

Appendix D
Public Involvement

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Birchwood Airport Master Plan Update Draft Public Involvement Plan

Project No. CFAPT00354/AIP 3-02-0034-008-2018

Prepared for:
Alaska Department of Transportation & Public Facilities
Central Region
4111 Aviation Avenue
Anchorage, Alaska 99519



December 2022

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List of Abbreviations

ALP.....	Airport Layout Plan
AMP.....	Airport Master Plan
CAP.....	Civil Air Patrol
DOT&PF.....	Alaska Department of Transportation & Public Facilities
PIP.....	Public Involvement Plan
ROS.....	Record of Survey
SAG.....	Stakeholder Advisory Group

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1. INTRODUCTION

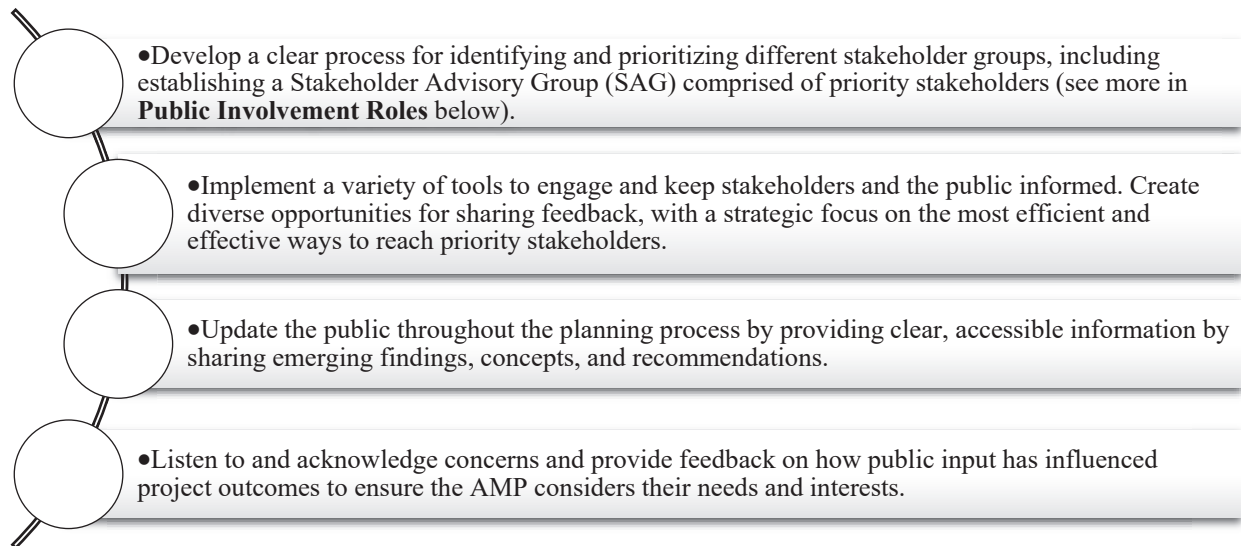
Project Overview

The purpose of the Birchwood Airport Master Plan (AMP) Update project is to prepare a comprehensive AMP Update, Airport Layout Plan (ALP) Update, and an aeronautical survey for the Birchwood Airport. The AMP will also evaluate the feasibility of creating a public-private partnership between Alaska Department of Transportation and Public Facilities (DOT&PF) and a third party for public ownership and private management of the airport. This AMP will determine the future role of the Birchwood Airport within the broader Anchorage aviation community; and how the airport can best serve future interests of DOT&PF, stakeholders, and the flying public. The AMP and ALP Update will accurately reflect the airport’s existing condition and use, analyze future needs, evaluate alternatives for proposed development, select preferred alternatives, and establish a plan for implementation.

Purpose of the Public Involvement Plan

The Public Involvement Plan (PIP) outlines our team approach for engaging with the public to develop an Airport Master Plan Update that meets the needs of DOT&PF, airport users, adjacent landowners, stakeholders, and the surrounding community. A robust and relevant PIP provides stakeholders with an opportunity to learn about the project purpose and the planning process, including a schedule for how and when to provide input on the draft plan and related recommendations. The PIP identifies target audiences, outreach activities, communication tools, an outreach schedule, and key questions to consider throughout the planning process.

Public Involvement Goals



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2. PUBLIC INVOLVEMENT ROLES

Our team, led by Agnew::Beck Consulting Principal and Owner, Shelly Wade, will work in partnership with other members of the consulting team and with the DOT&PF project team to implement the PIP. We will also establish and work with a Stakeholder Advisory (SAG) comprised of pilots, major landowners, managers, and other key stakeholders to collect data and gather input on plan findings and recommendations. The SAG will also provide feedback on how to effectively and efficiently engage their constituents and other stakeholders not represented by the SAG. Primary roles and responsibilities of each group are described below.

Stakeholder Advisory Group

- Act in an advisory capacity, providing input on all project activities and products.
- Help with recruitment, engagement, and outreach for site visits, user group meetings, and public meetings.
- Participate in key informant interviews and user group meetings.
- Provide guidance on public involvement tools and suggest community and other stakeholder activities/events for garnering input.
- Seek to identify areas of agreement and common ground solutions that serve the needs of all parties with a stake in the future of the airport.
- Work productively with other advisory members, project staff, and partners even when experiences and opinions may differ.

Alaska Department of Transportation & Public Facilities

- Recommend SAG participants and help compile contact information.
- As needed, help with outreach to potential SAG members to encourage and confirm participation.
- Provide relevant background materials, including past/existing plans, studies, or reports.
- Help with recruitment and outreach for key information interviews, small group discussions, and public meetings.
- Provide feedback on stakeholder engagement tools, process, and informational materials.
- Provide contact information to receive public feedback and comments.
- Participate in public meetings.
- Participate in debriefs after each SAG meeting, public meeting, and other stakeholder engagement activities.

Consulting Team

- Prepare and lead public involvement plan implementation.
- Act as primary contact, coordinator, and convener of the SAG.
- Prepare for, facilitate, and document SAG meetings, public meetings, and other engagement activities as identified in team discussions with the DOT&PF Project Team and at the SAG kickoff meeting.
- Coordinate and facilitate debriefs with DOT&PF Project Team after each SAG meeting.
- Plan for, conduct, document, and summarize themes from interviews with SAG members and other key stakeholders as identified in Potentially Affected Stakeholders below.

- Oversee the development and distribution of outreach materials.
- Act as primary contact to collect stakeholder, user group, and public feedback and comments on draft deliverables.
- Package public involvement feedback and results.

3. POTENTIALLY AFFECTED STAKEHOLDERS

For the planning project to be successful, relevant stakeholders must be invited to participate in the planning process. This will ensure final recommendations are reflective of stakeholder needs and interests. This section identifies relevant stakeholders who should be engaged in the planning process. The list below is a recommended starting point based on our knowledge of the planning area; the list will likely change as our team learns more through engagements with SAG members. The list of stakeholder groups includes major landowners, managers and other state and federal agency representatives, Alaska Native entities, communities, industry and non-profit sector representatives, state legislators, and the congressional delegation.

Current Airport Tenants, Users, and Neighbors

1. Pilots
2. Leaseholders
3. On-side and adjacent business owners
4. Birchwood Airport Association
5. Birchwood Squadron of the Civil Air Patrol (CAP)
6. Adjacent landowners
 - a. Alaska Railroad Corporation
 - b. Birchwood Recreation and Shooting Park
 - c. Eklutna Native Corporation
 - d. Municipality of Anchorage
7. Native Village of Eklutna
8. Talon Hangar Condominium Association
9. Aircraft Owners and Pilots Association, Alaska Chapter
10. Part 135 Operators
11. Fuel Operator – C2 Aviation
12. Chugiak Volunteer Fire Station 34

Agency Representatives

13. Local
 - a. Municipality of Anchorage Merrill Field
 - b. Municipality of Anchorage Parks and Recreation Department
 - c. Municipality of Anchorage Police Department
14. State
 - a. Alaska Department of Transportation and Public Facilities
 - b. Alaska Department of Public Safety Alaska State Troopers
 - c. Office of the Governor Division of Governmental Coordination
 - d. Alaska Department of Natural Resources
 - e. Alaska Department of Environmental Conservation
 - f. Alaska Department of Fish and Game

15. Federal

- a. Federal Aviation Administration
- b. Department of Defense
- c. United States Forest Service
- d. Environmental Protection Agency
- e. National Marine Fisheries Service
- f. Bureau of Land Management
- g. Bureau of Indian Affairs
- h. United States Army Corps of Engineers

Other Potentially Affected Stakeholders

- 16. Chugiak Community Council
- 17. Birchwood Community Council
- 18. Eagle River Chamber of Commerce
- 19. Alaska Native Tribal Health Consortium
- 20. State Legislators and Federal Congressional Delegation

4. PUBLIC INVOLVEMENT STRATEGIES

A description of proposed public involvement strategies is listed below; Agnew::Beck Consulting will work with other members of our team, DOT&PF, and the SAG to identify the right combination of tools to encourage stakeholder participation in the planning process and to develop recommendations that meet stakeholder needs and plan objectives. Our team will keep a comprehensive, detailed record of all stakeholder engagement, to include:

- A complete list of contacts with key information for each contact including name, affiliation and position, email, phone, mailing address, and connection to the project (e.g., SAG member).
- Dates and location of all in-person engagements.
- Dates of mass electronic correspondence including emails and social media postings.
- Dates and details of all mass hard copy mailings.
- Meeting summaries and results from public outreach.

Outreach and promotion tasks may include the use of creative tools such as a reader board at the airport entrance to advertise and encourage participation in public meetings. If desired, alternative outreach strategies could be added to the scope including using audience response technology at public meetings for prioritizing and collecting feedback on concepts and strategies and drafting newsletters and e-newsletters to communicate with stakeholders.

1. **Stakeholder Advisory Group** – as an early public involvement step, the project team will establish a SAG to help guide the planning effort. The SAG will be comprised of pilots, major landowners, managers, and other key stakeholders. The group will review various findings and recommendations from the planning effort, provide input, and generally serve in an advisory role to the project team. The SAG will also offer guidance and input into the public involvement effort and help identify, shape, and share outreach opportunities such as public meetings and online forums. The project team will convene the SAG for up to four meetings for the AMP effort.
2. **User Group Meetings and Public Meetings** – the project team will schedule, advertise, and document results for up to four user group meetings and four public meetings, including one in-person charette to review layout alternatives. The contractor will coordinate with team members and DOT&PF to determine the appropriate time and setting for each meeting, taking care not to conflict with existing events. The purpose of these meetings is to facilitate stakeholder input through the presentation of emerging findings and guiding questions. The project team will coordinate efforts to prepare meeting materials, conduct outreach, develop visual aids, lead presentations, provide comment sheets, and prepare a written summary of each meeting. If needed per COVID-19 health guidelines, some or all meetings can be conducted virtually.
3. **Legislative Response Support** – the project team will document legislator comments, questions, concerns and any related responses provided by project team members, including DOT&PF.

4. **Key Stakeholder Interviews** – the project team will conduct interviews with a representative group of key stakeholders as determined in partnership with DOT&PF and the SAG. Interviewing representative stakeholders provides useful context and helps identify preliminary issues, opportunities, and priorities. Key informant interviews are also a useful way to collect background information, check that quantitative data reflects reality, explore preliminary ideas in greater depth, and to engage and recruit plan supporters and implementers.
5. **Stakeholder Survey** – the project team will prepare a draft and final stakeholder survey to assess stakeholder support for draft layout alternatives. The project team will analyze and provide a draft and final written summary of survey results. The team will also present a summary of survey results at the public charette.
6. **Meeting Announcements** – the project team will prepare and advertise four public meeting announcements.
7. **Meeting PowerPoint Presentations and Poster Boards** – the project team will prepare meeting presentation slides and poster boards as needed for each SAG (4) and public meeting (4). The presentation slides, poster boards, and other relevant meeting materials will include project information that will help guide meeting discussions.
8. **Social Media** – the project team will work with DOT&PF to develop relevant updates regarding the planning process, upcoming meetings, and project milestones for sharing on appropriate social media outlets. Outreach and information-sharing through Facebook and other social media outlets can quickly spread the word about upcoming events, share interesting research findings, and inform the public of each step in the process.
9. **Project Webpage** – the project team will work with DOT&PF to prepare content for a DOT&PF-hosted project-specific webpage that will be referenced on all outreach materials. The webpage will include a summary of project purpose, information on upcoming opportunities to get involved, the project schedule, copies of flyers or draft products, a comment portal, team contact information, and other relevant materials. The webpage will be updated at least quarterly.
10. **Flyers** – the project team will create informational flyers with a summary of the project purpose, timeline, project webpage, and contact information. A template flyer will be created and adapted up to four times to announce specific opportunities for the public to engage in the planning process.
11. **Brochure** – the project team will prepare an 11” by 17” double sided brochure (8.5” x 11” when folded) summarizing updated Airport Master Plan recommendations and general airport safety information. This brochure will be available as a public outreach tool after project completion.

5. POTENTIAL INTERVIEW/STAKEHOLDER QUESTIONS

The following is a list of potential questions to guide conversations during interviews and with the SAG and other stakeholders. This is a preliminary list for DOT&PF Project Team consideration. To effectively gather input from specific groups, our team will work with the DOT&PF Project Team and the SAG to modify these questions accordingly.

General

Today

1. **Use** – How do you use the airport today? Hangar/tie down? Aircraft, number, and model? How long have you been a tenant at the airport? What do you see as the airport’s most important functions and uses?
2. **Strengths** – What are the strengths or positive attributes of the airport? What do you like most? What features or facilities would you like to preserve?
3. **Challenges** – What are the challenges or negative characteristics of the airport? What do you dislike? How is the airport not meeting your needs?
4. **Safety hazards** – Are there safety hazards at the airport?

Future

5. **Vision** – Looking ahead, 20 years from now, what does your ideal Birchwood Airport look like? Is it the same? Different? How is it different?
6. **Anticipated Needs** – What future needs do you anticipate for the airport and surrounding area? What changes, if any, are needed to:
 - Improve functionality?
 - Accommodate new and/or expansion/reduction of existing uses?
 - Improve security and safety?
 - Improve the parking area and entrance?
 - Improve airport access?
7. **Recommendations** – What specific actions would improve the airport for your and other user needs?

Land Use

1. What data, plans, and reports can you share with our team to help inform the land use assessment?
 - What are your short and long-term goals and strategies for lands adjacent to the airport? What specific projects do you have planned over the next five to ten years?
2. What land use conflicts exist today (if any)?
3. If, through this planning process, stakeholders express the need for airport expansion, what is the ideal location and use for that expansion?

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6. PUBLIC INVOLVEMENT SCHEDULE AND MILESTONES

The following proposed PIP schedule for the Birchwood AMP was developed at the beginning of the project (spring 2020). The project was estimated to take place within a three year period and was anticipated to conclude in spring 2023. Project delays were experienced due to incorporation of a secondary public involvement phase, application for additional grant funding, and staffing shortages within the DOT&PF’s planning and contracting divisions. The contract period for the Birchwood AMP project was extended into the latter part of 2024 – the schedule below does not depict periods of project delay and has not been updated since its original creation. See Section 6.0, Public Involvement, of the AMP Update for a full summary of SAG and public meetings that took place throughout the project.

Year	Quarter	Overall Project Schedule	Public Involvement Milestones
2020	Jun	<ul style="list-style-type: none"> • <i>Launch project</i> 	<ul style="list-style-type: none"> • Draft and finalize Public Involvement Plan and schedule • Identify stakeholders
	Jul, Aug, Sep	<ul style="list-style-type: none"> • <i>Collect background information via field surveys, site inspections, inventories, and aerial photography</i> • <i>Identify priority issues</i> • <i>Conduct airspace analysis and a draft Socioeconomic Evaluation</i> 	<ul style="list-style-type: none"> • Create outreach tools such as a project website and flyer • Send Stakeholder Advisory Group invites and confirm composition and participation • Conduct interviews to collect and identify emerging stakeholder needs, priorities, and comments or questions
	Oct, Nov, Dec	<ul style="list-style-type: none"> • <i>Final socioeconomic evaluation</i> • <i>Prepare draft and final Aviation Activity Forecast</i> 	<ul style="list-style-type: none"> • Provide ongoing updates via social media and the project website
2021	Jan, Feb, Mar	<ul style="list-style-type: none"> • <i>Draft Airport Property Plan Record of Survey (ROS)</i> • <i>Prepare draft and final Facility Standards Requirements</i> • <i>Prepare Financial Assessment and maintenance cost generation</i> • <i>Prepare draft Conditions and Needs Assessment</i> 	<ul style="list-style-type: none"> • SAG meeting #1 • Public meeting #1 • Provide ongoing updates via social media and the project website • Share emerging draft content and collect feedback from the stakeholder advisory group and the public
	Apr, May, Jun	<ul style="list-style-type: none"> • <i>Final Airport Property Plan ROS</i> • <i>Final Conditions and Needs Assessment</i> • <i>Draft Land Use Assessment and Economic Development Report</i> 	<ul style="list-style-type: none"> • Provide ongoing updates via social media and the project website
	Jul, Aug, Sep	<ul style="list-style-type: none"> • <i>Draft Environmental Overview and develop preliminary alternatives</i> 	<ul style="list-style-type: none"> • Provide ongoing updates via social media and the project website
	Oct, Nov, Dec	<ul style="list-style-type: none"> • <i>Draft Financial Plan and Capital Improvement Program</i> 	<ul style="list-style-type: none"> • SAG meeting #2 • Public meeting #2 • Provide ongoing updates via social media and the project website • Launch Stakeholder Survey

2022	Jan, Feb, Mar		<ul style="list-style-type: none"> • Develop Draft and Final Stakeholder Survey Analysis • Provide ongoing updates via social media and the project website
	Apr, May, Jun	<ul style="list-style-type: none"> • <i>Draft Public-Private Partnership Analysis</i> 	
	Oct, Nov, Dec	<ul style="list-style-type: none"> • <i>Finalize Land Use Assessment</i> • <i>Finalize Public-Private Partnership Analysis</i> 	<ul style="list-style-type: none"> • Public charrette/workshop (meeting #3) • SAG meeting #3 • Provide ongoing updates via social media and the project website • Public comment period ends
2023	Jan, Feb, Mar	<ul style="list-style-type: none"> • <i>Prepare final draft Alternatives and Recommendations Report</i> 	<ul style="list-style-type: none"> • Provide ongoing updates via social media and the project website
	Apr, May, June	<ul style="list-style-type: none"> • <i>Prepare draft Airport Layout Plan</i> • <i>Draft Airport Master Plan Update released for public review</i> 	<ul style="list-style-type: none"> • SAG meeting #4 • Public meeting #4 • Public comment period starts and ends • Provide ongoing updates via social media and the project website
	July, Aug	<ul style="list-style-type: none"> • <i>Finalize Airport Master Plan Update</i> • <i>Finalize Airport Layout Plan</i> 	<ul style="list-style-type: none"> • Announce the release of the final plans via social media and the project website

Heather A. Campfield

Subject: FW: Birchwood Airport Master Plan Update: SAG Meeting #1, Feb 9, 2021; 1:30-4:30 PM
Attachments: 02-09-2021_Birchwood AMP_SAG Meeting #1_Draft Agenda.pdf

From: Shelly Wade <shelly@agnewbeck.com>
Sent: Monday, January 25, 2021 3:46 PM
To: Shelly Wade <shelly@agnewbeck.com>
Cc: Wuttke-Campoamor, Jessica L (DOT) <jessica.wuttke-campoamor@alaska.gov>
Subject: Birchwood Airport Master Plan Update: SAG Meeting #1, Feb 9, 2021; 1:30-4:30 PM

Good afternoon, Birchwood Airport Master Plan Stakeholder Advisory Group –

Happy New Year to you and yours! We are writing today to share that we have identified a date and time for our **first Stakeholder Advisory Group meeting**. We have also identified a date and time for our **first public meeting**.

- **This first SAG meeting is scheduled for Tuesday, February 9th, 1:30 – 4:30 PM (see attached draft agenda). Our preliminary meeting objectives include:**
 - Review the project and purpose.
 - Share what we've learned so far.
 - Gather input from the SAG on emerging themes and findings.
 - Prepare for Public Meeting #1.
- **The first public meeting is scheduled for Thursday, March 4th, 5:00 – 8:00 PM (with two opportunities for residents and others to join – stay tuned for more on that).**

We had hoped to have this meeting in person, but continued COVID-19 guidelines and related meeting restrictions, including those under [Municipality of Anchorage Emergency Order-17](#), limit indoor gatherings like our Airport Master Plan SAG and public meetings – **health and safety first!**

Our first meeting will be held virtually, using online meeting technology (called “Zoom”) that our team has used to conduct similar (and successful!) planning meetings across Alaska (before and throughout the pandemic). To help facilitate your connection to the meeting on February 9th, we are providing video and audio options (see attached draft agenda), and we will be sure to send out meeting materials well before the meeting for anyone that is unable to video screenshare.

