U.S. Department
of Transportation
Federal Aviation
Administration

Alaskan Region

222 W. 7th Avenue #14
Anchorage, Alaska
99513-7587

August 8, 1996

K. Chris Kepler, P.E.
MatSu District Superintendent, State of Alaska DOTPF

4111 Aviation Avenue
Anchorage, Alaska 99519-6900

Dear Mr. Kepler:

Talkeetna Airport
Case # 96-AAL-002NRA

The Federal Aviation Administration (FAA) has completed an aeronautical study on your proposal to change the traffic pattern for runway 18 to a right hand traffic pattern at the Talkeetna Airport.

We have completed the circularization to the public on the above aeronautical study. A total of nine responses were received; 8 were favorable and one thought the proposal compromised safety by the potential for head-on traffic.

During the course of the airspace study it was learned that the Talkeetna Village Airstrip was active. This necessitated including this airspace into the overall study. It soon became apparent that the airspace for the two airports were in direct conflict. Since the Village airstrip is private use, an agreement would have to be reached with the State of Alaska, DOT/PF to allow concurrent use of the two airports.

Conditional Determination. The FAA does not have any aeronautical objections to your proposal, under the following conditions.

TALKEETNA AIRPORT MANAGEMENT (State of Alaska, DOT/PF)

1. Enter into an agreement with the Talkeetna Airmen's Association outlining conditions of use for the Village airstrip.

2. Change the Talkeetna Airport pattern altitude to 1000 feet Above Ground Level (AGL) and publish it in the Airport Remarks section of the Alaska Supplement with the following additional restrictions:

The FAA cannot prevent the construction of structures near an airport. The airport environs can only be protected through such means as local zoning ordinances or acquisition of property rights.

Recommendations.

Obstructions. Federal Aviation Regulation (FAR) Part 77, Objects Affecting Navigable Airspace, provides guidance and standards regarding objects in the vicinity of an airport that are considered obstructions to air navigation. The FAA cannot be aware of all structures, objects, and terrain features associated with every private use, privately owned airport. However, we recommend that you analyze the environment of your proposed facility using the criteria of FAR Part 77, in order to determine which objects, if any, should be considered obstructions. We also recommend that any such obstructions in the vicinity of your facility be eliminated, relocated, or appropriately mitigated (by means of displaced thresholds, obstruction marking and lighting, etc.), in order to enhance the safety of flight operations at your airport.

Determination Void Date. In order to avoid placing any unfair restrictions on users of the navigable airspace, this determination of "no objection" is valid until February 15,1997. Should the agreements and other conditions outlined above not be established by this date, an extension of our determination should be requested in writing.

Project Completion. Please notify the FAA within 15 days of the completion of the project. Such notification should be by means of an updated FAA Form 5010-5, Airport Master Record, which is used to enhance aviation safety by the collection of accurate aeronautical information.

Airport Safety Data Program. The collection and dissemination of accurate, complete, and timely aeronautical information is part of the FAA mission. The Airport Safety Data Program has been established to accomplish this mission in connection with airport facilities. Upon notification of the completion of the conditions outlined above by means of a completed Master Record Form, your facility will be entered in this program. On a yearly basis, you will receive a printed copy of the data kept on file for your facility. Your response to these mail solicitations is important, since this provides the opportunity for you to make appropriate revisions and corrections to the information on file. Of course, you can update this information at any time by notifying our office.

Future Alterations. Major changes in the physical layout or features of your facility should be reported using FAA Form 7480-1, Notice of Landing Area Proposal. The realignment or lengthening of existing runways, and the addition of new runways, helipads, and other landing areas, are among the changes that are considered alterations, and thus require the submittal of this form. If you have any questions concerning which changes should be reported in this manner, please contact our office. For your records, we are enclosing a copy of your previously submitted form 7480-1, which may include minor editorial revisions or additions.

a. Aircraft departing runway 18 should climb straight ahead to at least 1000 feet AGL before turning west bound to avoid Village strip traffic operating at 500 feet AGL or less.

b. Aircraft arriving runway 36 should maintain at least 1000 feet AGL until turning final to avoid Village strip traffic operating at 500 feet AGL or less.

3. Add the following sentence (or something similar) to the Airport Remarks section of the Alaska Supplement: "Common Traffic Advisory Frequency (CTAF) procedures are highly recommended due to the an underlying traffic pattern."

4. Install appropriate Traffic Pattern Indicators.

5. Provide users with a bulletin outlining changes and the need for compliance with pattern altitudes and conditions.

VILLAGE AIRSTRIP MANAGEMENT (Talkeetna Airmen's Association/BLM)

1. Enter into a Letter of Agreement (LOA) with Talkeetna Airport Management outlining the following operating conditions:

All Talkeetna Village Airstrip traffic shall remain to the West of the airstrip over the Susitna River. Aircraft arriving and departing shall remain at or below 500 feet Above Ground Level (AGL) when East of the West bank of the Susitna River. Aircraft shall remain well clear of the approach/departure course for runway 18/36 at the Talkeetna Airport.

2. Request that the Talkeetna Village Strip be added to the Alaska Supplement and the following Airport Remarks added:

Unattended, No itinerant operations are authorized unless prior written approval is received from the Talkeetna Airmen's Association, Inc., P.O. Box 489, Talkeetna, Alaska 99676. Telephone (907) 733-2723.

Failure to comply with these conditions will make this determination null and void.

This determination does not mean FAA approval or disapproval of the physical development involved in the proposal. Rather, it is a determination with respect to the safe and efficient use of airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effect the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and known natural objects within the affected area would have on the airport proposal.

If we can be of further assistance, please contact me, at 271-5454.

Sincerely,

Patricia A. Sullivan
Airport Planner, Airports Division

cc: FAA, Alaskan Region, Air Traffic Division, AAL-530
FAA, Alaskan Region, Safety and Standards Branch, AAL-620
FAA, Office of Airport Safety and Standards, AAS-330
Talkeetna Airmen's Association, P.O. Box 489, Talkeetna, Alaska 99676
Mark Mayo, Master Plan Project Manager, State of Alaska, DOTPF Central Region

Talkeetna Airport Manager (State of Alaska, Department of Transportation/Public Facilities) and Talkeetna Airmen's Association.

LETTER OF AGREEMENT

Effective:

SUBJECT: CONDITIONS OF USE: **TALKEETNA VILLAGE AIRSTRIP**

1. PURPOSE. To define the operating procedures and conditions of use for Talkeetna Village Airstrip.

2. SCOPE. This agreement is between the State of Alaska (operator of the Talkeetna Airport) and Talkeetna Airmen's Association.

3. RESPONSIBILITIES.

A. Talkeetna Airport Management shall:

1. Enter into a Letter of Agreement with Talkeetna Airmen's Association and update on an annual basis.

2. Publish recommended traffic pattern of 1000 feet Above Ground Level (AGL) and the following special operating procedures:

a. Aircraft departing runway 18 should climb straight ahead to at least 1000 feet AGL before turning west bound to avoid Village Strip traffic operating at 500 feet AGL or less.

b. Aircraft arriving runway 36 should maintain at least 1000 feet AGL until turning final to avoid Village Strip traffic operating at 500 feet AGL or less.

c. Add the following sentence (or something similar) to the Airport Remarks section of the Alaska Supplement; "Common Traffic Advisory Frequency (CTAF) procedures are highly recommended due to an underlying traffic pattern."

d. Provide users with a bulletin outlining changes and the need for compliance with pattern altitudes and conditions.

B. Talkeetna Airmen's Association shall:

1. Enter into a Letter of Agreement with Talkeetna Airport Management and update on an annual basis.

2. Ensure all Talkeetna Village Airstrip traffic will remain to the west of the airstrip over the Susitna River. Aircraft arriving and departing shall remain at or below 500 feet AGL when east of the west bank of the Susitna River. Aircraft shall remain well clear of the approach/departure course for runway 18/36 at the Talkeetna Airport.

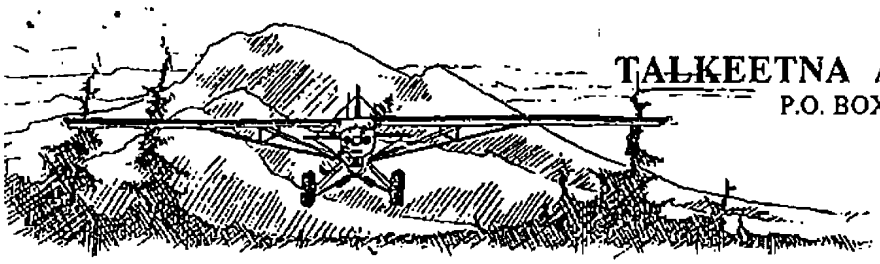
3. Request that the Talkeetna Village Strip be added to the Alaska Supplement and the following Airport Remarks be added:

"Unattended, no itinerant operations are authorized unless prior written approval is received from the

Talkeetna Airmen's Association, Inc., P.O. Box 489, Talkeetna, Alaska 99676. Telephone (907) 733-2723.

C. Failure to comply with the above conditions shall void this agreement.

Representative, Talkeetna Airmen's Association, Inc., Talkeetna, Alaska	Airport Manager Talkeetna, Alaska



TALKEETNA AIRMEN'S ASSOCIATION, INC.
P.O. BOX 489, TALKEETNA, ALASKA 99676

Nov. 10, 1998

FAA Alaskan Region
Air Traffic Division
222 W. 7th Ave., #14
Anchorage, AK
99513-7587

RE; Talkeetna Airspace Agreement

To; Jack Schommer

Jack;

Talkeetna Airmen's Association has read and agree with the operating conditions, airspace separation and responsibilities outlined in the letter of agreement. Talkeetna Airmen's Association will be responsible for contacting users of the Talkeetna Village Airstrip and notifying these users of the operating conditions and agreement concerning use of the Talkeetna Village Airstrip. Talkeetna Airmen's Association will provide users of the Talkeetna Village Airstrip with a copy of the operating conditions/letter of agreement. Thank you.

Robert Gerlach
President, Talkeetna Airmen's Association

USDA
United States Department of Agriculture
Animal and Plant Health Inspection Service
Wildlife Services
1800 Glenn Hwy.
Suite 12
Palmer, AK
99645

May 21, 1999

Mark Mayo
Alaska DOT/PF, Central Region Planning
4111 Aviation Drive
Anchorage, AK 99502

Dear Mark:

I'm writing to provide you a summary of our preliminary investigation into the proposed construction of a heliport on the northwest corner of Talkeetna Airport, Talkeetna, AK.

As I mentioned in our last telephone conversation, one of our Wildlife Specialists (Dave Sinnett) made a visit to the proposed site on April 9, 1999 and interviewed the airport manager (Bill Powers). Mr. Powers was very cooperative and provided us a considerable amount of information on both aircraft operations and historic wildlife activity at the airport. His vast experience (30 years) with the site is a valuable resource. The balance of this letter is devoted to providing an analysis of the information gathered by Specialist Sinnett during his visit.

As you know, the condition that has precipitated FAA's request for our involvement is the proposed heliport's proximity (approximately 1,000 feet) from an existing sewage treatment pond. This distance violates FAA's normal separation criteria. Because this proposed site is the only one mentioned in the information you provided, I will assume that other sites may have been considered, but were disqualified due to other factors.

In regard to wildlife hazards, the proposed heliport's potential impact on safe aircraft operations should be examined as three primary issues. The first is the heliport's own potential as a wildlife attractant. The second issue is the potential hazards that may be posed to heliport traffic due to the existing wildlife in the area. The third, and perhaps least obvious issue, is the potential for heliport traffic to inadvertently disturb and divert wildlife into the path of other air traffic at the airport.

Mr. Powers has indicated that wildlife on and around the Talkeetna Airport is plentiful, but fortunately occurs mostly in the spring through fall months (see attached list). If the proposed heliport is properly designed and constructed, it shouldn't create a perceivable increase in wildlife activity at the airport. However, careful attention should be given to several factors that may potentially increase wildlife numbers at the heliport. These factors may include some of the following:

Water Retention- every effort should be made in the heliport's design to reduce its potential to retain water. Even very shallow puddles can be very attractive to wildlife.

Refuse Disposal- any refuse disposal container, in the proximity of the heliport, should be designed to disallow wildlife access to its contents.

Vegetation Management- the area surrounding the heliport pad should be designed and maintained to be as "wildlife sterile" as possible. Whenever possible, the use of large aggregate, concrete, or asphalt is generally preferable to vegetation for dust and erosion control.

Although helicopter collisions with wildlife are fairly rare, they do occur and can have dramatic consequences (see attached helicopter/wildlife collision data). This fact makes it critically important that the existing wildlife in the vicinity of the proposed heliport be deterred from air-traffic patterns.

Mr. Powers has mentioned that birds (especially ducks and gulls) are fairly plentiful on and around the sewage lagoon during the summer months. Ducks and gulls have been identified as being exceptionally vulnerable to aircraft strikes and often cause considerable damage. While the information provided to us did not give an indication of the potential helicopter traffic patterns, the heliport's proximity to the sewage lagoon (as well as its proximity to a man-made lake?) may necessitate the management of potentially hazardous wildlife species in those areas.

According to the map you provided, the sewage lagoon (and man-made lake?) appear to located outside of the airport boundaries. If this is the case, wildlife control may not be an option unless proper permission can be obtained from the landowners.

If permission to conduct wildlife deterrent efforts can be obtained, efforts to exclude wildlife from these areas should be implemented. Exclusion efforts should be supplemented with active deterrent techniques (such as pyrotechnics) when necessary. If permission to conduct wildlife deterrent efforts can not be obtained, care should be taken to pattern helicopter traffic in a fashion that will reduce the probability of inadvertently flushing birds into the helicopter's own path or that of another aircraft.

Remember that the use of pyrotechnics or other frightening devices should be managed by those properly trained in their use. Wildlife Services often provides such training to Alaska DOT personnel.

These management recommendations should help to reduce the occurrence of potentially hazardous wildlife near the proposed heliport and thus reduce the potential for bird strikes.

In conclusion, the FAA separation guidelines for potential wildlife attractants are statistically determined by the occurrence of wildlife strikes and should be followed whenever possible. However, if the FAA chooses to consider the construction of a heliport within 1,000 feet of a known wildlife attractant (the sewage lagoon) because of unique circumstances that necessitate a given location, the issues mentioned above should be carefully considered.

Another very important consideration is how the proposed location might affect wildlife movement patterns across the critical airspace. As discussed earlier, we do not anticipate that there will be substantial changes in the direction or volume of hazardous wildlife movements, provided the management recommendations outlined above are followed.

This information should prove helpful in your decision making process. However, it should be noted that our conclusions are based primarily on information provided by Mr. Powers. As such, they may not accurately reflect actual wildlife populations or use patterns in the area. Only through an in-depth Wildlife Hazard Assessment that includes on-site observations and encompasses all relevant seasons can a comprehensive understanding be developed. Please contact me if you have any further questions.

Sincerely,

Corey Rossi
Alaska District

Attachments

Wildlife at Talkeetna Airport as Reported by Bill Powers (Talkeetna Airport Manager, Alaska DOT)

April 9, 1999

Wildlife at the airport:

swallows- quite abundant seasonally

mixed duck species- less than 20 occasionally use the ponds along the runway

sandhill cranes- about 16 usually nest in the bog east of the runway

bald eagles- about 6 occasionally frequent the airport

ravens- common but unsure of their numbers

gulls- common but unsure of their numbers

black bears and brown bears- about a dozen are harvested annually by local hunters

moose- 8 to 12 occasionally frequent the airport

swans- 2 occasionally spend time south of runway

geese- none have been seen on the airport

Wildlife at the sewage lagoon:

ducks- around 70 including broods after nesting

gulls- about 12 frequent the lagoon

Bird strikes:

Mr. Powers stated that he does not know of a single bird strike at Talkeetna Airport during his service there.

	A	B	C	D	E	F	G	H	I
1	Date	Altitude	Aircraft	Species	Cost	Effect on Ft	Damage	Phase	# struck
2	4/17/83	NR	HELICOPTER	CATTLE		Other	S	En Route	1
3	5/8/85	5	ROBINSON R22	CATTLE		Other	S	En Route	1
4	10/29/89	1000	BE-206	DUCKS	2,000	Prec. Ldg	M	En Route	1
5	5/18/90	650	HUGHES 500D	COMMON SNIPE		None	M	En Route	1
6	7/19/90	0	ROBINSON R22	UNKNOWN		None	N	Parked	1
7	8/26/90	15	BE-206	UNKNOWN		NR	N	En Route	1
8	9/21/90	NR	HELICOPTER	SPARROWS		NR	N	Climb	1
9	9/21/90	10	HELICOPTER	UNKNOWN		None	N	Taxi	1
10	9/23/90	2000	BE-206	UNKNOWN		Prec. Ldg	S	Descent	1
11	10/6/90	2000	HELICOPTER	UNKNOWN		NR	N	En Route	1
12	10/20/90	1500	HELICOPTER	UNKNOWN		None	N	En Route	1
13	10/20/90	1000	HELICOPTER	UNKNOWN		None	M	Climb	1
14	11/24/90	1000	BE-206	UNKNOWN		None	N	En Route	1
15	11/24/90	670	BE-206	UNKNOWN		NR	M	En Route	1
16	11/30/90	400	HELICOPTER	GULLS	3,300	Prec. Ldg	M	En Route	1
17	1/21/91	100	BE-206	GULLS		NR	N	Approach	1
18	2/14/91	100	HELICOPTER	GULLS		NR	N	Climb	2-10
19	3/24/91	950	HELICOPTER	UNKNOWN		NR	N	Climb	1
20	4/1/91	800	BE-206	OSPREYS		Prec. Ldg	S	En Route	1
21	4/23/91	500	HELICOPTER	DUCKS		Prec. Ldg	S	En Route	2-10
22	7/12/91	3	BE	UNKNOWN		None	N	NR	1
23	9/27/91	0	HELICOPTER	SPARROWS		Abtd TO	N	Take-off	1
24	11/1/91	NR	BE-206	UNKNOWN		NR	M	En Route	1
25	11/28/91	500	BE-206	UNKNOWN		None	S	En Route	1
26	12/1/91	600	ROBINSON R22	GULLS		None	M	Climb	1
27	12/17/91	1700	HELICOPTER	UNKNOWN		None	M	En Route	1
28	12/17/91	300	BE-206	VULTURES		Engines Shut Down	M	En Route	1
29	12/18/91	1400	HELICOPTER	GULLS		None	M	En Route	1
30	12/21/91	0	BE-206	GULLS		Abtd TO	N	Take-off	1
31	1/7/92	200	ROBINSON R22	DUCKS	2,000	Other	S	En Route	2-10
32	2/16/92	500	ROBINSON R22	PELICANS		Other	N	En Route	1
33	2/27/92	50	BE-206	GULLS		None	S	En Route	1
34	2/28/92	600	AEROS SN601	UNKNOWN		None	N	Approach	2-10
35	5/3/92	100	BE-222	GULLS	2,304	None	S	Climb	1
36	6/25/92	500	BE-206	GULLS	4,000	Prec. Ldg	S	En Route	1

	A	B	C	D	E	F	G	H	I
37	Date	Altitude	Aircraft	Species	Cost	Effect on Ft	Damage	Phase	# struck
38	7/6/92	0	HELICOPTER	UNKNOWN		None	N	Take-off	1
39	7/9/92	20	HELICOPTER	ROCK DOVE		NR	N	Approach	1
40	8/18/92	2200	HELICOPTER	VULTURES		Prec. Ldg	N	En Route	1
41	8/21/92	0	HELICOPTER	UNKNOWN		None	N	Take-off	1
42	8/30/92	150	HELICOPTER	UNKNOWN		None	N	Approach	1
43	9/30/92	1000	BE-206	GULLS		Prec. Ldg	N	En Route	1
44	10/20/92	1000	BE-206	UNKNOWN		Prec. Ldg	N	En Route	1
45	11/6/92	1700	HELICOPTER	UNKNOWN		None	N	Climb	1
46	11/6/92	400	BE-206	DUCKS		Other	M?	Approach	2-10
47	3/1/93	1000	HELICOPTER	DUCKS		Prec. Ldg	M	En Route	1
48	3/6/93	200	BE	GULLS		None	N	En Route	1
49	3/24/93	NR	BE	UNKNOWN		Other	M	En Route	1
50	4/2/93	800	HELICOPTER	GULLS	600	Prec. Ldg	S	Climb	1
51	8/28/93	100	HELICOPTER	UNKNOWN		None	N	Approach	1
52	10/28/93	700	HELICOPTER	SPARROWS		Prec. Ldg	NR	En Route	1
53	11/4/93	500	ROBINSON R22	VULTURES		None	N	En Route	1
54	11/9/93	3000	BE-206	GEESE		NR	S	En Route	2-10
55	11/9/93	35	AEROS 365	GEESE		None	N	Climb	1
56	11/21/93	500	ROBINSON R22	UNKNOWN		None	N	NR	1
57	11/30/93	1000	ROBINSON R22	GULLS		Prec. Ldg	S	Climb	1
58	12/24/93	150	BE-206	GULLS	48,000	Prec. Ldg	M?	En Route	2-10
59	1/29/94	1200	HELICOPTER	GULLS		None	N	En Route	1
60	2/25/94	200	HELICOPTER	GULLS		Prec. Ldg	N	En Route	NR
61	3/28/94	NR	HELICOPTER	DUCKS		NR	M	En Route	1
62	5/16/94	NR	BE	UNKNOWN		Other	D	En Route	2-10
63	5/18/94	600	BE-206	UNKNOWN		NR	S	Approach	1
64	7/19/94	0	BE-212	ROCK DOVE		Other	N	Parked	1
65	9/5/94	1000	BE-206	DUCKS		None	N	En Route	1
66	9/12/94	1000	BE-206	UNKNOWN		Prec. Ldg	M	Climb	1
67	9/21/94		ROBINSON R22	UNKNOWN		Prec. Ldg	S	En Route	NR
68	10/2/94	800	HELICOPTER	UNKNOWN		None	N	En Route	1
69	10/8/94	1400	HELICOPTER	UNKNOWN		Prec. Ldg	S	En Route	1
70	10/10/94	NR	HELICOPTER	UNKNOWN		Other	S	En Route	1
71	11/10/94	2500	BE-206	DUCKS		None	S	En Route	1
72	12/20/94	700	AEROS 365	HAWKS	11,000	None	S	En Route	1

	A	B	C	D	E	F	G	H	I
73	Date	Altitude	Aircraft	Species	Cost	Effect on Fl	Damage	Phase	# struck
74	1/3/95	100	ENSTROM F28A	GULLS		None	N	Climb	1
75	1/7/95	NR	BE-206	GULLS		Prec. Ldg	S	Climb	1
76	1/18/95	1960	HELICOPTER	UNKNOWN		NR	M	En Route	2-10
77	1/23/95	1300	HELICOPTER	GULLS	1,000	Other	S	En Route	1
78	3/30/95	100	BE-412	UNKNOWN		Prec. Ldg	N	Climb	1
79	4/2/95	800	HELICOPTER	GRACKLES		NR	M	En Route	1
80	6/3/95	0	CONCORDE	CANADA GOOSE	6,000,000	Other	S	Landing Roll	2-10
81	6/20/95	NR	BE-206	UNKNOWN		None	S	En Route	1
82	10/1/95	NR	HELICOPTER	DUCKS		Prec. Ldg	S	Climb	2-10
83	11/15/95	200	HELICOPTER	UNKNOWN		Prec. Ldg	M	Approach	1
84	11/27/95	325	BE-206	GULLS		None	S	Approach	1
85	1/2/96	2000	BE-206	UNKNOWN	2,000	Other	S	Climb	1
86	2/15/96	500	BE-206	UNKNOWN	685	Prec. Ldg	S	En Route	1
87	3/9/96		BE-206	GULLS		NR	M	En Route	1
88	4/26/96	100	HELICOPTER	GULLS		None	N	Climb	1
89	4/27/96	NR	HELICOPTER	UNKNOWN		Prec. Ldg	M	En Route	2-10
90	5/22/96	80	BE-206	GULLS	2,000	Other	S	En Route	1
91	5/30/96	500	BE-206	UNKNOWN		None	N	En Route	1
92	6/21/96	400	BE-206	UNKNOWN		NR	N	Climb	1
93	7/1/96	NR	BE	UNKNOWN		Prec. Ldg	S	En Route	1
94	7/5/96	200	HELICOPTER	EGRET		None	N	Approach	1
95	7/10/96	500	HELICOPTER	UNKNOWN		None	N	Approach	1
96	7/19/96	300	HELICOPTER	DOVES		Prec. Ldg	N	NR	1
97	8/4/96	1200	HELICOPTER	GULLS		Prec. Ldg	S	En Route	1
98	8/13/96	700	BE-206	UNKNOWN		None	N	Climb	1
99	9/18/96	2500	HELICOPTER	UNKNOWN		NR	N	En Route	1
100	9/18/96	NR	ROBINSON R22	UNKNOWN		Other	N	En Route	2-10
101	9/24/96	500	HELICOPTER	UNKNOWN		None	NR	Climb	1
102	10/10/96	10	BE-206	UNKNOWN		NR	N	NR	1
103	11/14/96	3	HELICOPTER	GULLS		None	N	Taxi	1
104	11/23/96	100	HELICOPTER	UNKNOWN		Prec. Ldg	N	Climb	1
105	12/4/96	1600	HELICOPTER	GEESE		None	M	En Route	1
106	12/19/96	500	BE-206	UNKNOWN		None	N	En Route	1
107	12/20/96	NR	HELICOPTER	UNKNOWN		NR	N	Climb	1
108	12/30/96	0	BE-206	GULLS		None	N	Parked	1

