

The following is a summary of the third Community Aviation Advisory Committee (CAAC) meeting. C = Comment by CAAC member. *Project staff comments or responses are italicized.*

See sign-in sheet for list of meeting attendees.

CAAC Meeting Topics

1. Project Update

Project staff gave a summary of the public meeting held November 18, 2010. A written summary of the meeting, including sign-in sheets and results of a questionnaire completed by attendees, was provided.

C: Is this the last CAAC meeting?

According to the project scope – yes. Further CAAC meetings will be at the discretion of DOT&PF.

C: The preferences expressed by those who attended the public meeting may not represent community consensus. In particular, the option of extending the lake waterlane was not fully presented and discussed. Are there safety benefits of an expansion? Part 77 surfaces and turning management of the lake over to AK DNR need further discussion. *More information regarding Part 77 will be provided later in tonight's agenda.*

2. Recommended Airport Improvement Alternative

As staff described each individual improvement included in the recommended alternative, those in attendance were asked whether they generally agreed with the need for the improvement and whether it should be accomplished in the near-term (1 to 5 years), mid-term (6 to 10 years), or long term (11 to 20 years) of the master plan. Numbers below refer to the Recommended Alternative figure (attached).

1. Resurface/dust control

C: Easy to do. Very dusty now – mainly on taxiways. Runway was resurfaced recently. Near term taxiways. Medium term runway.

2. Limited tree clearing

Purpose of tree removal would be to clear the Runway Protection Zones (RPZs) at each end of the main runway and the proposed ski strip and any other FAA safety zones that tress have penetrated.

C: Be careful about removing trees – removal contributes to dust problem. Near term for main runway. During construction for ski strip.

3. Replace lighting system

Existing system is in good working order but is expected to require replacement during the 20-year planning period. DOWL HKM to check with M&O.

C: Mid or long term.

4. Retain option to pave runway and construct ski/gravel strip

C: Long term.

5. Construct taxiway between apron and Runway 13

C: Near term.

6. Improve taxiway connection

C: Illustration showing new taxiway entering runway at 90 degrees appears to shorten the runway. Would prefer that DOT&PF continue to maintain existing angled taxiway and allow use of existing gravel area beyond the displaced threshold for takeoffs. Don't shorten the runway. Would like plan to include long term option to extend runway and eliminate rail spur, if required by future aircraft. Near term.

7. Extend lease lot access road to north and south

C: Road on south end of lease lots already exists but is soft. Driveway connectors are also soft. New road to the north is needed. Near term.

8. Expand tie down area

C: Break areas into 8a and 8b. 8a = area shown on north end of new N-S taxiway and includes both tie downs and lease areas. 8b = area on south end of new N-S and includes only tie downs. Area 8b complements community development plans by facilitating pilots ability to tie down and walk to local stores, etc.. Improved surface and electric power at existing tie down area would increase demand. May also need vehicle parking near 8b. Some lease lot/tie down expansion near term; some long term.

9. Tie down/lease lot reserve

C: Good idea to reserve area for future use. Long term.

10. Segregated helicopter parking area

C: Good location but need parking area and lease lots for helicopters. Long term.

11. Install fencing

Fence will run between buildings on lease lots. Location of fence will consider individual leaseholders need for space to park vehicles and aircraft on lease lots.

C: Fence needs to be tall enough to keep adult moose out. Fence will help eliminate incursions from snowmobilers, etc.. Near term but lower priority than road/taxiway improvements.

C: Consider fencing on the NE side of the lake.

Fencing on airport property on NE side of the lake may have limited effectiveness since the taxi lane from the airport would be open and easy entry to the lease lots would be available from private property and trails elsewhere around the lake. Improved signage could help reduce inadvertent incursions and trespassing.

12. Public vehicle parking area

C: Good idea. Near term with access road construction.

13. Expand snow removal building equipment building, replace equipment, purchase boat

C: OK, but don't build in RPZ for proposed ski strip. DOWL HKM to confirm timeframe with M&O.

14. Replace buoys

Buoys wear out and need to be replaced periodically.

C: OK. DOWL HKM to confirm timeframe/cost with M&O.

15. Separate access road for Community Center

Typographical error. "Community Center" should be replaced with "Willow Haven Senior Housing".