Following this email, I will send an electronic invite for the first SAG meeting and will include the agenda. As a reminder, please review the **“Birchwood Airport Master Plan (AMP) SAG Participation Protocol”** below, also shared in our November correspondence.

For the February 9th meeting, we ask that only one individual from each entity participate. Again, this will help our team facilitate productive, more in-depth conversations on Master Plan topics.

Over the coming weeks, we will share additional materials for our first SAG meeting and details on the March 4th public meeting. Until then, please email me directly with your comments, questions or concerns.

All the best,

Shelly

Shelly Wade, AICP – Birchwood Airport Master Plan Update, Public Involvement Lead

Dena'inaq etnen'aq' gheshtnu ch'q'u yeshdu. (Dena'ina) *I live and work on the land of the Dena'ina. (English)*

Translation by J. Isaak and S. Shaginoff-Stuart

- **Birchwood AMP SAG Participation Protocol** – For every meeting, we will aim to create a structured agenda with clear objectives. To best meet those objectives, and to provide each SAG Member with ample opportunity to contribute to SAG discussions, we kindly request each of you **identify and share contact information for one individual that will serve as the primary representative for your entity/group**. Primary representatives will participate in SAG meetings and will act as our main connect for SAG and related project communications. Recognizing that primary reps may not always be available, we also ask that you **provide contact information for up to two alternates** that may participate should your primary be unavailable. Please send primary and alternate contact information to Shelly Wade, Project Public Involvement Lead, shelly@agnewbeck.com.

From: Shelly Wade

Sent: Tuesday, November 10, 2020 12:59 PM

To: Shelly Wade <shelly@agnewbeck.com>

Cc: Wuttke-Campoamor, Jessica L (DOT) <jessica.wuttke-campoamor@alaska.gov>

Subject: 11/10/2020: Birchwood Airport Master Plan, SAG Member Info & Resources

Dear Birchwood Airport Master Plan (AMP) Update Stakeholder Advisory Group (SAG) Members –

We hope this message finds you and yours safe and healthy. Thank you to everyone we have connected with in the early stages of the Birchwood AMP Update process. We are writing today to share the following project updates and resources:

1. SAG Membership, Roles/Responsibilities & Meeting Schedule/Participation Protocol

- a. Membership – We are excited to have the key stakeholder entities listed below as invited members of the project stakeholder advisory group.
 - Alaska Department of Transportation & Public Facilities (DOT&PF)
 - Alaska Railroad
 - Birchwood Airport Association
 - Birchwood Civil Air Patrol
 - Birchwood Community Council
 - Birchwood Recreation and Shooting Park
 - Eklutna Native Corporation
 - Native Village of Eklutna
 - Talon Hangar Condominium Association
- b. Roles – Below, please find a brief description of the SAG, followed by a list of primary roles and responsibilities.

The project *Public Involvement Plan* directs the project team to establish and work with a stakeholder advisory group comprised of pilots, major landowners, managers, and other key stakeholders to collect data and gather input on plan findings and recommendations. The SAG will also provide feedback on how to effectively and efficiently engage their constituents and other stakeholders not represented by the SAG.

Birchwood AMP Update: SAG Roles & Responsibilities

- Act in an advisory capacity, providing input on all project activities and products.
- Help with recruitment, engagement, and outreach for site visits, user group meetings, and public meetings.
- Participate in key informant interviews and user group meetings.
- Provide guidance on public involvement tools and suggest community and other stakeholder activities/events for garnering input.
- Seek to identify areas of agreement and common ground solutions that serve the needs of all parties with a stake in the future of the airport.
- Work productively with other advisory members, project staff, and partners even when experiences and opinions may differ.

2. Introductory Project Flyer & Webpage

- a. Introductory Flyer – Attached and [linked here](#), please find a flyer that describes the project purpose, lead (DOT&PF), ways to get involved and learn more, timeline, and questions that highlight what we hope to learn from stakeholders at this stage in the planning process. We strongly encourage you to share the flyer with your constituents, and anyone else that may have an interest in the future of the Birchwood Airport.
- b. [Webpage](#) – The project webpage includes information similar to the flyer and more, including access to relevant project documents (e.g., 2005 Master Plan) and a place to submit comments to the project team. Check it out and please share it widely: <http://dot.alaska.gov/creg/birchwoodamp/>.

3. Meeting Schedule and Participation Protocol

- a. Schedule – As shared with many of you, we anticipate three rounds of project meetings, including three SAG and three public meetings. To best utilize SAG Member knowledge and input, we will hold each SAG meeting prior to the public meetings. A tentative schedule and focus for the three rounds of meetings is outlined below:
 - *MORE INFO COMING SOON: January 2021 (SAG Meeting); February 2021 (Public Meeting) – Potential Focus: Project Introduction & Conditions/Needs Assessment*
 - Between July and September 2021: SAG and Public Meetings – *Potential Focus: Draft Alternatives*
 - Between October and December 2021: SAG and Public Meetings – *Potential Focus: Draft Recommendations*
- b. Participation Protocol – For every meeting, we will aim to create a structured agenda with clear objectives. To best meet those objectives, and to provide each SAG Member with ample opportunity to contribute to SAG discussions, we kindly request each of you **identify and share contact information for one individual that will serve as the primary representative for your entity/group**. Primary representatives will participate in SAG meetings and will act as our main connect for SAG and related project communications. Recognizing that primary reps may not always be available, we also ask that you **provide contact information for up to two alternates** that may participate should your primary be unavailable. Please send primary and alternate contact information to Shelly Wade, Project Public Involvement Lead, shelly@agnewbeck.com.

Later this month, we will be back in touch with more information on the proposed January SAG meeting. In the interim, please send your comments, questions or concerns to **DOT&PF Project Manager, Jessica Wuttke-Campoamor**, Jessica.wuttke-campoamor@alaska.gov, 907-269-0519.

Very sincerely,

Shelly Wade, AICP
Birchwood AMP Update Public Involvement Lead
shelly@agnewbeck.com
907-242-5326

**Alaska Department of Transportation and Public Facilities
 Birchwood Airport Master Plan (AMP) Update:
 Stakeholder Advisory Group Meeting #1**



February 9th, 2021; 1:30 – 4:30 pm

How to Connect

- To join for video, screenshare and audio:
 - <https://agnewbeck.zoom.us/j/88912311673?pwd=OW1yQ1Y5OXFYRXZpbWR0RVhjTnBodz09>
- To join by audio only:
 - Call-in number: 1-669-900-9128
 - Meeting ID: 889 1231 1673#
 - Passcode: 2222#

Objectives

- Review the project and purpose.
- Share what we’ve learned so far.
- Gather input from the SAG on emerging themes and findings.
- Prepare for Public Meeting #1.

DRAFT Agenda

Time	Item
1:30 – 1:50 pm	Welcome & Introductions <ul style="list-style-type: none"> • Who’s in the Room? • Land Acknowledgement • Birchwood AMP Purpose & Schedule • Meeting Purpose & Guidelines
1:50 – 3:00 pm	What have we learned so far? <ul style="list-style-type: none"> • Assessment of Birchwood Airport Conditions and Needs (including highlights from inventory) • Identification of Issues (including feedback from stakeholder interviews) • Results from Initial Forecasts
3:00 – 3:30 pm	How will the Airport Master Plan address the financial sustainability of the airport? <ul style="list-style-type: none"> • Assessment of Current Management Model – DOT&PF • Research and Analysis of 3rd Party Management Options – Public-Private Partnerships
3:30 – 3:40 pm	Break
3:40 – 4:10 pm	Identify Frequently Asked Questions for the Public Meeting #1
4:10 – 4:30 pm	Next Steps and Wrap Up <ul style="list-style-type: none"> • Reminder of project timeline • Link to project webpage • Next steps to prepare for Public Meeting #1

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Birchwood Airport Master Plan Update

Project No. CFAPT00354/AIP 3-02-0034-008-2018

Stakeholder Advisory Group Meeting #1

Prepared for Alaska Department of Transportation &
Public Facilities

*Presented and facilitated by HDL Engineering Consultants &
Agnew::Beck Consulting*

February 9, 2021; 1:30 – 4:30 PM



1:30-1:50 pm

Welcome & Introductions

Who's in the Room?



Land Acknowledgement

*Dena'inaq e'nen'aaq'
gheshtnu ch'q'u yeshdu.* (Dena'ina)

Translation by J. Isaak and S. Shaginoff-Stuart

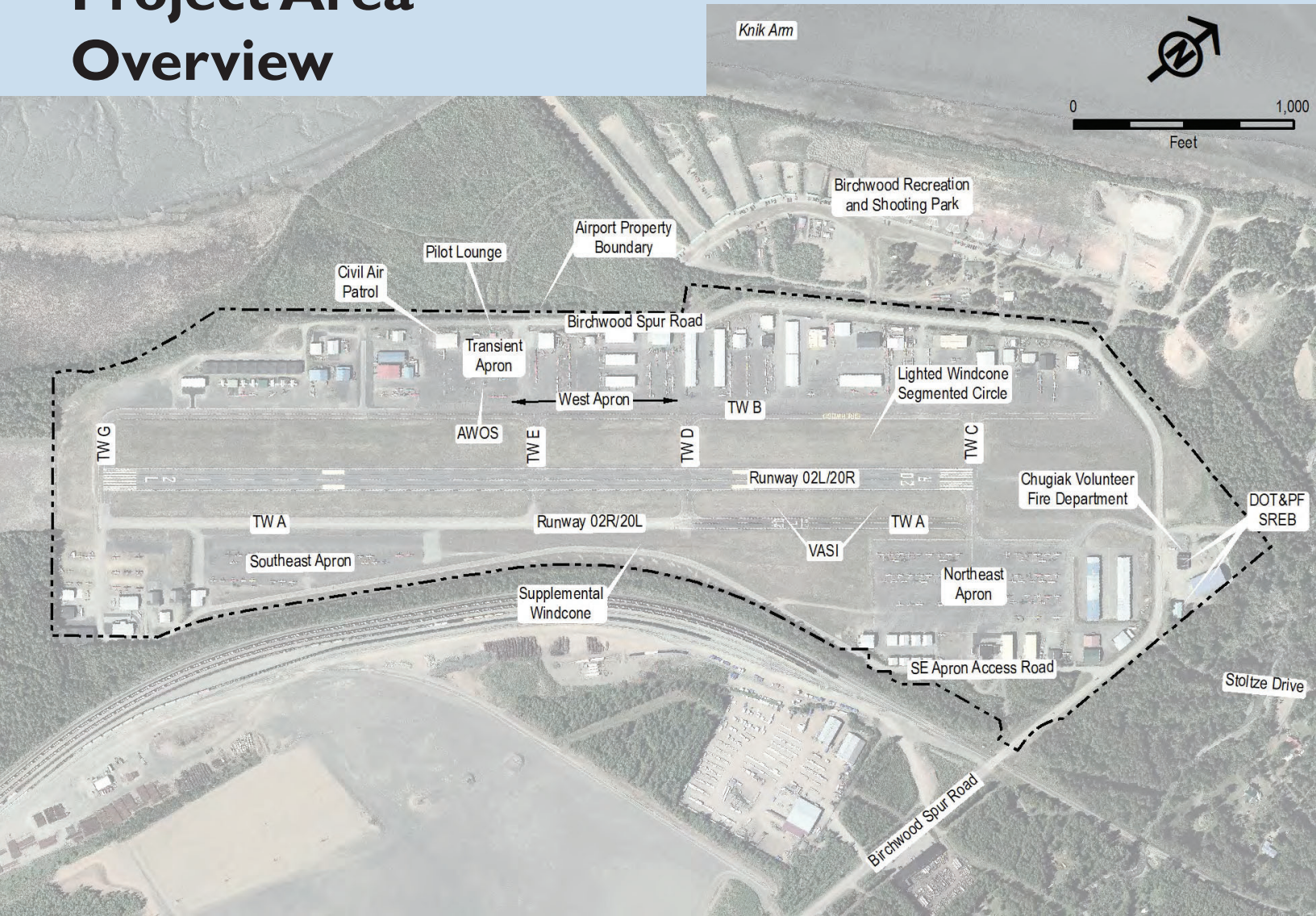
*I live and work on the
land of the Dena'ina.* (English)

A Land Acknowledgement is a formal statement that recognizes and respects Indigenous Peoples as traditional stewards of this land and the enduring relationship that exists between Indigenous Peoples and their traditional territories.

<http://convention.myacpa.org/nashville2020/inclusion/land-acknowledgement/>

For more information:
<https://nativegov.org/a-guide-to-indigenous-land-acknowledgment/>

Project Area Overview



Project Purpose

To determine how the airport can best serve the future interests and needs of the flying public, aviation community, Alaska Department of Transportation & Public Facilities (DOT&PF), and other stakeholders.



Project Schedule



Community involvement occurs throughout, including interviews, stakeholder working group meetings, and three public meetings:

- **winter 2021**
- **summer 2021**
- **fall 2021**

Meeting Purpose

- Review the project and purpose.
- Share what we've learned so far.
- Collect input from the SAG on emerging themes and findings.
- Prepare for Public Meeting #1.

General Meeting Guidelines

- Be respectful.
- Be positive and solutions oriented.
- Be clear and concise.
- Be specific.
- Avoid jargon and acronyms.
- Think creatively and strategically.

Online & Telephonic Meeting Guidelines

Please:

1. Follow Shelly's lead as the designated facilitator.
 - Throughout the meeting, SAG Members will have several opportunities to comment or ask questions.
2. Mute your microphone when you are not talking.
3. If you have joined by video, don't forget – everyone can see you 😊.
4. We will do introductions, but please repeat your name when it is your turn to comment or ask a question.
5. Please limit use of the Zoom chat space, unless prompted by a guiding question, or you're having a technical issue.

1:50 – 3:00 pm

What have we learned so far?

Interview Highlights: What we Heard

Conducted 35 interviews with:

- Pilots and other airport users
- Hangar owners
- Nearby business owners
- Business trade groups
- Flight associations
- Adjacent landowners



Interviews: Vision for the Airport

Stakeholders generally like the way the airport is today.

- Most stakeholders believe the **conditions will not change much** in the next 20 years to warrant significant changes to the airport.
- **Stakeholders**, especially pilots, **desire minimal change** to the existing airport.
- The **biggest concerns** are the airport moving to controlled airspace and any **changes that would negatively impact the current culture and familiarity of the existing airport**.

Interviews: What Stakeholders Value

Stakeholders want to preserve most aspects of the airport.

- Stakeholders have a **strong connection** to the airport.
- Airport users most appreciate the **easy access** to the airport and **uncontrolled airspace**.
- Users enjoy the **community feel**, and **accessibility to new, younger pilots**.
- Users appreciate the **low fees** and fear raising fees could price pilots out.

Interviews: What Stakeholders Value

*“We are **extremely lucky to have a public use airport in our community**, with a good runway. The **airport adds a lot to the community**, and many of the flight schools in Anchorage use Birchwood for training.”*

*“I live close by – easy choice for me. There are a couple mechanics there that I like working with. It’s a **non-towered airport with very few snow days that close me out. (They) do a good job of keeping surfaces clear.**”*

*“I like that it is **uncontrolled** and there are **enough services on the field that I can get my needs taken care of.**”*

Interviews: Areas of Improvement

Little to No On-Site Management

- When there is an operations/management issue, there is no **DOT&PF presence onsite**. It is unclear who the manager is and how to reach them.

Locked Gate


- The idea of **adding a locked gate has mixed support**. Some believe there needs to be more security to stop fuel theft, others think it would be an annoyance.

Keeping up with Growth

- Many pilots asked for more **tie-downs, electric outlets near the tie-downs and hangar space**.
- Some pilots want **more designated parking** while others said they can park at their tie-down.
- Pilots asked for a **new taxiway** between E and G.

*Also mentioned, but not within DOT&PF purview – **improve restroom facility***

Interviews: Areas of Improvement



*“We have talked about the need to put in another taxiway between runway and taxiway halfway between E and G. There is **a lot more traffic at the south end** now that it is more built out. That would help not only us but all tenants to the south.”*

Areas for Improvement

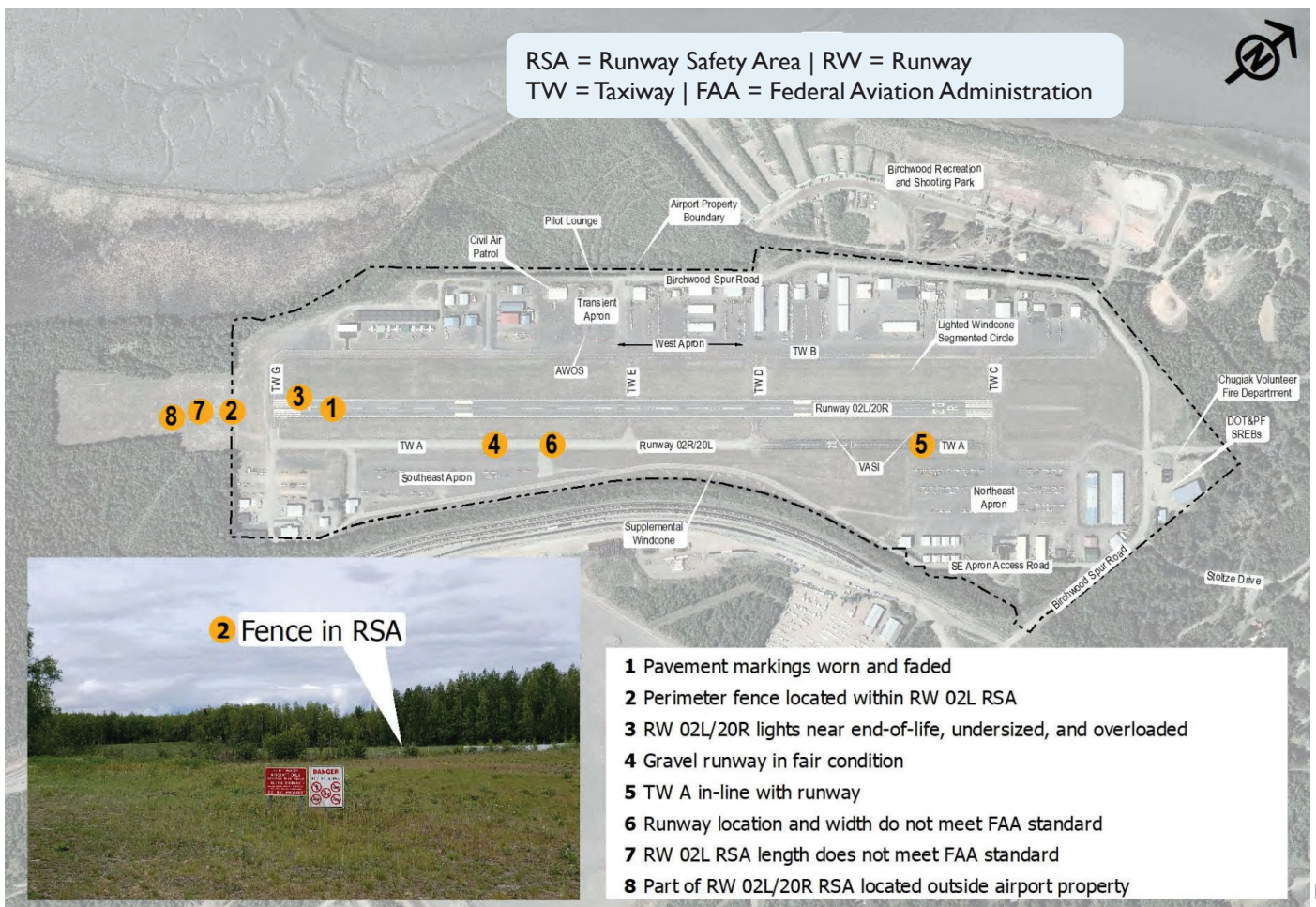
Airspace & Approaches

- Approach airspace is limited by JBER Special Use Restricted Area
- RW 02L/20R published instrument approach desired

