust palliative Long-term: Preserve option to pave apron
DOT&PF Aircraft Tie Downs	Long-term: Provide adequate based and transient aircraft parking	25 leasable tie downs and 5 transient tie downs adequately accommodate based and transient aircraft.	Construct 10-25 leasable and 5-10 transient tie downs; provide transient parking at south end of airport; identify areas for long-term expansion
Helicopter Parking Area	Provide permanent, well-marked designated parking area away from aircraft	Unmarked area north of apron serves as transient helicopter parking	Provide permanent designated parking area away from aircraft
Miscellaneous			
NAVAIDS on Airport	Instrument approach, rotating beacon, wind cone, segmented circle	RNAV (GPS) approaches published for both runway ends, rotating beacon, lighted wind cone, segmented circle	Short-term: None Long-term: Improved approaches
Lighting	Operational MIRLs and MITLs, threshold lights	Operational MIRLs and MITLs, threshold lights	Short-term: None Long-term: Maintain/replace lights
Runway Markings	Required for pavement	None (gravel runway)	Short-term: None Long-term: Mark if paved
Airfield Signage	Adequate signage	No signage for CTAF frequency, transient aircraft, helicopter parking, access road, and leasing/tie down contact information	Add signage
Airspace			
Part 77 Surfaces (Non-Precision Runway)	Free of obstacles	Railroad tracks near Runway 31 and trees along both sides of runway penetrate Transitional Surface	Clear surfaces of obstructions
Landside			
Terminal Building	No need identified	Individual air taxi offices	None

Lease Lots	Long-term: Provide additional lease lots to meet demand	5 of 19 lease lots currently vacant	Between 10 and 20 additional lease lots needed in long-term
Access to Lease Lots/Tie Down Area	Landside access to all lease lots and aircraft tie downs	Access road does not extend to all lease lots and tie downs	Extend access road
Fuel Facility	Public-use fuel facilities	Public-use fuel facility	None
Vehicle Parking	Adequate vehicle parking	Limited parking spaces on lease lots; no designated public parking area	Provide parking area if space available Consider M&O costs and time required to maintain parking area.
DOT&PF Facilities and Equipment	Adequate facilities and equipment	2-Bay SREB at capacity; 4-bay maintenance equipment shop AIP-funded equipment: Loader, blower, and compactor; compactor in poor condition. DOT-purchased equipment: 3 dump trucks, loader and grader	Short-term: Replace compactor Long-term: Expand SREB; replace older equipment
Airport Access Road	Reliable access	Reliable access	None
Fencing and Security	Secure fence around airfield	None	Build secure fence around airfield
Utilities			
Electric/Telephone	Available to tenants	Available at existing lease lots	Utility companies responsible for extending to new lease lots
Water/ Sewer	Tenants responsible for developing systems	Private systems	None; tenants responsible for developing systems
Land Use and Zoning	Development compatible with airport	Non-aviation land uses: - School - Church - Espresso stand - Guide service - Highway maintenance shop - Highway sand storage - Iditarod re-start parking	Evaluation underway; obtain FAA concurrence or relocate non-aviation land uses

Table 2: Facility Requirements Summary – Willow Seaplane Base

Component	Identified Need or FAA Standard	Existing Condition	Corrective Action
Airport Reference Code	A-I	None designated	A-I
Area	MSB Regional Aviation System Plan: 4,000 ft - 5,000 ft x 200 ft	FAA 5010 form: 3,600 ft x 400 ft operating area; <i>Willow Lake Use Plan</i> outlines aircraft operating area	<p>Leave as is Lengthen SPB Relocate SPB Designate water lane</p> <p>Consider takeoff length required for a fully-loaded DH3 Beaver to operate safely</p>
Alignment	Aligned with prevailing winds	Aligned with prevailing winds	None
Condition	Safe landing area	Island in middle of lake; some areas of lake need to be dredged	Remove island; dredge areas of lake
Capacity	2029 forecast: 2,600 – 4,300 aircraft ops/year	Capable of meeting short and long-term operating needs	Adequate
Waterway Markings	Buoys required for established water lanes	None	Add if water lane is designated
RPZs	Required for designated water lanes/ waterways	None	Establish RPZs
Airspace			
Part 77 Surfaces (Visual Runway)	Develop if water lane is established	None	Develop if water lane is established; show obstructions
Miscellaneous			
Transient Aircraft Parking/Mooring	Adequate State-provided transient parking	No transient parking spaces provided	Provide 1 or 2 transient aircraft parking spaces
Public Floatplane Slips	Unmet demand in region	All spaces for public floatplane slips are occupied	Provide additional public floatplane slips
Wind Cone	1 wind cone	Wind cone on private facility	None
Fuel Facility	Public-use fuel facility	Public-use fuel available	None
Pull-Out Ramp	Public ramp	Public ramp	None
Landside			
Lease Lots	Additional lots needed in short and long-term	No developable lease lots available	Provide additional lease lots
Vehicle Parking	Adequate public parking	No public parking	Consider parking area needed when providing future lots
Access Road	Provide safe access to seaplane base	Shared access between vehicles and aircraft	<p>Separate or controlled access for vehicles and aircraft</p> <p>Control or shut down crossing</p>
Highway Crossing	Maintain crossing	Uncontrolled crossing	<p>Shutting down crossing isn't an option for CAAC members</p>
Fencing and Security	Secure fencing and area lighting	None	Tenant responsibility

Component	Identified Need or FAA Standard	Existing Condition	Corrective Action
Maintenance and Operations			
Floats and Buoys	Adequately maintained	Adequately maintained in summer; no maintenance performed during winter	Summer: Maintain floats and buoys Winter: None
Land Use and Zoning	Short-term: Follow <i>Willow Lake Use Plan</i> Long-term: Seek compatible land uses between SPB and surrounding uses	Aircraft and recreation users follow <i>Willow Lake Use Plan</i> Non-aviation land uses: - Senior Center access - Recreational uses of lake - Adjacent residential homes - Iditarod Race restart - Winter Carnival	Follow <i>Willow Lake Use Plan</i> guidance; prepare land use plan
Utilities			
Electrical/ Telephone	Available to tenants	Available at existing lease lots	Utility companies responsible for extending to new lease lots
Water/ Sewer	Tenants responsible for developing systems	Private systems	None; tenants responsible for developing systems