	A	B	C	D	E	F	G	H	I
109	Date	Altitude	Aircraft	Species	Cost	Effect on Pt	Damage	Phase	# struck
110	1/5/97	NR	HELICOPTER	GEESE		Other	M	NR	1
111	1/23/97	NR	HELICOPTER	DUCKS	300	None	M	En Route	1
112	2/28/97	2000	HELICOPTER	FRIGATEBIRDS	2,500	Prec. Ldg	S	En Route	1
113	4/9/97	600	HELICOPTER	GULLS		Prec. Ldg	S	En Route	1
114	4/15/97	1000	HELICOPTER	TROPICBIRDS	1,200	Prec. Ldg	S	En Route	1
115	5/5/97	0	BE-206	GULLS		None	N	Landing Roll	1
116	5/17/97	NR	HUGHES 500D	UNKNOWN		Prec. Ldg	N	NR	1
117	6/11/97	500	BE-206	UNKNOWN		None	M	En Route	1
118	6/17/97	500	HELICOPTER	UNKNOWN		Prec. Ldg	M?	Climb	1
119	6/23/97	500	BE-206	UNKNOWN		Prec. Ldg	N	Climb	1
120	6/24/97	20	BE-206	KIDEER		None	M	Climb	1
121	7/29/97	100	HELICOPTER	UNKNOWN		None	NR	NR	1
122	8/4/97	2500	HELICOPTER	EGRET		Prec. Ldg	M	Descent	1
123	8/19/97	NR	HELICOPTER	UNKNOWN		NR	S	En Route	1
124	8/21/97	500	HELICOPTER	UNKNOWN		NR	M	En Route	1
125	9/20/97	800	BE-206	UNKNOWN	168,000	Other	S	En Route	1
126	10/7/97	NR	HELICOPTER	UNKNOWN		NR	M	En Route	1
127	10/12/97	1200	HELICOPTER	UNKNOWN		None	N	En Route	1
128	10/14/97	600	BE-206	TURKEY VULTURE	4,000	Prec. Ldg	S	En Route	1
129	11/27/97	1000	BE-206	UNKNOWN		Other	N	En Route	1
130	12/11/97	500	BE-412	DUCKS		None	N	En Route	2-10
131	12/12/97	500	BE-206	GULLS		Prec. Ldg	M	En Route	1
132	12/29/97	NR	BE-412	DUCKS		None	N	Approach	1
133	1/15/98	200	BE	GULLS		None	N	Climb	1
134	2/6/98	NR	HELICOPTER	AMERICAN KESTREL		None	N	Approach	1
135	2/9/98	2000	BE-206	MALL+D140ARD	1,600	Prec. Ldg	S	En Route	1
136	2/12/98	500	BE-206	UNKNOWN		None	N	Approach	1
137	3/15/98	250	HELICOPTER	UNKNOWN		Prec. Ldg	N	En Route	1
138	3/24/98	25	BE-206	UNKNOWN		Prec. Ldg	N	Climb	1
139	3/29/98	0	CONCORDE	UNKNOWN		None	N	Landing Roll	1
140	4/4/98	500	BE	WESTERN GREBE		Other	S	Descent	1
141	4/15/98	0	HELICOPTER	ROCK DOVE		Abtd TO	N	Taxi	1
142	4/18/98	10	BE-206	GULLS		None	N	Approach	1
143	5/1/98	400	HELICOPTER	TURKEY VULTURE		NR	S	Descent	1
144	5/16/98	500	BE-206	GULLS		Prec. Ldg	N	En Route	1

	A	B	C	D	E	F	G	H	I
145	Date	Altitude	Aircraft	Species	Cost	Effect on Ft	Damage	Phase	# struck
146	6/1/98	600	BE-206	UNKNOWN		None	N	En Route	1
147	6/6/98	200	HELICOPTER	DUCKS, GEESE, SWANS	8,500	Prec. Ldg	M?	Climb	1
148	6/15/98	700	BE	UNKNOWN	800	None	M	Climb	1
149	7/13/98	900	BE-206	UNKNOWN	600	Prec. Ldg	M?	En Route	1
150	7/19/98	600	HELICOPTER	GULLS		None	N	Approach	1
151	8/12/98	0	BE	GULLS		Other	M?	Taxi	1
152	8/20/98	NR	ENSTROM F28A	UNKNOWN		NR	N	NR	1
153	8/25/98	1000	BE	UNKNOWN		None	N	En Route	1
154	8/31/98	350	BE	UNKNOWN	35,000	Prec. Ldg	S	En Route	1
155	9/16/98	1000	HELICOPTER	UNKNOWN		None	M	En Route	1
156	10/22/98	1500	HELICOPTER	UNKNOWN	7,500	Prec. Ldg	S	En Route	2-10
157	11/24/98	0	HELICOPTER	UNKNOWN		NR	N	Landing roll	1
158	12/3/98	1000	BE-206	UNKNOWN		Prec. Ldg	N	En Route	1
159	2/4/99	700	BE	DUCKS		None	N	En Route	1
160									
161									
162									
163									
164									
165									
166									
167									
168									
169									

Damage Summary

78 of the 158 strikes (49%) had damage. 53% of the damaging strikes were significant (required major repair or replacement of the damaged part(s). 1 helicopter was destroyed.

DAMAGE CODES:
N = NONE NR = NOT REPORTED M = MINOR
M? = SOME DAMAGE, EXTENT UNKNOWN
S = SUBSTANTIAL D = DESTROYED

52% of the strikes which reported the effect on flight had a negative effect on the flight

Subject: Re: Talkeetna Airport
Date: Wed, 24 Jan 2001 16:08:35 -0900
From: Mark Mayo <mark_mayo@dot.state.ak.us> **Internal**
Organization: State of Alaska, Department of Transportation
To: Chris Kepler <chris_kepler@dot.state.ak.us>
CC: Gary E Lincoln <gary_lincoln@dot.state.ak.us>,
Kurt E Devon <kurt_devon@dot.state.ak.us>,
Don W Baxter <don_baxter@dot.state.ak.us>,
David E Post <david_post@dot.state.ak.us>

Chris;

Access to the NE heliport site would be via the existing Beaver Street which is outside the runway safety area. Regarding the existing helipad, problems include noise & dust impacts to business and residential property to the west and north, proximity to existing and future fixed wing parking and operational areas, and perhaps most importantly, the potential for mid-air collisions with aircraft on approach to runway 36. While this may sound far fetched at first, it was identified by Doug Geeting as a situation that has already caused a couple of near misses.

Chinooks departing the airport need to conduct hoover tests before leaving the airport area to make sure their equipment is operating properly. Since the testing must be done at low altitude, it is conducted over Twister Creek where there is no development. When the helicopters lift off the existing helipad and hoover taxi across the threshold area for runway 36 to do the testing, Geeting says they are not always visible. Aircraft on approach have trouble seeing them, and neither the aircraft nor the helicopter is very maneuverable at low speed and altitude. We need to put the heliport somewhere so the helicopters can get to an undeveloped area to conduct their hover testing without conflicting with fixed winged aircraft on approach.

Mark

Chris Kepler wrote:

> *I have a big teleconference at 2pm tomorrow with Facilities. I am curious*
> *about how they expect vehicles to get to a helipad located at the*
> *northeastern site? That would mean a acces road past the end of the RW and*
> *that is not a good idea. What is wrong with the current helipad except that*
> *Leasing probably wants the land for more lease sites?*
>
> *Kurt, you should and probably have gotten Steve Hanson involved in this*
> *discussion.*
>
> *Mark is right that we do not want to get cross-wise the FAA on the air*
> *traffic pattern issue again in regards to the Village strip, etc. That has*
> *been dealt with a lot.*
>
> *Chris Kepler*
>
> *Mark Mayo wrote:*
>
> > *I will be going to FAA tomorrow (Thursday) at 1:30 in the Airport*
> > *Division conference room to discuss an air space/air traffic issue*
> > *regarding Talkeetna Airport and the Talkeetna Airport Master Plan. You*
> > *are invited to attend if interested.*
> >
> > *Here's the background. The draft Airport Master Plan (AMP) currently*
> > *proposes the construction of a heliport at the airport's*
> > *northewestern-most corner, just north of Beaver Street and just south of*
> > *the sewage lagoon. Some residents of Talkeetna River Subdivision, which*

> > is on the north end of the airport, have very recently protested this
> > location. They would like us to consider locating the heliport at the
> > airport's northeastern-most corner instead.
> >
> > FAA tells me that, aside from other site considerations, locating the
> > heliport at the northeast corner of the airport may require the
> > airport's existing traffic pattern to be changed, which may put it into
> > conflict with the traffic pattern for the Talkeetna Village Airstrip.
> > This sounds like a repeat of the traffic pattern discussions we had with
> > FAA about 3 or 4 years ago. I don't understand the issue as well as I
> > should, and it is a topic that is almost certain to come up at the next
> > (and I hope - final) AMP public meeting in Talkeetna (March 14), so I am
> > looking forward to the FAA meeting this Thursday as an opportunity "get
> > smarter" on the issue.
> >
> > FAA has already told me that, if the pattern for Talkeetna Airport
> > changes, they will require the State to enter into an agreement with the
> > operators at the Talkeetna Village Airstrip to manage airspace over the
> > two airports. We declined such an agreement 3 or 4 years ago; I assume
> > our position hasn't changed.
> >
> > If you need a ride to the meeting from the Aviation Building, let me
> > know. Please contact me if you have questions or concerns.

Mark Mayo <MARK_MAYO@DOT.STATE.AK.US>
TRANSPORATION PLANNER
Alaska Department of Transportation & Public Facilities
Central Region Planning

167657
Heliport

Cinelli, Steve /ANC

From: Lance Mearig [Lance@uskh.com]
Sent: February 27, 2001 1:25 PM
To: jerold.bastian@wainwright.army.mil
Cc: eede@uskh.com
Subject: Re: Talkeetna Airport Master Plan -- New Heliport Location

Major Bastian,

Thanks for your comments. Do you have any information on protection of other aircraft from CH-47 rotor wash? A commercial operator who will likely be using the heliport is concerned about the effects on his parked aircraft.

Rotor wash factors into the decision to relocate the heliport. It makes sense to develop lease lots near the main apron, which potentially places other parked aircraft and ground operations very near to the site you currently use. Another factor is placing the heliport at a location to allow simultaneous operations from the heliport and runway - which becomes more important in future years as traffic increases.

We realize that the proposed location is not within easy walking distance of Talkeetna. Would the Army consider stationing a vehicle at the heliport for use by the flight crews?

Lance

>>> "Bastian Jerold D MAJ 4-123 BN S3 OIC(n)" <jerold.bastian@wainwright.army.mil> 02/27/01 1:06P >>>
Mr. Mearig,

We reviewed the Talkeetna Airport Master Plan and New Heliport Location that Mr. Steven D. Cinelli fax'd to me last week.

Here is the response from my safety officer. "A review of the site sketch of the proposed helipad and the applicable FM's / TM's indicate that the new helipad proposed at Talkeetna should be able to support Army helicopter operations.

From the information on the sketch we should be able to support 2 possibly 3 CH-47's or 3 possibly 4 UH-60's. The uncertainty comes from unknowns related to size / position of pads and the presence of any obstacles adjacent to the Helicopter parking apron.

The applicable pubs are TM 5-803-4 PLANNING OF ARMY AVIATION FACILITIES and FM 10-67-1 CONCEPTS AND EQUIPMENT OF PETROLEUM OPERATIONS. Undoubtedly there are FAA, DOT and other applicable Federal Reg's as well, but I am not familiar with those documents."

On a regular basis, we do bring more aircraft to Talkeetna than 2 CH47's. We really need space for 3 CH47's. Each year during April we bring 3 - 4 CH47's to Talkeetna for a three week period of time. We are very satisfied with the current location that we park the aircraft. It is convient to walk to and from the lodge for meals. We'd like to stay within walking distance.

Thoughts?

Jer

16.162 / Heliport

Talkeetna Airport Master Plan
Public Meeting in Talkeetna
March 14, 2001

Meeting Summary

Laurie Mulcahy (DOT&PF Environmental), Patti Sullivan (FAA Airports Division), and Mark Mayo (DOT&PF Planning) met with Billy FitzGerald (Chairman, Talkeetna Community Council) at 2:30pm at the Latitude Restaurant. Mr. FitzGerald said that aircraft noise is a major concern in the community. He urged that future airport expansion be designed to incorporate noise abatement measures whenever possible. He also identified an existing or proposed Borough bird sanctuary in the area immediately south of the proposed NE heliport (Alt #6).

Don Baxter (DOT&PF Aviation Design) and Paul Janke (DOT&PF Hydrologist) met with Doug Geeting and Jock Bondurant at about the same time for a flight over the airport Mr. Geeting informed Mr. Baxter and Mr. Janke that he was concerned that the proposed drainage swale, as depicted on preliminary drawings, would run through his existing hangar. Mr. Baxter and Mr. Janke assured Mr. Geeting the alignment of the drainage swale was only conceptual at this stage, and subject to modification. More importantly, Mr. Geeting was informed that the swale was only one of at least two flood mitigation alternatives to be considered, and that several questions had surfaced regarding the feasibility of drainage swale alternative. Mr. Geeting was also informed that there would be opportunities for him to express his comments during the forthcoming flood mitigation studies. Mr. Baxter and Mr. Janke flew over the airport and Talkeetna River with Mr. Bondurant and conducted a vehicular inspection of the airport with ADOT/PF maintenance personnel prior to the public meeting.

The meeting started at 3:30pm in the Talkeetna Elementary School multipurpose room and was conducted using an open-house format. A sign-in sheet and handouts were placed at the entrance to the meeting room. Illustrations of Alternatives 5 and 6, a map showing the 100-year flood plain at the airport, and aerial photographs of the airport were displayed on tripods. Additional maps were displayed on long tables. A mail-in comment sheet was also provided for anyone who wanted to provide comments or suggestions after the meeting. Comments will be accepted until April 16, 2001.

Airport noise in the adjacent subdivision and the community in general continues to be a primary issue. Concerns were expressed especially by a number of residents along Easy Street with the continued airport expansion towards the subdivision. Some residents wondered whether there was a growth ceiling for maximum airplane and helicopter operations capacity at the airport.

Three potential heliport locations were discussed: the Northwest location (Alt. #5), the Northeast location (Alt #6) and a site identified during the meeting, the VOR site (about 1 mile south-southwest of the airport). The NW location was seen as objectionable by some due to the proximity of residential development. It was pointed out that the NE heliport location might conflict with floatplane and ski aircraft approaching or departing Christiansen Lake from the north. It was also mentioned that a major hotel (Marriot?) may be constructed in the near future on the north or west shore of the lake, about ½ to ¾ of a mile from the proposed NE heliport. Noise impacts from the heliport may be seen as objectionable by the developer. The VOR site has the apparent advantage of being further removed from residential and commercial land uses, which would tend to reduce noise impacts. Fuel services would still be available via truck-tanker.

We clarified that prior to any Short-Term Phase airport development, DOT&PF will prepare a hydrologic study. The study will evaluate impacts on the 100-year floodplain from a drainage swale and associated flood relief structures, an extension of the existing Alaska Railroad bridge over the Talkeetna River, or other appropriate floodplain mitigation measures. The floodplain mitigation will be constructed either before or concurrent with the initial Short-Term Phase airport development.
We also explained that the EA will be reevaluated during the next Short Term Phase airport development project. The design of the next project is scheduled to begin this year.

The access road to the proposed north apron, especially the section the east end of 2nd Avenue that will skirt the FSS, was identified as a concern to adjacent property owners. Their perception was that this alignment would produce an unacceptable level of traffic noise and vibration. We discussed the possibility of eliminating the "dog leg" connection of the alignment to 2nd Avenue by shifting the FSS south to another lot adjacent to the apron. Relocating the structure could incur extensive costs (including communication lines/cables) and requires FAA consultation. It was also suggested that the airport access be provided off of Beaver Street (in lieu of 2nd Ave.). This complicates maintenance access to the remainder of the airport. Concern was also voiced about the effect of the road on the 100 year flood elevation, and upon a sewer line running east-west in the easement running down the middle of Block 1, Talkeetna Heights Subdivision.

It was mentioned that the MatSu Borough leases lots on Christiansen Lake for the purpose of basing float plane operations. Although the Borough has apparently reduced the number of leases that it allows for this purpose, even if the Borough discontinues this practice entirely, private lots on the lake are still likely to be used for this purpose without some kind of comprehensive prohibition by the Borough.

The meeting was concluded at about 7:30 pm.

Alaska Department of Transportation and Public Facilities
Short-Term Phase
Talkeetna Airport Improvements
Project No. 54660
March 14, 2001

Construction as described in the December 2000 Talkeetna Airport Master Plan Environmental Assessment (EA) will take place in several phases. This project constructs the proposed Short-Term Phase improvements, which are scheduled to be constructed in 2002. (The EA is currently awaiting Federal Aviation Administration [FAA] approval, anticipated in Spring 2001.) Short-Term Phase Improvements listed below are numbered correspondingly to the attached project plan sheet.

1. Construct and pave a new 13,300 square meter commercial apron and associated apron access taxiway located at the southwest end of the runway.
2. Grade five lease lots abutting the new commercial apron on its north side.
3. Construct and pave a new commercial apron/lease lot access road running parallel to the apron and located on the north side of the five lease lots.
4. Pave the existing gravel access road that connects the new commercial apron/lease lot access road with the existing paved road connecting Talkeetna Spur Road with Second Avenue.
5. Construct and pave a new 4,200 square meter transient apron located northeast of the existing FAA Flight Service Station.
6. Construct and pave a new heliport apron and an associated vehicle parking area, and construct an embankment for a new heliport lease lot, all of which are located north of the existing runway. Install heliport lighting and a heliport windsock. (The final location of the heliport has yet to be confirmed, and such confirmation will be delayed until March of 2001.)
7. Construct and pave a new access road extending from the east end of Second Avenue to the existing ADOT&PF Maintenance and Operations (M&O) site, and on to the new heliport via Beaver Street.
8. Construct and pave a new general aviation auto parking area west of the new transient apron and on the west side of the new ADOT&PF M&O site access road.
9. Regrade the 45 meter by 90 meter runway safety area located at the northeast end of the runway to slope downward to the northeast.
10. Relocate the existing Automated Weather Observation System (AWOS) from the southwest end of the runway to the east side of the runway.
11. Relocate the existing segmented circle immediately to the northeast and provide it with a new windsock.
12. Construct security fencing along the northwest side of the airport to segregate aircraft operational areas from public access areas.
13. Relocate the existing Airport Rotating Beacon from the FAA Flight Service Station to the existing ADOT&PF M&O site.

Conditions of FAA approval of the December 2000 Talkeetna Airport Master Plan EA:

* Prior to constructing any Short-Term Phase airport development, ADOT&PF will prepare a hydrologic study. This study will evaluate impacts on the 100-year floodplain from a drainage swale and associated flood relief structures, an extension of the existing Alaska Railroad bridge over the Talkeetna River, or other appropriate floodplain mitigation measures.
* The floodplain mitigation will be constructed either before or concurrent with the initial Short-Term Phase airport development.

Anticipated schedule for the Talkeetna Airport Improvements Short-Term Phase Project (to also include a public involvement plan with opportunities for public and agency meetings):

* Begin Design Effort:	May 2001
* Begin EA reevaluation:	October 2001
* EA reevalutation approval:	February 2002
* Complete Flood Mitigation Design:	mid April 2002
* Complete Airport Improvements Design:	April 2002
* Project Construction:	FFY 2002

The schedule is subject to revision depending upon outcome of floodplain mitigation studies.

Talkeetna Airport Master Plan
Public Meeting in Talkeetna
March 14, 2001

Meeting Summary

Laurie Mulcahy (DOT&PF Environmental), Patti Sullivan (FAA Airports Division), and I met with Billy FitzGerald (Chairman, Talkeetna Community Council) at 2:30pm at the Latitude Restaurant. Don Baxter (DOT&PF Aviation Design) and Paul Janke (DOT&PF Hydrologist) met with Doug Geeting and Jock Bondurant at about the same time for a flight over the airport.

Billy FitzGerald said that aircraft noise is a major concern in the community. He urged that future airport expansion be designed to incorporate noise abatement measures whenever possible. He also identified an existing or proposed Borough bird sanctuary in the area immediately south of the proposed NE heliport (Alt #6). [Other information from our conversation with Billy?]

[Summary of Don and Paul's meeting/flight with Geeting and Bondurant?]

The meeting started at 3:30pm in the Talkeetna Elementary School multipurpose room. The meeting was conducted using an open-house format. A sign-in sheet and handouts were placed at the entrance to the meeting room. Illustrations of Alternatives 5 and 6, a map showing the 100-year flood plain at the airport, and aerial photographs of the airport were displayed on tripods. Additional maps were displayed on long tables. A mail-in comment sheet was also provided for anyone who wanted to provide comments or suggestions after the meeting. Comments will be accepted until April 16, 2001.

During the meeting it was pointed out that the NE heliport location (Alt #6) might conflict with floatplane and ski aircraft approaching or departing Christiansen Lake from the north. It was also mentioned that a major hotel (Marriot?) may be constructed in the near future on the north or west shore of the lake, about ½ to ¾ of a mile from the proposed NE heliport. Noise impacts from the heliport may be seen as objectionable by the developer. It was suggested that the VOR site just south of the airport be considered for the heliport. The VOR site has the apparent advantage of being further removed from residential and commercial land uses, which would tend to reduce noise impacts. Fuel services would still be available via truck-tanker.

The access road to the proposed north apron, especially the section the east end of 2nd Avenue that will skirt the FSS, was identified as a concern to adjacent property owners. Their perception was that this alignment would produce an unacceptable level of traffic noise and vibration. Concern was also voiced about the effect of the road on the 100 year flood elevation, and upon a sewer line running east-west in the easement running down the middle of Block 1, Talkeetna Heights Subdivision.

It was mentioned that the MatSu Borough leases lots on Christiansen Lake for the purpose of basing float plane operations. Although the Borough has apparently reduced the number of leases that it allows for this purpose, even if the Borough discontinues this practice entirely, private lots on the lake are still likely to be used for this purpose without some kind of comprehensive prohibition by the Borough.

Mr. Geeting informed Mr. Baxter and Mr. Janke that he was concerned that the proposed drainage swale, as depicted on drawings, would run through his existing hangar. Mr. Baxter and Mr. Janke assured Mr. Geeting the alignment of the drainage swale was only conceptual at this stage, and subject to modification. More importantly, Mr. Geeting was informed that the swale was only one of at least two flood mitigation alternatives to be considered, and that several questions had surfaced regarding the feasibility of drainage swale alternative. Mr. Geeting was also informed that there would be opportunities for him to express his comments during the forthcoming flood mitigation studies. Mr. Baxter and Mr. Janke flew over the airport and Talkeetna River with Mr. Bondurant and conducted a vehicular inspection of the airport with ADOT/PF maintenance personnel prior to the public meeting.

Transcription From Dan Baxter

907 733-2300 pr
Wk 733-2710
Box 101
Talkeetna AK 99676
(fax) 733-2720

April 16 2001

To: Mark Mayo

Re: Talkeetna State Airport Improvements

In the Talkeetna Comprehensive Plan it names several specific areas of bird habitat that will need special attention. One area is near the south end of the airstrip to the Talkeetna River, called locally Twister Creek Marsh. In the Master Airport study done in 1992 it suggests a boardwalk from the TKA Spur Highway across the marsh to the then proposed visitor center. In its place the Talkeetna Alaska Lodge sits at that site so the need is still there.

What I & many others envision is a mini version of the Potter Marsh on that marsh. A small part of airport land would be involved, plus University land, CIRI land & State / Borough properties. This might not happen immediately but your study needs to include that for the future. If a new access to the airport begins near the highway / bridge crossing about mile 13.2 TKA Spur Rd. that would partly be in this sensitive marsh area. Plan accordingly please. Anson Call or fax for more info. Helms

163888

RECEIVED

APR 12 '01

PRECONSTRUCTION
CENTRAL REGION

	ORIG	COPY
PreConstr. Engineer		
Aviation/Hwy		
Highways		
PD&E		
ROW		
TS&U		
OTHER:		
CENTRAL FILE		

action/comments

April 16,2001

APR 1 1 01
54660

	COPY
Prelim. Design & Environmental Section	
PD&E Engr.	
Project Mgr. BARNES	✓
Env. Coord. JR	✓
Env. Team Leader M	✓
Staff	
Hydrologist	
Project File	
Central File	✓

B.M. Barnes
P.O. BOX 426
Talkeetna, Alaska 99676

Laurie Mulcahy
Dept. of Transportation
and Public Facilities
Preliminary Design & Environment
P.O. Box 196900
4111 Aviation Avenue
Anchorage, Alaska-99519-6900

To All Planning Departments concerned, (Talkeetna Airport improvements). PROJECT No. 54660

I currently live on lots 9 & 10 Block 2, in the Denali Subdivision. (please see Page # 1, blue ink). When I purchased my lots and built my home in 1982, the runway was an acceptable distance away,(see page #2). When you up-graded the Talkeetna runway in 1996, you cut most of the trees and brush down between my property and the runway. This made for a lot more noise, due to the removal of the sound buffer they created. I also get a lot of dust from the gravel road that was installed. I have managed to live with this new upgrade even though it is a nuisance at times.

In reviewing your new upgrade plans, I find you are planning to infringe on my property even more by building a transient apron RIGHT IN BACK OF MY HOUSE, a proposed paved auto parking just to the south of me, a GA apron, STILL IN BACK OF MY HOUSE, small lease lots with a Commercial apron and a new road even closer to the subdivision, all still in the near vicinity of my house. I see you have a Government Lease Reserve on the southwest end, past DOT&PF Maint. facility. This could bring in any and all kinds of larger aircraft. I see a place for ski-plane parking just past the Government area. Currently the skiplanes (skies only) use the Village Airstrip. I was wondering why you are putting in a parking area for skiplanes when the snow is removed from the runway and they are unable to use it.