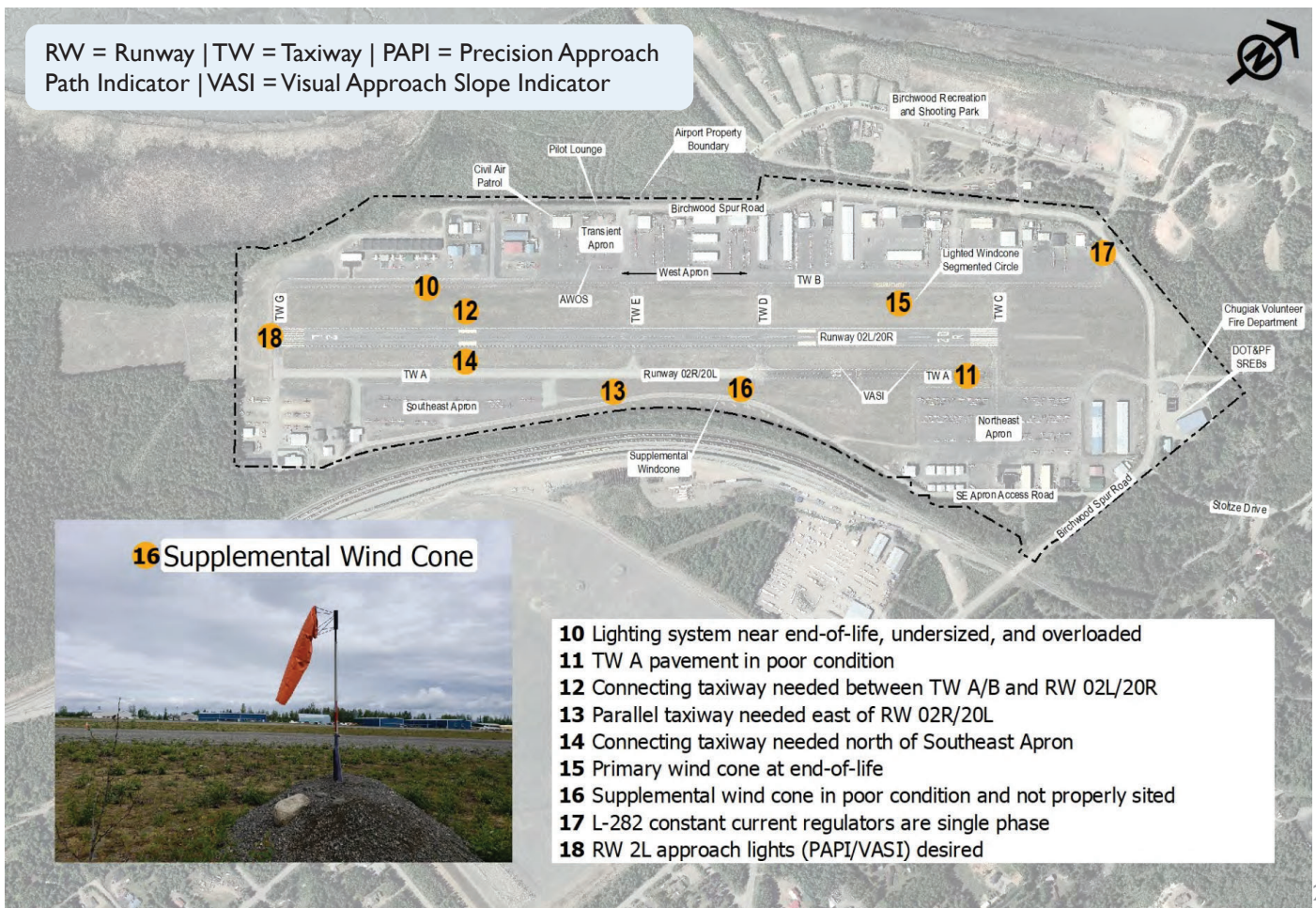
JBER = Joint Base Elmendorf Richardson
RW = Runway

Areas for Improvement

Runways, RSAs, & RPZs

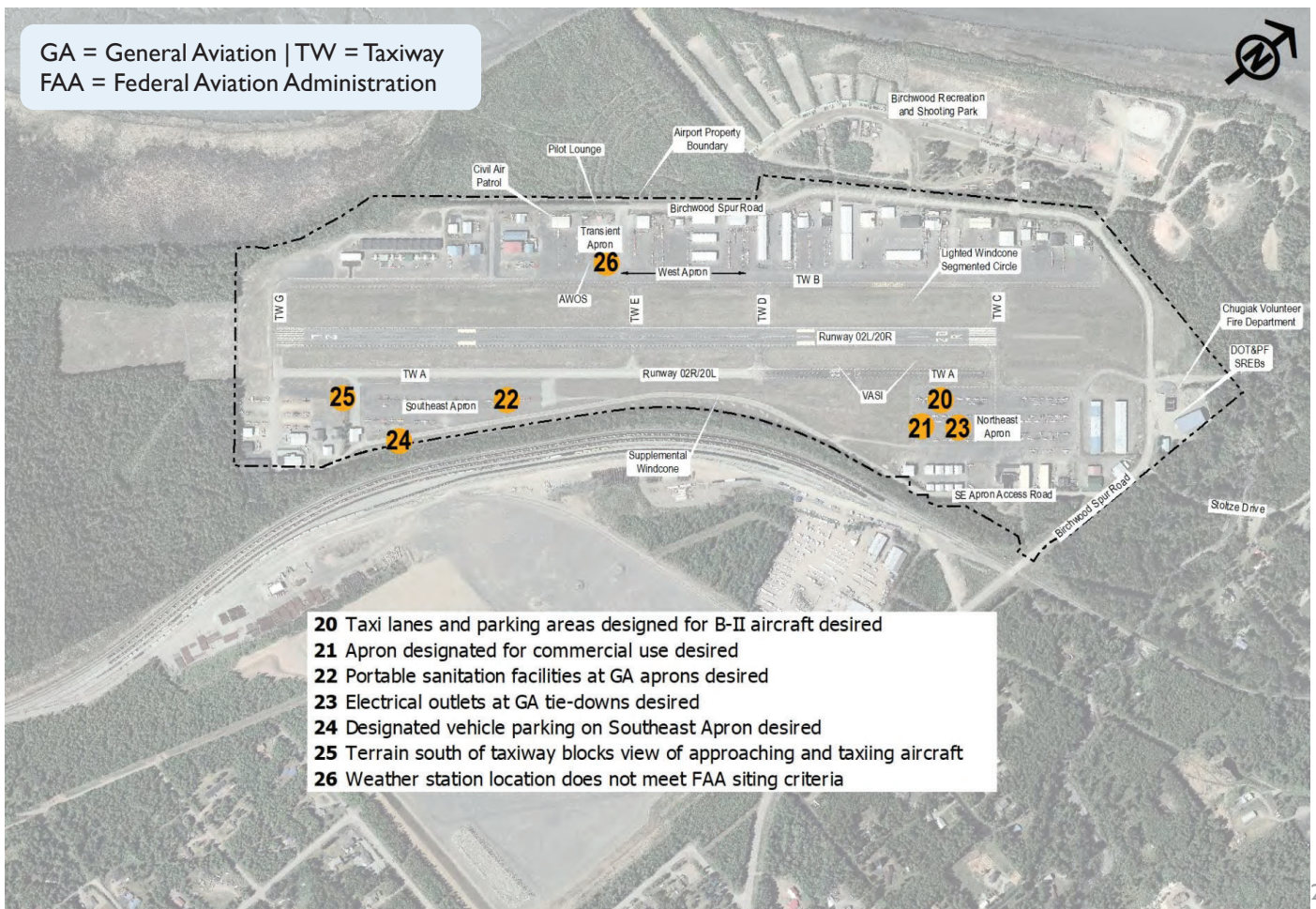


Areas for Improvement Taxiways & Visual Aids

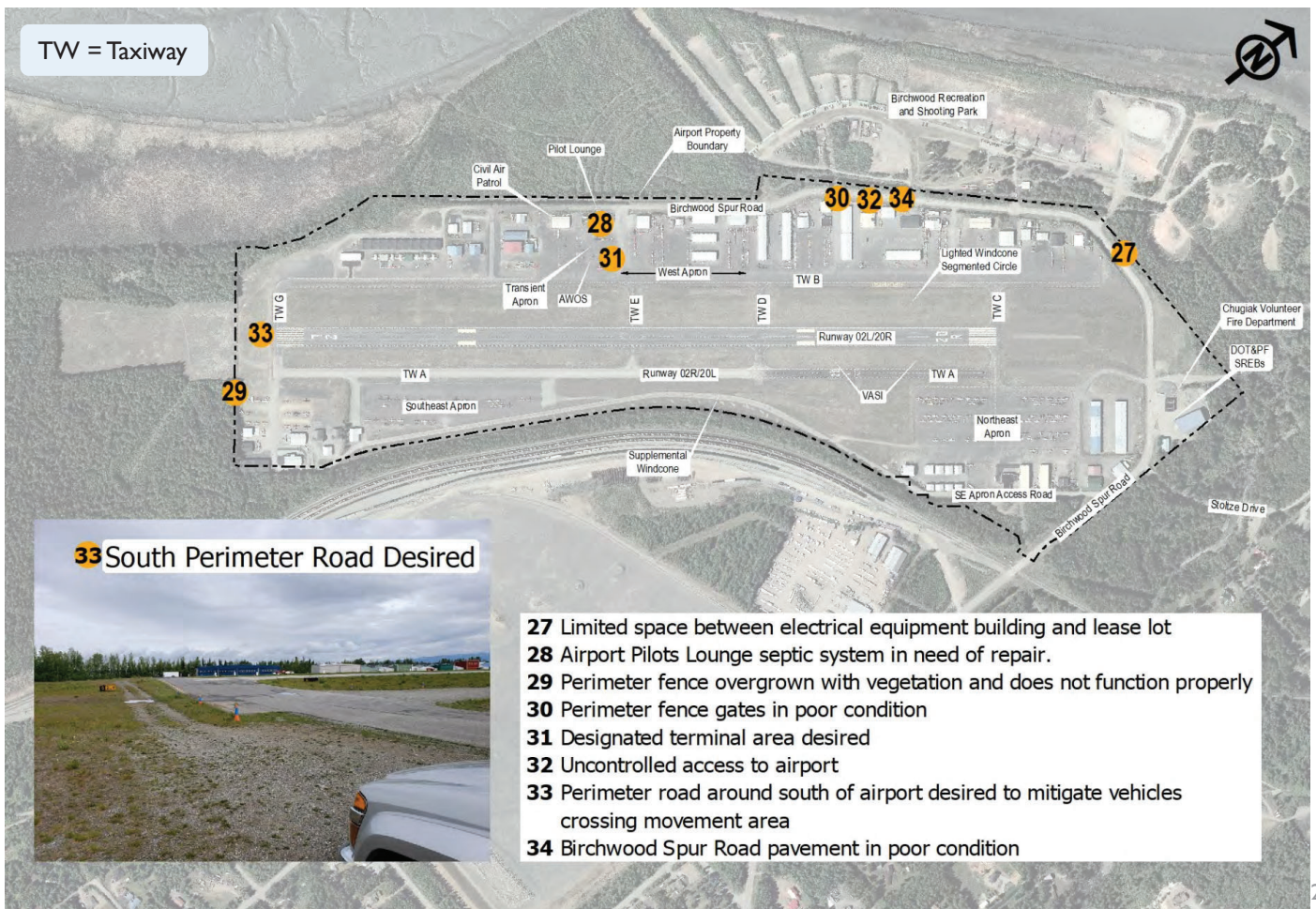


Areas for Improvement

Aprons & Weather Equipment



Areas for Improvement Facilities & Access



Areas for Improvement

Safety, Airport Maintenance, & Airport Management

- Pilots operating without broadcasting intentions
- **Simultaneous operations occur occasionally on runways**
- Trees obstruct clear approach to RW 02R
- More frequent and prompt snow removal on RW 02L/20R desired
- **Snow removal operations create snow piles and berms on lease lots and tie-downs**
- Airport users using Transient Apron without paying fee
- **On-site airport manager desired**
- Off-leash dog walking occurring on airport property
- **Increased non-airport traffic and theft reported in recent years**

RW = Runway

Areas for Improvement

Land Use & Planning

GA = General Aviation

- Main runway extension desired
- **Separation of GA and commercial operations** with designated aprons desired
- **Better enforcement of vehicle and aircraft moving violations** desired
- **Concerns about management and maintenance with possible public-private partnership**
- Designated helicopter landing area separate from runways desired
- Civil Air Patrol glider activity ties up runway for long periods
- Concerns about access changes at the shooting range and Birchwood Spur Road
- **Additional lease and tie-down space** desired

Recap of Big Themes: Areas for Improvement

- No lease lots or hangar space available and nowhere on airport property to expand
- Anxiety about the public-private partnership
- Need for an onsite airport manager
- Gravel ski strip important
 - Recognize that configuration needs to be improved for additional safety and eligibility for FAA funding
- RSA issues prior to 02L and beyond 20R
- Unauthorized vehicle and pedestrian access presents safety hazards

Results from Initial Forecasts

- The Aviation Activity Forecast for operations is **based on observed and recorded aviation activity.**
- Aviation activity data was **recorded using a General Audio Recording Device (G.A.R.D.)*** between July 21 and August 16, 2020, and September 2 and October 2, 2020.
- **No changes to current use have been identified or forecasted.**

*The G.A.R.D. records radio transmissions and operations through radar surveillance based on active aircraft transponders and cross-references transponders with the FAA's Automatic Dependent Surveillance-Broadcast (ADS-B) registry to identify the make and model of the aircraft.

3:00 – 3:30 pm

How will the Airport Master Plan address the financial sustainability of the airport?

Financial Plan

- The financial plan will address projected growth, funding needs and sources, and any proposed changes to lease rates or user fees.
- Birchwood's operating costs will be benchmarked against two other airports in the region to compare costs for similar levels of service.
- The plan will provide a cash flow forecast and a sensitivity analysis to evaluate sustainability.

Potential Public/Private Partnership



Today the airport is operated and managed by the Alaska Department of Transportation & Public Facilities (DOT&PF).



Third party private management is being considered as part of this Master Plan Update.

Our Scope of Work

Potential Public/Private Partnership Exploration

1. Build from the **Financial Plan** component of the AMP which will:
 - Address projected growth, funding needs and sources, and any proposed changes to lease rates or user fees.
 - Identify gaps in revenue and provide a foundation for how to fill those gaps (a financial model or proforma).
2. Determine **possible management options** for a **possible public-private partnership** (“3P”) between DOT&PF any other 3rd party interest.
3. Compare management options and prepare a detailed **Strengths, Weaknesses, Opportunities and Threats** and **feasibility analysis of a privately managed airport**. This analysis will:
 - Consider financial and other information about each management option as it relates to the AMP Vision and Goals.

Interviews: Potential Public/Private Ownership

- Airport users are frustrated with a **lack of communication from DOT&PF.**
- Users are interested in more attentive management but **concerned third party or private sector manager may increase fees.**

*“Currently, we do not have anyone we can go to if we want to see change at this airport. If something goes wrong, **we feel like we get the run around** from DOT&PF. There is no process or allowance.”*

*“Cost is a huge issue – **don’t price us out of flying.** We want this to be a place where young people can come in and fly. If you make it cost a fortune, they won’t come in. Almost every place where DOT&PF handed over management to other entity, it results in higher/expensive fees – Palmer, Wasilla. Prices doubled in a year or two. People can’t afford that.”*



3:30 – 3:40 pm

Break

3:40 – 4:10 pm

Identify Frequently Asked Questions for the Public Meeting #1

Questions

- What questions do SAG members have that we have not yet addressed?
- What sort of questions should we anticipate at the public meeting?

4:10 – 4:30 pm

Next Steps and Wrap Up

Birchwood AMP: Our Timeline



Community involvement occurs throughout, including interviews, stakeholder working group meetings, and three public meetings:

- **winter 2021**
- **summer 2021**
- **fall 2021**

Immediate Next Step

Thursday, March 4th Public Meeting

- SAG feedback on proposed structure, agenda and participation
- How can we have a successful first public meeting?

Learn More & Contact Us

<http://www.dot.state.ak.us/creg/birchwoodamp/>

Jessica Wuttke-Campoamor, DOT&PF Project Manager

Email: jessica.wuttke-campoamor@alaska.gov

Phone: 907-269-0519

Shelly Wade, Public Involvement Lead

Email: shelly@agnewbeck.com

Phone: 907-242-5326

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Alaska Department of Transportation and Public Facilities

Birchwood Airport Master Plan (AMP) Update:

Stakeholder Advisory Group (SAG) Meeting #1 – NOTES



February 9th, 2021; 1:30 – 4:30 pm

Participants

- Alaska Department of Transportation & Public Facilities (DOT&PF): Jessica Wuttke-Campoamor (Birchwood AMP Project Manager), Shawn Gardner (Anchorage Area Planner)
- Alaska Railroad: Brian Lindamood (unable to attend; no alternate identified)
- Birchwood Airport Association: Lars Gleitsmann
- Birchwood Civil Air Patrol: Wally Parks
- Birchwood Community Council: Val Jokela
- Birchwood Recreation & Shooting Park: Melissa Himes
- Eklutna Real Estate Services LLC/Eklutna, Inc.: Greg McDonald
- Native Village of Eklutna: Aaron Leggett, Carrie Brophil
- Talon Hangar Association: Dennis Serie
- Project Consultants:
 - HDL Engineering Consultants: Mark Swenson (Consultant Project Manager), Heather Campfield
 - Agnew::Beck Consulting: Shelly Wade (Public Involvement Lead), Molly Mylius, Aubrey Wieber

NOTE: Summary of Discussion by Guiding Slide (note: minor technical updates were made to the slides, including an update to the base map in slides 19-22)

Project Overview – Slides 5-7

- The purpose of this meeting is to share what we have learned so far, to get SAG member feedback on emerging themes and findings and to share preliminary information on the March 4th public meeting.
- The Birchwood Airport boundaries are restricted by land owned by Eklutna Inc., Alaska Railroad, and Birchwood Recreation & Shooting Park.
- The master planning process started in Summer 2020 with an inspection of the facilities and airspace. The project team also started a series of stakeholder interviews to learn from airport users, businesses, and adjacent landowners how they use the airport, what they like, how they would improve it, and what their future plans are regarding lands surrounding the airport.
 - The information gleaned so far informs next steps in the planning process.
 - The first of three public meetings is scheduled for March 4th.
 - Second SAG and public meetings will be in the summer, and third meetings in the fall.
 - The estimated completion date for the Birchwood AMP Update Summer 2022.

What We've Learned So Far – Slides 12-17

- HDL Engineering Consultants and Agnew::Beck Consulting conducted 35 interviews with stakeholders including pilots, hangar owners, nearby businesses, business trade groups, adjacent landowners, and flight associations.
 - Most interviewees said they like how the airport operates today and do not expect significant changes in the next 20 years.
 - The biggest concern is growing the airport, moving to controlled airspace, and losing the community feel the airport has today.
 - Suggested areas for improvement were having an on-site manager for the airport, adding a locked gate (though some also stated they do not want this), and keeping up with the growth by adding new

tie-downs, electric outlets, and hangar space. Some asked for more designated parking and a new taxiway between E and G.

Areas for Improvement – Slides 18-25

- NOTE: Need to revise the base map for future project maps. Map in slides is dated imagery. Area shown as “monofil” is Birchwood Recreation and Shooting Park property. Slides 19-22 were updated after the meeting.
- Airspace & Approaches
 - Approach airspace is limited because of JBER Special Use Restricted Area. Most frequent airport users are familiar with this and can navigate it, but it could be confusing to new users. The project team can have conversations with the Air Force to see if they are willing to move some of the restricted airspace.
 - Some want published instrument approaches, though it was not something frequently asked for. The approaches are something Federal Aviation Administration (FAA) has unilateral control over.
- Runways, Runway Safety Areas (RSAs), & Runway Protection Zones (RPZ)
 - The fence on the southwest side creates a hazard.
 - There is a need for surface improvement on the gravel runway, but potential issue with FAA funding eligibility due to current runway configuration.
 - The RSA length does not meet FAA standards.
- Taxiways & Visual Aids
 - The lights need to get upgraded. The FAA knows this.
 - Pilots want a new taxiway between E and G.
 - The “supplemental” wind cone put up by users has started falling apart. It would be good to put a new/permanent one up.
 - Precision Approach Path Indicator (PAPI) or Visual Approach Slope Indicator (VASI) is wanted on the 02L side.
- Aprons & Weather Equipment
 - Vehicle parking is desired.
 - Pilots want electric outlets at tie-downs.
 - Permanent, well maintained public restroom facilities are desired.
 - Some want an apron designated for commercial use.
 - There is a hill south of the southern taxiway between the Southeast Apron and Taxiway A that blocks the view on approach that some have asked to have removed.
 - Taxi lanes and parking areas designated for B-II aircraft are desired.
- Facilities & Access
 - The bathroom at the pilots’ lounge is maintained by the Birchwood Airport Association; this is not a DOT&PF or FAA facility/responsibility. The Birchwood Airport Association does not currently have the funds to upgrade this facility but has been working on it.
 - Some stakeholders want a controlled access gate, some do not.
 - Some stakeholders want a terminal built, some do not.
 - Some want a south perimeter road with user access, some do not.
- Safety, Airport Maintenance & Airport Management
 - Stakeholders are overall appreciative of snow removal operations.
 - Some interviewees want an on-site manager, some say the cost of an on-site manager would outweigh the benefits. SAG members noted different experiences and approaches to contacting the DOT&PF airport management. Overall, users desire manager contact information be more prominently displayed, as it is currently unclear who to call when there are problems or concerns.

