

AK DOT&PF Birchwood Airport Master Plan Update

November 2022 Layout Alternatives: Map-Based Comments

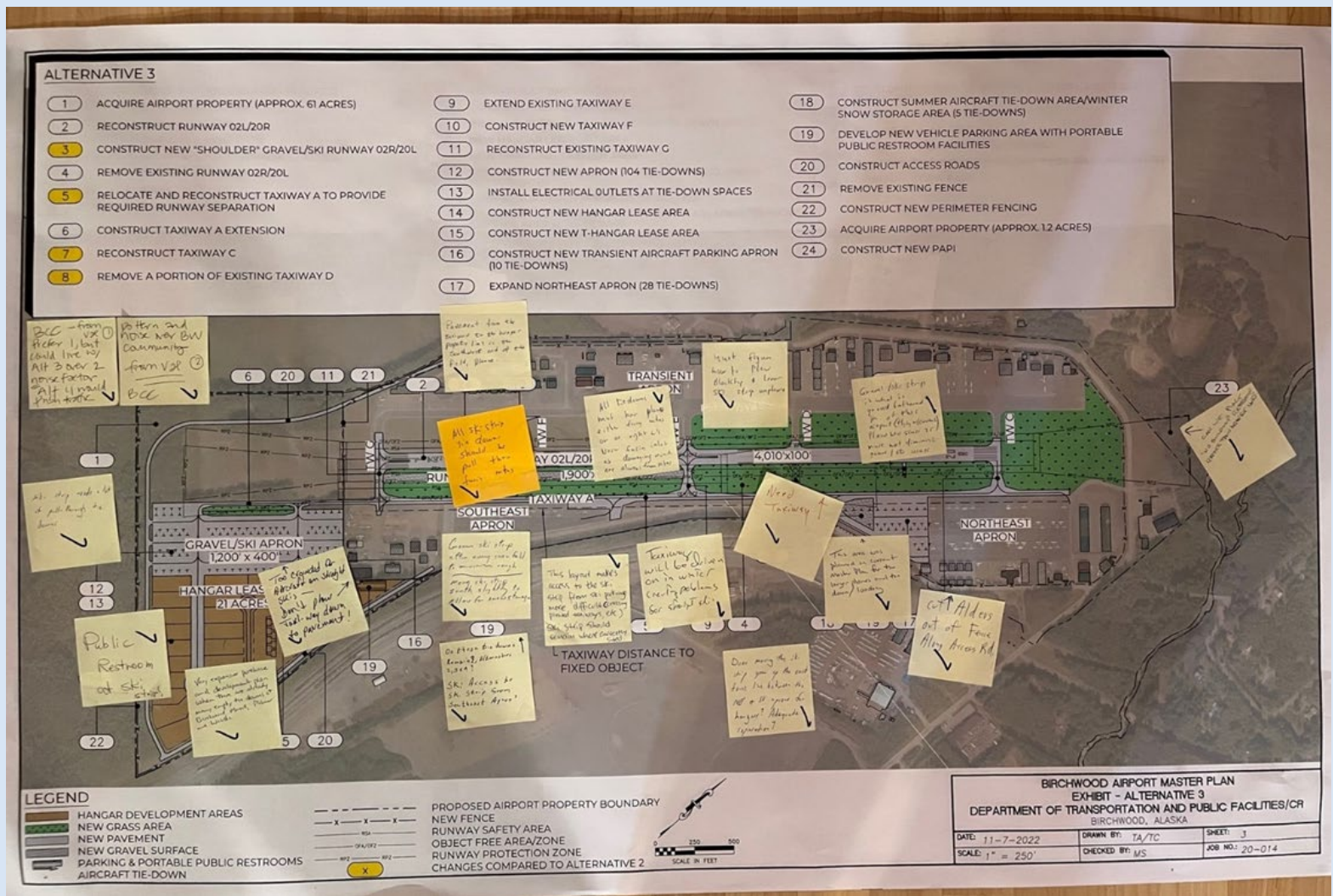
NOTE: Comments are listed and transcribed as they were placed on each map; photos of each map follow the comments.