I notice you have designated a "snowstorage area", to be in an area directly in back of my house. I belive this will cause runoff TO my property, even with culverts installed, which will thaw out AFTER most of the snow has melted. You have built the existing runway and road "at least" three feet higher above my property already. I believe any more building and raising of YOUR elevation will endanger my property to flooding and take a much longer time for my property to dry out in the springtime.

HELIPORT ALTERNATIVES #5 AND #6 (page #3)
I am against the "Heliport" being installed on the North end of the runway, ANYWHERE. We will be getting all the noise, dust and propwash from the helicopters in our subdivision. I

suggest you keep it in the same vicinity where it is currently located.

I encourage you NOT to develope the areas on the Northwest side of the runway, next to Denali Subdivision. I suggest You build on the EAST side of the existing runway, if you HAVE to expand. I realize there are some wetlands on the east side of the existing runway, but I also believe there is a solid gravel base under the existing overburden and you COULD expand on the east side instead of the west. It might bear looking into.

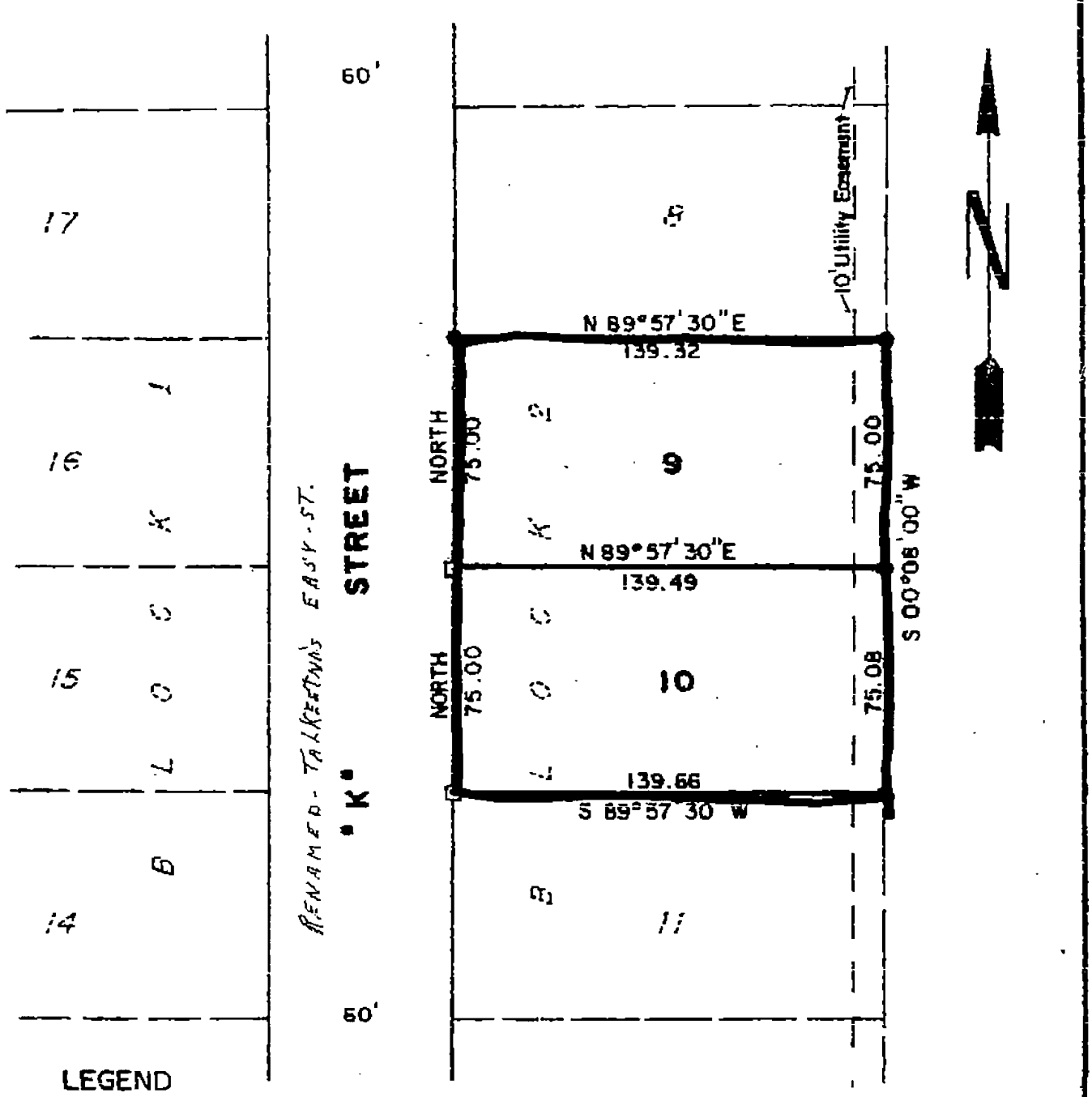
I am not against Airports, Airplanes, Helicopters or Developement. I realize they are a part of our ways of life in Talkeetna. I AM against developement RIGHT IN MY BACK YARD that will bring excessive noise and dust to all of the people currently living at the subdivision row right next to the runway. There are presently four retired families residing on this row. I am a retired old Senior, not in the best of health, and I feel I am entitled to the quiet enjoyment of my property.

If you feel that you HAVE to proceed with PROJECT 54660. Please feel free to make me an offer on my property as I feel there would be no other alternative, but to move.

Respectfully,

Babe Barnes

B.M (BABE) Barnes.



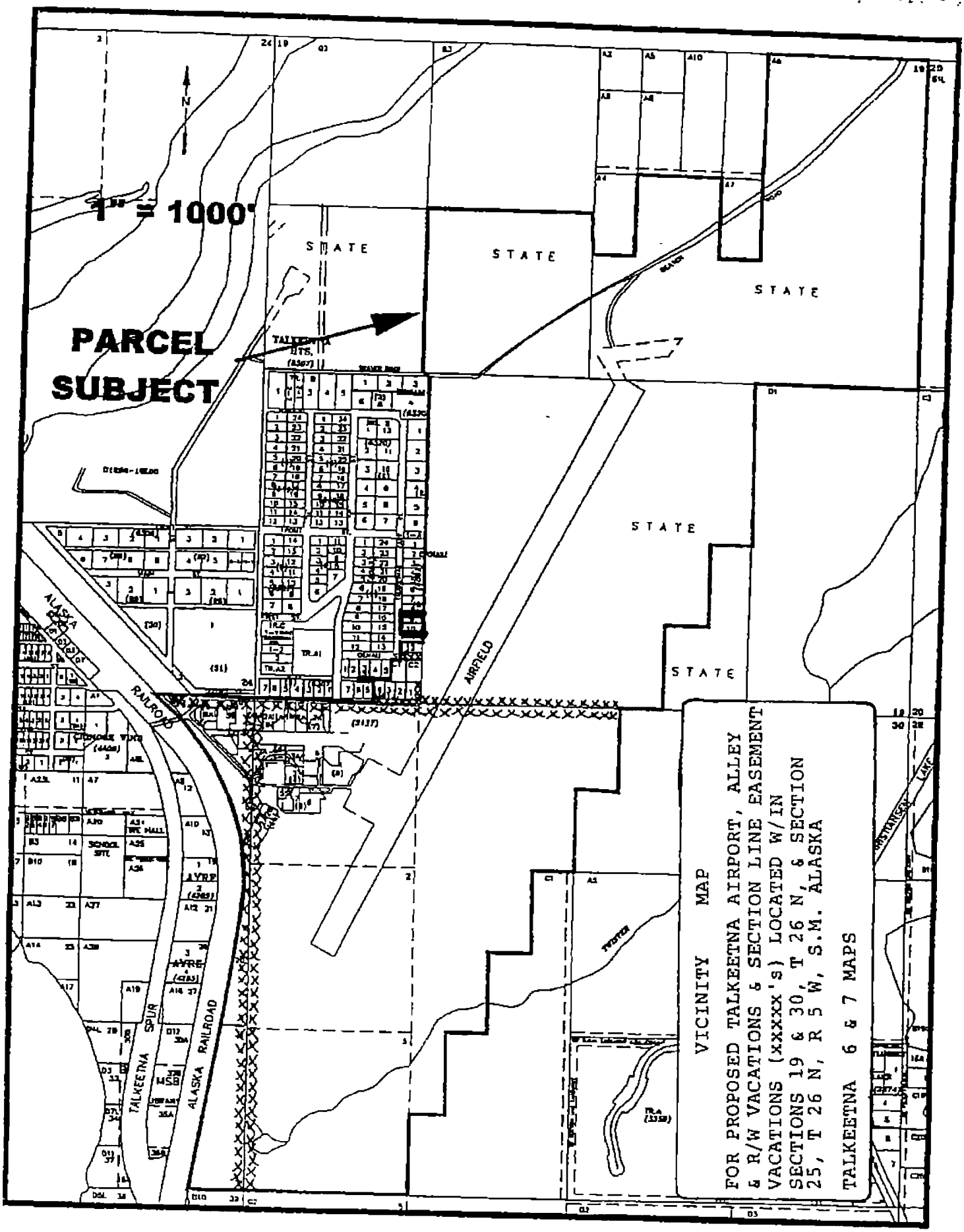
SURVEY OF

LOTS 9 & 10, BLK. 2
DENALI SUBDIVISION

TALKEETNA, ALASKA

SURVEYOR: Mac A. Stevens P.O. Box 74 Talkeetna, Alaska		CLIENT: Babe Barnes Talkeetna, Alaska	
DRAWN: NLT	DATE: 8/2/82	GRID	FILE No.
CHECKED: MAS	SCALE: 1"=	TALKEETNA(B-0	82-171

Page #1


1" = 1000'
PARCEL SUBJECT
STATE
STATE
STATE
STATE
STATE
AIRFIELD
RAILROAD
ALASKA
TALKEETNA SPUR
ALASKA RAILROAD
SCHOOL SITE
VICINITY MAP
FOR PROPOSED TALKEETNA AIRPORT, ALLEY & R/W VACATIONS & SECTION LINE EASEMENT VACATIONS (XXXXX's) LOCATED W/IN SECTIONS 19 & 30, T 26 N, & SECTION 25, T 26 N, R 5 W, S.M. ALASKA
TALKEETNA 6 & 7 MAPS

Page # 2

Places in April 1993. During 1998, the community petitioned the Local Boundary Commission for incorporation as a home rule city.

Culture:
Talkeetna is popular for its recreational fishing, hunting, boating, flightseeing, skiing and dog mushing. Local businesses provides services to Mount McKinley climbers.

Economy:
As the take-off point for fishing and flightseeing trips, and a staging area for Mount McKinley climbing expeditions, Talkeetna provides air taxis, helicopters, outfitters, and related services. Numerous air taxis provide transport to Kahiltna Glacier Base Camp. All climbers must register for climbs of Mount McKinley and Mount Foraker (Talkeetna Ranger Station phone is 907-733-2231.) 12 residents hold commercial fishing permits.

Facilities:
The majority of residents have individual wells, septic tanks, and complete plumbing. A piped water and sewer system is maintained by the Talkeetna Water & Wastewater Utility. The high school operates its own water system. Over 30% of homes are used only seasonally.

Transportation:
Talkeetna is accessible by the Talkeetna Spur Road, off of the George Parks Highway. It has a State-owned 3,500' runway. There are three additional airstrips in the vicinity, including one owned by the U.S. Bureau of Land Management. A new Alaska Railroad depot was completed in August 1997.

Climate:
January temperatures average 4 to 23; July can vary from 47 to 68.

2000 Population and Housing Characteristics

The following Population and Housing data is from the **2000 U.S. Census.**
Additional detail is available from the Census Bureau's American FactFinder.

Talkeetna is located in the **Matanuska-Susitna** Census Area.

Population by Race:

Population in 2000:	772
White:	679
Alaska Native or Amer. Indian:	29
Black:	0
Asian:	1
Hawaiian Native:	0
Other Race:	10
Two or More Races:	53

Percent Native:	9.10%
(Percent reporting Alaska Native alone or in combination with one or more races)	
Hispanic Origin (Any Race):	8
Not Hispanic (Any Race):	764

Population by Gender and Age:

Male:	410
Female:	362
Age 4 and under:	28
Age 45 - 54:	156
Age 5 - 9:	51
Age 10 - 14:	59
Age 15 - 19:	67
Age 20 - 24:	20
Age 25 - 34:	107
Age 35 - 44:	166
Age 45 - 54:	156
Age 55 - 59:	45
Age 60 - 64:	26
Age 65 - 74:	35
Age 75 - 84:	8
Age 85 and over:	4
Median Age:	39.0
Pop. Age 18 and over:	592
Pop. Age 21 and over:	562
Pop. Age 62 and over:	64

Census Population History:

1880:	0
1890:	0
1900:	0
1910:	0
1920:	70
1930:	89
1940:	136
1950:	106
1960:	76
1970:	182
1980:	264
1990:	250
2000:	772

167451 Heliport

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT MASTER RECORD

PRINT DATE: 09/13/2001
AFD EFF 09/06/2001
Form Approved OMB 2120-0015

> 1 ASSOC CITY: TALKEETNA
> 2 AIRPORT NAME: TALKEETNA
3 CBD TO AIRPORT (NM): 01 E
4 STATE: AK
6 REGION/ADO: AAL/NONE
LOC ID: TKA
5 COUNTY: MATA-SUS BOROUGH AK
7 SECT AERO CHT: ANCHORAGE
FAA SITE NR: 50738.*A

GENERAL

10 OWNERSHIP: PUBLIC
> 11 OWNER: ST OF AK DOTPF CENT REG
> 12 ADDRESS: POUCH 196900
ANCHORAGE, AK 99519-6900
> 13 PHONE NR: 907-266-1735
> 14 MANAGER: STEVE HANSON
> 15 ADDRESS: BOX 610
TALKEETNA, AK 99676
> 16 PHONE NR: 907-733-2278
> 17 ATTENDANCE SCHEDULE:

MONTHS	DAYS	HOURS
APR-NOV	MON-THU	0700-1700
DEC-MAR	MON-FRI	0600-1400

18 AIRPORT USE: PUBLIC
19 ARPT LAT: 62-19-13.800N ESTIMATED
20 ARPT LONG: 150-05-37.300W
21 ARPT ELEV: 358 SURVEYED
22 ACREAGE: 624
> 23 RIGHT TRAFFIC: NO
> 24 NON-COMM LANDING: NO
25 NPIAS/FED AGREEMENTS: NGPY
26 FAR 139 INDEX:

SERVICES

> 70 FUEL: 100LL B B+
> 71 AIRFRAME RPRS: MAJOR
> 72 PWR PLANT RPRS: MAJOR
> 73 BOTTLE OXYGEN: NONE
> 74 BULK OXYGEN: NONE
75 TSNT STORAGE: TIE
76 OTHER SERVICES:
CARGO CHTR

FACILITIES

> 80 ARPT BCN: CG
> 81 ARPT LGT SKED: DUSK-DAWN
> 82 UNICOM: 123.000
> 83 WIND INDICATOR: YES-L
84 SEGMENTED CIRCLE: YES
85 CONTROL TWR: NONE
86 FSS: TALKEETNA
87 FSS ON ARPT: YES
88 FSS PHONE NR: 907-733-2277
89 TOLL FREE NR: 1-800-478-7150

BASED AIRCRAFT

90 SINGLE ENG:	50
91 MULTI ENG:	0
92 JET:	0
TOTAL:	50
93 HELICOPTERS:	3
94 GLIDERS:	0
95 MILITARY:	0
96 ULTRA-LIGHT:	0

OPERATIONS

100 AIR CARRIER:	0
101 COMMUTER:	0
102 AIR TAXI:	9,500
103 G A LOCAL:	4,000
104 G A ITNRNT:	16,000
105 MILITARY:	500
TOTAL:	30,000

OPERATIONS FOR MOS ENDING

RUNWAY DATA

> 30 RUNWAY IDENT:	18/36	H1
> 31 LENGTH:	3,500	480
> 32 WIDTH:	75	85
> 33 SURF TYPE-COND:	ASPH-G	GRAVEL-G
> 34 SURF TREATMENT:		
35 GROSS WT: SW		
36 (IN THSDS) DW		
37 DTW		
38 DDTW		

LIGHTING/APCH AIDS

> 40 EDGE INTENSITY:	MED	
> 42 RWY MARK TYPE-COND	BSC - G / BSC - G	- / -
> 43 VGSI	V4L / V4R	/
44 THR CROSSING HGT	27 / 27	/
45 VISUAL GLIDE ANGLE	3.00 / 3.00	/
> 46 CNTRLN-TDZ	- / -	- / -
> 47 RVR-RVV	- / .	- / -
> 48 REIL	/	/
> 49 APCH LIGHTS	/	/

OBSTRUCTION DATA

50 FAR 77 CATEGORY	A(V) / A(V)	A(V) /
> 51 DISPLACED THR	/	/
> 52 CTLG OBSTN	TREES / TREES	/
> 53 OBSTN MARKED/LGTD	/	/
> 54 HGT ABOVE RWY END	42 / 60	/
> 55 DIST FROM RWY END	1,300 / 2,200	/
> 56 CNTRLN OFFSET	250L / 0B	/
57 OBSTN CLNC SLOPE	26:1 / 33:1	:1 / :1
58 CLOSE-IN OBSTN	N / N	N / N

DECLARED DISTANCES

> 60 TAKE OFF RUN AVBL (TORA)	/	/
> 61 TAKE OFF DIST AVBL (TODA)	/	/
> 62 ACLT STOP DIST AVBL (ASDA)	/	/
> 63 LNDG DIST AVBL (LDA)	/	/

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

110 REMARKS:

A 052 RWY H1 50 FT TREES SOUTH OF HELIPAD WITHIN 50 FT OF EDGE.
A 081 ACTVT MIRL & VASIS RY 18/36 - CTAF.
A 086 FOR A TOLL FREE CALL TO KENAI AFSS DIAL 1-800-WX-BRIEF.
A 110-01 HEL TFC USING FUEL/MAINT FAC REMAIN SOUTH OF FSS AND FLY DIRECT FROM ROTG BCN TO AVOID DAMAGE TO PARKED ACFT.
A 110-02 RY 18/36 CLOSED TO ACFT OVER 30000 LBS EXCEPT PPR; CTC AMGR 907-733-2278.
A 110-04 RWY COND NOT MONTRD RCMD VISUAL INSPTN PRIOR TO USING.
A 110-06 SEAPLANE OPERATIONS 3/4 MILE SE TALKEETNA ARPT. RECOMMEND ACFT OPS TO & FROM CHRISTENSEN LAKE REMAIN EAST OF LAKE.
A 110-07 85 FT BY 450 FT GRVL HELIPAD LOCATED 200 FT SW OF ROTG BCN. 40 FT TO 50 FT HIGH TREES LOCATED ALONG S SIDE OF HELIPAD.
A 110-08 FBO FUEL 100LL 24 HR NO CALL OUT FEE; PHONE OUTSIDE BLDG FOR USE WHEN FBO IS UNATNDD PHONE 907-733-2321.

111 INSPECTOR: (F)
112 LAST INSP: 09/08/2000
113 LAST INFO REQ:

FAA Form 5010-1 (5-91) SUPERSEDES PREVIOUS

U.S. DEPARTMENT OF TRANSPORTATIO
FEDERAL AVIATION ADMINISTRATION

AIRPORT MASTER RECOI

PRINT DATE: 09/13/2001
AFD EFF 09/06/2001
Form Approved OMB 2120-0015

> 1 ASSOC CITY: TALKEETNA
> 2 AIRPORT NAME: TALKEETNA
3 CBD TO AIRPORT (NM): 01 E
4 STATE: AK
6 REGION/ADO: AAL
LOC ID: TKA
5 COUNTY: MATA-SUS BOROUGH
7 SECT AERO CHT: ANCHORAGE
FAA SITE NR: 50738.*A

GENERAL

10 OWNERSHIP:
> 11 OWNER:
> 12 ADDRESS:

> 13 PHONE NR:
> 14 MANAGER:
> 15 ADDRESS:

> 16 PHONE NR:
> 17 ATTENDANCE SCHEDULE:
MONTHS DAYS HOURS

18 AIRPORT USE:
19 ARPT LAT:
20 ARPT LONG:
21 ARPT ELEV:
22 ACREAGE:
> 23 RIGHT TRAFFIC:
> 24 NON-COMM LANDING:
25 NPIAS/FED AGREEMENTS:
26 FAR 139 INDEX:

RUNWAY DATA

>30 RUNWAY IDENT:
>31 LENGTH:
>32 WIDTH:
>33 SURF TYPE-COND:
>34 SURF
35 GROSS WT: SW
36 (IN THSDS) DW
37 DTW
38 DDTW

LIGHTING/APCH AIDS

>40 EDGE INTENSITY:
>42 RWY MARK TYPE-COND
>43 VGSI
44 THR CROSSING HGT
45 VISUAL GLIDE ANGLE
>46 CNTRLN-TDZ
> 47 RVR-RVV
> 48 REIL
> 49 APCH LIGHTS

OBSTRUCTION DATA

50 FAR 77 CATEGORY
> 51 DISPLACED THR
> 52 CTLG OBSTN
> 53 OBSTN MARKED/LGTD
> 54 HGT ABOVE RWY END
> 55 DIST FROM RWY END
> 56 CNTRLN OFFSET
57 OBSTN CLNC SLOPE
58 CLOSE-IN OBSTN

DECLARED DISTANCES

> 60 TAKE OFF RUN AVBL
> 61 TAKE OFF DIST AVBL (TODA)
> 62 ACLT STOP DIST AVBL (ASDA)
> 63 LNDG DIST AVBL (LDA)

SERVICES

> 70 FUEL:
> 71 AIRFRAME RPRS:
> 72 PWR PLANT RPRS:
> 73 BOTTLE OXYGEN:
> 74 BULK OXYGEN:
75 TSNT STORAGE:
76 OTHER SERVICES:

FACILITIES

>80 ARPT BCN:
>81 ARPT LGT SKED:
>82 UNICOM:
>83 WIND INDICATOR:
84 SEGMENTED CIRCLE:
85 CONTROL TWR:
86 FSS:
87 FSS ON ARPT:
88 FSS PHONE NR:
89 TOLL FREE NR:

BASED AIRCRAFT

90 SINGLE ENG:
91 MULTI ENG:
92 JET:

TOTAL:

93 HELICOPTERS:
94 GLIDERS:
95 MILITARY:
96 ULTRA-LIGHT:

OPERATIONS

100 AIR CARRIER:
101 COMMUTER:
102 AIR TAXI:
103 G A LOCAL:
104 G A ITNRNT:
105 MILITARY:

TOTAL:

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

110 REMARKS:
A 110-09 FOR FUEL CALL 907-733-2599 OR NIGHT 907-354-2599. ALSO AVBL AT 907-733-2321.

111 INSPECTOR: (F)
FAA Form 5010-1 (5-91) SUPERSEDES PREVIOUS

112 LAST INSP: 09/08/2000

113 LAST INFO REQ:

167 651
Heliport

US Code as of: 01/23/00

Sec. 47101. Policies

- (a) General. - It is the policy of the United States -
  - (1) that the safe operation of the airport and airway system is the highest aviation priority;
  - (2) that aviation facilities be constructed and operated to minimize current and projected noise impact on nearby communities;
  - (3) to give special emphasis to developing reliever airports;
  - (4) that appropriate provisions should be made to make the development and enhancement of cargo hub airports easier;
  - (5) to encourage the development of transportation systems that use various modes of transportation in a way that will serve the States and local communities efficiently and effectively;
  - (6) that airport development projects under this subchapter provide for the protection and enhancement of natural resources and the quality of the environment of the United States;
  - (7) that airport construction and improvement projects that increase the capacity of facilities to accommodate passenger and cargo traffic be undertaken to the maximum feasible extent so that safety and efficiency increase and delays decrease;
  - (8) to ensure that nonaviation usage of the navigable airspace be accommodated but not allowed to decrease the safety and capacity of the airspace and airport system;
  - (9) that artificial restrictions on airport capacity -
    - (A) are not in the public interest;
    - (B) should be imposed to alleviate air traffic delays only after other reasonably available and less burdensome alternatives have been tried; and
      (C) should not discriminate unjustly between categories and classes of aircraft;
  - (10) that special emphasis should be placed on converting appropriate former military air bases to civil use and identifying and improving additional joint-use facilities;
  - (11) that the airport improvement program should be administered to encourage projects that employ innovative technology, concepts, and approaches that will promote safety, capacity, and efficiency improvements in the construction of airports and in the air transportation system (including the development and use of innovative concrete and other materials in the construction of airport facilities to minimize initial laydown costs, minimize time out of service, and maximize lifecycle durability) and to encourage and solicit innovative technology proposals and activities in the expenditure of funding pursuant to this subchapter;
  - (12) that airport fees, rates, and charges must be reasonable and may only be used for purposes not prohibited by this

STATE OF ALASKA

TONY KNOWLES, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

STATEWIDE DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN AND ENVIRONMENTAL

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900
(FAX) 243-6927 - TDD 269-0473
(907) 269-0528 or (907) 269-0542

October 8, 2001
Talkeetna Airport Improvements
Project No. 54660

B.M. Barnes
Post Office Box 426
Talkeetna, Alaska 99676

Dear Ms. Barnes:

I wanted to take this opportunity to personally notify you that we are preparing to shift into the Design Phase for the Talkeetna Airport Improvements project and have scheduled a public informational meeting in Talkeetna for Wednesday, October 17th, between 4:00 and 7:00 p.m. at the Talkeetna Elementary School.

Your previous letter stated that as an adjacent Denali Subdivision homeowner, actions at the airport are affecting your property. You had several immediate concerns regarding proposed expansion of the aprons, parking areas, lease lots; creating additional snow storage area, with potential runoff issues; and a new heliport location siting. Existing airport generated noise as well as dust from the gravel access road built during the previous airport improvements project were also identified as concerns.

The Design Phase includes general airport improvements, and additional noise analysis and hydrologic/hydraulic studies to further consider floodplain and other mitigation measures. A separate heliport location study will be conducted to determine a final site selection. We will schedule formal public scoping reviews and meetings as the studies and designs are generated.