- Land Use & Planning
 - One stakeholder interviewed wants an extended runway.
 - Some want a separation of commercial and general aviation use.
 - Stakeholders want better enforcement of vehicle and aircraft moving violations.
 - Some are concerned about a potential public-private partnership.
 - Users desire more hangar space, which would require the airport to lease new land.
 - The gravel ski strip is important, but the configuration needs to be improved to be safer and eligible for FAA funding.

Results from Initial Forecasts – Slide 26

- The state installed a General Audio Recording Device (GARD) to track how many planes have taken off and landed between July 21 and August 12, and September 2 and October 2.
 - That device found the airport is primarily used by small aircraft.
 - There are no changes to current use identified or forecasted.

Financial Plan – Slide 28

- The financial plan is intended to address projected growth, funding needs and sources, and any proposed changes to lease rates or use fees.
- This plan will benchmark Birchwood Airport’s operating costs against other airports in the region that provide similar service.
- The plan will provide a cash flow forecast based on the technical data and stakeholder input. We will then evaluate financial sustainability and look at a potential public/private partnership.

Potential Public/Private Partnership – Slides 29-32

- This component of the AMP is an opportunity to identify and explore potential management options with a third-party interest. Nothing has been decided.
- The intent is to see if a public-private partnership would better meet user needs over the next 20 years.
- Part of this analysis will assess the strengths, weaknesses, opportunities, and threats of potential third-party managers.
- Stakeholders are concerned that a third-party manager would raise rates and price out some existing and future users.
- Whether the airport would still get Airport Improvement Program and FAA funding under third-party management is something that is being investigated. Loss of such funds would result in loss of interest in securing a third-party manager.
- SAG members desire continued DOT&PF management, with increased communication and transparency between the agency and airport user groups.

Additional Questions/Topics to Consider

- Could the railroad on the east side be moved to allow for airport expansion?
- Could we change the flight approach pattern? The current pattern was set up for ultralight aircraft and helicopters on the mountain side. Ultralights are not currently used at the airport.
- Could there be a designated landing space for helicopters?

Heather A. Campfield

Subject: FW: 10/12/21 Birchwood AMP Update: SAG Mtg #2 - Agenda & Connect Info
Attachments: 10-12-2021_Birchwood AMP_SAG Meeting #2_Agenda.pdf

HEATHER CAMPFIELD, IAP²
Environmental Services Manager
o: 907.746.5230 | c: 907.229.5646
www.HDLalaska.com



f in

From: Shelly Wade <shelly@agnewbeck.com>
Sent: Tuesday, October 5, 2021 12:03 PM
To: Shelly Wade <shelly@agnewbeck.com>
Subject: 10/12/21 Birchwood AMP Update: SAG Mtg #2 - Agenda & Connect Info

Good afternoon and Happy Fall, Birchwood AMP Update Stakeholder Advisory Group Members – Attached and below, please find our agenda and connect information for next Tuesday afternoon’s SAG meeting. Later this week, we will send links to related materials, including:

- Frequently Asked Questions (FAQs)
- Financial Analysis
- Aviation Activity Forecast

I will also share our meeting flyer for **Virtual Public Meeting #2, slated for Wednesday, October 27th, 6:00 – 8:00 PM.** We are also doing public notices in local newspapers, Facebook posts, e-blasts to our contact list (over 200 people), and plan to have an electronic reader board advertising the meeting. We’ll also look forward to your help getting the word out!

Much like the position we were in last spring with COVID-19, the recent rise in cases in Anchorage and across the state necessitate this second public meeting be held virtually. State staff and other partners have been directed to work from home. Community participation, with ample opportunities to ask questions and make comments during the meeting (and to hear each other), will be critical for this second meeting where the project team will present proposed alternatives for the airport layout. We have some ideas for how to make the meeting welcoming and interactive for all, using the virtual platform. We look forward to getting the SAG’s thoughts on our proposed approach.

More coming from us later this week. In the interim, please call or email with any comments, questions, or concerns.

Very respectfully,
Shelly

Shelly Wade, AICP
907.242.5326 Cell (call or text) | shelly@agnewbeck.com

Dena'inaq e'nen'aq' gheshtnu ch'q'u yeshdu. (Dena'ina) *I live and work on the land of the Dena'ina. (English)*
Translation by J. Isaak and S. Shaginoff-Stuart

-----Original Appointment-----

From: Shelly Wade
Sent: Friday, June 25, 2021 5:02 PM
To: Shelly Wade; Aubrey Wieber; Wuttke-Campoamor, Jessica L (DOT); Gardner, Shawn C (DOT); Swenson, Mark R (DOT sponsored); Heather A. Campfield; Tor Anderzen (tanderzen@hdlalaska.com); aleggett@anchagemuseum.org; abe@helio-alaska.com; lindamoodb@akrr.com; cbrophi@eklutna.org; boretideservices@gmail.com; jeffnbanks@icloud.com; 143474@akwg.cap.gov; kfoster@eklutnainc.com; larsgleitsmann@gmail.com;

lars@betteraircraftfabric.com; marcl@eklutna.org; robstapleton@alaska.net; ryan.marlow@alaska.gov; valkur@mtaonline.net; sawa@mtaonline.net; jonathan.linguist@faa.gov; admin@brspclub.com; Wallace, Carley Ann E (FAA); Zechariah Meyer

Subject: Birchwood AMP Update: Stakeholder Advisory Group Mtg #2

When: Tuesday, October 12, 2021 1:30 PM-4:00 PM (UTC-09:00) Alaska.

Where: please see invite & attached agenda for details

Agenda – see attached.

How to Connect

- To join for video, screenshare and audio:
 - Click here: <https://agnewbeck.zoom.us/j/85867518489?pwd=V3ZqdJtZDRzaXlyZmZkTTBrQnlSQ09>
- To join for audio only:
 - Dial: 1-888-475-4499 (Toll Free)
 - Meeting ID: 858 6751 8489#
 - Passcode: 282522#

Objectives

- Review the project and purpose.
- Update and gather SAG input on financial analysis, land use assessment, forecast and alternatives.
- Prepare for Virtual Public Meeting #2 (10/27/21; 6:00 – 8:00 PM) and next steps.

**Alaska Department of Transportation & Public Facilities
 Birchwood Airport Master Plan (AMP) Update
 Stakeholder Advisory Group (SAG) Meeting #2 (virtual)**



October 12th, 2021; 1:30 – 4:00 pm

How to Connect

- To join for video, screenshare and audio:
 - Click here: <https://agnewbeck.zoom.us/j/85867518489?pwd=V3ZqdJltZDRzaXIyZmZkTTBrQnlSQT09>
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 - Meeting ID: 858 6751 8489#
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Objectives

- Review the project and purpose.
- Update and gather SAG input on financial analysis, land use assessment, forecast and alternatives.
- Prepare for Virtual Public Meeting #2 (10/27/21; 6:00 – 8:00 PM) and next steps.

Agenda

Time	Item
1:30 – 1:40 pm	Welcome & Introductions <ul style="list-style-type: none"> • Land acknowledgement • Birchwood AMP purpose and schedule • Meeting purpose and guidelines
1:40 – 2:00 pm	Financial Analysis <ul style="list-style-type: none"> • How does the money work? What are Birchwood Airport’s revenue and expenses? • How do Birchwood Airport finances and operations compare to similar AK airports?
2:00 – 2:15 pm	Land Use Assessment <ul style="list-style-type: none"> • What are the intended future land uses for the Birchwood Airport and adjacent lands?
2:15 – 2:35 pm	FAA Framework & Context <ul style="list-style-type: none"> • How do federal policies and criteria impact the Birchwood today and future operations?
2:35 – 3:50 pm	Aviation Forecast & Alternatives <ul style="list-style-type: none"> • What is the historic use, and current and anticipated future demands at the Birchwood Airport? • What options are being considered to best preserve interests and meet needs at the Birchwood Airport?
3:50 – 4:00 pm	Next Steps & Wrap Up <ul style="list-style-type: none"> • Virtual Public Meeting #2 – Wednesday, October 27, 2021; 6:00 – 8:00 PM • Other ideas for getting community input on the alternatives (e.g., surveying levels of support) • Public/Private Partnership Analysis

Birchwood Airport Master Plan Update

Project No. CFAPT00354/AIP 3-02-0034-008-2018

Stakeholder Advisory Group Meeting #2

Prepared for Alaska Department of Transportation &
Public Facilities

*Presented and facilitated by HDL Engineering Consultants &
Agnew::Beck Consulting*

October 12, 2021; 1:30 – 4:00 PM



1:30-1:40 pm

Welcome & Introductions

Who's in the Room?



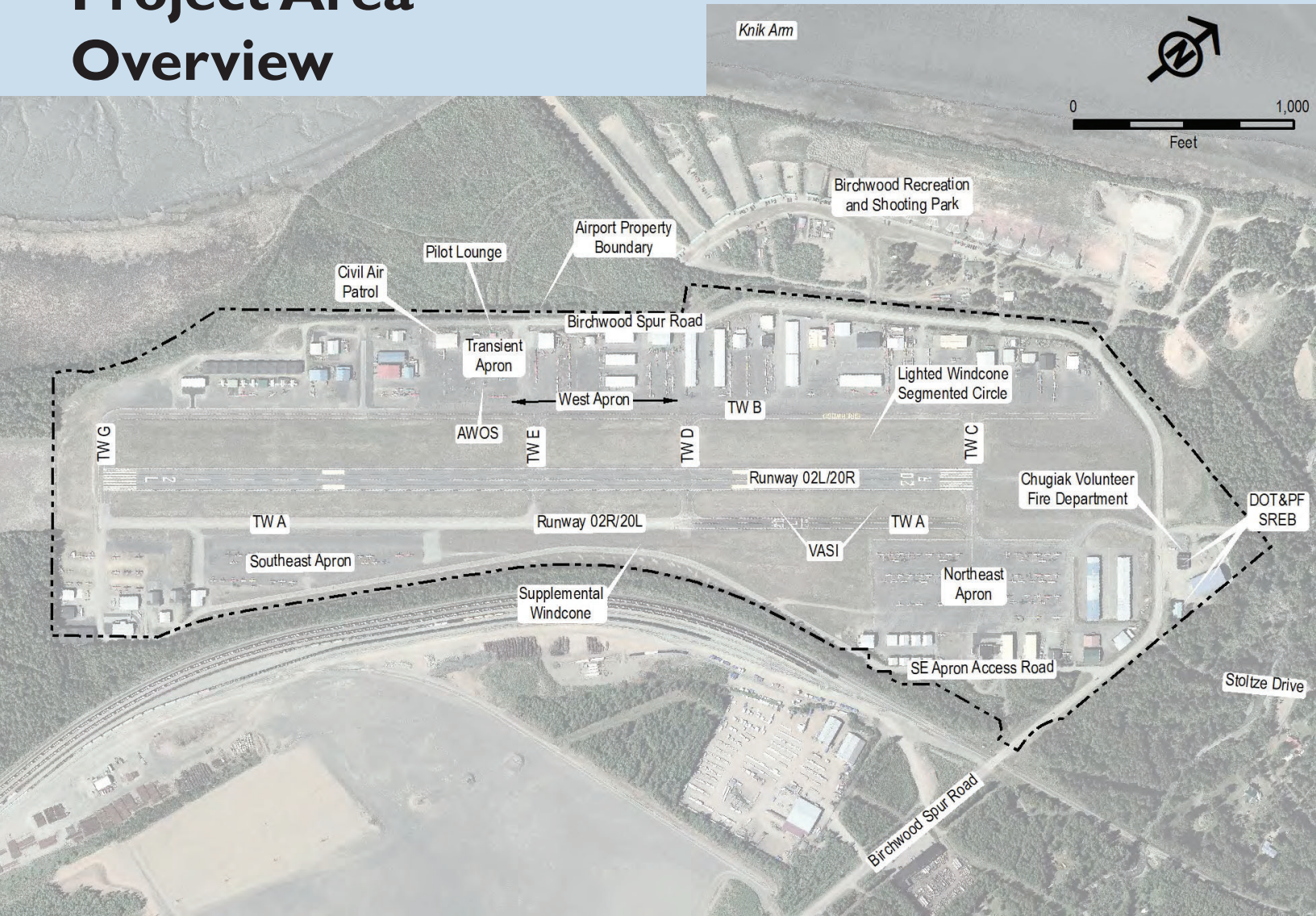
Land Acknowledgement

*Dena'inaq ełnen'aa'
gheshtnu ch'q'u yeshdu. (Dena'ina)*

Translation by J. Isaak and S. Shaginoff-Stuart

*I live and work on the
land of the Dena'ina. (English)*

Project Area Overview



Land Ownership



Project Purpose

To determine how the airport can best serve the future interests and needs of the flying public, aviation community, Alaska Department of Transportation & Public Facilities (DOT&PF), and other stakeholders.



Project Schedule



Community involvement occurs throughout, including interviews, stakeholder working group meetings, and three public meetings

Progress Since March 2021

- Aviation Activity Forecast
- Financial Assessment
- Land Use Assessment
- Frequently Asked Questions

Meeting Purpose

- Review the project and purpose.
- Update and gather SAG input on financial analysis, land use assessment, forecast and alternatives.
- Prepare for Public Meeting #2.

General Meeting Guidelines

- Be respectful.
- Be positive and solutions oriented.
- Be clear and concise.
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5. Please limit use of the Zoom chat space, unless prompted by a guiding question, or you're having a technical issue.

1:40 – 2:00 pm

Financial Assessment

Where does Birchwood Airport revenue go?

- All profit from DOT&PF airports go to a general aviation fund.
- This money funds maintenance and operations for all DOT&PF airports.
- DOT&PF is required to provide access to all Alaska communities, so it prioritizes maintenance in communities off the road system.

Financial Assessment

- Northern Economics, Inc. prepared a comprehensive financial assessment of the Birchwood Airport.
- The assessment used data from 2015-2020.
- The assessment includes revenue, expenses and a comparison to two similar airports.

Birchwood Airport's Revenue and Expenses

The Birchwood Airport has had an operating profit over the last six years.

Table 2.1 Birchwood Airport Revenues, Expenses, and Operating Profits, \$, FY 2015–2020

Fiscal Year	Revenue	Expenses	Operating Profit
2015	208,165.98	66,793.98	141,372.00
2016	201,024.25	57,423.97	143,600.28
2017	200,555.79	134,124.85	66,430.94
2018	243,716.10	99,907.24	143,808.86
2019	258,990.50	97,672.78	161,317.72
2020	273,832.14	147,209.04	126,623.10

Source: DOT&PF (2021)

Excerpted from the May 2021 Birchwood AMP Update: Financial Assessment

Top Revenue Sources

FY2020 Revenue:

- 70% came from lease fees or “land use.”
- 25% came from tie-downs and parking.
- Fees and fuel permits make up the remaining 5%.

Top Revenue Sources

Revenue grew 36.5% from FY 2017 to FY 2020.

Table 2.2 Birchwood Airport Revenue Detail, \$, FY 2015–2020

Fiscal Year	Assigned Aircraft Tie-down/Transient Parking	Fuel Dispensing Permit	Interest/Late Fees	Application/Process Fees	Land Use	Total Revenue
2015						208,165.98
2016						201,024.25
2017	50,937.19	2,895.35	260.73	1,050.00	145,412.52	200,555.79
2018	68,718.00	4,721.14	243.28	4,225.00	165,808.68	243,716.10
2019	68,756.16	10,982.53	396.59	3,775.00	175,080.22	258,990.50
2020	68,723.00	5,137.15	212.52	8,025.00	191,734.47	273,832.14

Source: DOT&PF (2021)

Excerpted from the May 2021 Birchwood AMP Update: Financial Assessment

Top Expenses

- The Birchwood Airport’s most significant expenses in FY 2020 were facilities and capital improvements.
- Historically, services were the largest expenses.

Table 2.3 Birchwood Airport Expense Detail, \$, FY 2015–2020

Fiscal Year	Personal Services	Services	Commodities	Capital Outlay	Facilities	Total Expenses
2015	24,630.88	6,289.18	35,873.92			66,793.98
2016	26,887.86	5,296.41	25,239.70			57,423.97
2017	74,387.00	51,310.18	8,427.67			134,124.85
2018	45,629.06	42,344.99	11,933.19			99,907.24
2019	42,399.96	46,883.01	8,389.81			97,672.78
2020	27,708.92	10,715.40	5,429.71	25,207.05	78,147.96	147,209.04

Source: DOT&PF (2021)

Excerpted from the May 2021 Birchwood AMP Update: Financial Assessment

Benchmarking

Northern Economics, Inc. compared the Birchwood Airport with similar facilities in Wasilla and Soldotna



Benchmarking

- Wasilla has four times as many operations but about half the based aircraft.
- Soldotna has about twice as many operations but half the based aircraft.

Table 4.2 Estimated Operations and Based Aircraft at Birchwood, Soldotna, and Wasilla Airports, 2020

Airport	Total Operations	Based Aircraft
Birchwood	10,259	308
Soldotna	21,100	169
Wasilla	42,660	168

Excerpted from the May 2021 Birchwood AMP Update: Financial Assessment

Benchmarking

Birchwood Airport's operating expenses are lower than the city-owned comparable facilities, largely due to a lack of on-site staff.

