

BCV AMP Update Public Review Draft: Public Comment Tracker, March-May 2024 (In response to February 2024 PRD) - Version: 08/06/24

Date	First Name	Last Name	Entity	Alternative/Section/ Page of the Plan Referenced	Comment	Response	How comment was addressed in AMP Update
4/1/2024	Tony (Francis)	Bell		Overall, Alternative 1	<p>The Birchwood Airport and the Shooting Range have been neighbors for over a half century. Many members of BRSP are also users of the airport. Both entities have been supportive of each other without, to my knowledge, any rancor. For the airport to take over or place onerous limits on BRSP would have an enormous negative effect on that long term relationship. BRSP is a positive source in the Eagle River-Chugiak area and beyond. Citizens from all economic, professional and skilled segments of this community use and gather at BRSP for various activities that are beneficial to the entire Municipality and the state. It is my opinion that the results of option One would be more detrimental than positive. Please, seriously consider the options that do not negatively impact BRSP, its members and the those who utilize both the airport and BRSP.</p>	<p>From Philana Miles to Mr. Bell, 04/01/24: Thank you for your comment on the Birchwood Airport Master Plan Public Review Draft. We will consider your feedback as we develop the final plan. Please note that the existing Avigation Easement over the Birchwood Shooting Range Park (BSRP) has been in place since the 1970's and was acquired in perpetuity. No changes are recommended to the Avigation Easement. The Alaska Department of Transportation & Public Facilities (DOT&PF) has recommended acquisition of the property in the RPZ's for many years, including the 2005 airport master plan and the airport layout plan that was originally approved by the FAA in 2012. I have attached the property map from the airport layout plan for reference. The draft airport master plan is consistent with existing approved plans and standard practice, which includes recommending acquisition of land in the RPZ's for all airports when possible. It is also recommended by the Federal Aviation Administration (FAA) that the recommendations be considered for the alternatives and ultimate development on airport layout plans. Although the acquisition has been recommended for many years, DOT&PF has never initiated an acquisition process for the BSRP land. To date, DOT&PF has considered the existing Avigation Easement property interest over BSRP property adequate to protect airspace for the safety of the traveling public. I hope you were able to join us on Saturday for the public meeting and that we were able to address some of your concerns. Thank you. Philana Miles, C.M. Phone: (907) 269-0519</p>	<p>Alternatives in Section 5.0 have been revised to reflect the current avigation easements remaining and no future acquisition of BSRP property. Proposed future avigation easements on BSRP property have been minimized under each alternative to only show the future easement area needed to clear the existing 20:1 visual approaches. These easements can be developed to allow for selective removal or topping of individual trees that penetrate the approach surface.</p>
4/30/2024	Wayne	Benson		Alternative 1, Alternative 2	<p>I am a member of the Birchwood Recreation and Shooting Park (BRSP) I oppose any change to the airport that would impact any activities at BRSP. I have seen the Birchwood Airport Master Plan Update, Public Review Draft, Project No. CFAPT00354, AIP 3-02-0034-008-2018 / 3-02-0034-009-2022. Is a quite an impressive document. I can see a lot of work has gone into it. But I can only support alternative 1, No Build. I am including the points provided by the staff of BRSP as I agree with all of them. They say it far better than I ever could.</p> <p>Acquisition of the land is unnecessary. The existing easement that was initiated in 1976 and amended in 1989 can easily be further amended to include the expanded area. Acquisition of the land places an unfair burden on the club, which would in all likelihood result in the closure of the club. Although the targeted land area is small, it is essential to our operations out of proportion to its size.</p> <p>The targeted land supports numerous 501c(3) charities:11 charity fundraising events took place in that walkthrough last year, including such high-profile nonprofits as Shoot for the Cure, Boy Scouts, Armed Forces YMCA, and Elks Club, among others.</p> <p>The club is essential to youth shooting, including our own youth instructional leagues and the efforts of Youth Education in the Shooting Sports and Northern Lights SCTP, as well as NRA Youth Safety Day.</p> <p>The targeted land is not just used for shotguns. Also within it is our 3D archery walkthrough, the only year-round facility of its kind in Alaska, also used by Paintballers, demonstrating that more segments of the Alaska Citizenry than just firearms owners derive recreational benefit from the land. Over 11,000 unique individuals utilized our property last year alone, and we have even more events scheduled in the coming year.</p> <p>I think that for the most part Birchwood Airport is Civil Aviation hobby Airport. BRSP is a hobby multi-discipline shooting range. I can't support the airport hobbyists forcing me to potentially give up my hobby. Another point that I find it hard to believe that the state is willing to spend 49.5 to 89.4 million dollars on a hobby airport. I'm no math wizz and I may be reading Table 28 wrong but even alternative 2 at 49.5M will result in only 35K in annual revenue increase. A very poor return on a 49.5M investment. I think these millions could be better spent on other DOT programs such as the Marine Highway System.</p>	<p>Thank you for your comment. The Master Plan has been revised to avoid acquisition of BSRP property.</p>	<p>Alternatives in Section 5.0 have been revised to reflect the current avigation easements remaining and no future acquisition of BSRP property. Proposed future avigation easements on BSRP property have been minimized under each alternative to only show the future easement area needed to clear the existing 20:1 visual approaches. These easements can be developed to allow for selective removal or topping of individual trees that penetrate the approach surface.</p>

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5/20/2024	Brandon	Berta			See attachment.	<p>Thank you for your comments on the Birchwood Airport Master Plan Update. Under Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5070-6B, Airport Master Plans, the development of a master plan does not typically require a formal National Environmental Policy Act (NEPA) process. The Birchwood Airport Master Plan was categorically excluded from the NEPA process on February 18, 2018 and February 3, 2022.</p> <p>Per FAA AC 150/5070-6B, Airport Master Plans, "When considering environmental factors in master planning, the planner and the environmental specialist do not need to follow the specific impact categories outlined in FAA Order 5050.4B. Rather, FAA Order 5050.4B should be consulted as a guide to help planners identify potential impacts specific to the airport that should be considered as planning continues." Thus, the master planning process involves evaluation of potential environmental impacts to the level necessary to evaluate and compare how each alternative would directly involve sensitive environmental resources. Indirect impacts will be considered when a project is selected and undergoes full NEPA analysis. Indirect impacts are caused by development but that occur later in time or are farther removed from the project but are considered reasonably foreseeable.</p> <p>The consideration of environmental factors in the planning process used to develop the Birchwood Airport Master Plan involved an inventory (overview) of the airport's environmental setting, the identification of potential environmental impacts of airport development alternatives, and the identification of environmentally related permits that may be required should future development take place. Detailed analysis of environmental impacts is beyond the scope of the master planning process. At this stage in the planning process the environmental analysis is qualitative for each alternative considered in the master plan update. A detailed NEPA analysis of future development projects associated with the preferred alternative will take place following approval of the airport master plan update.</p>	Section 2.3 has been revised to better explain the purpose of considering environmental factors in an airport master plan.
4/1/2024	Richard	Birdsall	BRSP Board		<p>Thank you for your presentation this past Saturday. You were very effective. These are our written comments for the record.</p> <p>I am a Director of the BRSP Board. I have been appointed by the Board to speak officially on the Board's behalf. Here are the key points:</p> <ol style="list-style-type: none"> BRSP has always been a good neighbor of the Birchwood airport and supports any desired airport improvements. This is particularly true when it comes to aviation safety; There is an existing navigation easement. If there are any trees on BRSP property that penetrate the RPZ or present safety issues we have never stood in the way of remediation; BRSP's facilities and use is entirely compatible with Birchwood airport operations; The airport planning document includes statements that a portion of BRSP property will be taken through eminent domain for purposes of "control." Regretfully, any taking of the proposed land will greatly inhibit member use and will necessitate major reconfiguration of BRSP facilities at great cost. BRSP is a 501(C)(7) membership organization with limited resources; We can adapt and operate with additional aviation easements and support this approach. However, BRSP will legally resist any efforts to take land as described in the airport plan. <p>Respectfully submitted, Richard D. Birdsall, JD On behalf of the BRSP Board</p>	Thank you for your comment. The Master Plan has been revised to avoid acquisition of BRSP property.	Alternatives have been revised to reflect the current aviation easements remaining and no future acquisition of BRSP property. Proposed future aviation easements on BRSP property have been minimized under each alternative to only show the future easement area needed to clear the existing 20:1 visual approaches. These future easements can be developed to allow for selective removal or topping of individual trees that penetrate the approach surface.