Thank you for contacting this office with your concerns. Your letter has been distributed to our Planning Section and was forwarded to Don Baxter, Project Manager, 269-0610. I will be the primary contact for the project's environmental documentation and can be reached at 269-0536. We hope to see you at the October 17th meeting.

Sincerely,

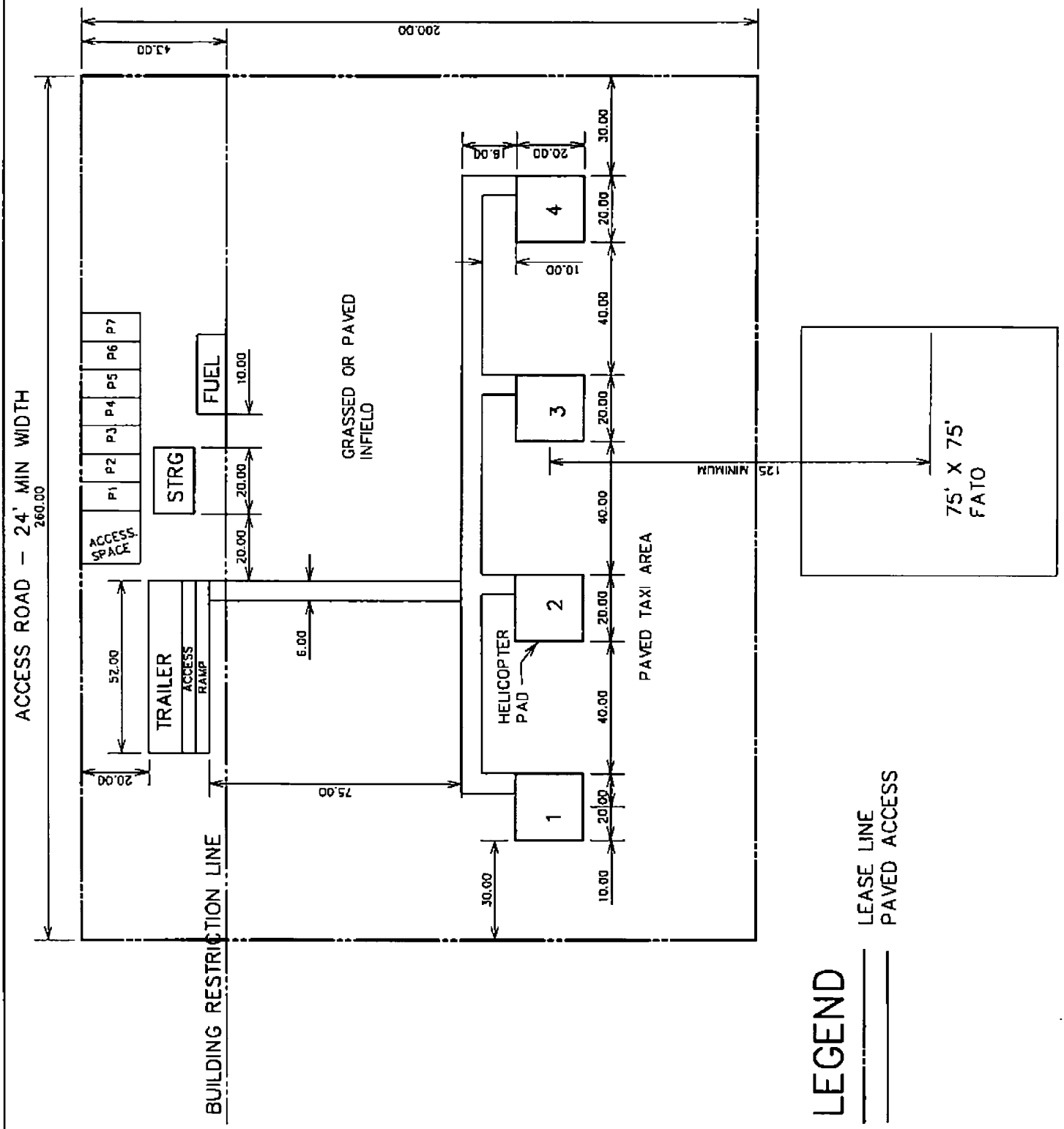
Laurie Mulcahy

Laurie Mulcahy

cc: Don Baxter, P.E., Project Manager

161601
Public Comments

NOTE:
THIS IS A DRAWING THAT WARREN LOWRY/ERA developed.
-STEVE



SCALE	DATE			DRAWING NO.	SHEET
1" = 40'	16 OCTOBER 2001	ERA AIPORT OPS DETAIL SITE PLAN	CCE	CCE-1106-07-07-00	1 OF 1

Public Comments
167651

Talkeetna Airport Improvements, Phase II
Design Public Meeting
17-Oct-2001

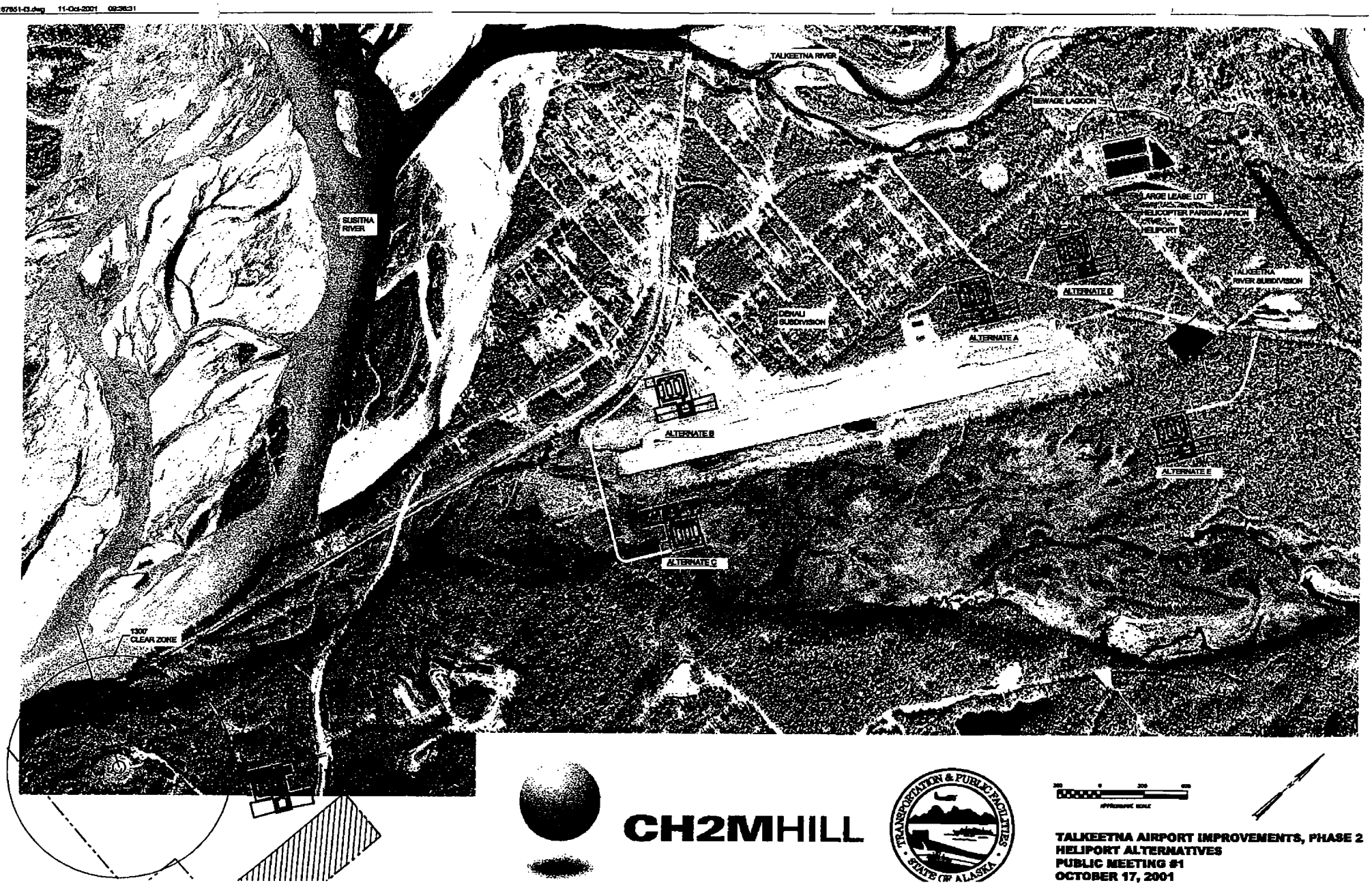
Sign In

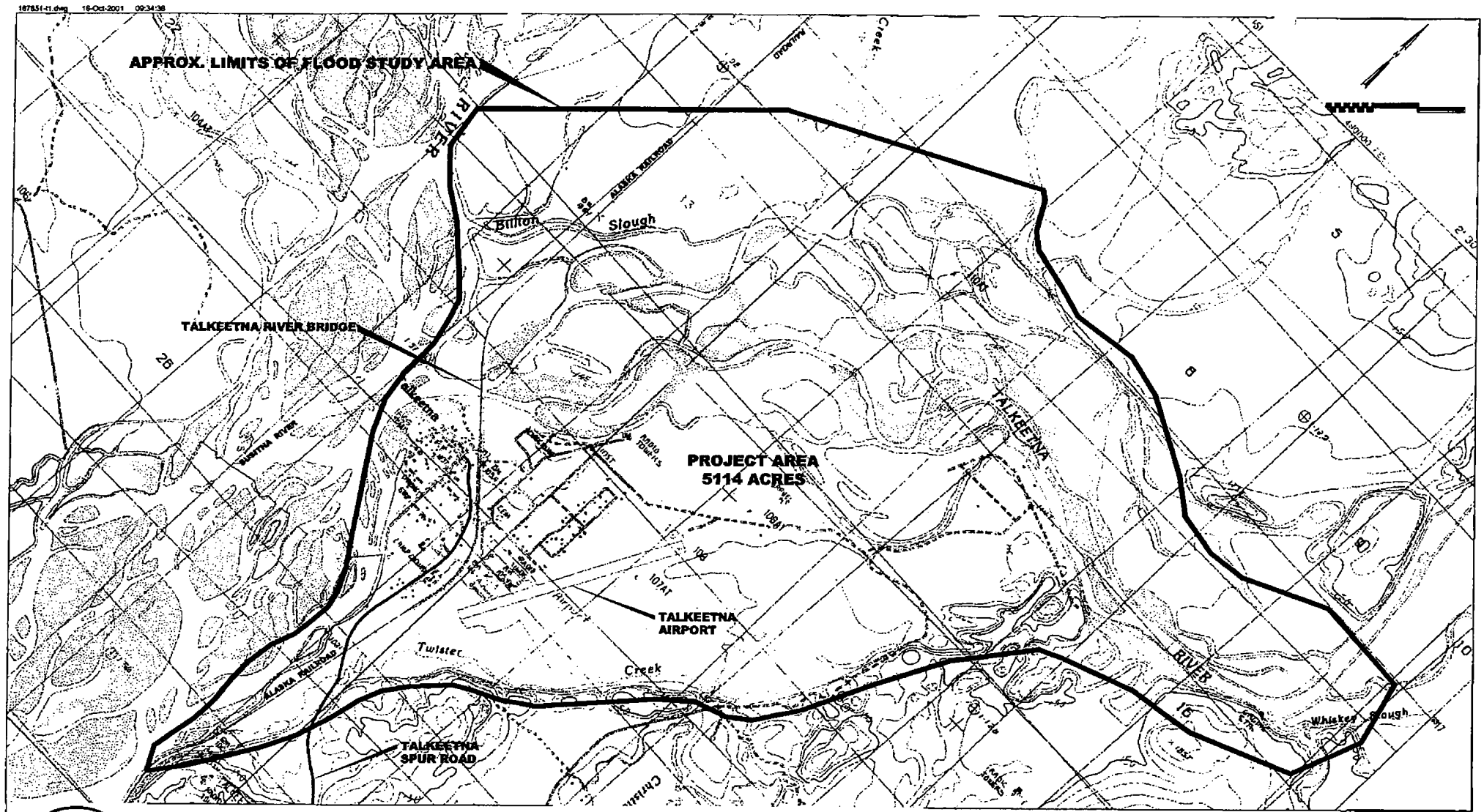
Signature	Name	Address	City	State	Zip	email	Phone	Fax
[illegible]		P.O. 190430	Anch	AK	99519	cradenali@mtaonline.net	266-8358	(C) 8399
Ruth Wood		PO Box 766	Talkeetna	AK	99676	~~[illegible]@matnet.com~~	733-6874	
R.G. Denny	R.G. Denny	P.O. Box 290	Talkeetna	Alaska	99676		733-2340	same
[illegible]	Stephen Stoll	Box 870767	Wasilla	AK	99687	aztech@alaska.net	323-3447	907 373-7828
[illegible]		Box 525		AK	99676			
Roberta Sheldon	Roberta Sheldon	Box 292	Talkeetna		99676		733-2414	same — Flood Control Bd.
Billy Fitzgerald								
[illegible]	Billy Fitzgerald	Box 93	Talkeetna	AK	99676	info@denalitrekking.com		-2566
Sandra Haly	350 E. Dahlia		Palmer	AK	99645	sgarley@msb.co.mat-su.ak.us		945-9850
Kathleen E. Fleming	Kathleen E. Fleming	POB 248	TKA				352-3888	
Annie Duquette	Annie Duquette	PO Box 234	TKA	AK	99676		733-5501	
Linda Ramsey	Linda Ramsey	P.O. Box 319	TKA		99676		733-1419	
Mark Forrester	Mark Forrester	Box 1026	Talkeetna	Ak	99676		733-6169	
LeeAnn Wetzel	LeeAnn Wetzel	PO Box 544	Talkeetna		99676		733-1965	
LWK: Susan Kelland	Susan Kelland	" 101	"	"			733-2710 / 2720	
James Kelland	James Kelland	"	"	"			"	" "
ERA Helicopters	Warren E. Laury	6160 Carl Brady Drive	Anchorage	AK	99502		907 248 ~~[illegible]~~ 4422	
ERA Helicopters	Tim Cudney	6160 Carl Brady Drive	Anchorage	AK	99502		(907) 248 4422	

Talkeetna Airport Improvements, Phase II
Design Public Meeting
17-Oct-2001

Sign In

Signature	Name	Address	City	State	Zip	email	Phone	Fax
	Steve Cinelli	301 W Nb Lights #601	Anchorage	AK	99502	scinelli@ch2m.com	(907) 276-6733 x235	
	Warren Lowry	PO 110637	Anchorage	AK	99511	warrenlowry@msn.com	9072668467	
	ERIC DENKSWALTER	BOX 305	TKA	AK	99676	TALKAERO @ ALASKA.NET	733 2499	
	JEFFREY C DAVIS	333 Raspberry Rd	Anch	AK	99518	Jeff.Davis@fhwa.dot.gov	267-2464	
	Robert Gerlach	Box 23 TKA		AK	99676		733 2612	
	Heather Bovut	MSB - Planning	Palmer	AK		HBovut@msb.co.mat-su.ak.us	745-	
	TERRY MANGIONE	PO BOX 11	TALKEETNA	AK	99676		907-733-2287	
	HARLAN LEGARE	COE					753-2610	
	BILL POST	BOX 491	Talkeetna	AK	99676		733-2448	
	Carol L SUNSA	PO Box 922	Talkeetna	AK	99676		733-8555	
	Don Cecil	ADOT/PF						
	JOHN LOVETT	FAA AIRPORTS						
	Sandra White	PO Box 130	TKA	AK	99676	info@talkeetnaair.com	733-2218	
	DAVE COOLIDGE	301 W. N. LIGHTS #601	ANCH.	AK	99503	dcoolidge@ch2m.com	276-6033 x210, 257-2000	
	Ron Stroman / DOT+PF Leasing		Anchorage	AK				
	Bob Norton / DOT+PF Leasing		Anchorage	AK				
	Steve Hanson / DOT+PF TKA Maintenance		TKA, AK					
	Tim Aldrich / URS CORP		FAIRBANKS, AK					
	Robert Gerlach, TKA AK							


167851-03.dwg 11-Oct-2001 09:36:31
TALKEETNA RIVER
SUSITNA RIVER
SEWAGE LAGOON
LARGE LEASE LOT
HELICOPTER PARKING APRON
HELIPORT
TALKEETNA RIVER SUBDIVISION
ALTERNATE D
ALTERNATE A
ALTERNATE B
ALTERNATE E
ALTERNATE C
1300' CLEAR ZONE
CH2MHILL
TRANSPORTATION & PUBLIC FACILITIES
STATE OF ALASKA
TALKEETNA AIRPORT IMPROVEMENTS, PHASE 2
HELIPORT ALTERNATIVES
PUBLIC MEETING #1
OCTOBER 17, 2001



TRANSPORTATION & PUBLIC FACILITIES
STATE OF ALASKA

CH2MHILL

TALKEETNA AIRPORT IMPROVEMENTS, PHASE 2
FLOOD STUDY AREA
PUBLIC MEETING #1
OCTOBER 17,2001

TALKEETNA AIRPORT IMPROVEMENTS PHASE II

Public Meeting

COMMENT SHEET

October 17, 2001

The State of Alaska, Department of Transportation and Public Facilities (DOT&PF) and CH2M HILL, are beginning the **Talkeetna Airport Improvements, Phase II** project An important aspect of this project is the public involvement process. Today is our initial public meeting, the first in a series of public information meetings. The purpose of this meeting is to introduce the design team and to solicit public comments and suggestions concerning the project. The project will include general airport improvements, relocation of the existing heliport, noise analysis, hydrologic/hydraulic studies, and flood plain mitigation measures. Input received at the meeting will be considered in preliminary design, preparation of engineering studies and environmental documentation for the project. Please complete this *Comment Sheet* and leave it prior to your departure tonight. Or, if you prefer to complete it later, please return it to the address below by November 19, 2001.

Dave Coolidge, P.E.
Project Manager, CH2M HILL
301 W. Northern Lights Blvd. Suite 601
Anchorage, Alaska 99503
Voice (907)276-6833, Fax (907) 257-2003
e-mail: dcoolidg@ch2m.com

Don Baxter, P.E.,
Project Manager DOT&PF
P.O. Box 196900
Anchorage, AK 99519
Voice (907) 269-0610, Fax (907) 269-0620
e-mail: don_baxter@dot.state.ak.us

NAME: LeeAnn Wetzel - McKinley Air Service.

ADDRESS/ZIP PO Box 544

TELEPHONE: 907 733-1765

E-MAIL mckair@alaska.net

Comments/Suggestions Concerning the Phase II Airport Improvements:

We have been waiting for new lease lots since 1995. The State of Alaska had "promised" new lots since 1997. Needless to say we are still waiting for the "promises" to come about. My company ended up in a strange bidding situation - (paying 8X the normal rate of leased lots) + only getting use of this lot for 3 years + / only 5 months of the year. I am extremely disappointed with the States progress of lease lots + it has drastically affected my business. To say these lots will be done in a timely matter to accomodate my business is very hard to have faith in.

These new "proposed lots" look very usable I hope you do your best to make it happen.

TALKEETNA AIRPORT IMPROVEMENTS PHASE II

Public Meeting

COMMENT SHEET

October 17, 2001

The State of Alaska, Department of Transportation and Public Facilities (DOT&PF) and CH2M HILL, are beginning the **Talkeetna Airport Improvements, Phase II** project An important aspect of this project is the public involvement process. Today is our initial public meeting, the first in a series of public information meetings. The purpose of this meeting is to introduce the design team and to solicit public comments and suggestions concerning the project. The project will include general airport improvements, relocation of the existing heliport, noise analysis, hydrologic/hydraulic studies, and flood plain mitigation measures. Input received at the meeting will be considered in preliminary design, preparation of engineering studies and environmental documentation for the project. Please complete this *Comment Sheet* and leave it prior to your departure tonight. Or, if you prefer to complete it later, please return it to the address below by November 19, 2001.

Dave Coolidge, P.E.
Project Manager, CH2M HILL
301 W. Northern Lights Blvd. Suite 601
Anchorage, Alaska 99503
Voice (907)276-6833, Fax (907) 257-2003
e-mail: dcoolidg@ch2m.com

Don Baxter, P.E.,
Project Manager DOT&PF
P.O. Box 196900
Anchorage, AK 99519
Voice (907) 269-0610, Fax (907) 269-0620
e-mail: don_baxter@dot.state.ak.us

NAME: Brenda Ramsey (Bl. #1, Lot 16, 17 Denali Subdv.)

ADDRESS/ZIP P.O. Box 319, Talkeetna, AK 99676

TELEPHONE: 733-1419

E-MAIL

Comments/Suggestions Concerning the Phase II Airport Improvements:

As a resident of Denali Subdivision (Easy St. near corner of Denali) I have 2 problems related to increased Traffic of the Talkeetna Airport:

(1) Increased noise during summer months interferes increasingly with sleep and daily living activities, such as being unable to talk on the telephone.

(2) Increased air pollution which was especially noticeable this past summer when a jet was based and parked near Talkeetna Air Taxi.

With the proposed Phase 2 expansion of transient parking and heliport movement, my home may become uninhabitable from a noise and air pollution standpoint.

TALKEETNA AIRPORT IMPROVEMENTS PHASE II

Public Meeting

COMMENT SHEET

October 17, 2001

The State of Alaska, Department of Transportation and Public Facilities (DOT&PF) and CH2M HILL, are beginning the **Talkeetna Airport Improvements, Phase II** project An important aspect of this project is the public involvement process. Today is our initial public meeting, the first in a series of public information meetings. The purpose of this meeting is to introduce the design team and to solicit public comments and suggestions concerning the project. The project will include general airport improvements, relocation of the existing heliport, noise analysis, hydrologic/hydraulic studies, and flood plain mitigation measures. Input received at the meeting will be considered in preliminary design, preparation of engineering studies and environmental documentation for the project. Please complete this *Comment Sheet* and leave it prior to your departure tonight. Or, if you prefer to complete it later, please return it to the address below by November 19, 2001.

Dave Coolidge, P.E.
Project Manager, CH2M HILL
301 W. Northern Lights Blvd. Suite 601
Anchorage, Alaska 99503
Voice (907)276-6833, Fax (907) 257-2003
e-mail: dcoolidg@ch2m.com

Don Baxter, P.E.,
Project Manager DOT&PF
P.O. Box 196900
Anchorage, AK 99519
Voice (907) 269-0610, Fax (907) 269-0620
e-mail: don_baxter@dot.state.ak.us

NAME: TERRY MANGIONE

ADDRESS/ZIP PO BOX 11

TELEPHONE: 733-2287 / 2599

E-MAIL

Comments/Suggestions Concerning the Phase II Airport Improvements:

Heliport to north end of Airport Grounds on east side. extend access Road on east side of RR to TKA spur south of Cravers Crossing to provide Better Access to Airport. Provide Pedestrian access to All lease lots. not only Those North of the Apron.

Addition of access Road will Enhance SAFETY. of Traffic Flow, and ~~allow~~ Allow Better Emg. services ACCESS to Air Port.

TALKEETNA AIRPORT IMPROVEMENTS PHASE II

Public Meeting

COMMENT SHEET

October 17, 2001

The State of Alaska, Department of Transportation and Public Facilities (DOT&PF) and CH2M HILL, are beginning the **Talkeetna Airport Improvements, Phase II** project An important aspect of this project is the public involvement process. Today is our initial public meeting, the first in a series of public information meetings. The purpose of this meeting is to introduce the design team and to solicit public comments and suggestions concerning the project. The project will include general airport improvements, relocation of the existing heliport, noise analysis, hydrologic/hydraulic studies, and flood plain mitigation measures. Input received at the meeting will be considered in preliminary design, preparation of engineering studies and environmental documentation for the project. Please complete this *Comment Sheet* and leave it prior to your departure tonight. Or, if you prefer to complete it later, please return it to the address below by November 19, 2001.

Dave Coolidge, P.E.
Project Manager, CH2M HILL
301 W. Northern Lights Blvd. Suite 601
Anchorage, Alaska 99503
Voice (907)276-6833, Fax (907) 257-2003
e-mail: dcoolidg@ch2m.com

Don Baxter, P.E.,
Project Manager DOT&PF
P.O. Box 196900
Anchorage, AK 99519
Voice (907) 269-0610, Fax (907) 269-0620
e-mail: don_baxter@dot.state.ak.us

NAME: Joe Page

ADDRESS/ZIP PO B 158

TELEPHONE: 733-1060

E-MAIL Jhpage52@hotmail.com

Comments/Suggestions Concerning the Phase II Airport Improvements:

It's too noisy around here already. Everytime a plane flies over the loons sound their alarm call. I can't imagine what sounds the helicopters might generate. There must be a better way than to continue expansion.

DOES ANYONE READ THESE? File

TALKEETNA AIRPORT IMPROVEMENTS PHASE II

Public Meeting

COMMENT SHEET

October 17, 2001

The State of Alaska, Department of Transportation and Public Facilities (DOT&PF) and CH2M HILL, are beginning the **Talkeetna Airport Improvements, Phase II** project An important aspect of this project is the public involvement process. Today is our initial public meeting, the first in a series of public information meetings. The purpose of this meeting is to introduce the design team and to solicit public comments and suggestions concerning the project. The project will include general airport improvements, relocation of the existing heliport, noise analysis, hydrologic/hydraulic studies, and flood plain mitigation measures. Input received at the meeting will be considered in preliminary design, preparation of engineering studies and environmental documentation for the project. Please complete this *Comment Sheet* and leave it prior to your departure tonight. Or, if you prefer to complete it later, please return it to the address below by November 19, 2001.