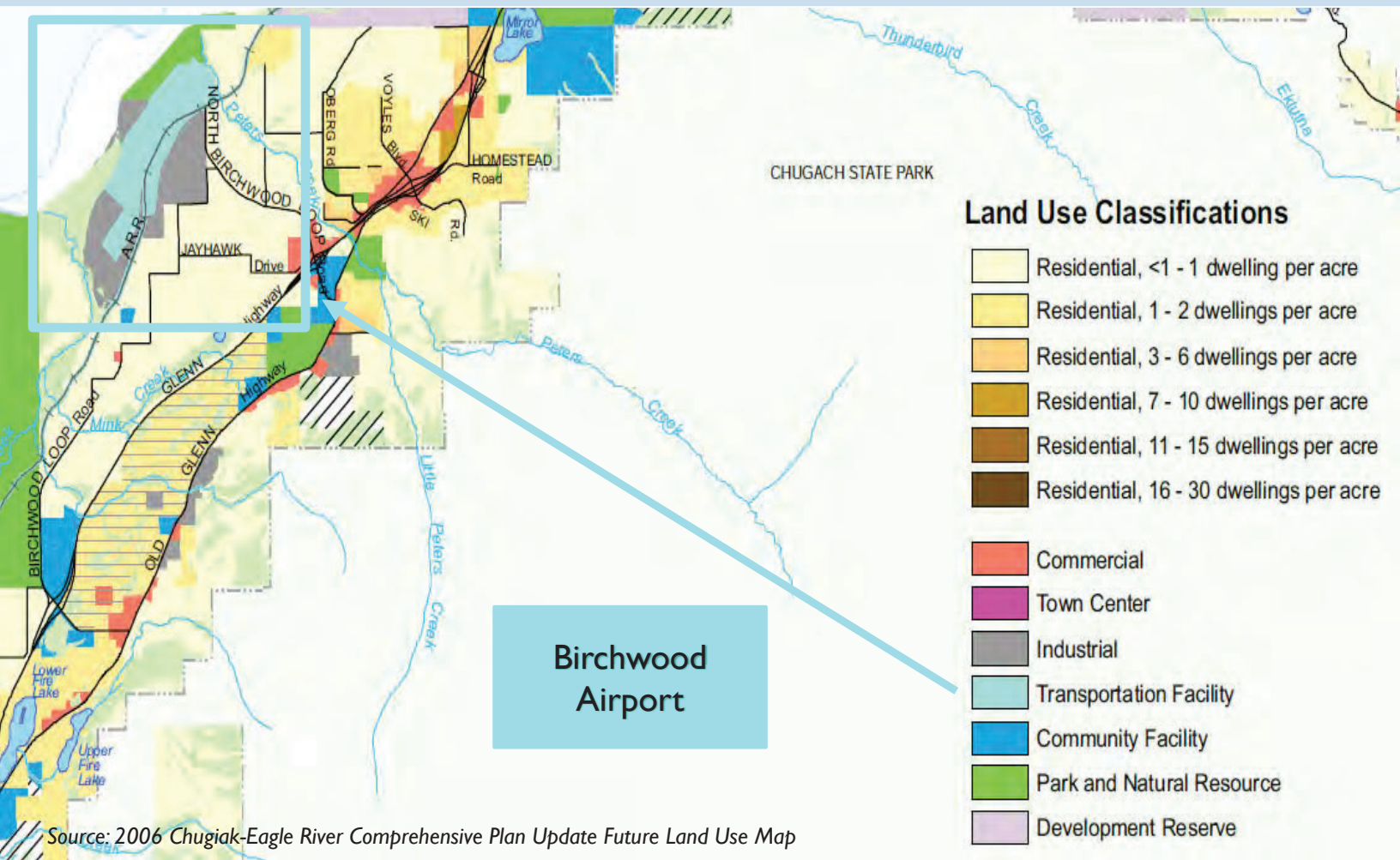
Total 2020 Operating Expenses		
Birchwood Airport	Soldotna Airport	Wasilla Airport
\$147,209	\$149,848	\$214,392

Excerpted from the May 2021 Birchwood AMP Update: Financial Assessment

2:00 – 2:10 pm

Land Use Assessment

Future Land Use

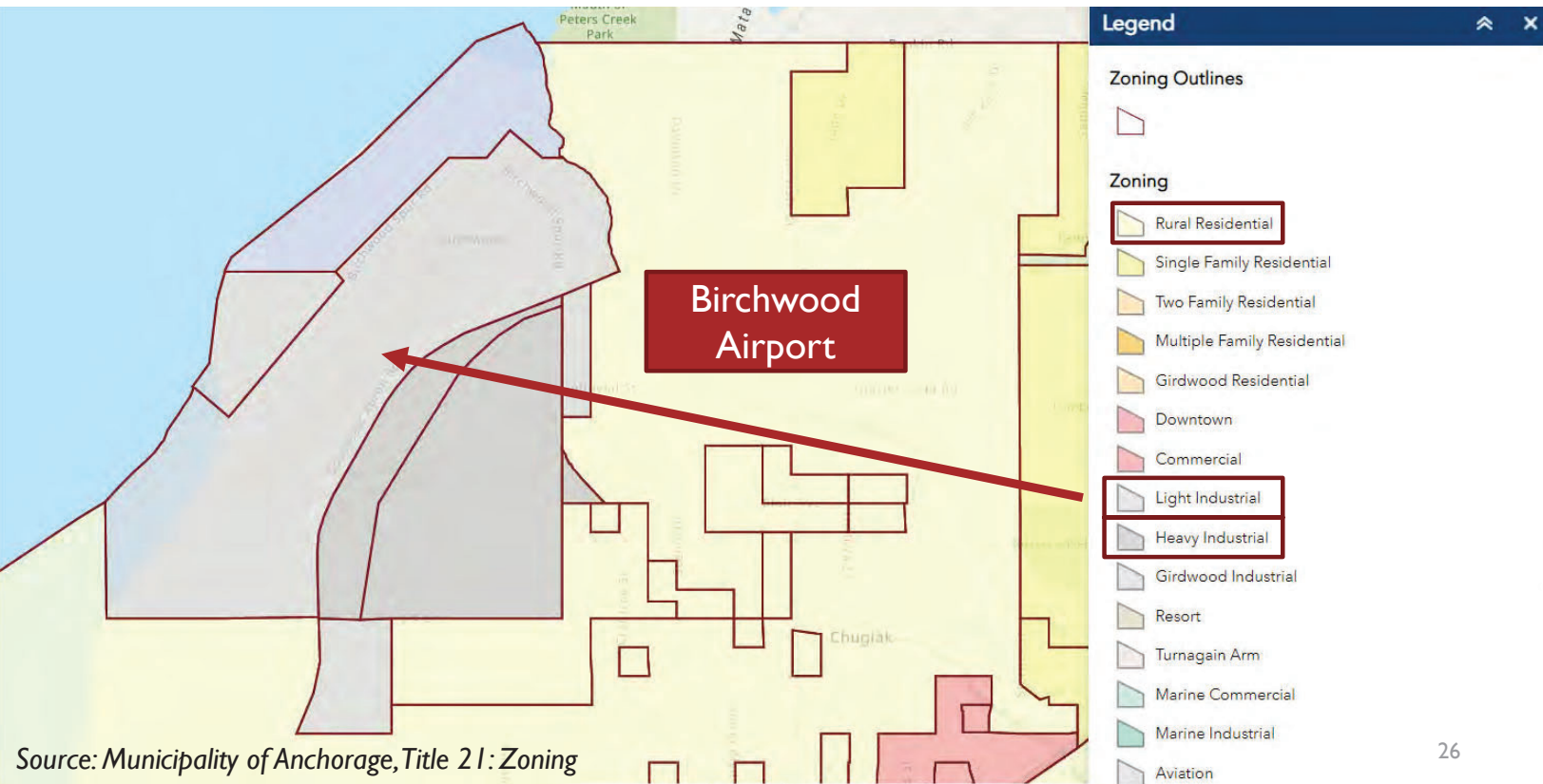


Future Land Use

- Past and current versions of future land use maps continually show the Birchwood Airport and surrounding areas as predominantly transportation, industrial, recreation, and low density residential.
- Adjacent landowners reported no plans that conflict with airport operations.

Existing Zoning

The Birchwood Airport is zoned as “light industrial.” Adjacent land is mostly industrial and low-density residential.



Birchwood Airport Inventory

- In 2020, 308 aircraft were based at the airport.
- The airport includes 67 lease lots and 119 tie-downs.
 - Lease lots and tie-downs are generally all occupied.

Adjacent Lands

- Eklutna, Inc. is the largest nearby landowner, owning several parcels to the north and south.
- The Alaska Railroad owns 174 acres to the east.
- The Birchwood Recreation Shooting Park sits on 72 acres to the west.

Expansion Opportunities



Expansion Opportunities

- The Airport is framed by Cook Inlet to the west, the railroad to the east and Peter's Creek to the north.
- The most feasible expansion would be through acquisition of Eklutna, Inc. land to the south.
 - **IMPORTANT:** The Eklutna Tribe would assess any Eklutna, Inc. lands for cultural and archaeological assets prior to selling.

2:15 – 2:35 pm

FAA Framework & Context

FAA roles during planning process

The recommendations contained in an airport master plan represent the views, policies and development plans of the airport sponsor and do not necessarily represent the views of the FAA.

FAA advises on standards, eligibility/requirements for projects, sound planning practices, and other matters as needed.

Ultimately, FAA:

- Accepts the overall master plan
- Approves the forecast and critical aircraft determination
- Conditionally approves the Airport Layout Plan (ALP)

FAA acceptance/approval of the above does not constitute a commitment to participate in any development depicted in the plan, nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public law.

Airport Improvement Program

Historically, \$214M annual avg (within Alaska)

- Approximately \$8.3M at BCV in past 10 years

Projects to preserve/enhance airport safety, capacity, security, and environmental concerns.

A few requirements for AIP projects:

- Eligible for AIP program
- Justified by civil aeronautical demand (e.g., critical aircraft)
- Meet FAA standards
- Depicted on approved ALP

Needs within the system exceed available funds.

2:35 – 3:50

Aviation Forecast & Alternatives

Results from Aviation Activity Forecast

- The Aviation Activity Forecast for operations is **based on observed and recorded aviation activity.**
- Aviation activity data was **recorded using a General Audio Recording Device (G.A.R.D.)*** between July 21 and August 16, 2020, and September 2 and October 2, 2020.
- FAA Approval – September 15, 2021

**The G.A.R.D. records radio transmissions and operations through radar surveillance based on active aircraft transponders and cross-references transponders with the FAA's Automatic Dependent Surveillance-Broadcast (ADS-B) registry to identify the make and model of the aircraft.*

Results from Aviation Activity Forecast

- Critical Aircraft A-I (small) (Cessna 172/182).
- No changes to current uses have been forecasted.
- 80% are training operations.

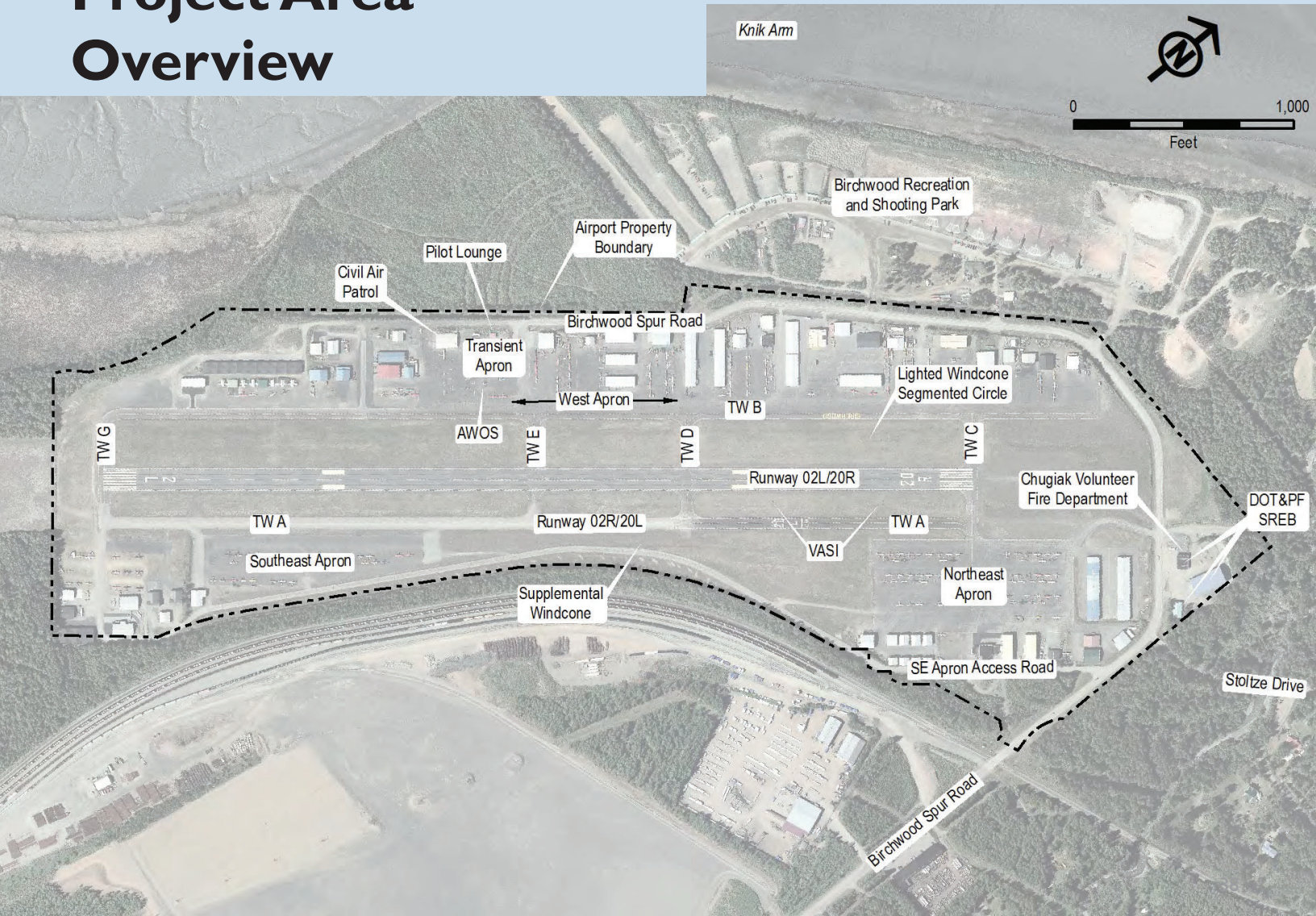
	Current (2020)	Forecasted (2040)
Total Airport Operations and Training Operations	~67,000	~76,300
Tie-downs	119	157
Lease lots	67	92

Development of Alternatives

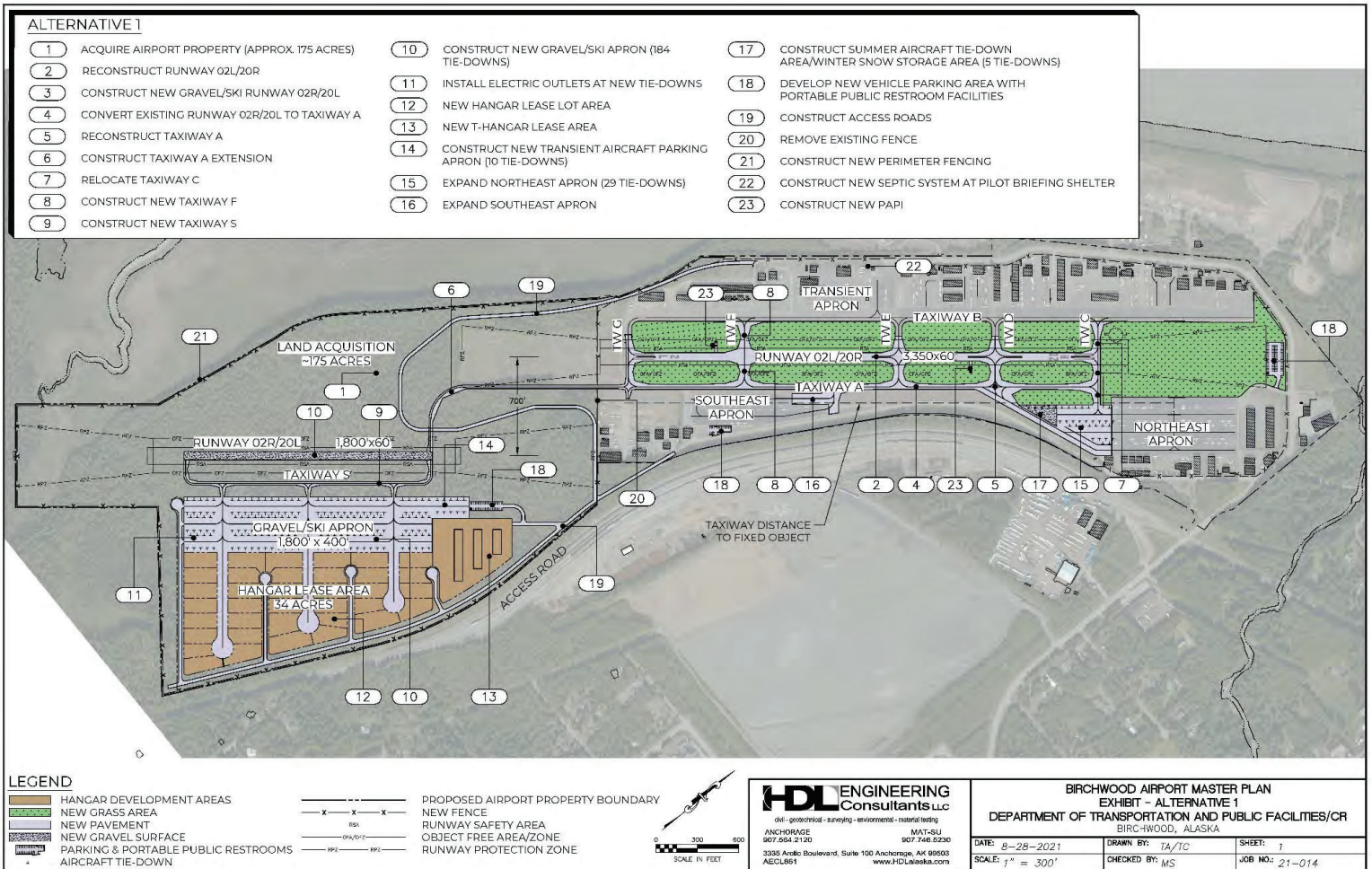
Three potential Alternatives have been developed. Alternatives are based on:

- Critical aircraft.
- Facility requirements identified during interviews and inventory.
- Future gravel/ski strip location.
- Forecasted need for more tie-down permits and lease lots.