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4/2/2024	Albert	Dordan		Option 1	<p>I want to make the following points and comments about the Birchwood Airport Expansion and the consequences it will have upon the Birchwood Shooting Range:</p> <ul style="list-style-type: none"> •Acquisition of the land is unnecessary. The existing easement that was initiated in 1976 and amended in 1989 can easily be further amended to include the expanded area, if necessary (it isn't necessary). •Acquisition of the land places an unfair burden on the club, which would in all likelihood result in the closure of the club. Although the targeted land area is small, it is essential to our operations out of proportion to its size. •The targeted land supports numerous 501c(3) charities:11 charity fundraising events took place in that walkthrough last year, including such high-profile nonprofits as Shoot for the Cure, Boy Scouts, Armed Forces YMCA, and Elks Club, among others. •The club is essential to youth shooting, including our own youth instructional leagues and the efforts of Youth Education in the Shooting Sports and Northern Lights SCTP, as well as NRA Youth Safety Day. •The targeted land is not just used for shotguns. Also within it is our 3D archery walkthrough, the only year-round facility of its kind in Alaska, also used by Paintballers, demonstrating that more segments of the Alaska Citizenry than just firearms owners derive recreational benefit from the land. •Over 11,000 unique individuals utilized our property last year alone, and we have even more events scheduled in the coming year. <p>I favor Option 1 in the Draft Plan - which is to leave the Birch Shooting Range untouched as possible.</p> <p>Respectfully, Albert C. Dordan</p>	<p>Thank you for your comment. The Master Plan has been revised to avoid acquisition of BRSP property.</p>	<p>Alternatives in Section 5.0 have been revised to reflect the current avigation easements remaining and no future acquisition of BSRP property. Proposed future avigation easements on BSRP property have been minimized under each alternative to only show the future easement area needed to clear the existing 20:1 visual approaches. These easements can be developed to allow for selective removal or topping of individual trees that penetrate the approach surface.</p>
3/29/2024	Steven	Ellis	Municipality of Anchorage Flood Hazard Admin		<p>It appears some of the proposals intend to remove or clear obstacles on the Peters Creek end of the runway. While not stated I must presume the obstacles are the trees. Peters Creek is a FEMA Mapped Floodplain. Depending on the scope of work, a flood hazard permit may be required. The MOA also has a stream protection setback ordinance in AMC 21.07.020. The stream setback for Peters Creek is 50.0 feet. The setback is measured from the ordinary high water mark. Removal of the trees along the streambanks will destabilize the creek banks, causing erosion and channel meandering.</p>	<p>From Philana Miles to Mr. Ellis, 04/19/24: Hello Mr. Ellis. Thank you for your phone call yesterday. Please make sure to submit your comments by May 31, 2024. I appreciated learning more about the muni ordinances surrounding the Birchwood airport and how they may impact potential development. Have a good day! Philana Miles Philana Miles, C.M. Phone: (907) 269-0519 ----- Thank you for your comment. Floodplains and regulatory floodways are discussed in Section 2.3.5. Anadromous fish streams and waters of the U.S. are discussed in Sections 2.3.3.1 and 2.3.3.6, respectively.</p>	<p>Each section has been updated to include additional information provided by your office. Reference to MOA Code, AMC 21.07.020 has been integrated into section 2.1.4 "Area Land Use Plan Goals and Zoning", Page 8, under the subsection "Municipality of Anchorage Title 21 Land Use Code".</p>
4/1/2024	Matthew	Forester		Alternative 1	<p>Alternative #1 is the preferred alternative. Or amending other alternatives so that only an easement be obtained-no acquisition of land. Acquisition of the land is unnecessary. The existing easement that was initiated in 1976 and amended in 1989 can easily be further amended to include the expanded area. Acquisition of the land places an unfair burden on the club, which would in all likelihood result in the closure of the club. Although the targeted land area is small, it is essential to our operations out of proportion to its size. The targeted land supports numerous 501c(3) charities:11 charity fundraising events took place in that walkthrough last year, including such high-profile nonprofits as Shoot for the Cure, Boy Scouts, Armed Forces YMCA, and Elks Club, among others. The club is essential to youth shooting, including our own youth instructional leagues and the efforts of Youth Education in the Shooting Sports and Northern Lights SCTP, as well as NRA Youth Safety Day. The targeted land is not just used for shotguns. Also within it is our 3D archery walkthrough, the only year-round facility of its kind in Alaska, also used by paintballers, demonstrating that more segments of the Alaska Citizenry than just firearms owners derive recreational benefit for the land. Over 11,000 unique individuals utilized our property last year alone, and we have even more events scheduled in the coming year.</p>	<p>Thank you for your comment. The Master Plan has been revised to avoid acquisition of BRSP property.</p>	<p>Alternatives in Section 5.0 have been revised to reflect the current avigation easements remaining and no future acquisition of BSRP property. Proposed future avigation easements on BSRP property have been minimized under each alternative to only show the future easement area needed to clear the existing 20:1 visual approaches. These easements can be developed to allow for selective removal or topping of individual trees that penetrate the approach surface.</p>

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3/26/2024	Scott	Gellerman		Alternative 1	I support Alternative 1, or an amendment to any other alternative such that only an easement be obtained thru BRSP- no acquisition of land that would impact any activities at the BRSP. The 5-stand and walk thru sporting clays fields at BRSP are the only such fields currently available in SW Alaska, and are utilized annually by numerous youth shotgun leagues.	Thank you for your comment. The Master Plan has been revised to avoid acquisition of BRSP property.	Alternatives in Section 5.0 have been revised to reflect the current avigation easements remaining and no future acquisition of BSRP property. Proposed future avigation easements on BSRP property have been minimized under each alternative to only show the future easement area needed to clear the existing 20:1 visual approaches. These easements can be developed to allow for selective removal or topping of individual trees that penetrate the approach surface.
3/28/2024	Cameron	Gilchrist			As a member of Birchwood Recreation and Shooting Park (BRSP), and father of 3, that are involved in youth shooting sports, BRSP is the nearest facility to Anchorage that provides the services that they and I need to improve our firearms training and usage. Any alternative option that is removing land-use area from BRSP and transferring it back to the State of Alaska/DOT, will negatively impact our ability to take advantage of shooting opportunities at BRSP, specifically shotgun activities (walk-through, and 5-stand). Furthermore, shotgun shooting activities is a significant revenue generator for the park, and a reduction in this area, may impact the long-term viability of the facility. Sincerely, Cameron Gilchrist	Thank you for your comment. The Master Plan has been revised to avoid acquisition of BRSP property.	Alternatives in Section 5.0 have been revised to reflect the current avigation easements remaining and no future acquisition of BSRP property. Proposed future avigation easements on BSRP property have been minimized under each alternative to only show the future easement area needed to clear the existing 20:1 visual approaches. These easements can be developed to allow for selective removal or topping of individual trees that penetrate the approach surface.
4/22/2024	Jonathan	Hegna	U.S. Army Corps of Engineers		Dear Philana Miles: This is in response to the solicitation of public comments regarding the Birchwood Airport Master Plan Update. This Project has been assigned application number POA-2020-00520, which should be referenced in all future correspondence. The U. S. Army Corps of Engineers (Corps) Regulatory Offices administer two laws that may apply to proposed construction work. Section 10 of the Rivers and Harbors Act of 1899 (33 United States Code 403) requires that a Department of the Army (DA) permit be obtained for certain structures or work in or affecting navigable waters of the U.S., prior to conducting the work. Navigable waters include those waters subject to the ebb and flow of the tide and waters that are presently used, or have been used in the past, or may be susceptible for use to transport in interstate or foreign commerce. Section 404 of the Clean Water Act (33 United States Code 1344) requires that a Department of the Army (DA) permit be obtained for the placement or discharge of dredged and/or fill material into waters of the U.S., including jurisdictional wetlands, prior to conducting the work. Waters of the U.S. may include certain rivers, streams, lakes, ponds, and adjacent wetlands. Based on the information received from the Public Notice, the Corps has determined that the proposed project may need a regulatory permit from our office. If your project will occur in a Section 10 navigable water or result in a discharge of dredged or fill material into waters of the U.S., a permit will need to be obtained from our office. The Corps' main concerns about the project relate to its impacts on aquatic resources and ensuring that impacts to aquatic resources are avoided and minimized to the maximum extent practicable in the design and review process. The permit application and instructions for completing the application are enclosed and may also be found at: http://www.usace.army.mil/Missions/Civil-Works/Regulatory-Program-and-Permits/Obtain-a-Permit . Be sure to accurately describe all proposed work and construction methodology. Once the application is complete, mail it to the letterhead address or to the email address (preferred) below. Nothing in this letter excuses you from compliance with other Federal, State, or local statutes, ordinances, or regulations. Please contact the Corps via email at regpagemaster@usace.army.mil , by mail at the address above, or toll free from within Alaska at (800) 478-2712, if you have questions or need assistance. For information about the Regulatory Program, please visit our website at www.poa.usace.army.mil/Missions/Regulatory . Sincerely, Jonathan Hegna Project Manager	Thank you for your comment. Wetlands and Other Waters of the U.S. are discussed in the master plan update in Section 2.3.3.6.	Section 2.3.3.6 was updated to include general regulatory compliance language supplied by the Corps, should future development at the airport involve wetlands or waters of the U.S.