Dave Coolidge, P.E.
Project Manager, CH2M HILL
301 W. Northern Lights Blvd. Suite 601
Anchorage, Alaska 99503
Voice (907)276-6833, Fax (907) 257-2003
e-mail: dcoolidg@ch2m.com

Don Baxter, P.E.,
Project Manager DOT&PF
P.O. Box 196900
Anchorage, AK 99519
Voice (907) 269-0610, Fax (907) 269-0620
e-mail: don_baxter@dot.state.ak.us

NAME: ROBERTA SHELDON

ADDRESS/ZIP BOX 292, TALKEETNA, ALASKA 99676

TELEPHONE: 907-733-2414

E-MAIL

Comments/Suggestions Concerning the Phase II Airport Improvements:

THE HELICOPTER ISSUE HAS BECOME SO CONTROVERSIAL HERE THAT IT'S TIME TO MOVE HELICOPTER ACTIVITY, AND ITS ACCOMPANYING NOISE, AWAY FROM THE TALKEETNA AIRPORT.

AN IDEAL SPOT FOR RELOCATION AT THE COVERED AND UN-USED MAT-SU BOROUGH LANDFILL, A LITTLE OVER A MILE OUT OF TOWN. THIS HAS CONVENIENT HIGHWAY ACCESS AND IS CLOSE TO TOWN. IT'S LOCATED ON THE EAST SIDE OF THE TALKEETNA SPUR ROAD AT ITS JUNCTURE WITH COMSAT ROAD. PLEASE LOOK INTO IT. HELICOPTER OPERATIONS CAN USE A SHUTTLE BUS TO GET BACK & FORTH.

IT'S TIME FOR HELICOPTERS TO RELOCATE!

167122
Public Comments

TALKEETNA AIRPORT IMPROVEMENTS PHASE II
Public Meeting
COMMENT SHEET
October 17, 2001

NAME: Warren Lowry (Era Aviation, Inc.)
ADDRESS/ZIP: 6160 Carl Brady Dr. Anchorage, AK 99502
TELEPHONE: 907 248-4422 ex 467 fax 266-8377
E-MAIL: warrenlowry@msn.com

Comments/Suggestions Concerning the Phase II Airport Improvements:

- I apologize for the lateness of this comment. I don't remember the letter designations for the current heliport alternatives. Era would like to be as close to Talkeetna as possible, for convenience and customer visibility. The current helicopter parking area is the best for those purposes. Our first choice for a lease lot would be where the helicopters are now parked or south of that area west of runway. The second area on your plan that is not particularly sensible for us, but is one of the alternatives, is the southeast side of the runway, only if it is within walking distance of facilities.

- Era Aviation, Inc. intends to lease an approximate 200'x 260' lot for 4 Astar type helicopters when the Talkeetna Airport lease spaces are available. That size lot includes vehicle and aircraft parking, a building and fuel storage. We plan on using the permit area we have been using at the airport until the new lease lots are available.

- Helicopters should be given equal consideration with airplanes for use of the public airport. The draft plans appear to give the airplane operators the choice lease lot and commercial ramp locations with little thought for the needs of helicopter operators. Maybe you can start with a fresh draft that treats both types of aircraft as equals. Both types of aircraft have the same needs from the airport. Both types of aircraft do not have to be separated by more than a few hundred feet at most. You do not have to have a heliport on an airport, maybe a separate or shared landing/takeoff area and parking. Large lease lots are planned where the helicopters now park in the preferred alternative. I assume they are for airplanes only. Why can't helicopters continue to use that area? There is quite a bit of space in that location. If that area were properly planned there would probably be room for helicopter leases. Maybe the large helicopters should be in a separate location across the runway. The large helicopters are all transient. Why should the helicopter leaseholders be inconvenienced and potential airplane leaseholders given the choice lease lot locations? Helicopter sound from that end of the airport by small helicopters and maybe large helicopters could be quieter than certain airplanes at takeoff power. Our operations at full speed during the summer would probably not exceed 4 takeoffs and landings an hour during the day, compared to many more airplane takeoffs. Large helicopters use the airport very little compared to other aircraft. All helicopters should not be colored by few operations by large helicopters.

- If there are lease lots or transient helicopter parking on the east side of the runway, then there should be a pedestrian walkway along with the road so people without a vehicle can walk to the facilities (Flight Service Station, restrooms, food and town).

- Large helicopters (12,500+lbs) should be separated from all other smaller aircraft if the large helicopters have to hover to parking.

- The noise study should include all aircraft.

- We would be happy to meet with you at any time.

Talkeetna Airport Improvements, Phase II

Design Public Meeting Wednesday October 17, 2001, 4-7 PM
Talkeetna Elementary School

ATTENDEES:	CH2M HILL	DOT&PF
	Linda Cyra-Korsgaard	Don Baxter, Laurie Mulcahy
	Dave Coolidge	Bob Norton, Ron Stroman
	Steve Cinelli	Steve Hanson
	Farshard Farhang	**FAA:** John Lovett
	26 public members signed-in	**COE:** Harlan Legare

General Comment Summary

- Move the airport to another location altogether.
- Put a limit on the number of flights.
- When will construction take place? (2003).
- Likes Alt B for transient parking lot.
- Alt C – heliport, a concern was noted with pedestrians crossing the runway.
- Move just the heliport away from Talkeetna.
- Person would like air quality researched because last summer, jet fumes were evident/bothersome from 5 lots away down Denali Street
- Wanted to know if the State has to answer every question that is submitted in writing. A comment was made regarding the EA to move the airport out of Talkeetna. Establish flight patterns for planes and helicopters to reduce noise over town.
- The military helicopters create a lot of dust.
- Discuss flight paths with the military.
- Likes Alt F (VOR site), but is concerned with the flight path.
- Heard one comment that the airport has created the flooding problem.
- A comment that there is a sight distance problem for folks leaving the K2 airport area and turning left, the ARRC tracks are high and small cars cannot see cars traveling east toward the airport.
- Various individuals stated that Alternatives D and E are impractical due to the separation between the existing apron area and the proposed heliports. Alternative A is impractical due to it's proximity to residential areas. Alternative B is impractical due to it's conflicts with the proposed commercial apron development.
- A secondary access road will provide a bypass away from the town center for airport destination traffic, as well as an alternate access for boat traffic destined to the river. Borough regulation requires two points of ingress/egress and currently the airport is not in compliance.
- The need for *fencing* for perimeter security and to promote safety in air operations areas.
    1. Numerous ski trails/dog sled trails that have evolved on the airport property as well as the VOR site are in a trespass situation. These trails are used by local schools and area residents, and access to certain trails cross active air operations areas, potentially compromising security and airport safety.
    2. Moose and loose dogs are also concerns at the airport, and fencing should not preclude snow disposal opportunities.

3. Fence locations are to be determined by tenants in consultation with airport leasing.

- Some residents expressed growing concerns on overuse of the airport, and wanted to know when no additional growth was acceptable and how limitations could be placed on the airport. This generated discussions that limitations could not be placed on interstate commerce, but that the National Environmental Policy Act (NEPA) process could result in such actions as the No Build or other more restricted build alternatives.
- There is a proposed bird sanctuary northeast of the airport at intersection of Comsat Road and Beaver Road.
- A ski runway parallel to the paved runway would facilitate closing down the community airstrip and reduce noise within the community.

Heliport Sites

General discussion about special design opportunities for Heliport Alt C.

- Reconfigure into a linear design along southeast upland parallel to the runway embankment (rather than the "cookie-stamp" design as shown), thus shifting away from Twister Creek and contiguous wetlands.
- To construct the currently depicted Alt C facility requires several permits, including Alaska Department of Fish and Game (ADF&G) Title 16 and U.S. Army Corps of Engineers (Corps) Section 404.
- The reconfigured design must be self-mitigating, especially with Section 401 water quality concerns, with a recommended 100-foot setback from wetlands/waterbodies for fueling and/or other staging activities (a general ADOT&PF Best Management Practice requirement).
- Design concepts to consider include grading towards runway into grassy swales/ditches, installing curb and gutter, and relocating the access road.
- Need to further consider wetland boundaries to better site the facility so that it can be determined viable and feasible by resource agencies since there are other upland alternatives.
- Local pilot concern is that developing Alt C may preclude a future float plane basin in the vicinity.
- General public comment that Alt C may be within active floodplain, and several concerns regarding the 3 alternatives on the northern end of RW 18 (Alts A, D, E) because of potential noise impacts on adjacent residential subdivisions.
- ERA Helicopters prefer either Alts B or C, with sizable lease lots.
- They anticipate operating 3 helicopters for area scenic/touring ventures, primarily in connection with the Princess Hotel.
- The ERA representatives consider that any proposed heliport situated within central proximity of airport facilities as beneficial and not acceptable to be located in the northeast corner (Alt E) or near the VOR (Alt F).
- A separation distance of approximately 250 feet between transient helicopters and Chinooks/other large helicopters is desired because of rotor wash.
- Need to recognize that this business will generate additional vehicular traffic flow/transportation patterns onto the airport (to and from lease lots) to accommodate the tourists chartering their helicopters.
- ADF&G does not support Alt C and it's access road, and prefers upland alternatives.
- Alt C shown to impact Twister Creek and contiguous wetlands. It was explained that we will consider modifications to the "cookie-stamp" design to determine the alt's feasibility.

- The ADF&G representative indicated that they may pursue an Environmental Impact Statement should the Department select a preferred alternative in the southeast Twister Creek wetlands; it has the greatest impact on fisheries of all alternatives considered and the access road would act as a floodplain barrier.
- The representative did not favor the proposed airport secondary access road of the Master Plan EA, but also recognized that it is not included in this near-term phase of project development and stated that ADF&G will deal with that design element when it surfaces in the long term development.
- Gerry Sousa has a B&B near Alts A and D. He opposes both sites and supports Alt F. He volunteered to have noise measurements taken at his property.
- The Community Council representative, Billy Fitzgerald, indicated that the community supports Alt F. This is because currently existing noise levels generated by aircraft approaching and departing the airport are unacceptable and there is associated low level flying over the town.
- The community wants future aviation development to the east side of the airport, away from town.
- The representative further indicated that the community does not support any heliport alternative on airport property and expressed concerns that a certain airport business is not speaking for all of the local community.
- It was stated that EMS emergency services could land at the runway even if the heliport was sited off airport property. Emergencies usually go to Columbia Hospital and not generally the Sunshine Clinic located at Mile 4 Talkeetna Spur Road.
- With regard to Alt C, heliport businesses would need to provide transportation for clients and require vehicles to access the site; it would not be a walk-in situation. This is also the case for Alt F, which is closer to the hotel, the primary generator of the majority of customers. It was not envisioned that many clients/tourists would be attracted from town.
- Alt C would have approaches/departures over town in a fashion similar to current conditions.
- The Community Council representative also suggested the "old dump site" across road from Alt F as an alternate heliport site because Alt F impacts ski trails (as does Alt C as presently depicted). These trails are on ADOT&PF airport and FAA VOR properties (refer to the fencing discussion contained in the subsequent Others Issues section of these meeting minutes). It was recommended that the trails are not compatible with airport operations and should be relocated. (Concerns with regards to issues of potential contamination/other ADEC concerns at the above-suggested alternate heliport site; the suggested alternate appears to be adjacent to the hotel - also see subsequent ski trail discussion and safety issues.)

Noise Issues

- Aircraft noise originates from three locations: Talkeetna Airport, Christiansen Lake, and the village strip. Flight pattern conflicts exist between the runway and Christiansen Lake.
- An overall complaint expressed by many is that there are currently unacceptable noise levels generated by aircraft approaching and departing the airport. Low level flying aircraft turn right after departure across town in conflict with left hand turn pattern for Runway 18. There is also a mid approach across town, which generates core noise at the mid point of the runway. Pilots will use full propeller with maximum RPM's versus "throttle back" during take off.

- It was acknowledged that noise levels for Cessna 185's and Aero Commanders are high, and it was noted that "perceived" noise from the Chinooks is actually caused from feeling the pressure of rotor wing operations; this is especially annoying to local residents when aircraft land to the south. Regardless, residents indicate that airport noise induced disruptions within the community are increasing. Appropriate noise monitoring sites were identified within the community, and modeling and analysis techniques were described.
- It appears that changes and imposed limitations in flight patterns could mitigate existing noise impacts, especially when approaching and departing over the community. John Lovett (Federal Aviation Administration [FAA]) said that he would check the Alaska Supplement to evaluate the need to establish and/or modify more formal flight patterns when climbing out of town with a river departure. If necessary, FAA needs to publish flight patterns and altitudes to make users more aware to mitigate some of the noise impacts. There was a caution by a local pilot not to shift noise over to Trapper Creek (across the river).

Hydrology Issues

- Team members identified the larger surrounding area that would be included in the hydrologic/hydraulic studies. Discussions included the Dec. 2000 Master Plan EA that identified two conceptual mitigation sites - extension of the Alaska Railroad Bridge and a drainage swale at the Talkeetna Airport.
- One individual indicated that during the 1986 flood, he had to wear hip boots in certain areas within town. Apparently, the river was backed up behind the railroad bridge.
- The airport was not flooded and at that time the runway was lower; however, recent airport improvements have since raised the runway by roughly 3 feet.
- A pilot by the name of David Lee was recommended regarding obtaining photography of the 1986 flood, as David flew a Cub and worked at Talkeetna Air Taxi at that time.

Appendix

A. Individual Verbal Comments
B. Written Comments (attached)
C. Sign in sheet (attached)
D. Meeting Drawings (attached)

Appendix A - Individual Verbal Comments

Tim Cudney & Warren Lowry/ERA Helicopters

- Tim and Warren think that there will be significant demand for helicopter flightseeing based at Talkeetna Airport. They presently base their Jet Rangers at the Chulitna entrance to Denali National Park, and at Trapper Creek, and are working toward moving to Talkeetna Airport.
- They also stated that their immediate desire is to base 2 Jet Rangers at Talkeetna, and in the future to base 4 Jet Rangers at Talkeetna.
- Their preference is for Alternative C, East of 36 Threshold. They see several advantages to Alt C-close to the fixed wing apron, the most visible of all the alts, and good visibility between the Final Approach & Take Off area (FATO) and the runway.
- They would like to be able to park their Jet Rangers at least 200 ft to 300 ft away from Chinook operations.
- They provided us with a drawing they developed that shows a 75 ft by 75 ft FATO, parking for 4 Jet Rangers, and a developed lease lot area.
- They also suggested that we ask Cook Inlet Regional Inc. (owners of the Denali Alaskan Lodge) for their opinion of the heliport alternatives.

Jeff Davis/ADF&G; Jeff asked several questions about H&H and the heliport alternatives:

- Jeff asked about our flood study and design work. Told him about Jim's HEC-RAS model approach. Also mentioned the data Jim received on 1986 Q50 flood from USGS and the Weather Service. Jeff was interested that we were includingTwister Creek in the study.
- Jeff expressed dismay over Heliport Alternate C, (as shown on our conceptual graphics) said he was overhearing strong (ERA) interest in that option. He said the Department would have many questions on Alt C while Alt E would have little concern.
- Expressed his concern over locating a heliport so close to Twister Creek within a wetland habitat.

Mr. Eric Denkewalter/Talkeetna Aero Services.

With regard to the 1986 flood:

- There was surface water at the Swiss Alaska Inn. The water was moving slowly.
- There was no standing water on the runway.
- There was no water near taxiway or runway.
- No water was running toward Twister Creek along upstream side of railroad embankment.
- The water got very close to the low cord on the upstream side of the railroad bridge on the Talkeetna River. Harlan Legare (COE) mentioned that he had been told the water got within one to two feet of the low cord.
- Houses at the upstream end of Talkeetna, on the left bank, had water in the yards. Trees were moving in the water. (Homes in the vicinity of the intersection of Beaver and Mercedes Roads).
- Could not get a boat under the Talkeetna River Bridge during the flood.
- Don Lee, phone, was one of the first persons to fly after the 1986 flood. He may be able to tell us about where the water was.
- Vern Rauchenstein, Swiss Alaska Inn, is out of town now, but would be able to tell us about flooding near the Inn. Should be back in about two weeks.
- The Susitna River was higher than normal when the Talkeetna flooded in 1986.
- 1986 flood was due to rain on snow. It rained very hard at times.

- Dan Maynard could point out the height of the water to the surveyors. J.D. Lewis owned the property at the time.

Mr. R.G. Denny,
With regard to the 1986 flood.

- He will show the surveyors where the water was on the corner of Beaver and Mercedes Roads. He thinks that water was about 3 feet deep at the intersection of Mercedes and Beaver Roads.
- Houses in the vicinity of the intersection of Beaver and Mercedes Roads were flooded. All the roads in this area were flooded (Beaver Rd and Mercedes Rd).
- Dave Parker's place was flooded.
- Several cabins were washed away in the flood.

Robert Gerlach and Billy Fitzgerald

- Robert and Billy stated that the only acceptable heliport was at the VOR site, and that noise at Talkeetna is a problem due to operators taking off to the south during the summer, making a right hand turn, and heading over the community on the way to Denali.
- Additionally, Robert stated that the only practical way to develop the airport is to develop the wetland area east of the runway. In his view, the community is squeezed between the river and the runway, and the airport keeps expanding to the west, and the river is eroding to the east.

Billy Fitzgerald/Chairperson for the Talkeetna Community Council,

- Billy said that peak time for aviation activities is probably around July 1st. Climbing gets going strong in early May and is over by June 30th. (Farshad said he could adjust the model to account for a peak even if he takes data in late May/early June provided he has a sizable sample.)
- He said that we should avoid doing field work noise sampling on heavy moisture days or with high winds, as it impacts noise readings.
- Did not like Alt E mainly due to a Bird Sanctuary north of site location. Dislikes D or A too for proximity to subdivisions. He only likes the VOR site—Alt F—it gets it out of town.
- Said our exhibit was incorrect---TK River Subdivision is farther to the north (he thought area was David Lee Subdivision?).
- Complained about ERA flights going over town and causing noise. (Ron Stroman pointed out that helicopter sound is not noise as much as the pressure/vibration of rotors and that 185's equipped with constant speed propellers are worse. Billy said the disturbance is still bad.)
- Mentioned a 20/20 Visions seminar w/DOT where the work groups all agreed to move airport to the Y location. DOT&PF is not aware of this conversation.
- Mentioned an alternative to VOR site is the Dump site to the south of VOR—ok w/him.
- Left hand traffic out is rare--Billy said 98%+ of traffic is 'Right-hand exit' toward McKinley.
- EMS facility is across from exist Heliport site—they use the ambulance to transport to Anchorage.
- Ron Stroman said DOT could establish flight patterns and have FAA Flight Standards enforce it.
- Military stages for 1 month typically during war games. Also they stop sometimes for lunch on the way to Fairbanks.

- Mr. Fitzgerald indicated that the only acceptable heliport alternative to the Community of Talkeetna was the VOR site.
- He indicated that there had been significant problems in the past generated by helicopters flying low over the community and creating excessive and unacceptable noise levels.
- Considerable discussion ensued and it was suggested that airport approach and departure flight pattern standards be modified to preclude flying over the community.
- Mr. Fitzgerald questioned whether helicopter pilots would adhere to the standards.
- He said that the community would not consider an alternative heliport site at the airport if the flight pattern were modified, and enforced.

With regard to the 1986 flood.

- At the peak, there was about 1 foot of water on the floor of his house.
- A stack of building materials was washed into the woods.
- Water was moving along the slough at the front of the house.
- The flood left 8 to 10 inches of silt on the floor of the house.
- The water in the yard was moving swiftly.
- They left the house when water started flooding the yard, and it was 5 days before they were able to return.
- Some houses, located even closer to river, did not get flooded because they were on higher ground.
- Three houses were washed down river. At least one of the houses was on the other side of the river.
- The marks from the peak water surface elevation have all been removed.
- Log jams on the banks of the river, diverted water at some locations.
- Billy drew the edge of the 1986 floodwater, on the left bank between the upstream end of Talkeetna and the sewage lagoon, on our aerial photograph. He said his line represents the edge of the flowing water. There were places where there was ponded water to the left of his line.
- Billy has talked to an older gentleman that remembers an ice jam on the Talkeetna River Railroad Bridge. However, this is not a common occurrence. Billy did not remember it ever happening since he has been watching the river.

Robert Gerlach/resident

- Robert does not like Alts A, B or D. He thought Alt E is not operationally desirable. Liked the VOR site (alt F) the best .
- Favors Talkeetna Airport expansion to move East only—NOT Westward. Said river is eroding riverbank to the west and with TKA being on the south it would "constrict community growth."
- Robert dislikes that most fixed wing air operations take off on Runway 18 and make a hard right hand exit directly over town, many B&B operations in path and noise is terrible when pilots don't cut prop pitch. A local wedding he attended was totally disturbed by this activity.
- Wonders why ERA uses a "mid-base approach" and why they can't do a Right Turn Traffic approach if they use the RT hand departure so much.

With regard to 1986 flood.

- He could not remember anything about water levels other than it felt like the river was threatening the community.

Steve Hanson/DOT&PF Airport Manager

- He indicated that he was opposed to any alternative heliport site located away from the airport because he does not have the resources or budget to maintain a facility located away from the airport.
- Steve mentioned that at least 3 additional operators had contacted him this year re: obtaining lease space or wanting to add helicopter operations. Talkeetna Air Service wants to add helicopter operations. Oregon outfit (Skycrane?) wants to base out of Talkeetna and also a small operator from King Salmon. No new lease space is available until this development occurs.
- Snow storage is key for Steve as his loader is small and cannot push snow long distances. He is using spaces for snow storage that people don't use in winter. General Aviation expansion will need to address snow storage areas.
- Steve liked Alternatives A, B & C alternates for Maintenance & Operations reasons (proximity to his area) and disliked Alt. F due to distance he must cover to service it.

Mr. Gene Jenny, With regard to the 1986 flood.

- Water was around the Swiss Alaska Inn. The water may have gotten as high as the first floor carpets.
- The house across the road from the Swiss Alaska Inn had water at least in the basement.
- The water near the Swiss Alaska Inn was moving slowly.
- Dan Maynard might be able to provide some information on water surface elevations, but has moved his house since the flood.
- Houses at upstream end of Talkeetna, on left bank, were flooded. (I believe we are talking about homes in the vicinity of the intersection of Beaver and Mercedes Roads).
- The railroad previously used a Cat to grade the right bank on the upstream side of the Talkeetna River Bridge to make more room for floodwaters.
- Steve Mahay would be a good person to talk to about the flood.
- This past year, railroad cars have been dug out of the Talkeetna River on the upstream side of the railroad bridge. Apparently they had been used to protect the bank from erosion. As the bank eroded, they ended up in the channel. At least one boat was damaged by hitting the railroad cars.

Susan Kelland/Resident

- Susan noted a 91/92 study by a consultant where the idea of a junior Potter Marsh with boardwalk and interpretive signs was proposed for the Twister Creek area near the Spur Road. She said this would be a tourist attraction/interpretive site. The idea was never funded and was forgotten. She said the University owns some of the land adjacent to the road ROW and the Airport property. They might be interested in going in with CIRI folks (Princess owners) on doing this. It was mentioned that the DOT is upgrading Spur Road (Jim Childers, Project Manager) and is in the early design stages.

Jim Kellard, Talkeetna Gifts and Collectables
With regard to 1986 flood.

- Jim thought that the water around the Swiss Alaska Inn did come from the Talkeetna River.
- St Bernards Church had water up to the floor.
- Jim suggested that we talk to Herb and Verna Thompson. They own Grama's Video.

Linette Lee (Don Lee's Wife)/Talkeetna Resident
With regard to the 1986 flood.

- She had several black and white photographs taken during the 1986 flood. She did not know what day they had been taken on, but thought it might have been on the day before the water crested. We borrowed three of the photographs taken near the railroad bridge and scanned them. One of the photographs is of the upstream side of the bridge and appears to show the water surface about 4 to 4.5 feet below the low cord. One of the photographs is of the dike on the downstream side of the bridge and shows the water just beginning to go over the top of the dike.

Don Lee/Talkeetna Resident
With regard to the 1986 flood.

- The FAA towers were flooded (Peters Creek NDB).
- No water ran down the upstream side of the railroad track, toward Twister Creek, at the airport.
- No water ran into Twister Creek from the Talkeetna River.
- Surface water from the Talkeetna River was definitely flowing past the Swiss Alaska Inn.
- Don looked at the "edge of water" lines that Billy Fitgerald and Steve Mahay had drawn and confirmed that they were as he remembered it.
- He had a video that showed the flood, but could not find it. He will call if he finds it.

Mr. Warren Lowry/Manager, Special Projects, ERA Aviation
Tim Cudney/Denali Manager, ERA Aviation.

- They both favored keeping the heliport where it is, or as a second alternative, relocating it across the runway from its existing location (the wetlands alternative).
- They suggested a linear development along the eastside of the runway to minimize wetlands impacts.
- They also favored segregating large helicopter operations from small helicopter operations, and preferred to have a separate landing area for ERA's helicopters.
- They described anticipated requirements for their lease lot and presented Steve Cinelli with a sketch of a proposed layout for their facilities.
- They indicated that they preferred to keep the heliport as close to the train station as possible to minimize the distance tourists must walk to reach the heliport.
- They disliked the VOR alternative the most. They indicated they were considering having a sales counter near the train station that would provide vehicular transportation to the heliport site.

Steve Mahay/Talkeetna Resident
With regard to the 1986 flood.

- Water was within 1 foot of the low cord on the upstream side of the bridge.
- There were 10 to 12 foot standing waves in the Talkeetna River channel below the railroad bridge, on the day of the peak.
- At the Swiss Alaska Inn the peak water surface elevation was 3 to 4 inches below the floor.
- At Mahay's Office, across the street from the Swiss Alaska Inn, the peak water surface elevation was within 3 inches of the floor. The boats on trailers parked there were beginning to float. He thought, at the time, that he could have driven a boat to his office.
- He felt the railroad bridge was very close to being washed out.
- The bridge was not collecting debris. However, he thought that if the water rose much further, the bridge would start to collect debris.