Alternative #	Comments
2	Road on east side open for hangars; turn road into taxiway. (submitted by Mitch Hale)
	What is the trigger/threshold for a tower?
	Cut down trees on SE & SW end of runway (on Eklutna property)
	Back taxiing on gravel/ski runway is not efficient. Widen turns so pilots don't have to stop and get out and move end of plane to make the turn.
	By eliminating inline taxiway to the ski strip (#3) too many aircraft will be crossing the main runway at TWE and TWF. This is dangerous. The aprons to be eliminated because they are inline taxiways should just be considered part of the ski strip runway (yes, it's long, but it works!).
	Public restroom very necessary!
	Remove 20L & 20R designations and make it 20S & @S like Wasilla and Palmer. Then extend D taxiways from end of 2S across 20R to ramp. Then put in F taxiway from SE apron across 20S and 2S and across from 20L & 2R to B taxiway.
	How is snow removal considered? Have you talked with maintenance about how the alternatives work given snow removal equipment needs?
	In new hangar lease area, need to look at layout of lots.
	Terrain above/to right of "19" and will make road, "18" hard. Can be done but will require fill.
	Consider ski aircraft operations and taxiing – access/egress – radius/RW/TW – fillets need to be wider.
	Need public restroom at ski strip tiedown.
	Below Southeast Apron – can we add hangars between road and railroad land?
On the southside of the field, Taxiway A should continue along the east side of Southeast Apron all the way to the end of the gravel strip to access. (submitted by Gail Miller)	
Taxiing on east side will be more awkward than it is currently.	

	<p>Area next to Northeast Apron was listed and should be for larger plane tie downs and loading.</p>
	<p>Have you considered the land across from the airport, next to the MOA shooting range, as potential airport expansion area?</p>
	<p>Re: item “5” – can we place “no buildings” restrictions on the land use, rather than acquire land?</p>
	<p>From younger pilot – would like to see more T hangars and less tiedowns – interested in acquiring hangar space @ BCV – affordability to do this for younger pilots is a big issue.</p>

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- Re: 21-acre hanger lease expansion – very expensive purchase and development plan when there are already empty tiedowns at Birchwood, Merrill, Palmer, and Wasilla.
- Re: gravel/ski apron area and SE Apron – too crowded for aircraft on straight skis – don’t plow taxiway down to pavement!
- Pavement from the taxiway to the hangar property lines in the southwest end of the field, please.
- All ski strip tiedowns should be pull through facing mountains.
- Groom ski strip after every snowfall to minimize rough. Move ski strip south slightly to allow for snow storage.
- Comment above “19” on map – Do these tiedowns remain for Alternatives 2, 3, and 4? Ski access to ski strip from southeast apron?
- This layout makes access to ski strip from ski parking more difficult (crossing plowed taxiways, etc.). Ski strip should be remain where currently sited.
- All tiedowns must have planes either facing mountains or at right Ls. Never facing inlet as damaging winds are always from mountains.
- Taxiway A (?) will be driven on in winter, creating problems for straight skis.
- Must figure how to plow blacktop and leave ski strip unplowed.
- Need taxiway (below new grass area, east of Taxiway A).
- Does moving the ski strip open up the east fence line between the NE and SE aprons for hangars? Adequate separation?
- Gravel/ski strip is what is grandfathered in at this airport (flying w/current). Plane here since 1975. Must not diminish gravel /ski usage.
- Area next to Northeast Apron – was planned in current master plan for the larger planes and tiedowns/loading.
- Cut alders out of fence along access road (southern border of Northeast Apron).
- Re: item area east of TW C – can we place “no buildings” restrictions on the land use, rather than acquire land?



Alternative #

Comments

Too much critical layout depending on hypothetical land expansion. Plan needs to remain viable regardless of if expansion happens.

Two traffic patterns is a bad idea. Noise abatement over the neighborhoods.
Too close to restricted area.

Get Eklutna on board ASAP. (Cannot read second part of comment)

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Airspace too crowded with separated gravel strip.

Having to make turn on skis might be tough, should be a straight access.

Make the gravel runway same as Wasilla and Palmer. Do away with 20L and 20R designation. Remove taxiways except at ends to ramps. 90 degree turn off.

- Comment on this: Fine, but how do you plow blacktop and leave gravel with snow for skis?

Offset runway, ski strip will tend to turn across main strip as they are so offset. Opposing traffic patterns would be just dangerous.

Ski strip needs a lot of drive through tiedowns.

Re: Taxiway S – maintain access for aircraft on skis – don’t plow taxiway!
Parking too crowded for aircraft on straight skis.