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5/30/2024	Amanda	Hults	Great Land Trust	Alternative 4, Alternative 1	See attachment.	Thank you for your comment.	Language regarding the easement and related map details have been integrated into Section 2.1.3 "Land Ownership and Current/Future Adjacent Land Uses", Pages 5 and 6. Regarding the Fire Creek CE - only Alternative 4 would require extinguishment but not Alts 2, 3. The expansion of Alternative 4 as shown in the Master Plan would require an extinguishment of the CE protecting a portion of the Property, which is prohibited. Alternative 4 was dismissed from consideration as the preferred alternative.
3/29/2024	Edward	Jackson			<p>As a former Board member of Birchwood Recreation and Shooting Park (BRSP), active citizen that votes, and life-long supporter of the second amendment, I find the recommended action reprehensible.</p> <ul style="list-style-type: none"> - Acquisition of the land is unnecessary. The existing easement that was initiated in 1976 and amended in 1989 can easily be further amended to include the expanded area. - Acquisition of the land places an unfair burden on the club, which would in all likelihood result in the closure of the club. Although the targeted land area is small, it is essential to our operations out of proportion to its size. - The targeted land supports numerous 501c(3) charities:11 charity fundraising events took place in that walkthrough last year, including such high-profile nonprofits as Shoot for the Cure, Boy Scouts, Armed Forces YMCA, and Elks Club, among others. - The club is essential to youth shooting, including our own youth instructional leagues and the efforts of Youth Education in the Shooting Sports and Northern Lights SCTP, as well as NRA Youth Safety Day. - The targeted land is not just used for shotguns. Also within it is our 3D archery walkthrough, the only year-round facility of its kind in Alaska, also used by Paintballers, demonstrating that more segments of the Alaska Citizenry than just firearms owners derive recreational benefit from the land. - Over 11,000 unique individuals utilized our property last year alone, and we have even more events scheduled in the coming year. <p>Any of the proposed options other than option #1, would crush BRSP financially and likely result in closure of the park and put an end to the long time Alaskan tradition of shooting sports, in South Central. I strongly urge that option # 1 is the ONLY fair action to take!</p>	Thank you for your comment. The Master Plan has been revised to avoid acquisition of BRSP property.	Alternatives in Section 5.0 have been revised to reflect the current avigation easements remaining and no future acquisition of BSRP property. Proposed future avigation easements on BSRP property have been minimized under each alternative to only show the future easement area needed to clear the existing 20:1 visual approaches. These easements can be developed to allow for selective removal or topping of individual trees that penetrate the approach surface.
3/28/2024	Jim	Jansen			<p>Ms. Miles: My name is Jim Jansen. I am the Chairman of the Lynden Companies and a member of the Birchwood Shooting Club, BRSP. I am opposed to any plans that would interfere with the clubs activities, specifically taking any land being used by the club. BRSP is a recreational facility used by a broad cross section of Alaskans, including kids who are learning shooting and safety activities. It is also used for charities, archery, paintballers and others. To destroy this activity to achieve an expanded Birchwood Airport, would be a terrible abuse of government power. Loss of BRSP lands, places an unfair burden on the club as this land is essential to the continued operation of BRSP.</p> <p>Jim Jansen</p>	Thank you for your comment. The Master Plan has been revised to avoid acquisition of BRSP property.	Alternatives in Section 5.0 have been revised to reflect the current avigation easements remaining and no future acquisition of BSRP property. Proposed future avigation easements on BSRP property have been minimized under each alternative to only show the future easement area needed to clear the existing 20:1 visual approaches. These easements can be developed to allow for selective removal or topping of individual trees that penetrate the approach surface.
5/31/2024	Sandra	Johnson		Alternative 2	<p>Hello, Regarding Alternative 2, the new taxiway design. I do not want taxiway E, the midfield taxiway removed. This taxiway serves transient parking, the pilot shack, and the fuel station. It is also used for midfield take-offs. It is heavily used when when CAP gliders are active, as they use Taxiway D as staging for personnel and equipment, and will tie up that taxiway for 6 - 8 hours. I don't believe you can have too many taxiway egresses from the runway.</p> <p>Thank you for your consideration, Sandra Johnson Private Pilot, based in Birchwood</p>	Thank you for your comment. In accordance with FAA Engineering Brief NO. 75 The FAA's "The preference is for aircraft to cross in the last third of the runway whenever possible, since within the middle third of the runway the arriving/departing aircraft is usually on the ground and traveling at a high rate of speed." Therefore, midfield taxiways are discouraged. Also, the presence of too many interconnecting taxiways can increase incursions, confuse pilots, and cause safety risks. For these reasons, removal of existing taxiway E and construction of new Taxiway F that provides access to Runway 03G Threshold is recommended. DOT&PF is also required to comply with taxiway design recommendations included in AC 150/5300-13B, which recommends avoiding "high energy" intersections, "dual purpose pavements" and "indirect access" due to increased risk of safety hazards.	None.