- The pedestrian bridge at Billion Slough was not there in 1986.
- Steve thinks the railroad bridge needs to be increased in size, if it is to pass a flood greater than the 1986 flood.
- The river had almost been at flood stage two weeks before the 1986 flood. So the ground was already wet. There was new snow in the mountains.
- The Susitna River was higher than the average annual peak stage when the Talkeetna River was at peak stage.
- He drew the edge of the 1986 floodwater, between the sewage lagoon and the railroad embankment, on our aerial photograph.
- Twenty years ago, all of the water at the railroad bridge was in the right channel of the Talkeetna, at the railroad bridge.

Bill Post/K2 Aviation,

- Lives on Beaver Road. First house on south side. Tan house with green trim.

With regard to 1986 flood.

- He will point out a high water mark from the flood to us.
- Bill noted that the right hand exit on RW 18 is standard because the river departure gave the pilot a good emergency landing location in the event of engine failure.
- Bill said he reduces engine RPM and adjusts the pitch of the propeller to reduce noise.
- Bill asked about status of adjacent float plane ditch to 18/36—Laurie said the Master Plan did not choose to forward that option due to funding/usage limitations, also the 700' parallel runway separation per Airport Design pushes it near the edge of property line.

Linda Ramsey,

With regard to 1986 flood.

- Lives in Denali Subdivision, Block 1, Lots 16 and 17.
- The water almost went over the dike on the downstream side of the railroad bridge.
- Basement on Lots 16 and 17 was flooded.
- No surface water from river on Lots 16 and 17.
- Did not see water flowing along upstream side of railroad embankment moving toward Twister Creek in vicinity of the airport.

Roberta Sheldon/Supervisor on the Talkeetna Flood Control Service Area)

- She stated that the approach to the flood issues and associated studies looked good to her, and she did not have any comments at this time.
- There has been a dramatic change in the Susitna River at the mouth and downstream of the Talkeetna River.
- It is Roberta's personal opinion that the heliport should be relocated away from the airport because the airport is becoming congested, especially if a floatplane landing area is created. Noise is also an issue.
- Roberta recommends relocating the heliport to the unused, covered Mat-Su Borough landfill located at the intersection of Talkeetna Spur Road and Comsat Road. She cites convenient highway access and proximity to Talkeetna as good reasons for this recommendation. Roberta also suggests that the helicopter operators use a shuttle bus for transporting passengers to/from the airport.

Ron Stroman/DOT&PF Leasing

- Ron said he would work out security fencing locations with each lease owner. The pedestrian pathway will be in the open strip between lease line and edge of roadway. May not pave it if other improvements are deemed more important.

- Ron would like the aircraft parking area in front of the Talkeetna Air Taxi paved to allow them to park their Beaver outside of the taxiway. Would also allow room for snow storage too.
- Ron would like to see the aircraft viewing area because of frequent incursions by tourists onto the runway and commercial apron. Wants good signage directing folks to view ing area too.

Harold Sousa,

- Several people from Switzerland were conducting a 100-year flood analysis on the Talkeetna River. Harold took them out in his riverboat. They were core sampling trees and looking at flood debris in order to estimate the 100-year flood.

With regard to 1986 flood.

- Flood washed out a couple of cabins located on the banks of the river.
- There was water on the ground around the Swiss Alaska Inn, but he thought it was standing water, not water from the river. He said that the ground water was very high.
- The dike on the downstream side of the railroad bridge probably saved the town.

Herb Thompson/Talkeetna Resident

With regard to the 1986 flood.

- Herb said he marked the water surface elevation using a pile of stones at 2PM. It turned out to be the highest level of water.
- The pile of stones is not present, but he said the peak elevation was equal to the elevation at the upstream corner of his lawn in the backyard. He also said the water was up to the top of his hip boots, as he crossed the woods between his backyard and the road behind his house. He said the road behind his house was not covered by water and had been raised somewhat since the 86' flood.

CH2M HILL
301 West Northern Lights Boulevard
Suite 601
Anchorage, AK
99503-2648
Tel 907.278.2551
Fax 907.277.9736

CH2MHILL

November 1, 2001

167651.A1.HP.03

Mr. Don Baxter, P.E.
State of Alaska, Department of Transportation and Public Facilities, Central Region
P.O. Box 196900
Anchorage, AK 99519-6900

Subject: Airspace Review of proposed heliport on the Talkeetna VOR/DME property

Dear Mr. Baxter:

The purpose of this letter is to request that the Federal Aviation Administration (FAA) conduct a formal evaluation of the operational impacts to the Talkeetna very high frequency omnidirectional-radar (VOR) distance measuring equipment (DME) that may result from constructing and operating a heliport on the property. The TKA VOR/DME property is shown in Exhibit 1.

Project Description

The State of Alaska Department of Transportation and Public Facilities (ADOT&PF) has retained CH2M HILL to complete the Talkeetna Airport (TKA) Improvements, Phase II project. The project includes a Heliport Relocation Study, which will analyze six different heliport location alternatives and recommend a preferred alternative for development consideration (Exhibit 2). After the location alternative has been approved, final design and construction will occur with the TKA Phase II improvements.

Helicopter Activity at Talkeetna

The April 1997, *Talkeetna Airport Master Plan Phase One Report* contains forecasts of helicopter operations at TKA. Table 1 summarizes these forecasts.

TABLE 1
Helicopter Activity Forecasts, Talkeetna Airport

Activity	Year 2000	2005	2010	2015
Military	500	500	500	500
Other	450	500	550	600
Total	950	1,000	1,050	1,100

The military fleet mix includes the Boeing Rotorcraft CH-47 Chinook and the Sikorsky UH-60 Blackhawk. The "other" category includes small helicopters such as the Bell 206 Jet Ranger and the American Eurocopter 315 Lama.

Alternative Description

The TKA VOR/DME Location–Alternative F (Exhibit 2), is located on FAA property at the TKA VOR/DME site, approximately 1.6 miles south of Talkeetna Airport. The site consists of about 140 acres located between the Talkeetna Spur Road and the Susitna. The western portion of the site is characterized by a rounded hilltop, upon which the VOR/DME antenna is located. USGS topographic maps of the area indicate that the elevation of the facility is above 550 ft (Exhibit 3). The eastern portion of the property is hilly terrain with a ravine adjacent to the Talkeetna Spur Road right-of-way. During the course of our 10/18/02 site visit, the Alternative F location appeared to be within steeply sloping terrain adjacent to the ravine and Talkeetna Spur Road. Tree clearing and earthwork would be necessary to create a level pad area. The elevation of the proposed heliport would be about 450 ft. The approach/takeoff paths for the proposed heliport would be parallel with the Talkeetna Airport runway.

Preliminary Alternative Analysis

Developing this alternative will require consideration of the purpose and operational characteristics of the TKA VOR/DME. TKA VOR/DME is part of the VOR Federal airways system, and is also used as a terminal navaid for TKA. FAA Order 6820.10 *VOR, VOR/DME, and VORTAC Siting Criteria* provides guidance and references for use in certain practical applications of the VOR, VOR/DME, and VORTAC in the FAA's National Airspace System (NAS). Chapter 3 provides information that may be used to evaluate the effect that physical changes proposed in site area may be expected to have on the performance of existing navigational sites. Additionally, Advisory Circular (AC) 150/5300-13, *Airport Design*, contains siting and clearance guidelines for navaids and air traffic control facilities that influence airport planning.

Siting and design standards that apply to all VOR, VOR/DME, and VORTAC facilities do not exist. Generally, several factors are important to VOR/DME performance, including the following:

- A general rule of thumb is that ground slope and ground smoothness is very critical within the first 1,000 ft of the antenna location, with secondary attention given to the surrounding terrain within a 1-mile radius.
- The ground in the vicinity of the antenna must be level or must fall away gently from the ground level at the base of the structure.
- As the distance from the antenna site increases, the terrain features become less important.

- Chain link fences are not permitted within 500 ft of the antenna.
- Power and control lines must be installed underground within 600 ft of the antenna.
- No overhead conductors, except those serving the site, are permitted within 1,200 ft of the antenna.
- No structures shall be located within 1,000 ft of the antenna.
- All construction in the vicinity of the antenna must be reviewed by the appropriate FAA office.
- The Real Estate Data Drawing (Exhibit 1) shows that a 1,300 ft radius easement is present around the TKA VOR/DME antenna.

Preliminary Conclusions

On the basis of the information available, it appears that this alternative complies with the applicable published siting criteria. However, FAA Order 6820.10 requires that all construction in the vicinity of the antenna must be reviewed by the appropriate FAA office. To assist us in establishing evaluation criteria for the Heliport Relocation Study, we wish to resolve the issue of whether Alternative F is viable to the FAA. We request that the FAA provide a written response outlining their findings and requirements for this alternative.

If you have any questions, please contact me at (907) 276-6833 x210.

Sincerely,

CH2M HILL

David R. Coolidge, P.E.
Project Manager

Enclosures: Exhibit 1 – Real Estate Data, Talkeetna, Alaska
Exhibit 2 – Heliport Alternatives
Exhibit 3 – USGS Topographic Map

ANC/TP4903.doc/013040003

CH2MHILL TELEPHONE CONVERSATION RECORD

CALL TO _____ PHONE NO. e-mail Randy@alaska.net

DATE 09-NOV-01

CALL FROM Randy Kilbourn TIME 2:00 ☐ AM ☒ PM

MESSAGE TAKEN BY Cinelli PROJECT NO. 167651

SUBJECT Talkeetna Airport Imps, Phase II

Randy called asking about the October 17 public meeting. Both he and Jim Ollanek were out of town that day. Randy requested that we send public meeting info to him. He provided this address:

Randy Kilbourn
Box 942
Talkeetna, AK 99676
randy@alaska.net

He also had the following comments:

1. Change traffic on 18 to Rt hand to eliminate conflicts with Christiansen Lake
2. Develop a float pond adjacent to the runway
3. Asked about the project schedule

REV 10/96 FORM 4

CH2MHILL TELEPHONE CONVERSATION RECORD

CALL TO _____ PHONE NO. 733-2231

DATE 15-Nov-01

CALL FROM Daryl Miller, NPS TIME 2:00 ☐ AM ☒ PM

MESSAGE TAKEN BY Cinelli PROJECT NO. 187651 Public Inv.

SUBJECT Heliport Relocation

1) Daryl Miller is in charge of helicopter operations at the Talkeetna Ranger Station.

2) The NPS is responsible for nearly all of the emergency medical evacuation that is related to Denali Nat'l Park.

3) The Army's CH-47 from Wainwright and the Air National Guard's Pave Hawk's from Kulis work in conjunction with NPS for search and recovery

4) NPS coordinates all of the rescues. Typically there are 10-20 rescues per year, and as many as 28 or 29 in 1992. The lowest he knows of is 7 or 8 in one year.

5) Daryl is concerned that relocating the heliport will impact NPS's ability to provide emergency medical support.

6) Patients are transferred from the existing helipad to fixed wing aircraft, either a medevac operator, Doug Geeting, or Talkeetna Air Taxi.

7) Relocating the heliport away from the airport will hinder their ability to transfer patients as well as to respond to emergencies.

8) Daryl was unable to attend the public meeting. He is going to pick up a package of meeting materials tomorrow, 16 Nov.

REV 10/96 FORM 4

P.O. Box 766
Talkeetna, AK 99676
November 18, 2001

Dave Coolidge, P.E.
Project Manager, CH2M HILL
301 W. Northern Lights Blvd. Suite 601
Anchorage, AK 99503

Via Fax: 907-257-2003

Dear Mr. Coolidge:

These are my comments on the TALKEETNA AIRPORT INPROVEMENTS PHASE II project.

I have great concern that expansion of the Talkeetna airport will lead to the nightmare currently experienced in Juneau, where the number of helicopter trips to local glaciers has grown from 662 in 1984 to 16,583 last year. One of the main reasons I live in Talkeetna is for peace and quiet. Already, air traffic noise is bothersome, although, at current levels, not unduly disruptive. I do not wish there to be an increase in the number of flights, for either fixed wing aircraft or helicopters. In other words, I do not wish to see the airport expanded because to do so would adversely affect my quality of life.

I find helicopter noise especially intrusive, and do not wish this plan to recommend development of additional helicopter infrastructure. The location of a heliport is particularly sensitive. I believe the heliport should be where it is now (i.e., the place currently used by the NPS llamas and military chinooks). The VOR site isn't appropriate because it seems to be on a fixed wing landing/takeoff path and because it isn't the best use for a place with such a world class vista.

Please keep in mind, also, that the Talkeetna Community Council has hired a planner, Chris Beck and Associates, to prepare an in-depth community plan. This plan is being funded by an Congressional appropriation administered through the National Park Service. The target completion date is Fall of 2002. This community is trying very hard to address the tourism issue and the adverse impacts that tourism is having on the small town, rustic, historical character of Talkeetna and the quality of life of its residents. What happens at the airport has a direct bearing on these impacts. I urge you to coordinate with our community planning effort, and make a conscious decision to ensure that the airport plan is part of the solution and not part of the problem.

Sincerely,

John Strasenburgh

file
167249.A1.11

Cyra-Korsgaard, Linda /ANC

From: Coolidge, David /ANC
Sent: Wednesday, November 21, 2001 1:53 PM
To: Cyra-Korsgaard, Linda /ANC
Cc: Cinelli, Steve /ANC
Subject: FW: Airport "Improvements"

-----Original Message-----
From: kef@pocketmail.com [mailto:kef@pocketmail.com]
Sent: November 18, 2001 9:34 PM
To: Coolidge, David /ANC
Cc: don_baxter@dot.state.ak.us
Subject: Airport "Improvements"

Comments from Kathleen Fleming, Talkeetna resident, RE: TKA State Airport Improvements, Phase II

The only responsible action takes into consideration what sort of place the residents want their town to be. Certainly we want economic health which includes a visitor industry. But growth at any cost? Absolutely not! One of the costs I feel is utterly unacceptable is the increased traffic and noise level produced by the Airport expansion you are proposing. The noise level in town and along the flight path to Denali is already beyond acceptable for many people.

I do not believe that all communities and governments owe it to all businesses and industries an unlimited right to exploit every opportunity. Here is a town that is a community of local residents, it happens to be historic, and "quaint", and in a location conveniently near wilderness and North America's tallest mountain. As one of numerous residents who love Talkeetna for it's people and environment, and who have made various sacrifices to live in this place, I urge decision makers to consider the community as the most important factor. I have very little sympathy for any business owned by non-residents which comes in to exploit, alter and degrade this town. Such are the airplane and helicopter businesses hoping for new lease lots.

In my opinion, the current level of summer activity at the State Airport is already too much. More, especially helicopters, would be sickening. MY PREFERED ALTERNATIVE IS "NO ACTION". No "improvements", no additions, no expansion.

Actually, to me the best case scenario would be to move the airport to a location along the Parks Hwy. This would reduce the incredible traffic problem Talkeetna suffers with each summer, since so many people are drawn here by the air taxis. I realize this is not practical, given the expense of such a move. But considering that East Talkeetna's flood problem is greatly exacerbated by the location of the runway, with the

south end so near the railroad tracks as to restrict the flow of flood waters, it would be a benefit to the town to shorten the runway and remove material at the south end. Flood waters would then flow easily into the Twister Creek wetlands, lowering the water level in East TKA. Expansion and raising the flood level is backwards. All of your proposed flood solutions are unpalatable to me.

I say DO NOTHING, and no more bowing to businesses that are so greedy and narrow minded as to exploit this town and thereby deminish the already endangered community which residents and aware visitors may cherish.

Seriously,
Kathleen Fleming
PO Box 248
Talkeetna, AK 99676

on mail list

TO: Dave Coolidge, P.E., Project Manager, CH2M HILL
Don Baxter, P.E., Project Manager, DOT&PF

FROM: Ruth D. Wood, P.O. Box 766, Talkeetna, AK 99676
(907) 733-6874

RE: Comments Talkeetna Airport Improvements Phase II

DATE: November 18, 2001

I attended the open house in Talkeetna on October 17, 2001. Even though it was billed as a public meeting, I found it very difficult to find anyone who could answer a lay person's questions about a lay person's concerns. I define "lay person" as a Talkeetna resident who is not a pilot and not professionally connected with the airport. The planners didn't seem to know a lot about aviation, and the aviation experts didn't seem to know a lot about planning.

So, I will relate my concerns here. First, I do not want to see the airport expanded in any way including any new commercial aprons. At the open house I was told that the expansion was being planned due to demand. Well, demand is a never ending spiral. Expansion leads to more demand which leads to more expansion. Rather than planning expansion, I would like to see a study that addresses what size the airport should be from the town's prospective. An expanded airport will have varied and significant adverse impacts on the residents of Talkeetna from more noise to more people, and no one is explaining that to the people who live here.

Second, although I am glad you plan to do hydrologic/hydraulic studies, the fact is that the airport's prior expansion has made the area more susceptible to flood. And, future expansion will require huge amounts of money to be spent for flood-plain mitigation measures to avoid exacerbating the problem. The airport is in a low, wet area, and rather than planning new development which will require additional fill, the simplest solution is to leave the airport the size it is now.

If you leave the airport the size it is now, there is no reason to move the heliport. I don't like any of the alternatives for the heliport, and I certainly don't want a heliport that would allow large commercial operations such as those in Juneau. Just reading about their problems makes me shudder. The state should solve those issues before bringing them to other communities.

In addition, expanding the airport will have repercussions beyond the immediate area. The flights from Talkeetna are primarily flight seeing. The flight path is over recreational cabins, Denali State Park and Denali National Park. These flights have already increased exponentially and generate a high number of noise complaints. I would like to see a concerted effort to bring Talkeetna residents,

remote landowners, and representatives from both the state and national parks together with state and federal airport planners to address the problems caused by the current level of flights before planning an expansion that will lead to more flights, more noise, more wildlife displacement, etc. Mt. McKinley is an extraordinary scenic draw, but hasn't the example of unlimited growth in flight at the Grand Canyon taught us anything?

The comment sheet mentions environmental documentation. I would like the studies to give a detailed analysis of the wetlands functions and how they will be affected by any expansion. I would like the noise studies to address the effects of increased noise from both fixed wing aircraft and helicopters on both people and wildlife, and encompass the entire flight path from Talkeetna to the Mountain.

Thank you for this opportunity to comment.

Ruth Wood

To: Dave Coolidge To: Don Baxter p1 of 7

TALKEETNA AIRPORT IMPROVEMENTS PHASE II

Public Meeting

COMMENT SHEET

October 17, 2001

The State of Alaska, Department of Transportation and Public Facilities (DOT&PF) and CH2M HILL, are beginning the **Talkeetna Airport Improvements, Phase II** project An important aspect of this project is the public involvement process. Today is our initial public meeting, the first in a series of public information meetings. The purpose of this meeting is to introduce the design team and to solicit public comments and suggestions concerning the project. The project will include general airport improvements, relocation of the existing heliport, noise analysis, hydrologic/hydraulic studies, and flood plain mitigation measures. Input received at the meeting will be considered in preliminary design, preparation of engineering studies and environmental documentation for the project. Please complete this *Comment Sheet* and leave it prior to your departure tonight. Or, if you prefer to complete it later, please return it to the address below by November 19, 2001.

Dave Coolidge, P.E.
Project Manager, CH2M HILL
301 W. Northern Lights Blvd. Suite 601
Anchorage, Alaska 99503
Voice (907)276-6833, Fax (907) 257-2003
e-mail: dcoolidg@ch2m.com

Don Baxter, P.E.,
Project Manager DOT&PF
P.O. Box 196900
Anchorage, AK 99519
Voice (907) 269-0610, Fax (907) 269-0620
e-mail: don_baxter@dot.state.ak.us

NAME: Susan Kellard

ADDRESS/ZIP P.O. Box 101 Talkeetna, Ak 99676

TELEPHONE: (907) 733-2300 hm. 733-2710 wk

E-MAIL Fax 733-2720

Comments/Suggestions Concerning the Phase II Airport Improvements:

I'm sending you a packet of information that points out a need for the Talkeetna Creek Slough boardwalk at the south end of the Talkeetna Airport. A planning study for the community by Chris Beck & Assoc. is about to start. The Talkeetna Creek project is on the list of items to be included. This could be a benefit for local children and adults as well as visitors as a wonderful educational opportunity like a miniature Potter's Marsh (south of Anchorage). It should also be an additional trail in the area near town and a safe alternative to walking along the highway for people who want to get to and from Talkeetna to the Talkeetna Alaska Lodge. It would also be much shorter distance.

A safer railroad crossing for pedestrians would be at the highway crossing that intersects the proposed bicycle/walking path that will parallel the Talkeetna Spur Rd into town.

As this will assuredly be a community future project please include this in your plans.

Dave Coolidge, P. E.
CH2M HILL
301 W Northern Lights Blvd. #301
Anchorage AK 99503

11/19/01

Re: Talkeetna Airport Improvements Phase II

Dear Mr. Coolidge:

Please accept my on-record comments on the above subject.

First, I propose the air traffic pattern for runway 18 be changed to 'right-hand'. Fully 80% of the traffic is to and from the northwest. Right traffic for 18 will substantially enhance that traffic flow, greatly reduce noise and eliminate traffic over the town site, and remove conflict with Christiansen Lake seaplanes. As a matter of fact, departing traffic from 18 is currently right-hand, in violation of current guidelines. The new pattern will normalize that practice and reduce the potential of mid-air collision.

One objection to the change is the conflict with the 'Village Strip'. I disagree. The pattern for 36 is now over the strip, with no apparent conflict, even with the unconventional departures from 18. The strip traffic is barely occasional, at best. I would imagine that total traffic at the strip is less than 200 movements per year, compared to 200 per day at the State Airport in the summer. Again, the new pattern will eliminate the current pattern entry from the NW which is directly over the town and the strip at low altitudes.

We have formally requested this pattern change from both Alaska DOT and the FAA. Both have told us the other agency has jurisdiction. By raising the issue here I hope to bring it to a common awareness and resolve it.

2. I assume "ARB" is the Airport Rotating Beacon. If so, you have sited the present location incorrectly. However, I recommend that the beacon and the segmented circle both be co-located in the proposed location for the ASOS. All three items should be located apart from the clutter of buildings for maximum visibility.

3. The access taxiway from the new proposed commercial apron is too narrow. It should be at least 100' wide to provide for passage of two aircraft and an easier, wider turning radius.

4. The proposal drawing does not indicate access from the transient apron to the runway.

5. An accommodation should be made for skiplanes. I suggest lengthening the overrun area on the north end of the runway and providing parking between the runway and the DOT structures.

6. Access to the DOT M&O facility should be from Beaver Road. This eliminates the necessity to acquire property, move the FSS, and will expand the area available for more lease lots and transient apron. Bill's Road should be only be used by airport traffic and could be the connector for the transient apron, new lease lots, and the proposed ski plane area. Beaver Road access will keep highway maintenance vehicles separate from aircraft traffic and remove the potential of corrosive salt spills on the airport.

7. The FSS should not be moved. It is unnecessary and expensive.

8. Almost 100% of pedestrian traffic on the ramp is transient pilots and their passengers walking to and from the city center. This is an extreme hazard. From experience, these people disregard simple guidelines to avoid taxiing aircraft. More effort is needed to inform the pedestrians to stay off the ramps. Special effort should go toward fencing, signage, and walkways.

9. The heliport should be placed at the Alternate E site or secondarily the Alternate A site. E fully accommodates the conflict with the traffic patterns and remains in sight of FSS. A is also acceptable, with easier access and probably less development cost. The VOR alternate is ridiculous. Alternate C is in the wetlands, has access problems, and ground traffic would be dangerously close to landing air traffic.

10. There are more than twice as many seaplanes in the Talkeetna area as there are suitable parking places. I propose a float ditch be built parallel to and northeast of Runway 18-36. A 4000' long channel could probably be located on the edge of the wetland area, with the north end almost at Beaver Road and the south end about abeam the DOT buildings. The excavated material could be used for airport construction and highway projects. The ditch could be used as a skiplane facility. It also could be a flood water 'relief', channeling flow from the sloughs north of the airport to the Twister Creek drainage, around the airport. Even though water levels may fluctuate, it would be no different than other state facilities, and it is much more acceptable than parking an aircraft on a river or squatting on local lakes. The area could be secured and produce revenue. Properly regulated installations would do away with the environmental vulnerability that is present at Christiansen Lake. It would also bring the seaplane traffic under the airport umbrella, eliminating current conflicts.

Randy Kilbourn
PO Box 942
Talkeetna AK 99676

Cc: Don Baxter AlaskaDOT&PF
Steve Cinelli, CH2M HILL
Jim Okonek, Talkeetna Community Council

161651
Public Involvement

Cinelli, Steve /ANC

From: Coolidge, David /ANC
Sent: November 21, 2001 1:53 PM
To: Cyra-Korsgaard, Linda /ANC
Cc: Cinelli, Steve /ANC
Subject: FW: TKA Phase II Comments

-----Original Message-----
From: Jim Okonek [mailto:jokonek@alaska.net]
Sent: November 19, 2001 9:49 AM
To: Coolidge, David /ANC
Subject: TKA Phase II Comments

Name: James F. Okonek
PO Box 985, Talkeetna, AK 99676
Phone 907 733 2176
e-mail jokonek@alaska.net

Comments:
1. The best heliport alternative is E for the following reasons:
a.This site has the least negative impact to airport lease holders and the community.
b.There is good visual contact to this site from either FSS sites.
c.Most important the E site won't interfere with a hoped for Runway 18 traffic pattern change to right turns.
d.Helicopter traffic would not interfere with fixed wing landing, take-off or importantly taxi traffic.