Project Area Overview



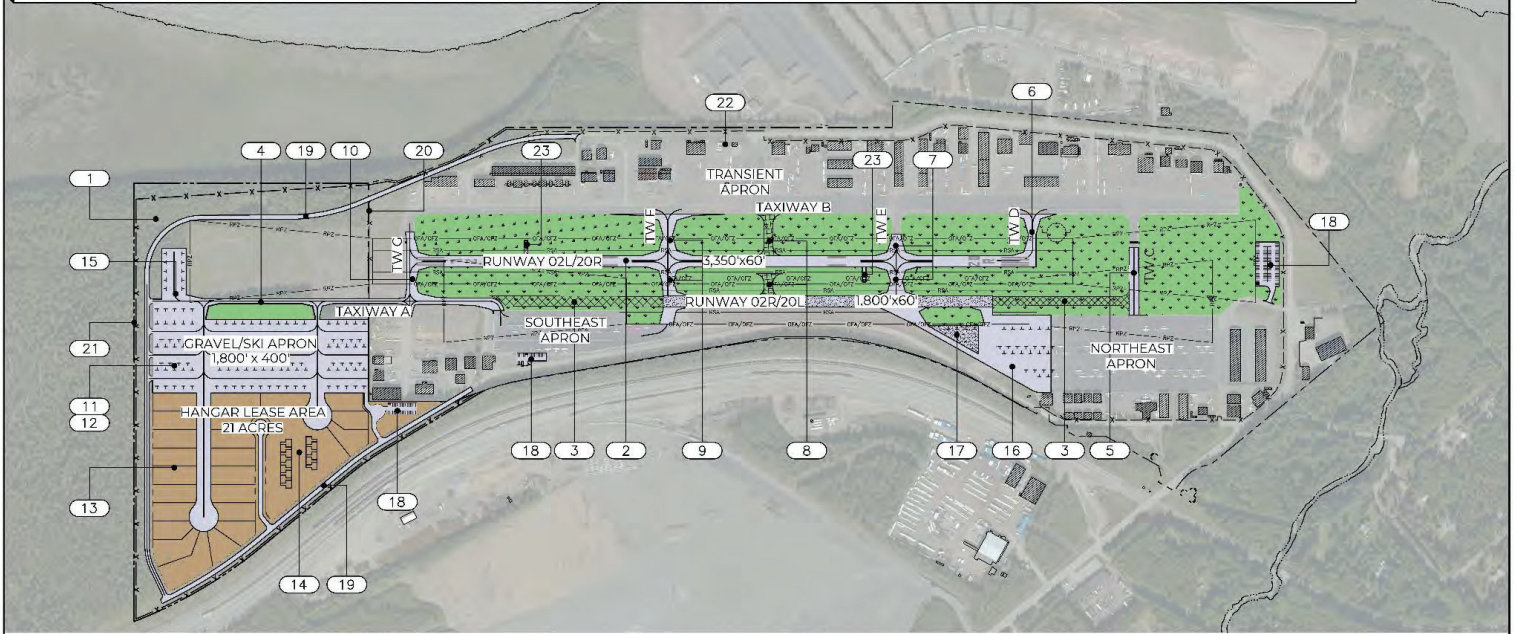
Proposed Alternative One



Proposed Alternative Two

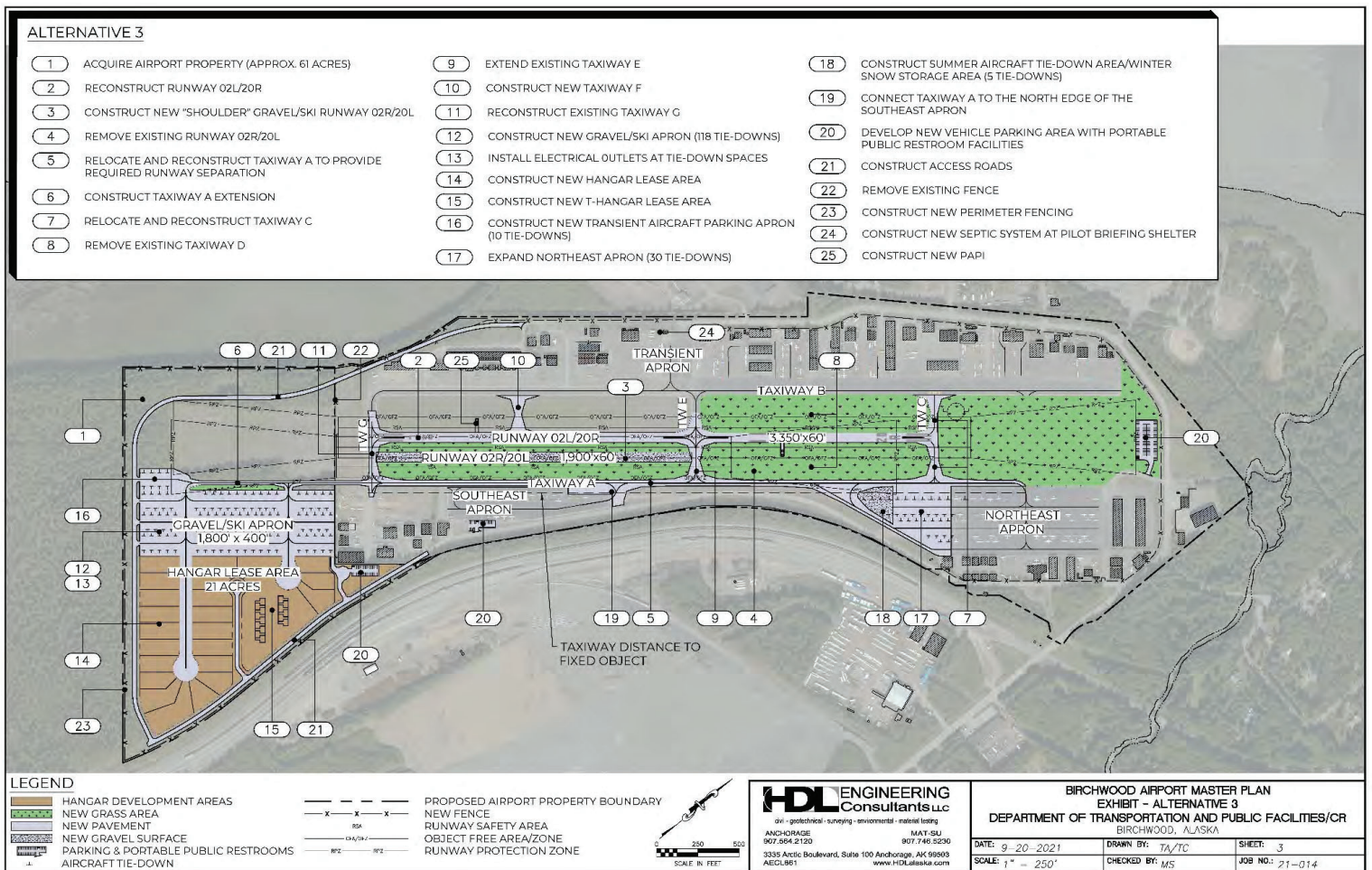
ALTERNATIVE 2

- | | | |
|---|---|--|
| <ul style="list-style-type: none"> 1 ACQUIRE AIRPORT PROPERTY (APPROX. 61 ACRES) 2 RECONSTRUCT RUNWAY 02L/20R 3 REMOVE TAXIWAY A SEGMENTS 4 CONSTRUCT TAXIWAY A EXTENSION 5 RECONSTRUCT TAXIWAY C 6 CONSTRUCT NEW TAXIWAY D 7 RECONSTRUCT EXISTING TAXIWAY D AND RENAME TO TAXIWAY E 8 REMOVE EXISTING TAXIWAY E 9 CONSTRUCT NEW TAXIWAY F | <ul style="list-style-type: none"> 10 RECONSTRUCT EXISTING TAXIWAY G 11 CONSTRUCT NEW GRAVEL/SKI APRON (122 TIE-DOWNS) 12 INSTALL ELECTRICAL OUTLETS AT NEW TIE-DOWN SPACES 13 NEW HANGAR LEASE LOT AREA 14 NEW T-HANGAR LEASE LOT AREA 15 CONSTRUCT NEW TRANSIENT AIRCRAFT PARKING APRON (10 TIE-DOWNS) 16 EXPAND NORTHEAST APRON (25 TIE-DOWNS) 17 CONSTRUCT SUMMER AIRCRAFT TIE-DOWN AREA/WINTER SNOW STORAGE AREA (4 TIE-DOWNS) | <ul style="list-style-type: none"> 18 DEVELOP NEW VEHICLE PARKING AREA WITH PORTABLE PUBLIC RESTROOM FACILITIES 19 CONSTRUCT ACCESS ROADS 20 REMOVE EXISTING FENCING 21 CONSTRUCT NEW PERIMETER FENCING 22 CONSTRUCT NEW SEPTIC SYSTEM AT PILOT BRIEFING SHELTER 23 CONSTRUCT NEW PAPI |
|---|---|--|



<p>LEGEND</p> <ul style="list-style-type: none"> HANGAR DEVELOPMENT AREAS NEW GRASS AREA NEW PAVEMENT NEW GRAVEL SURFACE PARKING & PORTABLE PUBLIC RESTROOMS AIRCRAFT TIE-DOWN 	<ul style="list-style-type: none"> PROPOSED AIRPORT PROPERTY BOUNDARY NEW FENCE RUNWAY SAFETY AREA OBJECT FREE AREA/ZONE RUNWAY PROTECTION ZONE 	<p>SCALE IN FEET</p>	<p>HDL ENGINEERING Consultants LLC <small>div - geotechnical - surveying - environmental - materials testing</small> ANCHORAGE 907.584.2120 MAT-SU 907.746.5230 3335 Arctic Boulevard, Suite 100 Anchorage, AK 99503 AECL861 www.HDLalaska.com</p>	<p>BIRCHWOOD AIRPORT MASTER PLAN EXHIBIT - ALTERNATIVE 2 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES/CR BIRCHWOOD, ALASKA</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="font-size: small;">DATE: 9-20-2021</td> <td style="font-size: small;">DRAWN BY: TA/TC</td> <td style="font-size: small;">SHEET: 2</td> </tr> <tr> <td style="font-size: small;">SCALE: 1" = 250'</td> <td style="font-size: small;">CHECKED BY: MS</td> <td style="font-size: small;">JOB NO.: 20-014</td> </tr> </table>	DATE: 9-20-2021	DRAWN BY: TA/TC	SHEET: 2	SCALE: 1" = 250'	CHECKED BY: MS	JOB NO.: 20-014
DATE: 9-20-2021	DRAWN BY: TA/TC	SHEET: 2								
SCALE: 1" = 250'	CHECKED BY: MS	JOB NO.: 20-014								

Proposed Alternative Three



3:50 – 4:00 pm

Next Steps and Wrap Up

Birchwood AMP: Our Timeline



Community involvement occurs throughout, including interviews, stakeholder working group meetings, and three public meetings

Immediate Next Step

Wednesday, October 27th Public Meeting

- SAG feedback on proposed structure, agenda and participation
- How can we have a successful second public meeting?
- Post-Public Meeting survey

Learn More & Contact Us

<http://www.dot.state.ak.us/creg/birchwoodamp/>

Jessica Wuttke-Campoamor, DOT&PF Project Manager

Email: jessica.wuttke-campoamor@alaska.gov

Phone: 907-269-0519

Shelly Wade, Public Involvement Lead

Email: shelly@agnewbeck.com

Phone: 907-242-5326

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Alaska Department of Transportation and Public Facilities

Birchwood Airport Master Plan (AMP) Update:

Stakeholder Advisory Group (SAG) Meeting #2 – NOTES



October 12, 2021; 1:30 – 4:00 pm

Participants

- Alaska Department of Transportation & Public Facilities (DOT&PF): Jessica Wuttke-Campoamor (Birchwood AMP Project Manager), Shawn Gardner (Anchorage Area Planner)
- Federal Aviation Association: Jonathan Linquist, Carley Wallace
- Aircraft Owners and Pilots Association: Rob Stapleton
- Birchwood Airport Association: Lars Gleitsmann, Abe Harman, Della Swartz
- Birchwood Community Council: Val Jokela
- Eklutna Real Estate Services LLC/Eklutna, Inc.: Ron Pollock
- Talon Hangar Association: Dennis Serie, Mike Morelli
- Airport users: Jeff Banks (glider pilot), David Swartz (hangar owner)
- Project Consultants:
 - HDL Engineering Consultants: Mark Swenson (Consultant Project Manager), Heather Campfield
 - Agnew::Beck Consulting: Shelly Wade (Public Involvement, Land Use and 3P Lead), Aubrey Wieber

Project Overview – Slides 5-12

- We are here to determine how to best serve the needs and interests of the aviation community, Alaska Department of Transportation and Public Facilities and other stakeholders, including adjacent landowners.
- We are on track to finish this project in Summer 2022. We will start drafting a plan in early 2022 and will hold a third SAG and Public Meeting.
- Since we last met, we have completed an Aviation Activity Forecast, a Financial Assessment, a Land Use Assessment and Frequently Asked Questions.
- We would like SAG members' feedback on the latest progress and advice for our upcoming Public Meeting.

Financial Assessment – Slides 13-22

- This product was completed by Northern Economics, Inc., in close partnership with DOT&PF.
 - We internally have some unanswered questions from the Financial Assessment.
- All profits from all DOT&PF airports go into a general aviation fund, that funds maintenance and operations for all DOT&PF airports, with an emphasis on access to communities off the road system.
- This full report is on the project website.
- The airport is and has been profitable.
 - Revenue grew 36.5% from 2017-2020.
 - 70% comes from lease fees, 25% come from tie-downs and parking and 5% comes from fees and fuel permits.
- Expenses have ranged over the years, but were higher in 2020, with more than \$100,000 in “Capital Outlay and Facilities.” We are still learning what this is.
- Birchwood had 10,259 operations in 2020, but that number is misleading, as it does not include “touch-and-go landings”. The airport is still getting higher use than that number would reflect. With touch-and-go landings, it is about 67,000 operations per year.

Discussion

- **Lars Gleitsmann:** In Birchwood, the operations are mainly private aircraft and training aircraft. When the weather is good, you often have four planes in the area doing touch and goes. That is somewhat similar in Wasilla and Soldotna, but you also have a lot of commercial use in those facilities.
 - **The project team will consider adding touch-and-go operations to the presentation.**
 - **The project team will try to get a better breakdown of costs going forward.**
- **David Swartz:** The airport is much more active than the 10,000-landing figure would imply. It is likely that these do not include touch-and-go landings. Birchwood is a lot busier than Wasilla is, and these numbers do not indicate that.
- **Jeff Banks:** Could you include more airports in the benchmarking exercise?
 - **Mark Swenson:** We looked at comparable airports where the way the airport is managed is closest with Birchwood. They did review Palmer information but decided to not include it.
- **Jeff Banks:** I am concerned about how much is being spent on cutting grass in the infield. It only gets cut once or twice per year. That needs to be included in the expense. It creates visibility issues.
 - **Mark Swenson:** We can pass that information along.
 - **David Swartz:** It would be good to get a better sense of how grass cutting is accounted for.
 - **Mark Swenson:** We are limited by how well DOT keeps data.
 - **Lars Gleitsmann:** I have never heard of anyone complain about grass in the infield in 25 years.

Land Use Assessment – Slides 23-30

- Land use plans for the airport and surrounding lands continually state the land should be maintained for existing uses.
- The 67 lease lots and 119 tie-downs are generally all occupied. We have repeatedly heard that pilots would like additional lease lots and tie-downs.
 - **Lars Gleitsmann:** There was a repaving and the number of tie-downs were lower after. How is that reflected in these numbers?
 - **Mark Swenson:** I do not know how many tie-downs were there before paving. There are additional tie-downs on lease lots, but these are DOT tie-downs.
- We have talked with adjacent landowners to see how their future plans could impact the airport and its users.
- There are specific features (Cook Inlet, railroad) that make expansion in most areas difficult. The most feasible area for expansion is on Eklutna, Inc. land to the south.
 - This does not mean Eklutna, Inc. is trying to sell this land. This is just the most realistic option for expansion.
 - **Jeff Banks:** Have there been any noise complaints? Is there any thought of noise mitigation?
 - **Shelly Wade:** We have not received any direct commentary on this.
 - **Val Jokela:** The most I have heard in Community Council meetings is that everyone supports current operations. They would not support the airport going to commercial operations.

FAA Framework and Context – Slides 31-33

- FAA's goal is to follow the local airport's plan.
- FAA policy does dictate how federal funds can be used.
- The FAA conditionally approves the Airport Layout Plan.
 - Approval does not guarantee funding for any specific project.
- FAA funds get dedicated through the Airport Improvement Program.

- Historically, \$214 million gets spent annually in Alaska.
- Birchwood generally earns \$150,000 in funds.
- Needs within the system can exceed available funds.
- Money is mostly going into pavement and infrastructure right around the runways, as well as safety things like fencing to keep wildlife out.
- For FAA to fund improvements, it needs to be eligible and justified by non-government demand.
 - **Rob Stapleton:** Have you seen new environmental regulations that might affect the Birchwood Airport?
 - **Jonathan Linquist:** Not that I am familiar with at the federal level. At the state level, there is an emphasis on soil contaminants, but that is largely about firefighting aircraft and is likely not an issue for Birchwood.
 - **Rob Stapleton:** There is a push for electric everything in some states. It wouldn't surprise me if there is a push for electric aircraft, and so it might benefit the airport to do some electrification.
 - **Jonathan Linquist:** I have heard of that push in other states. That isn't really an environmental driver, but rather it's driven by new technology.

Aviation Forecast & Alternatives – Slides 34-44

- 80% of activity is made up of training operations.
- No changes in type of use are forecasted.
- We are forecasting additional tie-downs and lease lots.
- **Lars Gleitsmann:** The recording device was in use during the rainiest part of the year, so there is less aviation activity. If the recording had been in late June and early July, it would have seen maybe three or four times the activity.
- **Abe Harman:** There is a lot of aircraft at the airport that is not ADS-B (Automatic Dependent Surveillance-Broadcast) aircraft. Was there a way to account for that?
 - **Mark Swenson:** I believe this did pick them up, and it would have been able to pick it up based on radio frequency. It was a fairly small number.
 - **Jessica Wuttke-Campoamor:** Yes, if the pilot called out their tail number on the radio or turned their lights on, it would account for that.
 - **Lars Gleitsmann:** Alaska also has a surprisingly high number of aircraft without radio.
- We have prepared three alternatives, which are mostly centered around treatment of the gravel ski strip location.
- We understand everyone appreciates the ski strip, but in the FAA's eyes, it has some issues. It is in the middle of Taxiway A.
- All alternatives are in line with critical aircraft needs, which is a requirement for FAA funding, so that means bringing runways and taxiways in line with critical aircraft needs.
- All alternatives will address the need for new apron spacing.
- Due to the volume of comments we received on parking and toilet facilities during stakeholder outreach, we have included those things in the alternatives.

Alternative One

- This includes a new gravel runway that meets the 700-foot separation requirement.
- To do this, we need to acquire Eklutna land to the south.
- This reconstructs Runway 02L/20R to shorten it and make it narrow, which aligns with critical aircraft needs.
- This includes a reconstruction of Taxiway A and moving the gravel runway.

- This relocates Taxiway C to provide access to the threshold of 20R.
- This constructs new Taxiway F.
- There is a new Taxiway S, parallel to the ski strip.
- This includes new lease lots in the southeast corner, along with transient parking.
- The northeast apron includes extending tie-downs as much as is possible.
- This configuration retains an area that can be used for tie-downs in the summer but would be used for snow removal storage in the winter.
- This alternative tries to fit the access road to the south of the airport.
- This includes a fixed pilot briefing structure.
- It removes the fence from the south side of the airport and includes a new fence further to the south.
- This is the “Cadillac” version of the alternatives.
- Pros: This meets FAA requirements for runway separation, removes in-line taxiways to improve airport safety, allows for expansion of leasable lands and apron space, could allow for separate traffic patterns for simultaneous operations and removes apron and hangar areas from within RPZs.
- Cons: This requires FAA headquarters approval to improve or move the ski strip.
 - Simultaneous operations could be a bad idea.
 - **Jonathan Linquist:** If you permit simultaneous operations, it increases the capacity of the airport system itself. If you keep the configuration as such where there is just one runway, it does not increase the capacity of the airport.
 - **Rob Stapleton:** What about traffic patterns this looks like a formula for collisions and communications issues...

Alternative Two

- The main difference for Alternative Two is the inline taxiways are being removed and the gravel ski strip is staying in the same place.
- There would not be a parallel taxiway on the east side.
- We would still need to acquire land for future development, such as more tie-downs and lease lots.
- This includes the reconstruction and relocation of several taxiways.
- A lot of the changes are like what is proposed in Alternative One.
- Pros: This alternative improves safety and allows for growth and maintains the current runway operations.
- Cons: This does not meet FAA separation requirements (this might not be a deal breaker for FAA funding), future runway improvements would not be AIP eligible, this would not have a taxiway on the east side of the airport. Additionally, the runway placement could create a confusing sight picture for pilots who are unfamiliar with the airport.
 - **Jonathan Linquist:** The multiple different types of surfaces is really unique to Alaska, so it is confusing for FAA headquarters in the Lower 48. However, I have been told that if we have a type of aircraft at the airport that requires a different material, that could be eligible. They would not review this until the project is proposed.

Alternative Three

- This configuration is like what you see in Wasilla and Palmer.
- It is like the other alternatives in that it allows for future lease lot expansions.
- It provides vehicle parking spaces at the different aprons.
- The main change is it would improve Taxiway E, construct Taxiway F and relocate Taxiway C. It would relocate Taxiway A 40 feet to the east.

- This option provides a gravel ski strip and taxiways on both sides of the runway.
- Pros: Removes in-line taxiways to improve safety, allows for growth, gives clear visuals to pilots and provides parallel taxiways on each side.
- Cons: It doesn't meet FAA parallel runway requirements and requires FAA approval.
 - This isn't necessarily a deal breaker for FAA funding.

Discussion

- **Rob Stapleton:** Alternatives One and Two seemed to have some safety issues in terms of the patterns. I am having some issues with the southeast area right next to the railroad tracks. Mostly, I am just concerned with the flight patterns.
 - **Mark Swenson:** I agree. The patterns would be a change and difficult. It could create conflict for floatplanes coming off nearby lakes.
- **David Swartz:** Alternative Three is the best.
- **Abe Harman:** Alternative Three is most practical.
 - **David Swartz:** I am curious about the north end on Alternatives one and two if there is room for an instrument approach?
 - **Mark Swenson:** It would change the threshold on that side. The idea of an instrument approach has come up minorly, but not loudly. We are curious how important that is.
 - **David Swartz:** For practice purposes, it is a good runway, and could be good to practice instrument approaches, but isn't a huge deal.
 - **David Swartz:** I wonder about runway overruns ending up with airplanes interacting with vehicles. This hasn't been a problem, but it does sometimes come up.
 - **Mark Swenson:** These alternatives would allow for more room.
- **Jeff Banks:** The runway is kind of skinny for long-winged gliders. If it was going right to grass or old asphalt, that would be fine, but it is going into runway lights, and I don't know what that spacing would be.
 - **Mark Swenson:** Usually lights are 10 feet beyond the edge of the runway. If additional width on the runways is desired, that could be brought up during plan design.
 - **Jeff Banks:** We don't use lights during the summer months. Maybe they could be capped from April to October, which would allow for gliders to come in and not clip the lights with the wings.
 - **Mark Swenson:** There could be precedent for that, but I am not aware of it.
 - **Jonathan Linquist:** I also am not aware of that happening. How often do you operate?
 - **Jeff Banks:** In the summer, there is one guy who operates daily.
 - **Jonathan Linquist:** The threshold to consider a specific type of aircraft is 500 operations per year.
 - **Jeff Banks:** There might be 250 operations.
- **Lars Gleitsmann:** I am appalled by the runway narrowing and shortening and trying to pitch it as a safety benefit. The width of runways is a huge safety feature. It helps planes from crashing. The FAA is making runways always smaller and narrower, and it's an abomination to me. The length and width of these runways has been a huge safety feature for teaching how to fly tail-dragger planes.
 - The glider operations have always been a positive element at the Birchwood Airport and narrowing the runway would make that unsafe.

- If we moved further to the east, we likely would start to get noise complaints from neighbors. Right now, only ultralight planes are flying over the east. Other planes are flying in over the ocean.
- **Mark: Swenson:** Everyone is frustrated with not being able to keep the runways wide. These are only in the event of a reconstruction project. These are not proposed imminent changes. These are unfortunately the reality of FAA funding.
- **Denny Serie:** On Alternative Three, when you are using straight skis, you go straight from the ski strip to ski parking. If you move the ski strip, you have to get on a taxiway. Starting in January, that would make it difficult for straight skis.
- **Abe Harman:** All three plans show pretty major expansions to the south. Are we also going to evaluate any scenarios of not changing the layout and what the implications of that would be? The current layout works well.
 - **Mark Swenson:** There is a “do nothing” alternative that will be considered as part of the Master Plan. If the FAA determines the separation between runways isn’t a big dealbreaker, that is big. But, if you do leave it exactly how it is, you will never get FAA funding for maintenance on the gravel ski strip.
- **Abe Harman:** Alternative Two doesn’t address moving the taxiway to the far east boundary.