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4/11/2024	Val	Jokela	Birchwood Community Council, SAG	Alternative 2	Hi Shelly, At our BCC monthly meeting last night, we discussed the Master Plan and BCC is in support of Alternative 2, at this point. However, our membership asked to see the summary of comments from the March 22 stakeholder meeting and the March 30 Public Meeting before going final in support of Alternative 2. I know you are working to consolidate the comments which is a huge job, however despite the fact that the comment period has been pushed out to April 30, BCC does not meet again until May 8 which would not give us the opportunity to discuss the comments and make sure we did not miss critical points. BCC is asking for an extension date to May 15 to review and discuss the comments and as a stakeholder come from a more informed view from other stakeholder groups and the public. After May 8, we do not meet again until September 11. Sincerely, Val Jokela BCC stakeholder rep	Thank you for your comment. The public comment period was extended to May 31, 2024 per your request.	None.
3/20/2024	Val	Jokela	Birchwood Community Council, SAG	Public Involvement Plan Appendix, Potentially affected Stakeholders, Public Involvement and Milestones, Table 28, Alternative 4, Alternative 2	Hi Shelly, So far, here's Birchwood Community Council's (BCC) input: 1. Under Public Involvement Plan Appendix then under Potentially Affected Stakeholders Birchwood Community Council is not listed but Chugiak Community Council is? 2. Are you going to update the Public Involvement Skd and Milestones to reflect the revised schedule? 3. I would expand Table 28 or wherever you think it would fit the best and clarify (spell out) the traffic patterns for all 4 alternatives. For BCC Alternative 4 would be untenable because the traffic patterns would be both over Knik Arm (west side) where they presently exist and on the mountain side (east side) which would put it right over neighborhoods and the noise would not be livable. 4. What happens if all the steps and timelines needed for any of the alternatives but in particular with Alt 2, are not or cannot be met? There was not discussion in the plan about this possibility. Val BCC SAG rep	Thank you for your comment. 1. The Public Involvement Appendix D has been updated to include BCC. 2. As presented in the Public involvement Appendix D, the Schedule and Key Milestones is from the Public Involvement Plan, dated December 2022. A brief explanation of the evolving Public Involvement Schedule will be included in the final plan. Delays were primarily due to a secondary public involvement phase, application for a secondary grant, and DOT&PF staffing shortages in the Planning and Contracting sections. 3. Table 28 has been revised to consider impacts to traffic patterns from each alternative. 4. All proposed airport improvement projects are subject to FAA AIP funding eligibility and DOT&PF funding prioritization. Although the timeline in the master plan is recommended, it is possible that funding for the projects may be awarded at a later time due to competing priorities. Provided the recommended improvements are included on an approved Airport Layout Plan, they should still meet AIP funding requirements, even if it is later than anticipated in the master plan.	1. Public Involvement Appendix D, Page 211, updated to include Birchwood Community Council under "Other Potentially Affected Stakeholders". 2. As presented in the Public involvement Appendix D, the Schedule and Key Milestones is from the Public Involvement Plan, dated December 2022. A brief explanation of the evolving Public Involvement Schedule will be included in the final plan. Delays were primarily due to a secondary public involvement phase, application for a secondary grant, and DOT&PF staffing shortages in the Planning and Contracting sections. 3. Revisions made to Table 28 to add impact to traffic patterns under the "Safety Analysis" row. 4. See "Response".
3/29/2024	Charles	Kamai			Hello, I'm a member of Birchwood Recreation and Shooting Park, and would like to make the following points. - Acquisition of the land is unnecessary. The existing easement that was initiated in 1976 and amended in 1989 can easily be further amended to include the expanded area. Acquisition of the land places an unfair burden on the club, which would in all likelihood result in the closure of the club. Although the targeted land area is small, it is essential to our operations out of proportion to its size. - The targeted land supports numerous 501c(3) charities:11 charity fundraising events took place in that walkthrough last year, including such high-profile nonprofits as Shoot for the Cure, Boy Scouts, Armed Forces YMCA, and Elks Club, among others. - The club is essential to youth shooting, including our own youth instructional leagues and the efforts of Youth Education in the Shooting Sports and Northern Lights SCTP, as well as NRA Youth Safety Day. - The targeted land is not just used for shotguns. Also within it is our 3D archery walkthrough, the only year-round facility of its kind in Alaska, also used by Paintballers, demonstrating that more segments of the Alaska Citizenry than just firearms owners derive recreational benefit from the land. - Over 11,000 utilized Birchwood last year alone. The club has more events scheduled in the coming year. Any loss of club property will have a severe impact on operations and potentially affect the long term viability of the club. I urge to reconsider any plan that takes land away from the Birchwood Recreation and Shooting Park. Thank you for your time.	Thank you for your comment. The Master Plan has been revised to avoid acquisition of BRSP property.	Alternatives in Section 5.0 have been revised to reflect the current avigation easements remaining and no future acquisition of BSRP property. Proposed future avigation easements on BSRP property have been minimized under each alternative to only show the future easement area needed to clear the existing 20:1 visual approaches. These easements can be developed to allow for selective removal or topping of individual trees that penetrate the approach surface.
5/31/2024 6/14/2024	Marc	Lamoreaux	Native Village of Eklutna Tribal	Cultural Resources and Alternatives 2, 3, and 4	Comment contains confidential information. Generally, comments address Native Village of Eklutna Tribal Government concerns and interests in preserving significant and sensitive cultural resources in areas adjacent to the airport.	July 24, 2024 confidential letter from DOT&PF to the Native Village of Eklutna addressing the Tribal Government's concerns.	Broadly addressed in different sections of the plan, as identified in the July 24, 2024 DOT&PF letter to the Native Village of Eklutna Tribal Government.
3/12/2024	Mitch	Law			Why are we doing this again? We already went through a feedback period over the proposed plans. This looks like a complete redo.	Thank you for your comment.	None.

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6/1/2024	Megan	Marie	Alaska Department of Fish & Game	Section 2.3, Section 5.1.2.9 Alternative 2, Section 5.1.3.3 Alternative 3, Section 5.1.4.12 Alternative 4, Page 90 figure 21	<p>Thank you for the opportunity to comment on the Birchwood Airport Master Plan Public Review Draft. The Alaska Department of Fish & Game has reviewed the draft plan and has the following comments to provide regarding the proposed alternatives and impact analysis.</p> <p>Section 2.3 Environmental Resources Page 28 - Figure 16 uses the ADF&G Anadromous Waters Catalog and Atlas (AWC) streamlines to identify anadromous habitat in Fire Creek and Peters Creek. Both streams are potentially impacted by actions in Alternatives 2, 3, and 4. The AWC lines are not always representative of actual stream locations, so the hydrology layer created by the Municipality of Anchorage should be used in the plan documents to accurately identify anadromous fish habitat in the final plan. Fire Creek extends through the tide flats out to Mean Lower Low Water, and the Peters Creek AWC streamline does not match up with the actual stream channel in some places. We will work to update these streamlines in the AWC and they should be accurately portrayed in the atlas and online mapper next year. I have attached a screen shot from the AWC with aerial imagery to illustrate both streamline inaccuracies.</p> <p>Page 29 – Section 2.3.3.1 Anadromous Fish Streams and Essential Habitat should include Fire Creek as an anadromous water body located in the vicinity of the airport.</p> <p>Section 5.1.2.9 Alternative 2 – Land Acquisition includes acquisition of land to the north of existing runways for obstruction removal. This area crosses Peters Creek and clearing within the riparian buffer zone of 25 ft should be conducted selectively to minimize impacts to anadromous habitat in the creek while meeting the objective of improving safety.</p> <p>Section 5.1.3.3 Alternative 3 – Land Acquisition: same comment as above for alternative 2</p> <p>Section 5.1.4.12 Alternative 4 – Land Acquisition: same comment as above for alternatives 2 & 3</p> <p>Page 90 – Figure 21: Alternative 4 includes new perimeter fencing that crosses Fire Creek in two locations. Proposed fencing location should be shifted north to avoid impacts to habitat in Fire Creek and wildlife movement within the Fire Creek estuary.</p> <p>Please contact me with any questions regarding these comments.</p>	Thank you for your comments on the Birchwood Airport Master Plan Update.	<p>Figure 16 - Stream layers were updated using MOA stream data.</p> <p>Section 2.3.3.1 was updated to address that Fire Creek has an anadromous section that extends through the tide flats out to Mean Lower Low Water. This section was also updated to include information on protections zone's surrounding the creek to minimize impacts to anadromous habitat in the creek.</p> <p>Section 2.3.3.4/2.3.3.6 were updated to address stream setbacks as defined by ADF&G for anadromous habitat and by the MOA stream setback ordinance (AMC 21.07.070).</p> <p>Regarding perimeter fencing, as shown on Figure 21: Should Alternative 4 be advanced to design, the fence would be revised to avoid impacts to habitat in Fire Creek and wildlife movement within the Fire Creek Estuary.</p>
3/27/2024	Conley	Marcum			I would urge you to implement a plan that does the least amount of detrimental impact to Birchwood shooting park. There are very few options in the Anchorage bowl to have the opportunities provided by the Shooting Park. Without the revenues provided by the entire Parks activities it will not survive financially. Protect this resource for future generations of Alaskans. Thank you Dr. Conley Marcum Jr., OD	Plan was revised to remove the nonprecision instrument approach and minimize avigation easements to just the area needed to clear obstructions within the existing 20:1 visual approaches.	Avigation easements shown in each alternative described in Section 5.0 have been reduced to only consider the area necessary to remove obstructions from the existing visual approaches.
3/27/2024	Eric	McCabe		Alternatives 2, 3, and 4	<p>Philana & Shelly- Is there a proposal or draft for the new Avigation easement(s) that are included with alternatives 2, 3 and 4? Thanks, Eric</p>	<p>From Philana Miles to Mr. McCabe, 03/28/24: Dear Mr. McCabe. The Avigation Easements currently in place surrounding the Birchwood Airport were acquired in perpetuity. The terms of the existing easements are unlikely to be changed regardless of which Alternative is selected. The easements were acquired for safety and federal Part 77 compliance. The Alternative Maps will be updated to demonstrate the current locations of the existing Avigation Easements on Alternative One. Avigation Easements are developed by DOT&PF Right of Way, during a design process, after the NEPA process has been initiated. The draft Birchwood Airport Master Plan is not yet final. A future development project must also go through a NEPA process. We welcome your comments on the draft plan. I have attached a Flyer for the Public meeting scheduled for this coming Saturday, May 30th, for your awareness. Thank you! Philana Philana Miles, C.M. Phone: (907) 269-0519 ----- Plan was revised to remove the nonprecision instrument approach and minimize avigation easements to just the area needed to clear obstructions within the existing 20:1 visual approaches.</p>	Avigation easements shown in each alternative described in Section 5.0 have been reduced to only consider the area necessary to remove obstructions from the existing visual approaches.