2.All other heliport alternatives have negative aspects:
a. The VOR site would cause road traffic hazards and a noise problem at the hotel and probably to East Talkeetna with flights to McKinley.
b.Alternate B is too close to the village and airport runway.
c. Alternate B Would eliminate the much needed planned commercial apron.
d.Alternate C road access presents a security problem unless there is a gate, and a gate would not be manageable.
e. Alternate C would interfere with construction of a float plane ditch. Don't do that!
f.Alternates A and D are too close to Denali subdivision, could create undesirable vehicle traffic through the Transit apron area and there is very limited visual contact with the FSS sites.
3.There is no connection between the transit apron and the North South taxiway. It is desirable.
4.The access road through the airport from 2nd Street to the DOT maintenance facility is both unnecessary and undesirable. Highway sand should not be trucked through the airport. Additionally this road takes up needed aircraft parking space. Make road access to this facility off Beaver Road. Make access to the vehicle parking for the transit apron directly from Denali subdivision. Changing DOT access to Beaver Road eliminates any need to move the FSS building.
5. There ought to be small lease lot just north of the transit apron.
6. Don't move the FSS.
7.The ARB isn't at the FSS, its at the segmented circle. There is no new location shown for the circle. Locate it somewhere south of the new commercial apron.
8. Don't put the AWOS where it will interfear with a float plane ditch.

9. You have shown restricted taziway access to the new commercial apron, the same mistake you plan to correct at the existing apron.

Say what!
10. There ought to be a ski plane operating and parking area.
11.The pedestrian walk ways and security fences are good additions.
12. There ought to be water and sewer plan for every lease lot.

Thank You
Jim Okonek

16765 1
Public Inv.

Cinelli, Steve /ANC

From: j. Bondurant [n3829j@yahoo.com]
Sent: November 20, 2001 11:13 AM
To: don_baxter@dot.state.ak.us
Subject: Talkeetna Airport Master Plan

Dear Mr. Baxter; November 19, 2001

I support these alternatives for the Talkeetna Heliport location with what I consider to be the best one first. They are:

1. The present location, or slightly south of the present location in the grove of trees there.
2. East of the runway at the south end.
3. The Northeast option.
4. The VOR site.

Regarding the first site: It is the preferred site by the army and the operators because it is close to businesses and facilities. It doesn't have as many noise complaints because it is already in use and people are used to its use. Also, there are no new traffic patterns added to the existing airport traffic pattern. I think a helicopter touchdown zone could be placed several hundred feet south of the end of the runway with a taxiway to parking. I think this would be as safe as any option. I realize that plans have been made for lease lots in the area, but it would be better to change those plans now than to put the heliport in an undesirable location.

The second site listed has many of the same advantages of the first site.

The third site (Northeast) could be made to work by including some noise abatement procedures, such as : no straight-in approaches from the north; place the site as far south as possible; turn base leg well south of the houses north of the heliport site. Noise abatement procedures are commonplace in the lower 48, and any helicopter pilot should be able to handle them with ease.

The VOR site needs to be reworked so the landing area is farther from the road, but it holds promise.

I think the Northwest site should be eliminated from any further consideration because of the damage to adjacent properties. A site out by the sewage lagoons could work if there is no clearing between it and the main airport.

Please also refer to my letter for the March 2001 meeting in planning the airport layout.

Thank you,

Jok Bondurant

SPEED MEMO

SUBJECT: Talkeetna Heliport Review: Talkeetna Airport
NRA Case # 01-AAL-219NRA, Talkeetna, AK

TO: AAL-203, AAL-472JL, AAL-530, SWA-SSC,

ANI-720, ANC FPO AVN 123 , AAL-620,
TGN-SSC (A. Vaillanuevo)

SIGNATURE OF ORIGINATOR:

AAL-612D John Lovett, P.E.
November 20, 2001 271-5446

INITIAL MESSAGE: Attached is a draft copy of a proposed new heliport location for the Talkeetna Airport that will be located 1,300' from the VOR. Please review this proposed location and comment. The DOTPF is developing a new ALP for Talkeetna Airport and is studying several potential sites for the new heliport to serve this airport.

Please review and comment in accordance with FAAH 7400.2D. Please provide replies to AAL-612D prior to December 5, 2001.

REPLY MESSAGE:

_____ No objections or comments.
_X_ No objections with condition(s). (See attached sheet.)
_X_ Objectionable. (See attached sheet.)

SIGNATURE OF REPLIER:

AAL-203

DATE:

11/21/01

SPEED MEMO

RECEIVED
NOV 2 3 2001

SUBJECT: Talkeetna Heliport Review: Talkeetna Airport
NRA Case # 01-AAL-219NRA, Talkeetna, AK

TO: AAL-203, AAL-472JL, AAL-530, SWA-SSC,

ANI-720, ANC FPO AVN 123 , AAL-620,
TGN-SSC (A. Vaillanuevo)

SIGNATURE OF ORIGINATOR:

AAL-612D John Lovett, P.E.
November 20, 2001 271-5446

INITIAL MESSAGE: Attached is a draft copy of a proposed new heliport location for the Talkeetna Airport that will be located 1,300' from the VOR. Please review this proposed location and comment. The DOTPF is developing a new ALP for Talkeetna Airport and is studying several potential sites for the new heliport to serve this airport.

Please review and comment in accordance with FAAH 7400.2D. Please provide replies to AAL-612D prior to December 5, 2001.

REPLY MESSAGE:

____ No objections or comments.
____ No objections with condition(s). (See attached sheet.)
X Objectionable. (See attached sheet.)

The Air traffic Dvision objects to any further development at the Talkeetna Airport until the traffic pattern conflicts between the village/City strip and the Talkeetna Airport are resolved. This is a severe Safety issue that cannot be ignored.

SIGNATURE OF REPLIER:

DATE: 11/30/01

AAL TRAFFIC

SPEED MEMO

SUBJECT: Talkeetna Heliport Review: Talkeetna Airport
NRA Case # 01-AAL-219NRA, Talkeetna, AK

TO: AAL-203, AAL-472JL, AAL-530, SWA-SSC,

ANI-720, ANC FPO AVN 123 , AAL-620,
TGN-SSC (A. Vaillanuevo)

SIGNATURE OF ORIGINATOR:

AAL-612D John Lovett, P.E.
November 20, 2001 271-5446

INITIAL MESSAGE: Attached is a draft copy of a proposed new heliport location for the Talkeetna Airport that will be located 1,300' from the VOR. Please review this proposed location and comment. The DOTPF is developing a new ALP for Talkeetna Airport and is studying several potential sites for the new heliport to serve this airport.

Please review and comment in accordance with FAAH 7400.2D. Please provide replies to AAL-612D prior to December 5, 2001.

REPLY MESSAGE:

_____ No objections or comments.
_____ No objections with condition(s). (See attached sheet.)
__✓__ Objectionable. (See attached sheet.)

within 2000' restricted area of VOR. Would Prefer they look some place else

SIGNATURE OF REPLIER:

John Liebig AAL-472
AIRWAY FACILITIES

DATE:

12/5/01

167651
Correspondence In

U.S. Department
of Transportation
Federal Aviation
Administration

Route Slip

To: John Lovett, AAL-612D Date: November 21, 2001

Subject: Talkeetna Helicopter pad

Action:
_X_ Per Your Request
_X_ For Your Information
___ Per Our Conversation
___ Note and Return
___ Discuss with Me
___ For Your Approval
___ For your Signature
___ Comment
___ Take Appropriate Action
___ Please Answer
___ Prepare Reply for:

Remarks:

John, I looked at the proposed Talkeetna helipad sites in NRA 219. The VOR site is not the best idea, considering that it will be within 600 feet of the VOR and the final approach path of the VOR approach. The minimums for the approach would only provide about 550' of separation at best. Airborne helicopters would be even closer to both, the approach centerline and any aircraft flying the approach. I think it's a less than desirable location. Location C has at least one issue. The road going to it could possibly be an obstacle for night IFR approaches. In ERPS Para 251 there is a slope starting 200' out from the threshold, going up at a 20:1 Slope. If the worst case vehicle would not penetrate this slope then location C would work. Otherwise, they need to either,move the road out more, lower it, or look at another site for the pad.

Richard W Girard AAL-203
All Weather Operations and
Programs

Phone: 271 3578 FAX: 271 1665

FLIGHT STANDARDS

101651 Community

CH2MHILL *MEETING NOTES* PROJECT NUMBER: _____ SHEET 1 OF 1

NOTES ISSUED BY: _____

REGION: _____ DATE: 12.3.01

SUBJECT: MTG. W/ NPS RE: TKA HELIPORT SDY

MEETING DATE: 10 AM MON. LOCATION: _____

ATTENDEES:

DARYL MILLER/NPS RANGER	• SEARCH & RESCUE MOU'S
Dave Coolidge	• CLIMBER USAGE DATA (PRIOR & FORECAST)
	• Steve Cinelli

NOTES BY: DRC

TOPICS DISCUSSED	ACTION/NOTES
DARYL SAYS: APRIL - MID JULY IS NPS SEASON	
• "BY MID JULY NPS DOGS NOT HAVE MUCH AT 7000' KAHILTNA	
• NOISE LEVEL IS ALWAYS AN ISSUE W/ COMMUNITY BUT IS A	
• NPS HAS 185 & A HUSKY FIXED WING	
• THEY WANT TO USE THE LLAMA AT A PADSITE NEAR THE AIRPORT SITE	
•	
* 6 AIR TAXI CONCESSIONAIRES CAN LAND ON THE GLACIER	
- W. BUTTRESS I ST CLIMBED IN 1951 PRIOR IT WAS N. SIDE ONLY	
AIRCRAFT - 2300 CLIMBERS 1305 + 880 ON SINGLE AREAS FOR 01' % MARKET (1500 IS MAX. FOR PLANNING) AT 60%	
2 GUIDE CONCESSIONS ALLOWED IN PRESERVE	
NPS MUST APPROVE ANY CHANGE IN CONCESSIONAIRE	GETTING
NPS ALLOWS "LANDINGS" BASED ON USAGE	EVOSON
ROTOR CANNOT LAND ANYWHERE IN PARK (6.2 MIL. ACRES)	KZ
BUT FIXED WING CAN IF YOU HOLD A PERMIT	
27,000 VISITORS TO NPS IN 00'	
• WILL NPS EVER LIMIT THE NO. OF FLIGHTS TO MTN.? WILL NPS ALLOW USE OF DEF AIRSTRIP?	RA
TKA UNINCORPORATED TOWN - COMMUN. COUNCIL HAS NO REGL POWER (BOROUGH BUT	
WHEN DARYL MK. FOLKS HAD 1 OR 2 PLANES NOW IT'S 3-8	
* CFRS & NILCA PROHIBIT ROTOR USE LANDING	
FIXED WINGS CANNOT LAND BELOW FERN LINE (TOO ROUGH)	
HIGH DLT. TRAINING ABOVE 14K (SPECIAL PERMISSION ALLOWS THIS)	
NPS ADS 80 HRS ± / YR (LLAMA) OR ABOUT 20 / HRS PER MONTH	
JUEL TRAINING OCCURS, DARYL NOT SURE OF MILITARY USAGE HRS	
CHUCK _____ IS AK. TROOPER W/ SEARCH & RESCUE COORDINATOR	
• VISITOR CTR. @ JONES-PETERVILLE RD. (DAY USE ONLY)	
• TKA IS LOOKING AT A LOOP TO KEEP RVS OFF MAIN DRAG (BACK-IN IS ON 2ND	

BOEING 206's .B5's

LCK

REV 4/97 FORM 228

167651 Heliport
May 05, 2002

Author: Mark Mayo at ANCAV1
Date: 9/27/96 11:22 AM
Priority: Normal
Receipt Requested
TO: Chris Kepler
CC: Pat Beckley
CC: Janet George
Subject: Talkeetna Airport - Traffic Pattern Change

---------- Message Contents ----------

Chris;

As I mentioned earlier, I attended a meeting on Tuesday, September 24 in Talkeetna to discuss the Village Airstrip. The meeting was called by the Talkeetna Airman's Association following the issuance of a letter by BLM closing the Village Airstrip. I attended at FAA's request because of the impact the closure might have on the airport master plan DOT&PF is developing for Talkeetna. Patti Sullivan (FAA Airport Planner), Bill Cord (FAA Airspace Specialist), Carla Follett (FAA Realty), Martin Hansen (BLM), Bill Lloyd (BLM Realty) and Carol Gustafson (US Congressional Delegation - Wasilla Office), and Earl Korynta and Craig Campbell from USKH (Master Plan consultants) also attended. Robert Gurlach and Rob and Karen Holt attended for TAA.

Most of the meeting was focused on finding a way for the Talkeetna Airman's Association (TAA) to continue operation at the Village Airstrip. Various land transfer scenarios were discussed, but no clear solution was identified. If BLM follows a typical land disposal procedure, the process could take as long as 16 years with no guarantee that TAA would end up controlling the parcel. TAA is hopeful that Alaska's Congressional Delegation can intervene to assure the long term operation of the Village Airstrip.

In the course of the meeting I was asked whether DOT&PF would continue to pursue a change in the traffic pattern at the State airport. I told them that we had received a letter from FAA (Patti Sullivan's August 8 letter to you) that identified conditions required by FAA before the change could occur. I also said that DOT&PF probably would not agree to the requirement that DOT&PF enter into an agreement with TAA to allocate airspace over the State airport and Village Airstrip. I listed four concerns:

1) DOT&PF has no jurisdiction over airspace. DOT&PF would not monitor or enforce the agreement. A more appropriate mechanism to achieve the same end would be for FAA to have separate agreements with TAA and DOT&PF.
2) The required agreement could open DOT&PF to legal liability for other safety issues concerning the Village Airstrip not related to airspace but known to exist. If DOT&PF chose to become involved an agreement with TAA to mitigate one potentially dangerous situation (i.e. airspace), we might be faulted in court for not also dealing with all the other known problems at the airstrip.
3) FAA's requirement appeared to undercut BLM's efforts to shield themselves from liability. BLM's posture is that by issuing their closure letter, aircraft operations are no longer occurring on their property. By requiring the agreement, FAA is saying that operations are occurring and they are dangerous enough that DOT&PF needs to assist FAA in managing them.
4) An agreement with TAA would be ineffective because only a portion of the Village Airstrip is controlled by TAA. Other portions are owned by BLM and at least one private owner. To be completely effective, the agreement would have to be with all property owners. This would make BLM's position even more difficult.

At the meeting, Patti said that if FAA's requirements as described in the letter could not be met, permission to change the traffic pattern would not be granted. No compromise was offered.

You may want to consider answering Patti Sullivan's August 8 letter by outlining these concerns and suggesting that FAA grant the traffic pattern change but enter into an agreement with TAA themselves. Your airport manager in Talkeetna might make a copy of your response available to operators at the State airport. This would put the ball back into FAA's court while demonstrating your concern and

Post-it™ Fax Note 7671 | Date 12/6/01 | # of pages 6
To Tobin Lovett | From Dan Carter
Co./Dept. FAA | Co. AKDOT/PF
Phone # | Phone # 269-0610
Fax # 271-2851 | Fax #

(6)

responsiveness to the needs of operators at the State airport.

;)

(2)

16765.1
Heliport

CH2MHILL TELEPHONE CONVERSATION RECORD

CALL TO Chris Kepler, DOT HPF MTO — PHONE NO. 269-0767

DATE 18-DEC-01

CALL FROM SDC — TIME 3:00 ☐ AM ☒ PM

MESSAGE TAKEN BY SDC — PROJECT NO. 167651

SUBJECT Talkeetna Airport MTO Costs

MTO costs for only Talkeetna Airport were $260,000 for FY '01 (July 2000 to June 2001)

- This cost does not include any highway work

CH2MHILL TELEPHONE CONVERSATION RECORD

CALL TO _____ PHONE NO. 745-2159

DATE 19-DEC-01

CALL FROM Kurt Devon TIME 10:00 ☒ AM ☐ PM

MESSAGE TAKEN BY Cinelli PROJECT NO. 167651

SUBJECT M+O costs for new heliport @ TKA

- Kurt says highway M+O costs a/c $4000 per lane mile in Mat-Su Borough area
- 1 lane mile = 12' wide × 5280' long
- Airport M+O costs vary, small airports ⇒ 3X the expense of highways, large airports maybe 2X the cost of highways
- Plowing heliport is as follows
  1) Use truck to open road.
  2) Drive truck back to shop
  3) Drive loader to heliport
  4) Open heliport with loader
  5) Return loader to shop
- Kurt mentioned that locating the heliport 20 miles from Talkeetna would place it outside of Steve Hanson's area and M+O would become the responsibility of either the Chulitna or Willow Stations.

CENTRAL REGION

DEMOGRAPHIC & COST DATA

Station TALKEETNA
Collo.Codes 25861043

HIGHWAY LANE MILES (By Road Category)

Route Name	# 35 -	ADT	Begin MP	End MP	IA pv'd	IA total	IIA pv'd	IIA total	IIB pv'd	IIB total	IIIA pv'd	IIIA total	IIIB pv'd	IIIB total
Talkeetna Spur	171000	?			38.7	38.7								
Comsat Road	171519	140									6.8	6.8		
Christensen Lk.	171519	?									0	2.5		
	Total	Miles			38.7	38.7					6.8	9.3		

Total Highway Lane Miles 48.0
Total Airport Lane Miles 7.2
Total Highway / Airport Lane Miles 55.2

COST PER HIGHWAY/AIRPORT LANE MILE $ 3,690
Lane Miles/Operator 55.2

AIRPORT LANE MILES

	Description	Ident. #	Enplane #'s	Certified pv'd	Certified total	Non-Certified pv'd	Non-Certified total
1	Talkeetna Airpor		?	0	0	7.2	7.2
2							
			Total Miles			7.2	7.2

Certificated Airports —0 Non-Certificated Airports—1

FY 97 Airport Contract Total $0.0

FACILITIES Type	#	Total Sq. Ft.	BRIDGES #	HARBORS #	State Op Yes	State Op No	PERSONNEL Allocated PFT	Allocated PPT/S	Filled PFT	Filled PPT/S
Heated	1	4,881	#	#	Yes	No	#	#	#	#
Unheated	1	240	0	0			1	0	1	0
Total	2	5,121								

DOT&PF VEHICLES (SEF)

LIGHT DUTY		HEAVY DUTY								
Trucks	Other	Dumps	Graders	Loaders	Dozers	Backhoes	Sanders	Snwplows	Brooms	Total
2	0	3	3	2	0	0	1	1	0	12

FY 96 ACTUAL EXPENDITURES ($1,000's)

Component	(7100) Personnel	(72000) Travel	(73000) Contractual Utilities	(73000) SEF Oper.	(73000) SEF Replace	(74000) Commodities	(75000) Equipment	Totals
HIGHWAYS	-1,324	0	0	0	0	0	0	-1,324
AIRPORTS	75,729	1,232	13,641	73,538	30,362	9,178	0	203,680
TOTALS	74,405	1,232	13,641	73,538	30,362	9,178	0	202,356

167651 Heliport
01-JULY-02

MT. MCKINLEY, SOUTH PEAK
ATTEMPTS, SUMMITS, PERCENTAGES
1903-2001

Year	# of Attempts	Summit No	Summit Yes	Summit %	Year	# of Attempts	Summit No	Summit Yes	Summit %
1903	8	8		0	1973	203	95	108	53
1910	15	15		0	1974	282	143	139	49
1912	7	7		0	1975	362	231	131	36
1913	4	0	4	100	1976	508	169	339	67
1932	9	5	4	44	1977	360	76	284	79
1942	8	1	7	88	1978	459	189	270	59
1947	14	4	10	71	1979	533	182	351	66
1948	3	0	3	100	1980	659	376	283	43
1951	8	0	8	100	1981	612	291	321	52
1952	29	19	10	34	1982	696	386	310	45
1953	9	6	3	33	1983	709	235	474	67
1954	13	0	13	100	1984	695	371	324	47
1955	4	4	0	0	1985	645	324	321	50
1956	18	18	0	0	1986	755	349	406	54
1957	8	8	0	0	1987	817	566	251	31
1958	12	2	10	83	1988	916	365	551	60
1959	8	4	4	50	1989	1009	492	517	51
1960	24	1	23	96	1990	998	425	573	57
1961	31	11	20	65	1991	935	378	557	60
1962	40	15	25	63	1992	1070	555	515	48
1963	50	21	29	58	1993	1108	438	670	60
1964	37	12	25	68	1994	1277	575	702	55
1965	31	28	3	10	1995	1220	697	523	43
1966	22	15	7	32	1996	1148	659	489	43
1967	83	20	63	76	1997	1110	548	561	51
1968	40	10	30	75	1998	1166	746	420	36
1969	71	22	49	69	1999	1183	675	508	43
1970	124	52	72	58	2000	1209	579	630	52
1971	163	115	48	29	2001	1305	533	772	59
1972	181	101	80	44					
					TOTALS	25,023	12,172	12,850	51%

Attn:
Nicole

OVERALLCLIMBERS9/19/2001

CH2MHILL

MEETING NOTES

PROJECT NUMBER: _____ SHEET 1 OF 1

NOTES ISSUED BY: _____

REGION: _____ DATE: _____

SUBJECT: AIRSPACE AGREEMENT MTG.

MEETING DATE: 5.3.02 2PM LOCATION: CH2M

ATTENDEES:

JOAN LOVETT / FAA

CHARLIE / FAA

* RUTH GLACIER IS WHERE FBA GOES

NOTES BY: DRC

TOPICS DISCUSSED	ACTION/NOTES
FLT ON ROUTE TO FBX. FUEL STOP TARGET TO HAVE 3 AT ONCE AT LEAST 1 FOR MTN. RESCUE	
TYP. ARMY PILOTS WILL NOT TAXI DOWN & PARK. ALL WE CAN DO IS LABEL "H", LIGHT IT & DESCRIBE IN SUPPLEMENT	
• CHARLIE REC'S MOVING PAD (UNLESS IT IS A DESIGN CRITERIA) ON ALT C	
• NOT REALISTIC TO KEEP HC'S ≥1000 AGL (THEY WILL BE LOW) BUT JUST ENFORCE USE OF 36 SOUTH	
- JANET CLARK - DID UPGRADE TO FSDO • ULTRALIGHTS ARE OVER HC'S	
• NO FATAL FLAWS (PER CHARLIE), BUT HE NOTED THAT POSS. OF COLLISION ON FINAL APPROACH W/ HC CIRCLING AT RW 36 APPROACH.	
• 18 FT. HAND OK BUT GO TO 1000' AGL FOR FIXED WING - PUBLISH SEPARATION & ALTITUDES - MORE INFO. IS BETTER PER CHARLIE • CHRISTIANSON LK - VERBAGE IN AIRPORT FACIL. DIRECTORY HAS SOME VERBAGE - KEEP FIXED WING TRAFFIC "SEPARATE" AND OVER COMMUNITY OPTION - CAN COME FROM NORTH & LOOP AROUND BY ALT. "E" - 358 elev. (1400 MSL FOR FIXED WING)	

REV 11/01 FORM 228

U.S. Department
of Transportation
**Federal Aviation
Administration**

Alaskan Region

222 W. 7th Avenue #14
Anchorage, Alaska
99513-7587

May 22, 2002

Mr. Chris Kepler, P.E.
Director, Operations and Maintenance
State of Alaska DOTPF
PO Box 196900
Anchorage, Alaska 99519-6900

Dear Mr. Kepler:

TALKEETNA AIRSPACE

On Friday April 26, 2002 members of Air Traffic Division AAL 530, the State of Alaska DOTPF, and the Airports Division met to review and discuss the conflicting airspace between the Talkeetna Airport and the Talkteena Village Airstrip. After review the past history and correspondence dating back to 1995 it was decided to rewrite the Talkeetna Airport Airspace Case #96-AAL-002NRA. (See attached original case study)

Since the issuance of the original airspace study the Talkeetna Airmen's Association, Inc on November 10, 1998 has agreed with the operational conditions and airspace separation and responsibilities outlined in the original airspace letter. (See attached letter).

The remaining action to be completed by the State of Alaska DOTPF is to comply with the following conditions:

1. Change the Talkeetna Airport pattern altitude to 1000 feet Above Ground Level (AGL) and publish it in the Airport Remarks section of the Alaska Supplement with the following restrictions:

    a) Aircraft departing runway 18 climb straight ahead to at least 1000 feet AGL before turning westbound to avoid Village Airstrip traffic operating at 500 AGL or less.
    b) Aircraft arriving runway 36 maintain at least 1000 feet AGL until turning final to avoid Village Airstrip traffic operating at 500 feet AGL or less.

2. Add the following comment to the Airport Remarks Section of the Alaska Supplement: " Common Traffic Advisory Frequency (CTAF) procedures are highly recommended due to underlying traffic pattern."

3. Install appropriate Traffic Pattern Indicators.

4. Provide users with a bulletin outlining changes and the need for compliance with the pattern altitudes and conditions.

Please review the above conditions and if you concur please submit a schedule when you will update the 5010 Airport Master Record and submit to the FAA for publication. With the future development and design of a new helicopter landing area and apron construction in 2003 additional airspace analysis will be required. We look forward to working closely with you and your staff.

If you have any further questions, please contact me at 271-5446.

Sincerely,

John T. Lovett, P.E.
Planning and Programming Branch
Airports Division

Cc: Mark Mayo
Don Baxter
AAL 530
TKA FSS

Talkeetna Airport Improvements, Phase II

State Project No. 54660/ Federal Project No. 3-02-0287-0402

Project Update

May 2002

Background

The Alaska Department of Transportation and Public Facilities (ADOT&PF) has undertaken the Talkeetna Airport Improvements, Phase II project to meet aviation demands identified in the Talkeetna Airport Master Plan. Increasing air traffic at Talkeetna has led to a need for more commercial lease lots and aircraft parking, general aviation aircraft parking, and transient aircraft parking. The expansion of the commercial apron has made it necessary to relocate the existing helicopter landing area to preserve aviation safety. A Hydrology and Hydraulics (H&H) Study of the Talkeetna River is being undertaken due to the airport's location within the 100-year floodplain.