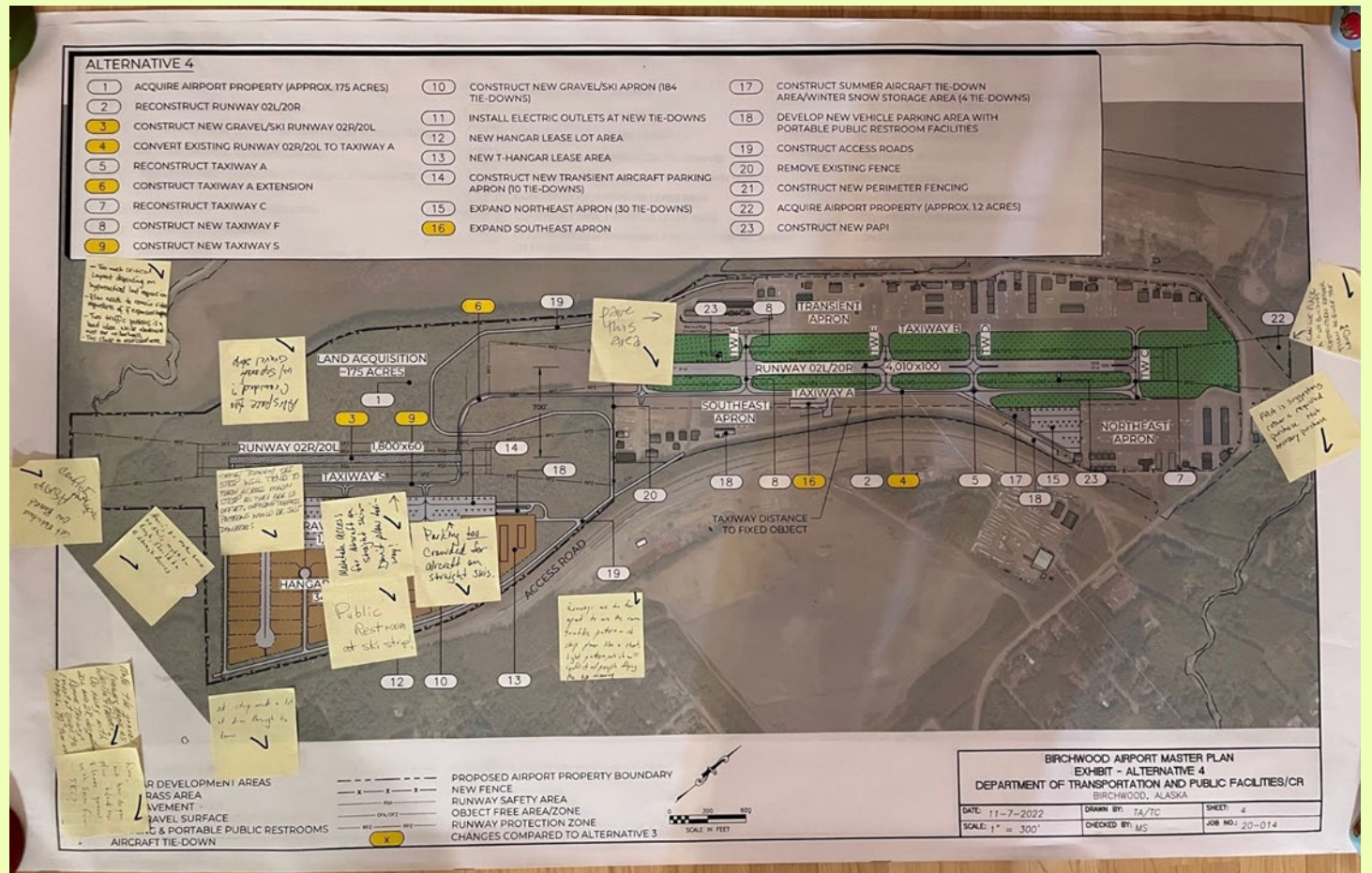
Public restroom at ski strip!

Re: area above new grass area next to TW F – Pave this area!

Runways are too far apart to use the same traffic pattern – ski strip planes like a short, tight pattern, which will conflict w/ people flying the big runway.

Area east of Northeast Apron: FAA is suggesting rather a required purchase, no necessary a purchase.

Re: item east of NE Apron – can we place “no buildings” restrictions on the land use, rather than acquire land?



What is the cost of capital improvements and/or maintenance for the section of the runway that FAA may not fund improvements for?

It is common for pilots to call in with the wrong runway number. This can be a safety issue. Could potentially address by renaming the runways.

ALL