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5/30/2024	Ken	McCarty	Petition	Alternative 1, Master Plan	See attachment.	<p>Thank you. Alternative 1 is not preferred because it does not fix the in-line condition of Taxiway A with existing gravel Runway 02R/20L. The FAA has expressed that this condition is unsafe, needs to be fixed, and that the eligibility of future FAA grant funds for the Birchwood Airport is at risk if Taxiway A and Runway 02R/20L remain in their current configuration. Alternative 2 provides the option to remediate this condition that garnered the most support from airport users during public meetings and other outreach. Alternative 2 is also the "action" alternative (alternative 2, 3, &4) that is most consistent with the way the airport currently operates. This alternative also provides a plan for development if land to the south were to become available for airport expansion. This alternative meets the following objectives described in the petition: (1) Maintain existing asphalt and gravel runways; (2) Large plane tie-down south of the southeast apron; (5) Removes the fence obstruction south of Runway 02L threshold, (6) Makes "some Improvements to Taxiways", and (7) Trimming of trees in approach areas to FAA safety guidelines. For Item (3), the area in the southwest corner is being shown as a run-up/glider staging area in accordance with the requests of CAP/glider pilots/other users. For item (4), there is inadequate room to construct hangars and a taxiway within airport property along the Southeast Apron Road, south of the Southeast Apron, while maintaining the presence of the gravel strip. In accordance with your comment, we have added language to the preferred alternative stating that, in the case that land can not be acquired for airport expansion and improvement, the improvements in this alternative shown on airport property should still be made. Funding for airport improvement projects are subject to eligibility and DOT&PF funding prioritization. The projects from the previous airport master plan were not completed due to lack of funding. The Birchwood airport is on the road system and users have access to multiple airports. Funding is often prioritized to mitigate safety hazards and provide improvements for communities that are not located on the road system.</p>	<p>The following Language has been added to Section 5.3.5 "Preferred Alternative": If land cannot be acquired to expand the airport property to the south, then the on-airport improvements and tree clearing associated with Alternative 2 should still be implemented to increase safety. Additionally, a frangible style fence should be installed to replace the fencing within the Runway 03 RSA, or other mitigation measures should be taken, in order to reduce hazards to landing or departing aircraft from the existing fence obstruction. Note: Please review implementation plan to ensure consistent disclaimers about "subject to funding eligibility and availability."</p>
3/30/2024	Shannon	Methe			<p>I am writing to express my deep opposition to the master plan proposal to acquire land from Birchwood Recreational Shooting Park (BRSP) near the end of the Birchwood Airport runway. That particular piece of land is of significant economic value to BRSP in that more than half of the club's annual revenue is derived from activities connected to the parcel in question. Additionally, those activities support a long list of charitable and youth activities. As was explained representatives of Birchwood Airport during the public meeting held at the CAP hangar on 3/30/24, the acquisition of the parcel in question is wholly unnecessary to the operation of Birchwood Airport. The purpose of acquiring said parcel is to clear obstructions from the area adjacent to the approach. That objective has already been met through previously agreed upon easements. Airport operations have not been utilizing those easements to maintain the approach. Rather than confiscate land from BRSP through imminent domain proceedings, all that is necessary to achieve airport management's goals of flight safety is to utilize the easement to clear the obstructions. It was further revealed at the March 30th meeting that the plan to acquire the land is only in the master plan to be able to secure future funding to acquire the land in the future, should the need arise. Those who facilitated the meeting claimed there is no desire to acquire the land. If that is true, why is airport management writing the master plan in such a way so as to secure funding to acquire the land? Birchwood Airport's actions-making plans to secure funding to confiscate land from BRSP-does not match their words-that there is no intent to acquire said land. This disconnect creates issues of trust between government and citizenry and a lack of transparency in government. The term "land acquisition" in reference to BRSP land should be stricken from the master plan to align airport management's actions with its words. Shannon Methe</p>	<p>Thank you for your comment. The Master Plan has been revised to avoid acquisition of BRSP property.</p>	<p>Alternatives in Section 5.0 have been revised to reflect the current avigation easements remaining and no future acquisition of BSRP property. Proposed future avigation easements on BSRP property have been minimized under each alternative to only show the future easement area needed to clear the existing 20:1 visual approaches. These easements can be developed to allow for selective removal or topping of individual trees that penetrate the approach surface.</p>
3/29/2024	Elizabeth	Michael			<p>After reviewing the proposal, I feel the only option that is viable for the neighboring businesses around the airport is the first option of No land being acquired. I am a patron of the Birchwood Range and feel that any encroachment into the land in their possession would be wrong. Taking additional land from their neighbors will cause issues for the productivity and livelihood of the neighbors. Looking at the other options, it appears that there is a lot that the airport can do with refurbishing their own property before trying to take more land from their neighbors. I'm all for the airport doing needed repairs and renovations but not at the cost of the Shooting Range.</p>	<p>Thank you for your comment. The Master Plan has been revised to avoid acquisition of BRSP property.</p>	<p>Alternatives in Section 5.0 have been revised to reflect the current avigation easements remaining and no future acquisition of BSRP property. Proposed future avigation easements on BSRP property have been minimized under each alternative to only show the future easement area needed to clear the existing 20:1 visual approaches. These easements can be developed to allow for selective removal or topping of individual trees that penetrate the approach surface.</p>

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3/27/24	Frank	Monfrey			<p>The State of Alaska should take all of the Birchwood facility back to enlarge the Airport facilities at Birchwood. The Board of directors and their managers have totally mis managed that facility for the last decade and more. The fact that they use and say that this would ruin their revenue stream is positively ridiculous! They have without a doubt run off more potential members than any organization I have ever been associated with ! They simply deserve to be exchanged for more fruitful use!!</p> <p>And honestly they should never be allowed to use the youth organization in support of at any level ! They do not give anything back they just push aside the youth in favor of the minority users!!</p> <p>I wish the state the best in this move!!</p>	Thank you for your comment.	None.
3/12/2024	Tom	Palmer			<p>5.1.2.8 Construct Glider Staging / Aircraft Run-Up Area Construct a 75-foot-wide staging/run-up area south of the intersection between Taxiway B and Taxiway G. Currently, glider staging and aircraft run-ups on Taxiway G can prevent landing aircraft from departing the runway on this taxiway. A staging/run-up area is needed at this location to allow gliders and aircraft to prepare for take-off without blocking the connecting taxiways.</p> <p>** I agree with the above proposal. I do a lot of Civil Air Patrol glider ops, and it is definitely difficult to operate gliders using rwy 2L for a couple reasons. As identified, it is difficult to stage the gliders. Also, we prefer to operate about 1,000' down the runway. For example, on rwy 20R we start the takeoff roll from the twy D intersection. The intersection operations allow the incoming glider to land, and then get hooked with the tow plane, without needing to be pushed back to the beginning of the runway. This technique allows for "rapid fire" launches without hindering other runway users for more than about 1 minute. The parallel runway has allowed nearly every airport user to be unencumbered when we are doing glider launch and recovery operations by allowing them to land/takeoff on the gravel runway when we are marshalling aircraft etc. on rwy 20R/2L.</p> <p>5.1.2.6 Reconfigure Existing Connecting Taxiways iii. Construct new Taxiway F: Required to provide access to Runway 03G threshold and access from the Southeast Apron to Runway 03/21, Runway 03G/21G, and Taxiway B. This taxiway is shown in the ultimate configuration of the 2016 ALP of the Runway 02L threshold, as indicated on the latest ALP, to provide the same level of exit options for aircraft landing on Runway 20R.</p> <p>** I fully agree that we need the new Taxiway F, especially for Civil Air Patrol Glider operations. This new taxiway would allow us to operate quickly/efficiently, no matter the wind direction. The current layout of rwy 2L makes it very difficult to safely and efficiently do glider operations on rwy 2L. I don't know if it was included in this project, but it would be great if the trees at the southwest end of the runway were either cut down, or thinned. It is very difficult, if holding short of 2L, to visually confirm there is no air traffic on base/final prior to takeoff.</p> <p>- It would also be great if the trees around the rotating beacon were cut down as well. It seems that the rotating beacon light is substantially blocked due to vegetation. Or move the beacon? Thanks for your efforts to always be improving Birchwood. This is a great airport!!</p>	Thank you for your comments and voicing support for elements included in the Master Plan. The clearing of the trees within the approaches to the south is included Alternatives 2, 3, and 4.	None.
3/26/2024	Lincoln	Peek		Alternative 1	<p>I am writing to express my strong preference for Alternative #1. All of the other alternatives would negatively impact sportsmen and women in the municipality of Anchorage and its surroundings. To my knowledge, the walkthrough sporting clays course is the only one available for many miles. To implement any of the plans that include land acquisition would completely close this opportunity in the Anchorage municipality and surrounding areas and would have real negative impacts on sportsmen and women in the state. Birchwood Recreation and Shooting Park is the only alternative for safe and controlled shooting sports recreation in the Municipality of Anchorage. Rabbit Creek Shooting Park, the only other option, has extremely limited hours that make it difficult for people with full time jobs to take advantage of its offerings. I encourage DOT&PF to select Alternative #1 or modify one of the other alternatives so that the airport expansion does not come at the expense of the responsible sportsmen and women of Birchwood Recreation and Shooting Park.</p>	Thank you for your comment. The Master Plan has been revised to avoid acquisition of BRSP property.	Alternatives in Section 5.0 have been revised to reflect the current avigation easements remaining and no future acquisition of BSRP property. Proposed future avigation easements on BSRP property have been minimized under each alternative to only show the future easement area needed to clear the existing 20:1 visual approaches. These easements can be developed to allow for selective removal or topping of individual trees that penetrate the approach surface.