Next Steps and Wrap Up – Slides 45-48

- Please share these slides with your representative groups.
- Please attend the second public meeting on October 27, which we want to be an interactive discussion.
- We want everyone to be able to share comments, whether written or verbal.
- This meeting will be virtual.
- After the second public meeting, we will have a survey to understand levels of support for the different alternatives.

From: [Shelly Wade](#)
To: [Shelly Wade](#)
Cc: [Miles, Philana C \(DOT\)](#)
Subject: Materials for 12/14 Birchwood Airport Master Plan Update: Stakeholder Advisory Group (SAG) Meeting #3 - VIRTUAL
Attachments: [image001.png](#)
[12-14-22 Birchwood AMP_SAG Mtg #3 Agenda.pdf](#)
[12-14-22 BCV_SAGMtg#3 GuidingSlides.pdf](#)
[12-14-22 BCVAirportLayoutAlternatives_forSAGReview.pdf](#)
Importance: High

Good morning, everyone –

We hope this message finds you safe and warm. Attached, please find materials for today's (Wed, 12/14) Birchwood SAG meeting. Virtual connect info is below and on the agenda.

See you online at 3:00 today!

Best,

Shelly

Shelly Wade, AICP

907.242.5326 Cell (call or text) | shelly@agnewbeck.com

Dena'inaq eñen'aq' gheshtnu ch'q'u yeshdu. (Dena'ina) *I live and work on the land of the Dena'ina. (English)*

Translation by J. Isaak and S. Shaginoff-Stuart



From: Shelly Wade

Subject: Birchwood Airport Master Plan Update: Stakeholder Advisory Group (SAG) Meeting #3 - VIRTUAL

When: Wednesday, December 14, 2022 3:00 PM-5:00 PM (UTC-09:00) Alaska.

Where: <https://agnewbeck.zoom.us/j/85794931121?pwd=YzN1UmhqdmxReldQZlJQYUh1a2FDdz09>

Importance: High

Join Zoom Meeting

<https://agnewbeck.zoom.us/j/85794931121?pwd=YzN1UmhqdmxReldQZlJQYUh1a2FDdz09>

Meeting ID: 857 9493 1121

Passcode: 124920

One tap mobile

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+1 669 444 9171 US

+1 669 900 9128 US (San Jose)

+1 719 359 4580 US

+1 253 205 0468 US

+1 309 205 3325 US

+1 312 626 6799 US (Chicago)

+1 360 209 5623 US

+1 386 347 5053 US

+1 507 473 4847 US

+1 564 217 2000 US

+1 646 558 8656 US (New York)

+1 646 931 3860 US

+1 689 278 1000 US

+1 301 715 8592 US (Washington DC)

+1 305 224 1968 US

888 475 4499 US Toll-free

833 548 0276 US Toll-free

833 548 0282 US Toll-free

877 853 5257 US Toll-free

Meeting ID: 857 9493 1121

Passcode: 124920

Join by Skype for Business

<https://agnewbeck.zoom.us/skype/85794931121>

**Alaska Department of Transportation and Public Facilities
 Birchwood Airport Master Plan Update
 Stakeholder Advisory Group (SAG) Meeting #3 – December 14, 2022**



How to Connect

- To join for video, screenshare and audio:
 - Click here:
 - <https://agnewbeck.zoom.us/j/85794931121?pwd=YzN1UmhqdmxRelkQZlJQYUhh1a2FDdz09>
- To join for audio only:
 - Dial: 1-888-475-4499 (Toll Free)
 - Meeting ID: 857 9493 1121#
 - Passcode: 124920#

Objectives

Share and get SAG input on:

- Stakeholder feedback on draft airport layout alternatives.
- Revised airport layout alternatives that respond to stakeholder feedback.
- Planning process, schedule, and next steps.

Agenda

Item	Timing
3:00 – 3:30 p.m.	Welcome & Introductions <ul style="list-style-type: none"> • Land Acknowledgement • Process & Schedule – what are we doing today and what happens next (and when)
3:30 – 4:45 p.m.	Discussion: Draft Layout Alternatives <ul style="list-style-type: none"> • Summary of Stakeholder Feedback – November 12th Workshop and others • Revised Layout Alternatives 2 – 4: <ul style="list-style-type: none"> ○ How stakeholder input has been addressed (or not), other considerations
4:45 – 5:00 p.m.	Wrap-Up <ul style="list-style-type: none"> • Key Takeaways & Next Steps • Closing Comments & Questions

Summary of Project Milestones/Public Involvement

Year	Quarter	Overall Project Schedule	Public Involvement Milestones
2022	Oct, Nov, Dec	<ul style="list-style-type: none"> • Finalize Land Use Assessment • Finalize Public-Private Partnership Analysis 	<ul style="list-style-type: none"> • Public charrette/workshop (meeting #3) • SAG meeting #3 • Provide ongoing updates via social media and the project website • Public comment period ends
2023	Jan, Feb, Mar	<ul style="list-style-type: none"> • Prepare final draft Alternatives and Recommendations Report 	<ul style="list-style-type: none"> • Provide ongoing updates via social media and the project website
	Apr, May, June	<ul style="list-style-type: none"> • Prepare draft Airport Layout Plan • Draft Airport Master Plan Update released for public review 	<ul style="list-style-type: none"> • SAG meeting #4 • Public meeting #4 • Public comment period starts and ends • Provide ongoing updates via social media and the project website
	July, Aug	<ul style="list-style-type: none"> • Finalize Airport Master Plan Update • Finalize Airport Layout Plan 	<ul style="list-style-type: none"> • Announce the release of the final plans via social media and the project website

Stakeholder Advisory Group (SAG)

The SAG is providing feedback on the planning process and draft deliverables:

DOT&PF	Aircraft Owners & Pilots Association	Alaska Railroad	Birchwood Airport Association
Birchwood Civil Air Patrol	Birchwood Community Council	Birchwood Recreation & Shooting Park	Eklutna, Inc.
NOTE: The SAG is not a voting or decision-making body.	Native Village of Eklutna	Talon Hangar Condominium Association, Inc.	

Birchwood Airport Master Plan Update

Project No. CFAPT00354/AIP 3-02-0034-008-2018

Stakeholder Advisory Group Meeting #3

Prepared for Alaska Department of Transportation &
Public Facilities

*Presented and facilitated by HDL Engineering Consultants &
Agnew::Beck Consulting*

December 14, 2022; 3:00 – 5:00 PM (virtual)



Land Acknowledgement

*Dena'inaq e'nen'aq'
gheshtnu ch'q'u yeshdu. (Dena'ina)*

Translation by J. Isaak and S. Shaginoff-Stuart

*I live and work on the
land of the Dena'ina. (English)*

Stakeholder Advisory Group (SAG)

The SAG is providing feedback on the planning process and draft deliverables:

DOT&PF

Aircraft Owners
& Pilots
Association

Alaska Railroad

Birchwood
Airport
Association

Birchwood Civil
Air Patrol

Birchwood
Community
Council

Birchwood
Recreation &
Shooting Park

Eklutna, Inc.

NOTE: The SAG is not a voting or decision-making body.

Native Village of
Eklutna

Talon Hangar
Condominium
Association, Inc.

Project Schedule



Community involvement

occurs throughout, including interviews, stakeholder working group meetings, and **three public meetings.**



Summary of Project Milestones/Public Involvement

Year	Quarter	Overall Project Schedule	Public Involvement Milestones
2022	Oct, Nov, Dec	<ul style="list-style-type: none"> Finalize Land Use Assessment Finalize Public-Private Partnership Analysis 	<ul style="list-style-type: none"> Public charrette/workshop (meeting #3) SAG meeting #3 Provide ongoing updates via social media and the project website Public comment period ends
2023	Jan, Feb, Mar	<ul style="list-style-type: none"> Prepare final draft Alternatives and Recommendations Report 	<ul style="list-style-type: none"> Provide ongoing updates via social media and the project website
	Apr, May, June	<ul style="list-style-type: none"> Prepare draft Airport Layout Plan Draft Airport Master Plan Update released for public review 	<ul style="list-style-type: none"> SAG meeting #4 Public meeting #4 Public comment period starts and ends Provide ongoing updates via social media and the project website
	July, Aug	<ul style="list-style-type: none"> Finalize Airport Master Plan Update Finalize Airport Layout Plan 	<ul style="list-style-type: none"> Announce the release of the final plans via social media and the project website

Progress Since October 2021

- Second Stakeholder Advisory Group and Public Meetings (Fall 2021)
- Airport Stakeholder Survey (Spring 2022)
- Project Received Additional Funding Based on Public Involvement (Summer 2022)
- DOT Decision to Plan for Existing Runway Length & Width (Summer 2022)
- Public-Private Partnership Summary

What's Changed with the Alternatives (November to December 2022)

Alternative 1:

- No changes

Alternative 2:

- Renamed Runway 02R/20L to Runway 02S/20S.
- Added ski-plane turnarounds at each threshold of Runway 02S/20S.
- Showed removed sections of Taxiway A as maintained grass area for emergency glider landing operations.
- Relocated Taxiway D to intersect threshold of Runway 20S.
- Showed PAPI's installed on northeast side of main Runway 02L/20R to keep emergency glider landing area clear of visual aids.
- Showed section of apron between southwest section of Taxiway B and lease lots as paved to reduce FOD.
- Relocated weather station from the Transient Apron to newly acquired land south of the airport.
- Ensured that access is maintained around southwest side of new airport property for adjacent landowners and trail users.
- Re-aligned the access road to the Southeast Apron to be outside of the OFA/OFZ of Runway 02S/20S.
- Installed a supplemental wind cone on east side of airport.

What's Changed with the Alternatives (November to December 2022)

Alternative 3:

- Renamed Runway 02S/20L to Runway 02S/20S.
- Added ski-plane turnarounds at each threshold of Runway 02S/20S.
- Showed PAPI's installed on northeast side of main Runway 02L/20R to keep emergency glider landing area north of gravel runway clear of visual aids.
- Showed section of apron between southwest section of Taxiway B and lease lots as paved to reduce FOD.
- Relocated weather station from the Transient Apron to newly acquired land south of the airport.
- Ensured that access is maintained around southwest side of new airport property for adjacent landowners and trail users.
- Installed a supplemental wind cone on southeast side of airport.

Alternative 4:

- Renamed Runway 02R/20L to Runway 02S/20S.
- Showed PAPI's installed on northeast side of main Runway 02L/20R to keep emergency glider landing area on east side of 02R/20L.
- Showed section of apron between southwest section of Taxiway B and lease lots as paved to reduce FOD.
- Relocated weather station from the Transient Apron to newly acquired land south of the airport.
- Installed a supplemental wind cone on southeast side of airport

Evaluation of Alternatives

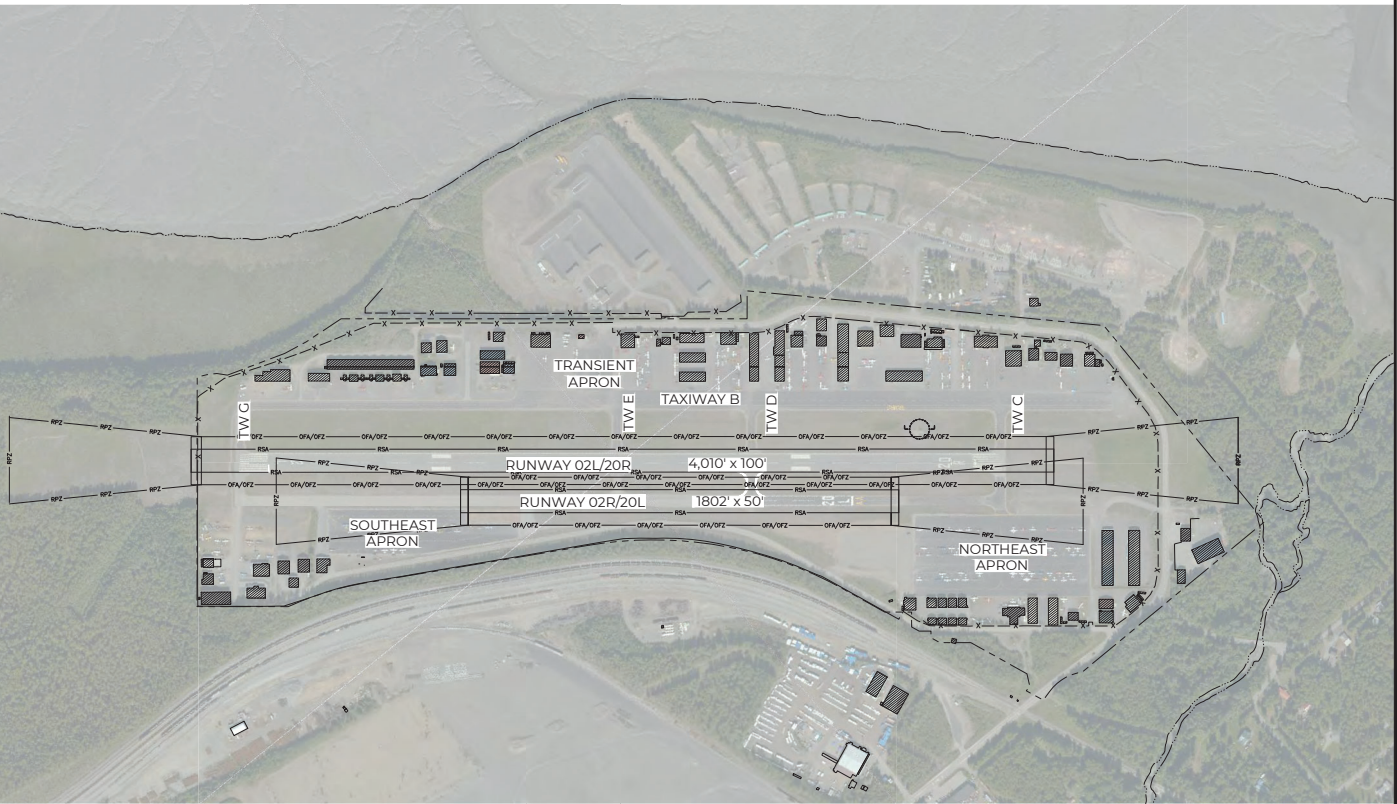
Currently evaluating alternatives based on the following criteria:

- Safety
- Environmental Impacts
- Airspace and Obstructions
- Land Use
- Meeting Demand for Additional Lease Lots
- Revenue Generation
- Maintenance Cost
- Capital Cost

Summary of Project Milestones/Public Involvement

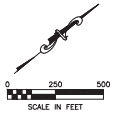
Year	Quarter	Overall Project Schedule	Public Involvement Milestones
2022	Oct, Nov, Dec	<ul style="list-style-type: none"> Finalize Land Use Assessment Finalize Public-Private Partnership Analysis 	<ul style="list-style-type: none"> Public charrette/workshop (meeting #3) SAG meeting #3 Provide ongoing updates via social media and the project website Public comment period ends
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	July, Aug	<ul style="list-style-type: none"> Finalize Airport Master Plan Update Finalize Airport Layout Plan 	<ul style="list-style-type: none"> Announce the release of the final plans via social media and the project website

ALTERNATIVE 1 - NO BUILD



LEGEND

	RUNWAY SAFETY AREA
	OBJECT FREE AREA/ZONE
	RUNWAY PROTECTION ZONE

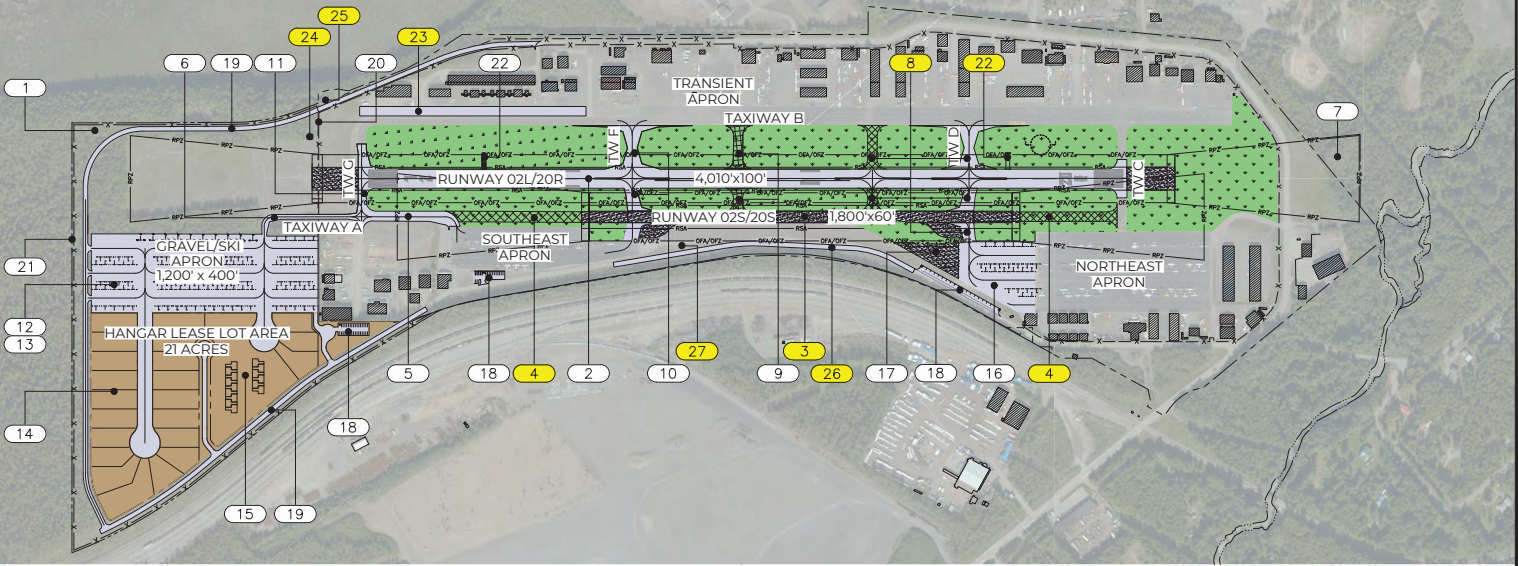


BIRCHWOOD AIRPORT MASTER PLAN		
EXHIBIT - ALTERNATIVE 1		
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES/CR		
BIRCHWOOD, ALASKA		
DATE: 11-7-2022	DRAWN BY: TA/TC	SHEET: 1
SCALE: 1" = 250'	CHECKED BY: MS	JOB NO.: 20-014

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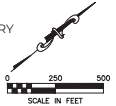
ALTERNATIVE 2

- | | | |
|--|--|---|
| 1 ACQUIRE AIRPORT PROPERTY (APPROX. 61 ACRES) | 11 RECONSTRUCT EXISTING TAXIWAY G | 20 REMOVE EXISTING FENCING |
| 2 RECONSTRUCT RUNWAY 02L/20R | 12 CONSTRUCT NEW GRAVEL/SKI APRON (94 SMALL TIE-DOWNS; 10 LARGE TIE-DOWNS; 14 TRANSIENT TIE-DOWNS) | 21 CONSTRUCT NEW PERIMETER FENCING |
| 3 RECONSTRUCT RUNWAY 02R/20L WITH SKI-PLANE TURNAROUNDS AND RENAME 02S/20S | 13 INSTALL ELECTRICAL OUTLETS AT NEW TIE-DOWN SPACES | 22 INSTALL NEW PAPI |
| 4 REMOVE TAXIWAY A SEGMENTS; RE-GRADE AREA FOR EMERGENCY GLIDER LANDING OPERATIONS | 14 NEW HANGAR LEASE LOT AREA | 23 PAVE TAXIWAY SHOULDER/APRON AREA TO LEASE LINES TO REDUCE FOD |
| 5 RECONSTRUCT TAXIWAY A | 15 NEW T-HANGAR LEASE LOT AREA | 24 RELOCATE WEATHER STATION |
| 6 CONSTRUCT TAXIWAY A EXTENSION | 16 EXPAND NORTHEAST APRON (25 SMALL TIE-DOWNS) | 25 PROVIDE UNRESTRICTED ACCESS TO NEIGHBORING PROPERTY AND TRAIL SYSTEM |
| 7 ACQUIRE AIRPORT PROPERTY (APPROX. 12 ACRES) | 17 CONSTRUCT SUMMER AIRCRAFT TIE-DOWN AREA/WINTER SNOW STORAGE AREA (8 SMALL TIE-DOWNS) | 26 RE-ALIGN ACCESS ROAD OUTSIDE OF OFA/OFZ |
| 8 REMOVE EXISTING TAXIWAY D & CONSTRUCT NEW TAXIWAY D | 18 DEVELOP NEW VEHICLE PARKING AREA WITH PORTABLE PUBLIC RESTROOM FACILITIES | 27 INSTALL SUPPLEMENTAL WIND CONE |
| 9 REMOVE EXISTING TAXIWAY E | 19 CONSTRUCT ACCESS ROADS | |
| 10 CONSTRUCT NEW TAXIWAY F | | |