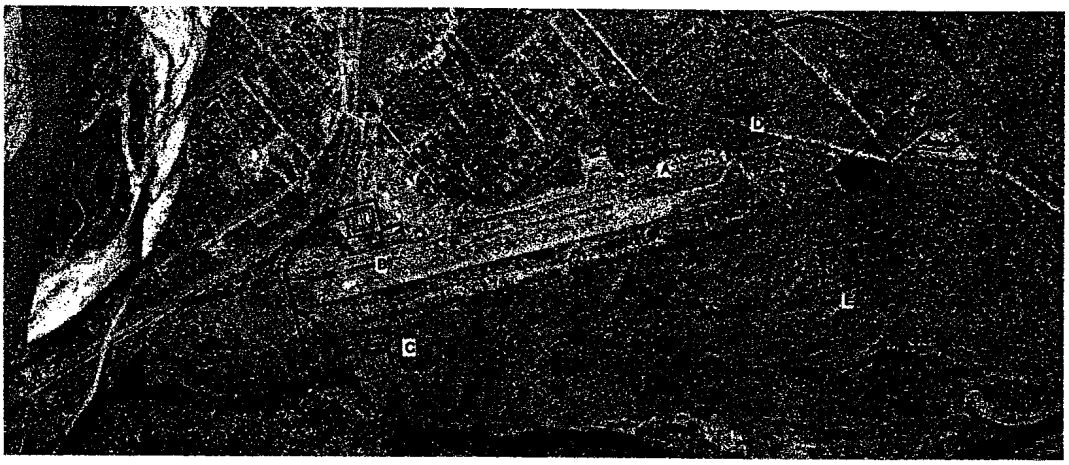
Talkeetna Airport History

What is now Talkeetna Airport was first constructed as a gravel runway by the U.S. Government in 1941. The State of Alaska assumed ownership of the airport in 1965, and it is now managed by the ADOT&PF. In 1981, a new parking apron (now the existing commercial apron) was constructed and the existing runway was r faced with gravel. During 1987 ADO PF raised and paved the runway, taxiway, and existing commercial apron. Runway lights were also included in the project. In 1996, ADOT&PF constructed the parallel taxiway and the new Maintenance & Operations building. The present Flight Service Station was constructed in 1997.

Current Work

Design Engineering: The airport improvements outlined above and presented at the first public meeting in October 2001 have been designed to a 35% level. Design will resume after the H&H Study is complete. It has been determined that it is not feasible to relocate the existing Flight Service Station as previously proposed.

Heliport Relocation: A draft Heliport Relocation Study (HRS) is on-going. The study considers five on-airport locations delineated as sites A through E below, a heliport at the VOR/DME site (about 1.6 miles south of the airport), and an "off-airport" alternative to establish a new location for helicopter operations. The draft HRS outlining a preferred alternative will be available for public review early this summer. The draft HRS will include a noise analysis to determine the noise impacts of the heliport and other aircraft operations on the community. The project team will begin the noise study early this spring/summer taking field measurements to calibrate the noise model.



Hydrology and Hydraulics: Our team has analyzed the flow of water in the Talkeetna and Susitna Rivers during the 100-year flood. The data used in the analysis is based on actual stream gauge data, a very reliable method. Our results indicate that the flow during the 100-year flood is 91,500 cubic feet per second (cfs) compared to an average annual mean flow of 4,063 cfs. The next step in the H&H Study is to finalize a contour map of the Talkeetna area and map water surface elevations during a 100–year flood on the airport property. This work will lead to the identification of flood mitigation alternatives and the selection of a preferred mitigation alternative. This H&H information is scheduled to be available for review later in the summer.

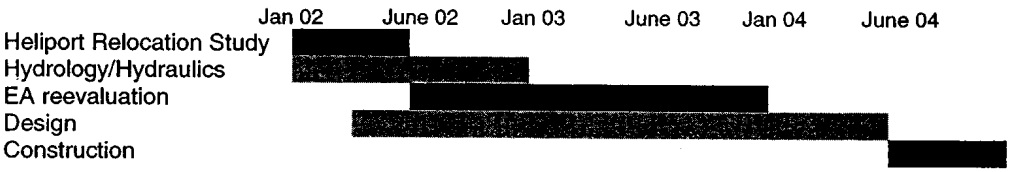
EA Reevaluation: The Environmental Assessment (EA) Reevaluation will begin this summer. The reevaluation will include assessing impacts from the proposed heliport relocation and proposed flood mitigation alternatives. It will also include detailed wetland investigations near Twister Creek. An agency work session originally scheduled for February 19, 2002, was postponed; resource agencies considered it premature without the additional field data and analysis to support design and EA reevaluation efforts. As requested by the agencies, the work session will be rescheduled when the supplementary information has been generated.

How to Participate

Keeping you informed about this project is important. You can always contact the project staff listed below by mail, email or phone to get on our mail list, discuss the project, give comments or ask questions. We will be scheduling a public meeting in the summer/early fall.

Project Schedule

The project was originally scheduled for construction in the summer of 2003, but due to delays with the H&H Study, it has been postponed until the summer of 2004. The current schedule is as follows:



Contact Information

Project Manager, Dave Coolidge, P.E. or
Linda Cyra-Korsgaard, Public Involvement Coordinator
CH2M HILL, 301 W. Northern Lights Blvd. Suite 601
Anchorage, AK 99503.
Phone: (907) 276-6833 x 205
Email: lcyra@ch2m.com

Project Manager, Don Baxter, P.E.
ADOT&PF, 4111 Aviation Ave.
Anchorage, AK 99502.
Phone: (907) 269-0610
Email: don_baxter@dot.state.ak.us

167651
Public Inv.

CH2MHILL

PRSRT STD
US Postage
PAID
Anchorage, AK
Permit #537

Linda Cyra-Korsgaard
CH2M HILL
301 W. Northern Lights Blvd. Suite 601
Anchorage, AK 99503

Talkeetna Airport Improvements, Phase II

STORE-FYI

Heliport

MEMORANDUM

STATE OF ALASKA

Department of Transportation and Public Facilities
Statewide Design & Engineering Services
Preliminary Design & Environmental

To: Don Baxter, PE
Aviation Design

Date: June17, 2002
File No.: 54660
Phone No.: 269-0531

From: Carol Jo Sanner CJS
Permits Officer

Subject: Talkeetna Airport
Phase II Improvements
Field Review, Heliport Site

On June 12, 2002, I visited Talkeetna Airport to inspect the proposed heliport site on the southeast side of the airport. The layout was recently revised due to objections by resource agencies for its wetlands involvement. Accompanying me on the field trip were Deb Moore, Ch2M-Hill; and Skip Joy, Corps of Engineers. All environmental permitting agencies were invited. Two others Jeff Davis of ADF&G and Sandy Garley, Mast-Su Borough Planner, expressed interest in participating in the filed trip, but we were unable to connect with them.

We had an aerial photo plot with overlay of the 5 proposed heliport layouts, but the main one of concern for wetlands effects was the one on the southeast side of the runway. We walked the area starting at the southwest gravel apron, along the route shown on the attached photo.

Summary of Observations:
In essence, the revised heliport footprint along the SE side of the runway is wetland with standing water or saturated soils along the entire access road route and proposed parking area. The proposed helipad area and safety area has small pockets of upland, but the relative amount of uplands is very minor compared to the amount of wetlands and not worth subtracting from the total fill footprint.

The **standing water wetlands** have aquatic emergents (sedges, horstetail) and shrub-scrub (willow, sweet gale). Water depth was to approximately 12 inches within dense vegetation. Open water areas were not visible, nor evidence of defined drainage channels, except those constructed ditches along the toe of the runway. The ditches diffuse into the low topography of the wetlands. Although it appears there was higher standing water elevations during spring break up, this was probably overlying frozen ground.

The **saturated sites** of peat/ *Sphagmun* also have prickly rose, false *Spirea* and ground cover of nagoonberry. There was no evidence of overland flow towards the south, nor perennial connections to either Twister Creek nor any other drainages visible on the aerial photo.

The **small pockets of upland** consists of a linear berm that parallels the runway comprised of disposed material, probably from the original runway construction. We dug one sample hole (near helipad site) revealed moist, silty- sandy soils (Color: 7.5 YR, 4/4) and some gravel on the surface. Although oxidation exists in the soil, it is not a hydric soil. There is no evidence of inundation on these higher spots. Vegetation in these areas consists of willow, birch, aspen, twisted stalk, red berried elder, bluejoint grass, fireweed, with ground cover of dogwood and nagoon berry. The topographic difference between the "uplands" and saturated wetlands is less than 2 ft. There is evidence of winter moose browsing. I found a shed antler, indicating moose use through late winter. I also observed recent moose tracks through the boggy area south of the runway.

Recommendations:
Based on our ground truthing, the revised heliport ("horizontal layout") is all still in wetlands, although it does somewhat reduce the length of the access road and eliminates any defined drainage crossings.
This layout would require an individual permit form the Corps of Engineers, but would not require a Title 16 for fish habitat impacts. In order to satisfy the purpose and need test for the COE permit, we must show there are no prudent or feasible upland alternatives that avoid fill in wetlands and that we have minimized the footprint of the fill. Furthermore, if this is the preferred alternative, the EA should include a wetlands mitigation plan that provides compensation for lost habitat and other wetlands functions and values. A possible plan might include any or all of the following:

1. Sufficient drainage culverts to maintain recharge of the wetlands towards the south.
2. Construction of sinuous channels connecting to Twister Creek or is tributaries so as to provide additional salmonid rearing habitat.
3. Excavation of unused fill areas on airport property or offsite to restore wetlands functions.

We should discuss this further to determine options and alternatives before proceeding with the NEPA document.

Cc: Laurie Mulcahy, Environmental Team Leader
Skip Joy, DA, COE, Regulatory
Deb Moore, CH2M-Hill
Jeff Davis, ADF&G

CH2MHILL TELEPHONE CONVERSATION RECORD

CALL TO Nancy, TKA FSS Specialist — PHONE NO. 733-2277

DATE 1-JULY-02

CALL FROM SOC — TIME 3:10 ☐ AM ☒ PM

MESSAGE TAKEN BY SOC — PROJECT NO. 167651 Heliport

SUBJECT Traffic Patterns near TKA

I asked Nancy about standard traffic patterns @ TKA. She raised the following points:

1) Generally Christensen Lake Traffic stays to the east of the lake
2) Talkeetna traffic is present on the east and west sides of the runway
3) Conflicts between Christensen Lake and Talkeetna traffic are rare due to the low volume of traffic on Christensen Lake and pilots natural vertical separation
4) Pilots on the Village Strip tend to remain to the west of the Village Strip to avoid TKA traffic, but when they do fly to the west of the strip they are typically below TKA traffic, avoiding conflicts.

- Steve

Cinelli, Steve /ANC

From: john.lovett@faa.gov
Sent: November 13, 2002 2:06 PM
To: Don_Baxter@dot.state.ak.us
Cc: john.lovett@faa.gov; stephen.powell@faa.gov
Subject: TKA

Don-
Please read this and tell me if you want me to write this to you in a letter.

The State of Alaska DOTPF has received three AIP grants for airport improvements at Talkeetna in 1986, 1995, and 1996 for a total of $4,456,611.00. With each AIP grant there are 37 grant assurances that the State agrees to comply with. More specifically, Airport Grant Assurance No.22 states:

Economic Nondiscrimination.

a. It will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.

Also, in FAA Order 5190.6A Airport Compliance Requirements it states on page 20 section 4-13:

a.) The owner of any airport developed with Federal grant assistance is required to operate it for the use and benefit of the public and to make it available to all types, kinds , and classes of aeronautical activity on fair and reasonable terms without unjust discrimination.

In other words, the State of Alaska DOTPF as the owner and operator of the Talkeetna Airport that has received federal AIP grants could not close this public airport to helicopter operations. Helicopter operations have been taking place in Takeetna for over 30 years and is a legitimate user of this airport. To prevent helicopters for using this airport would be in violation of the grant assurances.

Copies fo the grant assurances can be found of the FAA web page: http://www2.faa.gov/arp/aal/assrnap.pdf

John T. Lovett, P.E.
Capacity Airport Planner
Airports Division, Alaska Region
(907) 271-5446

Flight Standards Service
Memorandum to the Director, AFS-1

From: Bruce Walker- Supervisor AAL-03

Prepared by: Pete Devaris, ASI AAL-03

Date: March 14, 2003

Re: Proposed Change to Traffic Pattern
Talkeetna State Airport (TKA) Runway 18
Talkeetna, Alaska

OVERVIEW.

Talkeetna, Alaska is the main staging area for climber support and flightseeing operations within Denali National Park. The number of users within the park has steadily increased in recent years. To meet the demand for access, aircraft operations between Talkeetna and the park have increased proportionally. To date, no specific plan has been implemented on how to manage the increase in air traffic. In the interest of providing the flying public the highest degree of safety possible, the Anchorage FSDO is taking a pro-active approach to risk management while also reducing conflicts between the various user groups in the area.

BACKGROUND.

In August of 2002, Aviation Safety Program Manager (ASPM) Ernie Walker met with Talkeetna Part 135 operators, pilots, mechanics, and FSS staff. The purpose of the visit was to collect input from the public that addressed flight safety concerns around Talkeetna and Denali National Park. The comments provided by the public were constructive, consistent and identified numerous areas where the level of safety could be improved. A comprehensive safety initiative is presently being formulated to address the concerns of the public as well as those of the Anchorage FSDO. One concern that was unanimously expressed was the need to change the traffic pattern at Talkeetna Airport (TKA) Runway 18 to right-hand traffic.

PURPOSE/ GOALS.

The purpose of changing the traffic pattern is to:

- Eliminate areas within the vicinity of TKA that have a high volume of aircraft converging from a multitude of directions.
- Allow for more efficient sequencing of aircraft arriving from the north and west.
- Eliminate flights over the downtown area and the Talkeetna Alaska Lodge.
- Provide additional separation from floatplane operations presently located ¾ mile southeast of the airport.

Our goal is to increase the level of safety within the vicinity of TKA while also eliminating noise issues caused by the high volume of flights over the downtown area.

FACTS.

Prevailing wind conditions dictate that over 90% of all flight operations conducted at Talkeetna are using runway 18. During the spring, summer, and fall the majority of this traffic is transiting north and west of the airport. The largest volume of traffic is generated by flights between Talkeetna and Denali National Park.

The present traffic pattern to runway 18 results in most landing traffic over-flying downtown Talkeetna. Traffic on downwind, or entering the downwind via a mid-field crossover, fly within close proximity of the Talkeetna Alaska Lodge. The lodge was built in 1999 and is located ½ mile southeast of the airport. The lodge has become a converging point for traffic to runway 18 on the downwind, on a mid-field crossover, on a 45° entry to downwind, and entering the downwind straight from the south. The present traffic pattern places the largest volume of traffic over the most densely populated areas and those that are most sensitive to noise. A right-hand pattern would shift the traffic away from noise sensitive environments and place it over sparsely populated areas.

Elimination of left traffic to runway 18 would also help reduce helicopter noise. The vacated corridor east of the runway could be used exclusively for helicopter departures, thus eliminating flights over the downtown area. This practice is already widely used by ERA Helicopters; Talkeetna's most active rotor-wing operator. ERA's Talkeetna based tours are mainly to the North of the airport in the Talkeetna Mountain Range. The airport manager supports this concept.

Local pilots have developed recommended traffic separation procedures for aircraft transiting between TKA and Denali National Park. Although these procedures are voluntary, they are widely used and accepted by all Talkeetna based pilots. The procedures incorporate a cone shaped departure corridor (see attached diagram). Outbound aircraft stay within the cone while arriving aircraft remain outside the cone. "The cone" is a triangular area that is geographically defined by the airport, and commonly recognized reporting points know as the Highway Camp and the North Gravel Pits. Use of the cone has been very effective in providing aircraft

separation for flights conducted west and north of TKA. Changing the traffic for runway 18 to a right-hand pattern is compatible with continued use of the cone.

Changing the traffic pattern creates no additional conflicts with aircraft operating out of the city strip in downtown Talkeetna. Traffic from the strip generally take-off to the south and land to the north. Takeoffs to the north are limited by the presence of the Fairview Inn and other structures north of the strip. Additional separation is provided by the requirement that aircraft operating off the strip remain at or below 500 feet above ground level (AGL) while aircraft operating out of the Talkeetna Airport climb to 1000 feet AGL before making any turns.

Christensen Lake is located ¾ of a mile to the southeast of the airport. This is a large lake with many cabins and summer homes. During the summer months the lake supports a high volume of general aviation seaplane operations. Traffic that now flies a left-hand downwind leg for runway 18 over-fly airspace used by the floatplanes. It is *recommended* that aircraft operating to and from Christensen Lake remain east of the lake. But because the lake is not recognized as a seaplane base and is uncontrolled airspace, they are not *required* to remain east of the lake. Changing the traffic for runway 18 to a right-hand pattern will provide additional separation from aircraft transiting to and from Christensen Lake.

Changing the traffic for runway 18 to a right-hand pattern is compatible with IFR operations. All IFR approaches into Talkeetna are to runway 36. Aircraft planning to circle-to-land on runway 18 *are required* to make right traffic, as circling east of runway 18-36 is not authorized. This would eliminate the current potential for mid-air collisions between IFR aircraft circling right to land on runway 18 while VFR aircraft are making left traffic for the same runway.

ECONOMIC IMPACTS/ BENEFITS.

The change will result in economic benefits to commercial operators based in Talkeetna. A higher degree of operational efficiency will be obtained by commercial operators through long-term savings in fuel consumption, reduction in flight times, and less wear on aircraft. The cost to the FAA will be negligible. The change will require an update to the Alaska Supplement during the next publication and a NOTAM in the interim.

POLITICAL CONSIDERATIONS/ OTHER DYNAMICS.

Right-hand traffic for TKA runway 18 has widespread support by Talkeetna's community, including both aviation and non-aviation user groups. It was our customers that first requested this change to the present traffic pattern. Acting on their request not only improves safety but also shows the public that the FAA is responsive to the dynamic nature of customer needs, economic conditions, and environmental concerns. Such actions on our part are described in the mission statement of the FAA.

RECOMMENDATIONS.

In the interest of safety, it is recommended that the FAA embrace the suggestions brought to us by the public and change traffic at TKA runway 18 to a right-hand pattern. It is also recommended that the FAA adopt the suggestions of Talkeetna Airport Manger Steve Hansen for adjusting the helicopter traffic pattern.

Ernest Walker- ASPM
Anchorage FSDO

Gene Cordle- POI for the Talkeetna Area
Anchorage FSDO

Craig Johnson- PMI for the Talkeetna Area
Anchorage FSDO

Brad Garland
FAA Anchorage Airports AAL-622

ATTACHMENTS.

Summary of Interviews conducted by Ernest Walker in August 2002.
Letter of support from Steve Hansen, Talkeetna Airport Manager.
Talkeetna Airport Diagram.
Talkeetna Area Voluntary Traffic Separation Plan.

KEY ATTENDEES/ INDIVIDUALS OF INTEREST.

Eric Denkewalter- Owner/Pilot
Talkeetna Aero Services
Talkeetna resident for over 25 years.
U.S. Marine Corps Carrier Pilot-Retired.
Assistant Chief, Talkeetna Volunteer Fire Department.
Alaskan pilot since 1981.

Don Lee- Chief Pilot
Talkeetna Aero Services, Talkeetna AK
FAA Aviation Safety Counselor.
Alaskan Air Taxi pilot 1982.

Jay Hudson-Owner/Pilot
Hudson Air Service, Talkeetna AK
Talkeetna's oldest air service.
Operating since 1946.

Paul Roderick- Owner/Pilot
Talkeetna Air Taxi, Talkeetna AK

Pete Devaris-Former Pilot/Check Airman/Instructor
K2 Aviation, Talkeetna AK
Talkeetna's largest operator.
Mr. Devaris is now employed as an ASI for the Anchorage FSDO.

Jerry Jacquues- Pilot
Fly Denali, Talkeetna AK

Joc Bondurant- Pilot
Doug Geeting Aviation, Talkeetna AK

Nancy Sutton
Talkeetna FAA Flight Service Station

Steve Hansen- Talkeetna Airport Manager
State of Alaska, Department of Transportation

Hugh McLaughlin- Manager
Anchorage FSDO

Bruce Walker- Supervisor, North Unit Operations
Anchorage FSDO

Scott Norman- Supervisor, North Unit Airworthiness
Anchorage FSDO

Talkeentna Runway 18
Right Traffic Pattern

Effective: 0305010800Z; May 1, 2003 midnight Alaska local time (ADT)

Sponsors:

Statewide Aviation, State of Alaska	Federal Aviation Administration
Fly Denali	Doug Geeting Aviation
Hudson Air Service	K2 Aviation
Talkeetna Aero Services	Talkeetna Air Taxi

Location: Talkeetna (TKA) airport
Latitude N 62° 19' 14", longitude W 150° 05' 37" (NAD 83)

Unchanged: RWY 18 Departure procedures
RWY 36 Arrival and Departure procedures

Arrivals Pilots are urged to exercise extra diligence during the transition period.

West/NW: Enter extended right base to runway 18

South/East: Use 45° entry to the Railroad Bridge and enter wide right hand downwind

North: Straight in, locally referred as "River Final"

Altitudes: 700 feet AGL, 1060 MSL, aircraft 120 knots or less
900 feet AGL, 1260 MSL, aircraft 120 knots or greater

Coordinates:

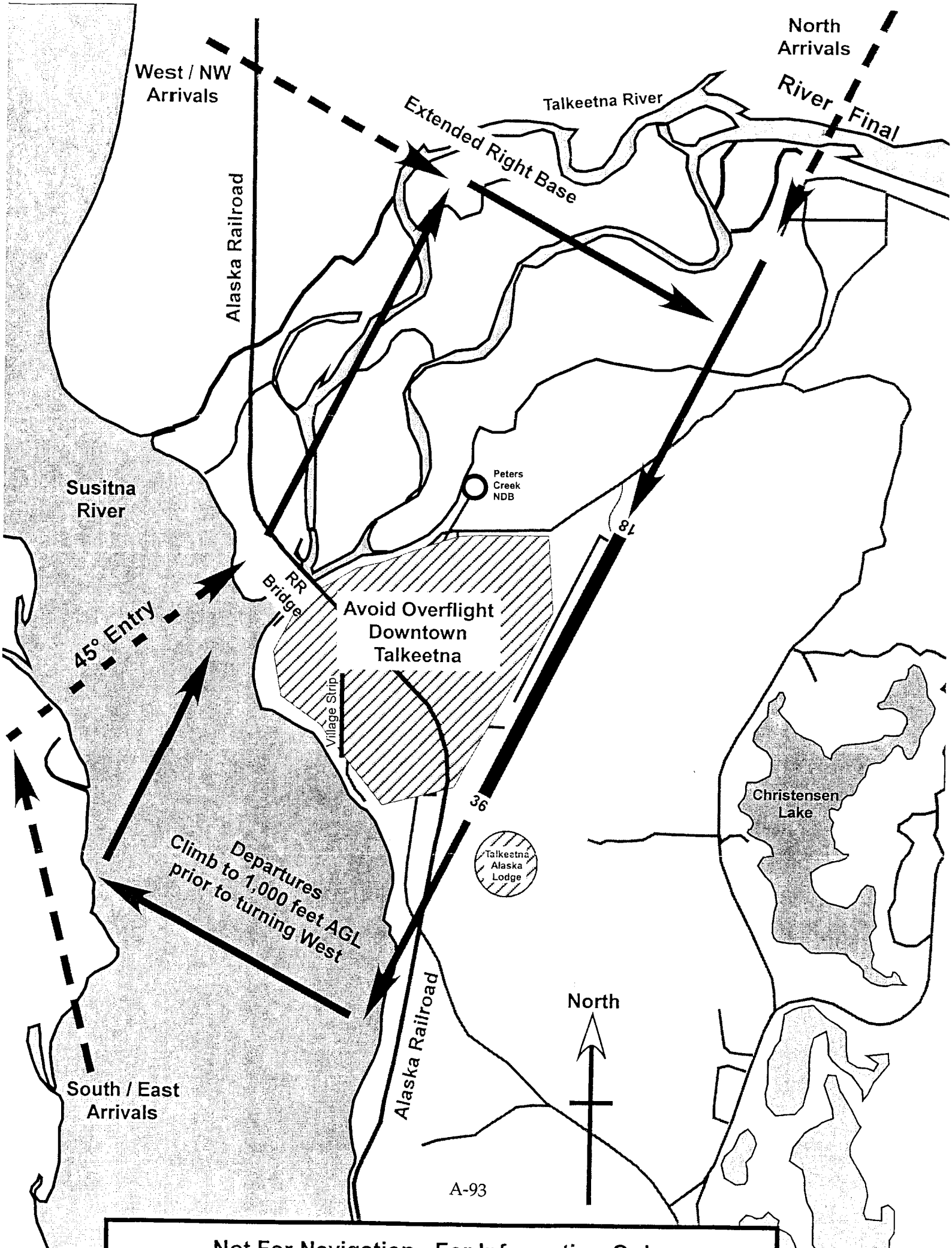
Moose Meadows	N 62° 35' 14" W150° 30' 56" (NAD 83)
North Gravel Pits	N 62° 30' 15" W150° 15' 38" (NAD 83)
Talkeetna Alaska Lodge	N 62° 18' 24" W150° 05' 44" (NAD 83)
Highway Camp	N 62° 24' 16" W150° 15' 31" (NAD 83)

Contact: Peter Devaris, (907) 271-2159 or Robert van Haastert, (907) 271-5863

FAA / Anchorage Flight Standards District Office
4510 West International Airport Road
Anchorage, Alaska 99502 or email: peter.devaris@faa.gov

FAA / Air Traffic Division, AAL-530
222 West 7th Avenue, Box 14
Anchorage, Alaska 99513-7587 or email: robert.van-haastert@faa.gov

This notice may be reproduced and recirculated by any interested person.



Not For Navigation - For Information Only