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3/28/2024	Scott	Pettie			<p>Hello, I have a family of 3 sportsmen that enjoy shooting at the Birchwood Shooting Park. Removing the sporting clays would severely hamper me getting the rest of them family involved in sporting clays as much as I love them and as far as I know. There are no other sporting clays in the area. We have thought about paint ball at the park as it teaches tactics and trigger control. There are a few spots we can do this but we really like our shooting park and love to support it when we can! please count this note as three people who use the shooting park that are against this proposal! thank you! Scott Pettie</p>	<p>Thank you for your comment. The Master Plan has been revised to avoid acquisition of BRSP property.</p>	<p>Alternatives in Section 5.0 have been revised to reflect the current avigation easements remaining and no future acquisition of BSRP property. Proposed future avigation easements on BSRP property have been minimized under each alternative to only show the future easement area needed to clear the existing 20:1 visual approaches. These easements can be developed to allow for selective removal or topping of individual trees that penetrate the approach surface.</p>
4/2/2024	Jeremiah	Phillips			<p>My major concern is the impact this would have on hundreds of youths in the shooting sports. I'm not sure if you're a parent but I am. If you are, you know that raising teenagers is not always easy. I have both a son and daughter. When they were teenagers and I saw the potential for them to go down the wrong path, one of the things I did with them, to keep them busy and out of trouble was take them shooting. They both enjoyed the hell out of it and continue to do it to this day. When they were teenagers I also took many of their friends with them to the range. Everyone of them loved it!!! This would not have been possible without BRSP being open, available and having many shooting sports programs for the kids to do. I'm sure you would agree, even if you aren't a parent, that keeping kids busy keeps them out of trouble. I for one, would rather them have outside shooting and competing at BRSP than out robbing my house, car or myself. I've talked with Jim Stoneking, the director of BRSP and he's more than willing to work with the airport to create a win/win for both parties. Below are some bullet points Jim wanted me to make you aware of...</p> <ul style="list-style-type: none"> - Acquisition of the land is unnecessary. A The existing easement that was initiated in 1976 and amended in 1989 can easily be further amended to include the expanded area, if necessary (it isn't necessary).Acquisition of the land places an unfair burden on the club, which would in all likelihood result in the closure of the club. Although the targeted land area is small, it is essential to our operations out of proportion to its size. - The targeted land supports numerous 501c(3) charities:11 charity fundraising events took place in that walkthrough last year, including such high-profile nonprofits as Shoot for the Cure, Boy Scouts, Armed Forces YMCA, and Elks Club, among others. - The club is essential to youth shooting, including our own youth instructional leagues and the efforts of Youth Education in the Shooting Sports and Northern Lights SCTP, as well as NRA Youth Safety Day. - The targeted land is not just used for shotguns. Also within it is our 3D archery walkthrough, the only year-round facility of its kind in Alaska, also used by Paintballers, demonstrating that more segments of the Alaska Citizenry than just firearms owners derive recreational benefit from the land. - Over 11,000 unique individuals utilized our property last year alone, and we have even more events scheduled in the coming year. <p>In case you wish to talk to Jim at BRSP in more depth, here is his phone number, 907-688-2809. Jeremiah Phillips</p>	<p>Thank you for your comment. The Master Plan has been revised to avoid acquisition of BRSP property.</p>	<p>Alternatives in Section 5.0 have been revised to reflect the current avigation easements remaining and no future acquisition of BSRP property. Proposed future avigation easements on BSRP property have been minimized under each alternative to only show the future easement area needed to clear the existing 20:1 visual approaches. These easements can be developed to allow for selective removal or topping of individual trees that penetrate the approach surface.</p>