C: OK. Borough land might be available to provide this connection. Near Term – Senior Center Responsibility

16. Safety improvements for aircraft crossing highway

Purpose is to facilitate safe movement of aircraft between the lake and the airport. The specific design of these safety improvements is left open, but initially might include yield or stop signs, other warning signs, flashing lights, etc..

C: OK. Near term.

17. Water level maintenance study

C: Lake is filling in with sediment on north and south end. Currently, water level in the lake fluctuates year to year. Historically, water level was maintained by a weir, but the weir has deteriorated. Beaver activity also affects the lake level. The island is a hazard and should be marked or preferably removed. No timeframe was discussed but Willow Air has concerns about the existing conditions.

18. Property acquisition for approaches to lake

C: OK. See discussion of draft Land Use Assessment recommendations, below. No timeframe discussed.

3. **Draft Land Use Recommendations**

Staff summarized draft land use recommendations as presented in Figures A, B, E and F (attached). Primary purpose of the draft land use assessment is to identify strategy to make the airport eligible to receive FAA funding for improvements, bring the airport into compliance with State law, and be responsive to the draft Willow Area Community Comprehensive Plan.

C: This seaplane base can't be replaced and there are no other public floatplane facilities in the region. Residential development on other lakes in area is pushing floatplanes out. Willow Airport is important for its role in the area's tourism- and recreation-based economy.

C: What about acquiring available land around the lake? *Possible, but would be a low priority for State funding. Couldn't guarantee purchase of all property around lake, so*

incompatible land uses could still exist. This might also preclude pilots from buying property around the lake.

- C: What about subsidizing the purchase of property on the lake by pilots? *A source of funding would need to be identified. Another option might be to purchase noise easements, but again, funding would be a constraint.*
- C: What about land swaps?
- C: Need land ownership information for property around the lake.
- C: How do recommendations get implemented? *DOT&PF must agree with these recommendations – they are currently under review by DOT&PF. Once agreed, DOT&PF and FAA would need to work together to implement them.*
- C: Don't surplus (sell) the school property. The airport needs the revenue (\$18,540/year) to help make the airport self-sustaining. At some point, if it is self-sustaining, another entity might be willing to take over the airport. The school may not be relocated as the student population grows beyond the school capacity. Another entity might be interested in leasing the property.

Would the community be interested in taking over the airport?

- C: Since the community is un-incorporated, it can't, but the option to do so needs to be preserved for the community or Mat Su Borough. DOT&PF would need to provide detailed financial information (revenue vs. expenses), identify encumbrances, and bring the airport up to FAA standards.
- C: CAAC is interested in preserving long term option of a runway extension to the south with an improved approach, and manage land uses accordingly.

4. Willow Lake and Part 77

"Part 77" refers to Federal Regulation 49 CFR Part 77 which establishes standards for identifying hazards to aviation. Willow Lake currently has no Part 77 surfaces. Staff presented a graphic showing two water lanes on the lake. The positions and lengths of the waterlanes were designed to keep their RPZs entirely on airport property.

- C: The waterlanes shown do not reflect actual operations – they are too short. Need more information. 1. Develop a figure showing that aircraft would start takeoff roll near the lake shore, resulting in longer waterlanes. 2. Show another drawing with longer waterlanes using the entire lake and approach surfaces and RPZ's on the shore. 3. Show a drawing with a lengthened waterlane, by dredging the shoreline. Use the new figures to show where property acquisitions/clearing will be necessary for the RPZs and Part 77 surfaces. Determine if waterlanes would have to be marked if Part 77 surfaces were established. Determine if pilots would be restricted only to use the marked waterlanes.

5. Next Steps

C: Another CAAC meeting is needed to consider the ramifications of Part 77 on the lake. Make sure the Holtzman's – property owners on the lake – can attend. Also invite DOT&PF management staff to attend (Leasing, Maintenance, Design, in addition to Planning). Try to get DOT&PF comments on the recommendations before the next meeting. *DOT&PF will determine if another meeting is possible. One of the recommendations of the study will be to have an annual meeting of DOT&PF staff, airport users and community members, to discuss ongoing airport development and operations issues.*