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3/30/2024	Rudy	Poglitsh			<p>I am opposed to the expansion of the Birchwood Airport for the following reasons:</p> <ul style="list-style-type: none"> -Acquisition of the land is unnecessary. The existing easement that was initiated in 1976 and amended in 1989 can easily be further amended to include the expanded area. -Acquisition of the land places an unfair burden on the Birchwood Recreation and Shooting Park, which would in all likelihood result in the closure of the Park. Although the targeted land area is small, it is essential to the Park's operations out of proportion to its size. -The targeted land supports numerous 501c(3) charities: 11 charity fundraising events took place in that walkthrough last year, including such high-profile nonprofits as Shoot for the Cure, Boy Scouts, Armed Forces YMCA, and Elks Club, among others. -The club is essential to youth shooting, including the Park's own youth instructional leagues and the efforts of Youth Education in the Shooting Sports and Northern Lights SCTP, as well as NRA Youth Safety Day. -The targeted land is not used for shotguns only. Also within it is the Park's 3D archery walkthrough, the only year-round facility of its kind in Alaska and which is also used by Paintballers, demonstrating that more segments of the Alaska Citizenry than just firearms owners derive recreational benefit from the land. -Over 11,000 unique individuals utilized the Park last year alone, and the Park has even more events scheduled in the coming year. <p>Men, women and children need the Birchwood Recreation and Shooting Park to remain just as it is, so that the various and high-value recreational and safety activities continue. Do not expand the Birchwood airport.</p>	<p>Thank you for your comment. The Master Plan has been revised to avoid acquisition of BSRP property.</p>	<p>Alternatives in Section 5.0 have been revised to reflect the current avigation easements remaining and no future acquisition of BSRP property. Proposed future avigation easements on BSRP property have been minimized under each alternative to only show the future easement area needed to clear the existing 20:1 visual approaches. These easements can be developed to allow for selective removal or topping of individual trees that penetrate the approach surface.</p>
3/28/24	Karen	Rey		Proposed Avigation Easements and Land Acquisition	<p>Good afternoon Design Team,</p> <p>I am the Founder and Chair of SHOOT FOR THE CURE, a 501c(3) that raises funds and awareness for Cystic Fibrosis Lung Disease. Our main fundraising event is held in May of each year, a WalkThrough Sporting Clays shotgun Tournament held at Birchwood Recreation and Shooting Park.</p> <p>We host upwards of 150 - 200 participants. We are hosting our 19th year on May 10th, 2024. Our participants are representative of the corporate community in primarily Anchorage, and are the leadership of those corporations. We host ConocoPhillips, Little Red Service Co., ASRC, Bering Sea Native Corporation, Global Credit Union, AK Frontier Constructors, Kendall Ford of Anchorage, Quality Asphalt and Paving as well as a host of other mining, construction and oil companies. Congressman Young was a long time participant and we expect one of the Alaska Delegates to continue in his place.</p> <p>Many BRSP members and our event participants have frequented BRSP since the days it was known as Izaak Walton Shooting Park! We are longtime Alaskans and embrace the opportunity to engage in sporting events. I am very concerned about the impact of the design plan for the upgrade of the Birchwood Airport which would impact the Walkthrough and 5-Stand locations, by literally wiping them out. You may not understand that lingo; "5-Stand" or "Walkthrough" so if I may impress on you that these areas of BRSP are invaluable to the continued success of not only SHOOT FOR THE CURE, but will negatively impact Birchwood Shooting Park itself. There are no other options in the Anchorage area that offer the specialty fields that are required for sporting clays. Without being able to offer the caliber of specialty fields for hosting events such as sporting clay leagues and such sporting events as SHOOT FOR THE CURE, I fear that Birchwood Shooting and Recreation Park will not survive such action.</p> <p>Please heed our concerns, and deny any acquisition of the BRSP property. Thank you,</p> <p>Karen Rey, RN SHOOT FOR THE CURE</p>	<p>From Philana Miles to Ms. Rey, 03/29/24: Hello Ms. Rey.</p> <p>Thank you for your comment on the Birchwood Airport Master Plan Public Review Draft. We will consider your feedback as we develop the final plan.</p> <p>Please note that the existing Avigation Easement over the Birchwood Shooting Range Park (BSRP) has been in place since 1975 and was acquired in perpetuity. No changes are recommended to the Avigation Easement.</p> <p>The Alaska Department of Transportation & Public Facilities (DOT&PF) has recommended acquisition of the property in the RPZ's for many years, including the 2005 airport master plan and the airport layout plan that was originally approved by the FAA in 2012. I have attached the property map from the airport layout plan for reference.</p> <p>The draft airport master plan is consistent with existing approved plans and standard practice, which includes recommending acquisition of land in the RPZ's for all airports when possible. It is also recommended by the Federal Aviation Administration (FAA) that the recommendations be considered for the alternatives and ultimate development on airport layout plans.</p> <p>Although the acquisition has been recommended for many years, DOT&PF has never initiated an acquisition process for the BSRP land. To date, DOT&PF has considered the existing Avigation Easement property interest over BSRP property adequate to protect airspace for the safety of the traveling public.</p> <p>Please consider joining us for the public meeting at the Birchwood Airport Civil Air Patrol facility, this Saturday, March 30th, 10AM-1PM.</p> <p>Thank you again for your comment.</p> <p>Sincerely, Philana Miles -----</p> <p>Plan was revised to remove the nonprecision instrument approach and minimize avigation easements to just the area needed to clear obstructions within the existing 20:1 visual approaches.</p>	<p>Avigation easements shown in each alternative described in Section 5.0 have been reduced to only consider the area necessary to remove obstructions from the existing visual approaches.</p>

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3/30/2024	David	Rippeto		Alternative 1	<p>I am both a professional pilot, shooter, and parent of a competitive shotgun athlete who trained at BRSP. I am opposed to the expansion of the airport into any of the area currently used by BRSP, or expansion into areas that would limit how BRSP can use the area due to shortfall areas needed around the sporting clays and 5 stand ranges. There are many airports available in the Anchorage/Mat-Su areas, and while Birchwood is quite heavily used it is mainly for practice. Little or no significant commercial flight operations are conducted at Birchwood. BRSP on the other hand is the only real shotgun shooting facility in the area that can be reasonably reached from Anchorage or the Mat-Su. The loss of sporting clays would probably result in complete closure of the range because sporting clays provides a significant source of the clubs revenue. Closing BRSP would leave many shooters with no place to practice or prepare for upcoming hunting seasons. Rabbit Creek Range in Anchorage will not be able to meet shooter/hunter demands in Anchorage. BRSP is the home range of many accomplished shotgun athletes. Many shooters have earned college scholarships, and placed highly in national level competitions. BRSP is known around the country for producing top competitive Olympic trap and Olympic skeet shooters. Many of them have gone on to be on Team USA. It would be a shame to remove this opportunity from all shooters and particularly the up and coming youth athletes. On the other hand, pilots have MANY airports they can operate from and conduct practice takeoffs and landings. Within just a few minutes flight from Birchwood are Palmer, Wasilla, Merrill, Lake Hood, and many other smaller fields. I have also flow in and out of Birchwood many times, the field is completely fine.</p> <p>I recommend Alternative 1 - NO ACTION. If Alt 1. isn't selected then any other alternative that doesn't infringe on BRSP should be okay.</p>	<p>Thank you for your comment. The Master Plan has been revised to avoid acquisition of BRSP property.</p>	<p>Alternatives in Section 5.0 have been revised to reflect the current avigation easements remaining and no future acquisition of BSRP property. Proposed future avigation easements on BSRP property have been minimized under each alternative to only show the future easement area needed to clear the existing 20:1 visual approaches. These easements can be developed to allow for selective removal or topping of individual trees that penetrate the approach surface.</p>
6/1/2024	Kevin	Say			<p>Hello Shelley, thank you for this heads up. I sent my feedback to the Governor's Office. I believe this is where the changes to the master plan will need to be directed from.</p> <p>Respectfully Kevin Say</p>	<p>Thank you for your comment.</p>	<p>None.</p>
3/30/2024	Patrick	Shier		Option 2	<p>Thank you for the opportunity to comment. I attended the public meeting today, March 30, 2024, at the Birchwood Civil Air Patrol hangar. First, the meeting was handled expertly by the person (Shelly?) representing the engineering firm. In all my many years of public service - including a fair number of challenging public input sessions - I have seen few who conducted such a meeting so masterfully and told her "well done!" on the way out the door. Second, as a seasoned former bureaucrat, I share stated concerns about the use of standard language that while, well, standard, and useful in that sense, does not fit the current circumstance precisely. The terms of particular concern were "incompatible" and "recommend acquisition" if I recall correctly. Please forgive any minor variance from your notes of the meeting.</p> <p>There was enough gray hair in the room today to assume some have past experience with regulatory agencies and their well-meaning and dutiful staff who, years after the establishment of agreements or regulations, take a simple reading of past language without context to mean something the drafters never intended. Worse, overzealous bureaucrats have been known to take personal offense in matters of disagreement and torture language in order to prevail in personal tests of will colloquially known as "pissing contests." To remedy the angst over "incompatible," I am sure clever folks can find an acceptable term to describe a suboptimal relationship in ways that evoke a determination to discuss, compromise, celebrate diversity and yet keep the marriage together. If the search for a new term suitable to the FAA and the folks hoping to get a plan approved for funding proves elusive, perhaps a good divorce lawyer can help. For the reasonable concern over establishing a prejudicial record should the FAA ever decide to withhold future support unless all recommendations are achieved in a reasonable time period, I am sure the same clever folks can establish a record that makes clear that such language can never be used to accomplish a unilateral "taking" in one way or another.</p> <p>Finally, the Birchwood Recreation and Shooting Park is a unique and economically consequential installation that is accessible to a wide variety of users. Since moving to the area in 2013, my family and I have used the facility regularly, including the archery walk through with my eldest granddaughter. This facility is unlike any other available in the area, and indeed unlike any other in my experience when I lived in my hometown of Fairbanks or the many years we lived in Juneau. Altering the current operation of the BRSP will have impacts in direct and indirect employment if revenues fall and require layoffs at the Park, and the effects could be felt at the local sporting goods stores known to support Park activities. As a pilot and former aircraft owner, I am painfully acquainted with the expense involved in the ownership and operation of aircraft of all kinds. As a former CAP search and rescue pilot and public affairs officer, I am also aware of the great contributions made by the CAP. But most people are unable to enjoy the services available at the airport unless they have significant disposable income.</p>	<p>Thank you for your comment. The Master Plan report does not state that BSRP ownership of the land in the RPZ is an incompatible land use. The incompatible land use referred to in the draft report is the presence of existing taxiways and aprons in the RPZ of the gravel runway. The report has been edited so that this distinction is more clear. The alternatives have been revised to reflect the BSRP's strong opposition to the State's acquisition of their land within the RPZ. The term "compatible land use" is defined in FAA Advisory Circular 150/5190-4B and is referenced in regard to master planning in FAA Advisory Circular 150/5070-6B. Land use compatibility needs to be considered for the existing conditions and each alternative considered. As the airport sponsor, DOT&PF must consider "compatible land uses" prior to receiving federal project funds because it is a required grant assurance. Although there have not been any reported incidents involving projectiles and aircraft at the Birchwood airport in the RPZ, DOT&PF is required, to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the airport, to ensure the safety of aircraft during landing and takeoff. DOT&PF has mitigated the land uses in the RPZ through the use of avigation easements.</p>	<p>Table 28 has been edited to reference Runway 03G/21G when describing incompatible land uses. Alternatives have been revised to reflect the current avigation easements remaining and no future acquisition of BSRP property. Proposed future avigation easements on BSRP property have been minimized under each alternative to just show the future easement area needed in order to clear the existing 20:1 visual approaches. These future easements can be developed to allow for selective removal or topping of individual trees that penetrate the approach surface.</p>

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Date	First Name	Last Name	Entity	Alternative/Section/ Page of the Plan Referenced	Comment	Response	How comment was addressed in AMP Update
5/30/2024	Kyle	Smith	Eklutna, Inc.	Page 5 - Trails, page 4- Eklutna Land Ownership, Avigation Easement, alternative in Chapter 5- Hazardous Waste Review, Encroachments, Appendix B-Capital improvement Plan, Section 8.2.2.3-Third Party Development, Chapter 7, Chapter 8, Alternative 2	See attachment.	See attached letter to Eklutna, Inc. from State of Alaska Department of Transportation & Public Facilities.	<p>Re: Trails comment - thank you for this feedback. We have not integrated this language into the Master Plan but this comment is part of the public record for consideration in the 2027 Long Rang Transportation Plan implementation and/or update.</p> <p>Re: Fire Creek Estuary Conservation Easement - this language has been integrated into the Eklutna, Inc. land ownership summary on Page 4 and is followed by more details provided by conservation easement holders, Great Land Trust.</p> <p>Re: Public Private Partnership Summary - the summary was sent to Eklutna, Inc. on May 30 and will also be integrated into the final plan as an appendix.</p> <p>Re: Avigation Easement - added new Section 2.1.5 describing existing avigation easements and language related to the fact that Eklutna Inc.'s easement was reportedly provided at no cost.</p>
4/6/2024	Anthony	Stallone			<p>Hello. In reviewing the airport improvement plan, I had a few comments/references on the alternatives. My thoughts are below.</p> <p>-The do-nothing alternative is not attractive because I see a need for additional hangar space at Birchwood, and it likely doesn't help set the airport up to receive funding assistance, which I'm sure they're in favor of.</p> <p>-Alternative #2 - I see the merit in this alternative, however I think creating a full-length "Taxiway A" on the south side of the airport is a great idea with all the growth that is intended for the south side. This option does not provide a full length Taxiway A on the south side of the airport, therefore I think this option ranks lower on the alternatives.</p> <p>-Alternative #3 - I like this alternative best of all. I do not perceive relocating the gravel strip to the shoulder of the main paved runway as a big impact to operations. As a pilot I would feel perfectly safe landing on the gravel runway in that configuration. Parallel operations are not currently allowed between the gravel and paved runways, so relocating the gravel runway to the shoulder is not a large impact, as parallel operations would not be allowed in that orientation either. This option also creates a full-length taxiway A on the south side of the airport, which I think would be a big improvement for the airport, especially with all the expansion planned in these alternatives.</p> <p>-Alternative #4 - This alternative concerns me. Having the gravel and paved runways staggered in that orientation I believe would be a safety hazard with the traffic patterns. I think it would be too easy for pilots to forget when and where turnouts are allowed and in which direction. I think this configuration is very susceptible to mid-air collisions. It also creates a very long taxi for anyone that wants to use the paved runway but keeps their plane in the newly planned hangars or apron in the southwest corner of the airport. Additionally, I am an avid user of the Birchwood Recreational Shooting Park. Both the shooting park and the airport need to live harmoniously together. The proposed obstruction avigation easement suggested on the east end of the airport suggests acquiring part of the shooting park's land. I think we should avoid this action. I'm not sure I understand the full requirement of why the obstruction removal is desired. If its driven by complying with FAA standards, then maybe a waiver could be requested to modify the shape of the easement in such a way the shooting park's land is not affected by the obstruction removal. Or, if that is not possible, then just ask the shooting park to cut down some of their trees. I'm sure something can be negotiated. Or, offer to cut their trees down for them, in the desired location. Maintaining ownership of the land is very important to the shooting park and all the multitudes of functions the park provides for the community in south central Alaska.</p> <p>Thank you for your consideration.</p> <p>Tony</p>	<p>Thank you for your comment. While we agree that a parallel taxiway on the south side of the runway would be a benefit, Alternative 2 was selected as the preferred alternative based on the majority of user feedback to maintain the existing location and function of the existing runways. Alternatives 1, 3, and 4 were not selected. All improvements proposed in the master plan are subject to AIP funding availability. Also, through this master planning process, the FAA determined that the gravel runway in its current location is eligible for improvements with FAA funding. It is unknown if/when the FAA will prioritize AIP-funding for the relocation of the gravel runway to the shoulder of the main runway. DOT&PF has removed the recommendation for a potential acquisition of the segment of the shooting park located within the RPZ. DOT&PF is continuing to mitigate activities in that segment through avigation easements obtained in 1975 and 1988.</p>	<p>DOT&PF has removed the recommendation for a potential acquisition of the segment of the shooting park located within the RPZ. DOT&PF is continuing to mitigate activities in that segment through avigation easements.</p>
3/21/2024	Joe	Stancil Jr.		Alternative 2, Alternative 3, Alternative 4	<p>We Own (2) Hangars at Birchwood. Hangars #4 and #9 located in the Midfield Hangar Cone Association. We own (5) Aircraft: C185F, CU206G, C180 and (2) PA18-180 Super Cubs. All are equipped with Large "Tundra Tires" for Off Field Landings. One Super Cub has Hydraulic Wheel Ski's for Winter use. My Wife and I are both Pilots. We use the existing gravel runway for 90% of our landings and 20% of our take-offs. Because we are located on the West Side, the existing Gravel runway is very convenient for our operations. We Vote Alternative #2 to preserve this accessibility and to provide additional ramp and Hangar space for the future. Alternative #3 would be our next choice with Us totally Against Alternative #4 To recap : Alternative #2 first choice , As-Is or #3 Second Choice.</p> <p>Thanks,</p> <p>Joe & Doralee Stancil</p>	Thank you for your comment.	None.

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4/17/2024	Jim	Stoneking	Birchwood Recreation & Shooting Park	Proposed Avigation Easements and Land Acquisition	See attachment.	Plan was revised to remove the nonprecision instrument approach and minimize avigation easements to just the area needed to clear obstructions within the existing 20:1 visual approaches.	1. Avigation easements shown in each alternative described in Section 5.0 have been reduced to only consider the area necessary to remove obstructions from the existing visual approaches. 2. Language recognizing and including example projects from the 2023 BRSP Master Plan have been integrated into Section 2.1.3 "Land Ownership and Current/Future Adjacent Land Uses", Page 5.
3/28/24	Dave	Wallingford			I have submitted brief comments on the plan generally but often wonder why politicians play such an important role in decision making. The airport use could in no way compete with number of residents using club facilities now or in the future. History has shown that these recreational facilities have continually been disappearing for years. In most cases they were established in the area before being pushed out by more recent developments. I know you have more alternatives but due to political pressure you won't stand up to the facts. Nothing has changed in years, it's just getting worse in every area of decision making. If you don't believe me look around.	Thank you for your comment.	None.
No date listed				Avigation Easements	Multiple verbal comments were received from BSRP, Eklutna Inc., and Native Village of Eklutna members regarding their concern over the expanded avigation easements shown to accommodate the ultimate nonprecision instrument approach to Runway 21 shown in the Draft Master Plan.	Plan was revised to remove the nonprecision instrument approach and minimize avigation easements to just the area needed to clear obstructions within the existing 20:1 visual approaches.	Avigation easements shown in each alternative described in Section 5.0 have been reduced to only consider the area necessary to remove obstructions from the existing visual approaches.