LEGEND

- | | |
|-------------------------------------|------------------------------------|
| HANGAR DEVELOPMENT AREAS | PROPOSED AIRPORT PROPERTY BOUNDARY |
| NEW GRASS AREA | NEW FENCE |
| NEW PAVEMENT | RUNWAY SAFETY AREA |
| NEW GRAVEL SURFACE | OBJECT FREE AREA/ZONE |
| PARKING & PORTABLE PUBLIC RESTROOMS | RUNWAY PROTECTION ZONE |
| AIRCRAFT TIE-DOWN | CHANGES COMPARED TO 11-7-2022 |

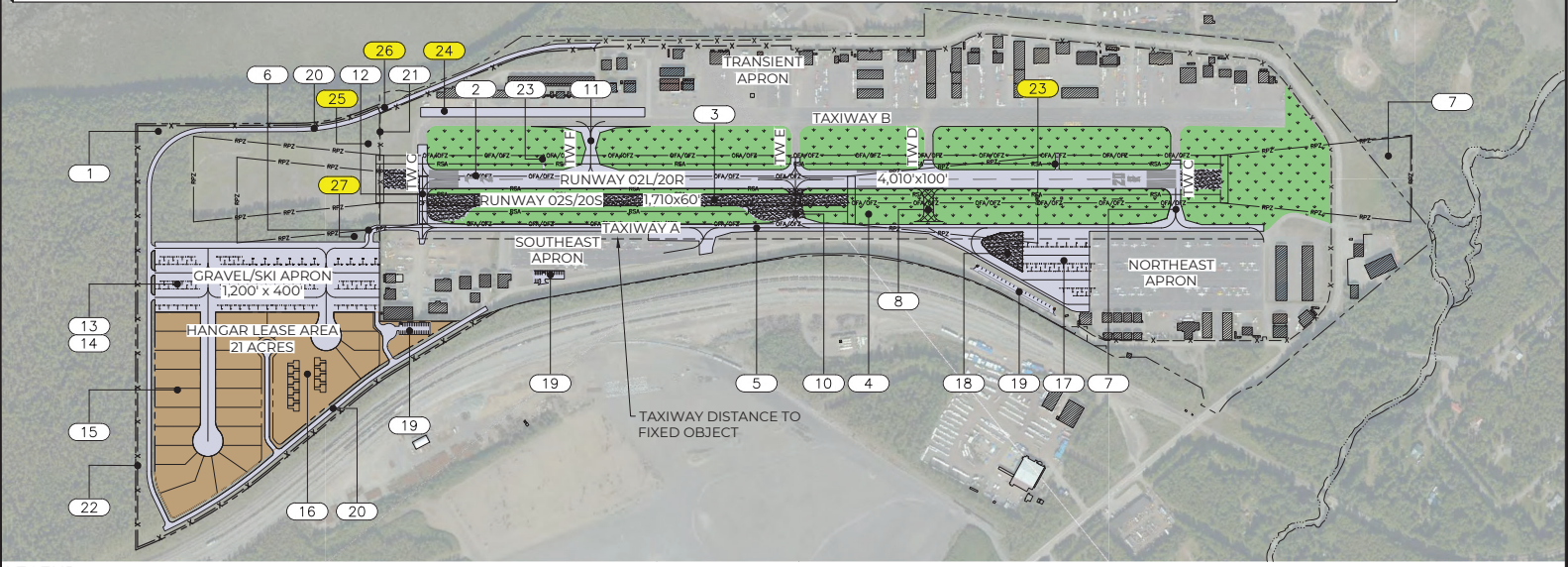


BIRCHWOOD AIRPORT MASTER PLAN EXHIBIT - ALTERNATIVE 2 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES/CR BIRCHWOOD, ALASKA		
DATE: 12-14-2022	DRAWN BY: TA/TC	SHEET: 2
SCALE: 1" = 250'	CHECKED BY: MS	JOB NO.: 20-014

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ALTERNATIVE 3

- | | | |
|---|---|---|
| 1 ACQUIRE AIRPORT PROPERTY (APPROX. 61 ACRES) | 12 RECONSTRUCT EXISTING TAXIWAY G | 22 CONSTRUCT NEW PERIMETER FENCING |
| 2 RECONSTRUCT RUNWAY 02L/20R | 13 CONSTRUCT NEW APRON (62 SMALL TIE-DOWNS; 10 LARGE TIE-DOWNS; 14 TRANSIENT TIE-DOWNS) | 23 INSTALL NEW PAPI |
| 3 CONSTRUCT NEW "SHOULDER" GRAVEL/SKI RUNWAY 02S/20S WITH SKI-PLANE TURNAROUNDS | 14 INSTALL ELECTRICAL OUTLETS AT TIE-DOWN SPACES | 24 PAVE TAXIWAY SHOULDER/ APRON AREA TO LEASE LINES TO REDUCE FOD |
| 4 REMOVE EXISTING RUNWAY 02R/20L | 15 CONSTRUCT NEW HANGAR LEASE AREA | 25 RELOCATE WEATHER STATION |
| 5 RELOCATE AND RECONSTRUCT TAXIWAY A TO PROVIDE REQUIRED RUNWAY SEPARATION | 16 CONSTRUCT NEW T-HANGAR LEASE AREA | 26 PROVIDE UNRESTRICTED ACCESS FROM NEIGHBORING PROPERTY AND TRAIL SYSTEM |
| 6 CONSTRUCT TAXIWAY A EXTENSION | 17 EXPAND NORTHEAST APRON (29 SMALL TIE-DOWNS) | 27 INSTALL SUPPLEMENTAL WIND CONE |
| 7 ACQUIRE AIRPORT PROPERTY (APPROX. 1.2 ACRES) | 18 CONSTRUCT SUMMER AIRCRAFT TIE-DOWN AREA/WINTER SNOW STORAGE AREA (5 SMALL TIE-DOWNS) | |
| 8 RECONSTRUCT TAXIWAY C | 19 DEVELOP NEW VEHICLE PARKING AREA WITH PORTABLE PUBLIC RESTROOM FACILITIES | |
| 9 REMOVE PORTION OF EXISTING TAXIWAY D | 20 CONSTRUCT ACCESS ROADS | |
| 10 RECONSTRUCT EXISTING TAXIWAY E | 21 REMOVE EXISTING FENCE | |
| 11 CONSTRUCT NEW TAXIWAY F | | |



LEGEND

HANGAR DEVELOPMENT AREAS	PROPOSED AIRPORT PROPERTY BOUNDARY
NEW GRASS AREA	NEW FENCE
NEW PAVEMENT	RUNWAY SAFETY AREA
NEW GRAVEL SURFACE	OBJECT FREE AREA/ZONE
PARKING & PORTABLE PUBLIC RESTROOMS	RUNWAY PROTECTION ZONE
AIRCRAFT TIE-DOWN	CHANGES COMPARED TO 11-7-2022

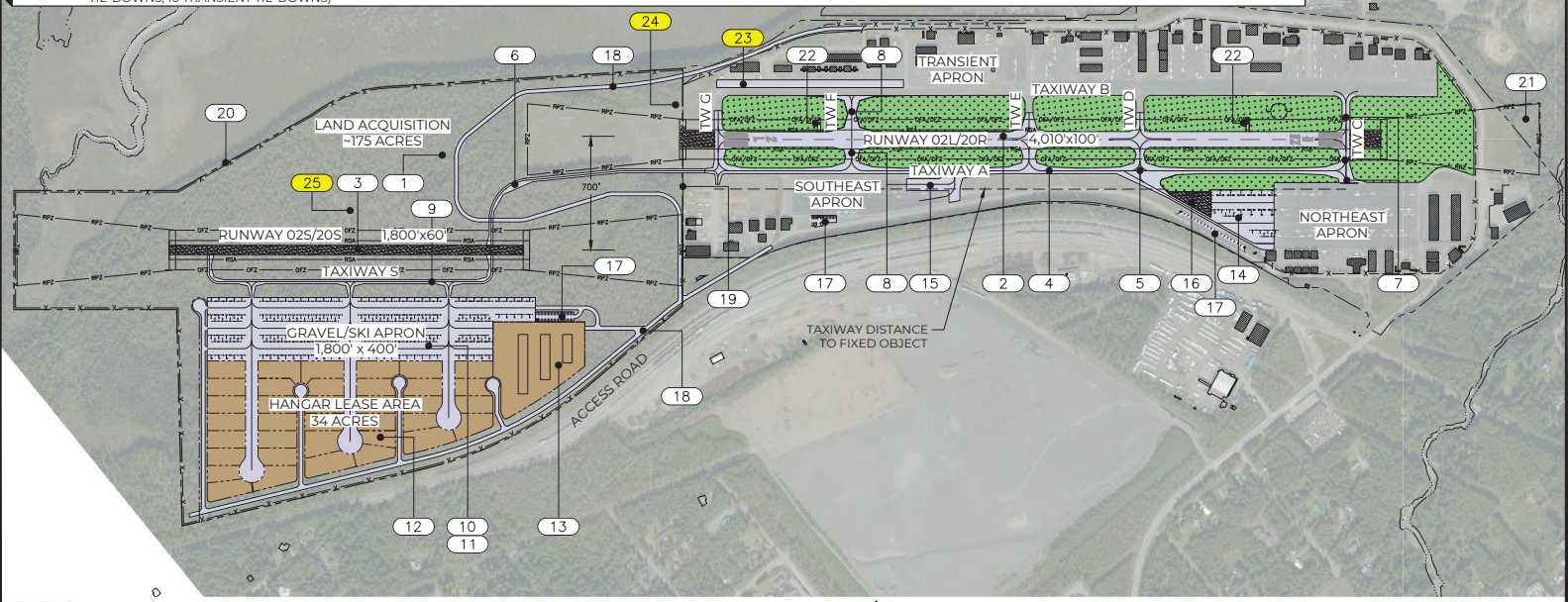
**BIRCHWOOD AIRPORT MASTER PLAN
EXHIBIT - ALTERNATIVE 3
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES/CR
BIRCHWOOD, ALASKA**

DATE: 12-12-2022	DRAWN BY: TA/TC	SHEET: 3
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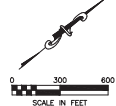
ALTERNATIVE 4

- | | | |
|---|---|--|
| 1 ACQUIRE AIRPORT PROPERTY (APPROX. 175 ACRES) | 11 INSTALL ELECTRIC OUTLETS AT NEW TIE-DOWNS | 19 REMOVE EXISTING FENCE |
| 2 RECONSTRUCT RUNWAY 02L/20R | 12 NEW HANGAR LEASE LOT AREA | 20 CONSTRUCT NEW PERIMETER FENCING |
| 3 CONSTRUCT NEW GRAVEL/SKI RUNWAY 02S/20S | 13 NEW T-HANGAR LEASE AREA | 21 ACQUIRE AIRPORT PROPERTY (APPROX. 12 ACRES) |
| 4 REMOVE EXISTING RUNWAY 02R/20L | 14 EXPAND NORTHEAST APRON (11 SMALL TIE-DOWNS) | 22 CONSTRUCT NEW PAPI |
| 5 RECONSTRUCT TAXIWAY A | 15 EXPAND SOUTHEAST APRON | 23 PAVE TAXIWAY SHOULDER/APRON AREA TO LEASE LINES TO REDUCE FOD |
| 6 CONSTRUCT TAXIWAY A EXTENSION | 16 CONSTRUCT SUMMER AIRCRAFT TIE-DOWN AREA/WINTER SNOW STORAGE AREA (4 TIE-DOWNS) | 24 RELOCATE WEATHER STATION |
| 7 RECONSTRUCT TAXIWAY C | 17 DEVELOP NEW VEHICLE PARKING AREA WITH PORTABLE PUBLIC RESTROOM FACILITIES | 25 INSTALL SUPPLEMENTAL WIND CONE |
| 8 CONSTRUCT NEW TAXIWAY F | 18 CONSTRUCT ACCESS ROADS | |
| 9 CONSTRUCT NEW TAXIWAY S | | |
| 10 CONSTRUCT NEW GRAVEL/SKI APRON (184 SMALL TIE-DOWNS; 10 TRANSIENT TIE-DOWNS) | | |



LEGEND

HANGAR DEVELOPMENT AREAS	PROPOSED AIRPORT PROPERTY BOUNDARY
NEW GRASS AREA	NEW FENCE
NEW PAVEMENT	RUNWAY SAFETY AREA
NEW GRAVEL SURFACE	OBJECT FREE AREA/ZONE
PARKING & PORTABLE PUBLIC RESTROOMS	RUNWAY PROTECTION ZONE
AIRCRAFT TIE-DOWN	CHANGES COMPARED TO 11-7-2022



**BIRCHWOOD AIRPORT MASTER PLAN
EXHIBIT - ALTERNATIVE 4
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES/CR
BIRCHWOOD, ALASKA**

DATE: 12-13-2022	DRAWN BY: TA/TC	SHEET: 4
SCALE: 1" = 300'	CHECKED BY: MS	JOB NO.: 20-014

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Alaska Department of Transportation and Public Facilities Birchwood Airport Master Plan (AMP) Update:

Stakeholder Advisory Group (SAG) Meeting #3 – NOTES

December 14, 2022; 3:00 – 5:00 pm

Participants (see Guiding Slide 3 for full listing of SAG entities)



SAG Members

- Aircraft Owners and Pilots Association: Rob Stapleton
- Alaska Department of Transportation & Public Facilities (DOT&PF): Philana Miles (Birchwood AMP Project Manager), James Sowerwine (Right of Way Manager)
- Alaska Railroad Corporation: Brian Lindemood (absent)
- Birchwood Airport Association: Abe Harman
- Birchwood Community Council: Val Jokela
- Birchwood Recreation and Shooting Park: Jim Stoneking
- Civil Air Patrol: Wally Parks, Jeff Banks (also representing glider community)
- Eklutna, Inc.: Kyle Smith
- Native Village of Eklutna Carrie Brophil, Marc Lamoreaux
- Talon Hangar Association: Dennis Serie

Other Airport Users Present

- Alaska Mountain Soaring Association: Pete Brown

Other Invited Participants

- Federal Aviation Administration (FAA): Jonathan Lindquist and Carley Wallace (absent)

Project Consultants

- HDL Engineering Consultants: Mark Swenson (Consultant Project Manager), Heather Campfield, Erik Jordt
- Agnew::Beck Consulting: Shelly Wade (Public Involvement, Land Use and 3P Lead), Meg Friedenauer

Objectives

Share and get SAG input on:

- Stakeholder feedback on draft airport layout alternatives.
- Revised airport layout alternatives that respond to stakeholder feedback.
- Planning process, schedule, and next steps.

Project Schedule & Key Milestones (See Guiding Slides 4 – 6 for additional detail)

The revised schedule includes:

- Draft Plan Development, Release, and Review – Fall 2022 to Winter 2023 (currently happening). Includes the *Preliminary* Airport Master Plan Update, Layout and Aeronautical Survey and ongoing public outreach.
 - Finalize Land Use Assessment
 - Finalize Public-Private partnership analysis
 - Host public workshop #3
 - Host SAG meeting # 3
 - Provide ongoing updated via social media and on the project website

- Public comment period ends
- Plan Refinement and Finalization – Spring/Summer 2023. Includes the *Final* Airport Master Plan Update, Layout, and Aeronautical Survey.
 - Prepare final draft Alternatives and Recommendation Report
 - Provide ongoing updates via social media and the project website
 - Prepare draft Airport Layout Plan
 - Draft Airport Master Plan Update released for public review
 - Host SAG meeting #4 and public meeting #4
 - Public comment period
 - Ongoing updates via social media and the project website
 - Finalize Airport Master Plan Update
 - Finalize Airport Layout Plan
 - Announce the release of the final plans via social media and the project website

Progress Since October 2021:

- Second Stakeholder Advisory Group and Public Meetings (Fall 2021)
- Airport Stakeholder Survey (Spring 2022)
- Project Received Additional Funding Based on Public Involvement (Summer 2022)
- DOT Decision to Plan for Existing Runway Length & Width (Summer 2022)
- Public-Private Partnership Summary

What’s Changed with the Alternatives, November to December 2022 (See Guiding Slides 7 and 8)

Each public comment received regarding the alternatives as presented at the November 12th workshop was logged and considered in the versions we are sharing today with the SAG. If a comment isn’t addressed, we can discuss why that wasn’t included in the revisions. The comments from the November 12th workshop are captured in the “Results Summary” and posted on the website. The entire public comment tracker will be shared with the SAG in late December 2022/early January 2023.

Key Points

- Highest level of support was for Alternative 2 with some adjustments. Checks most of the boxes/criteria that will be used to evaluate all alternatives (see below).
- Changing the 02R/20L designation was discussed at length at the open house. Each alternative proposes changing the designation to 02S/20S for the gravel runway and changing the main runway designation to 02S/20S to address issues of safety and confusion over the radio. The use of ‘S’ was chosen given it is what is used for the Wasilla and Palmer airports designation of ‘S’ for gravel runways.
- Land acquisition – the master plan will outline how land acquisition will be addressed. There is a potential meeting in January with DOT&PF, Eklutna, FAA, and the consultant team. The results from that discussion will be shared after the meeting.

Alternative 1 – See Slide 7

- No changes – maintaining the status quo. This is not a sustainable option for the State as FAA wants inline taxiways removed from the gravel runways.
- ***No Discussion.***

Alternative 2 – See Slide 7

Summary of changes

- Renamed Runway 02R/20L to Runway 02S/20S.
- Added ski-plane turnarounds at each threshold of Runway 02S/20S.
- Showed removed sections of Taxiway A as maintained grass area for emergency glider landing operations.
- Relocated Taxiway D to intersect threshold of Runway 20S.
- Showed PAPI's installed on northeast side of main Runway 02L/20R to keep emergency glider landing area clear of visual aids.
- Showed section of apron between southwest section of Taxiway B and lease lots as paved to reduce FOD (foreign object debris.)
- Relocated weather station from the Transient Apron to newly acquired land south of the airport.
- Ensured that access is maintained around southwest side of new airport property for adjacent landowners and trail users.
- Re-aligned the access road to the Southeast Apron to be outside of the OFA/OFZ of Runway 02S/20S.
- Installed a supplemental wind cone on east side of airport.

Discussion – Comments (from SAG/public) and Responses (from Consultant Team)

- **Comment** – emergency glider operations – the glider operators' preference was to relocate everything out of infield areas between main runways and Taxiway Bravo.
 - **Response** – the design would not maintain safe grades, but we tried to provide room on the other side and suggests airport maintenance maintain the grass as short as possible and remove all obstructions so the area in front of the gravel runway or beyond it could be used.
- **Comment** – the Southeast Apron is below grade.
 - **Response** – we can recommend that when the runway 02S/20S is redone, it will be brought up to grade be paved beyond that to create more room for emergency operations. Glider operators and others agree this option is a good solution.
- **Comment** – Can the existing road between the NW apron and SE apron be made into a taxiway or shared use?
 - **Response** – we talked to FAA about this and a shared use component like this would have to be designed to taxiway standards, but taxiway cannot fit in that area. We also talked with the AK Railroad about an option to develop the buffer between the railroad and the road and they were not receptive to that idea. We don't see an option or space for a shared use space in that area.
- **Comment** – Are there any creative ways to utilize space near NE apron to create more lease lots?
 - **Response** – we have posed that question to DOT&PF and awaiting an answer. If it's feasible, it will be included in the alternative.
- **Comment** – Is an “elephant ear” or turnaround possible to add to the main runway?
 - **Response** – there may be an area/space beyond Taxiway Charlie to the north – there is space there to do “run ups.” The area of concern from operators is on the Taxiway Gulf side with a turnout near Gulf and Bravo or make Gulf wider to alleviate congestion. We will work something up to try to address that issue.

- **Comment** – Runway renaming “S” seems confusing and users likely won’t use it but will call it “gravel.”
 - **Response** – about five people at the public meeting were interested in seeing that runway renamed from 02L and 02R. We will ask the FAA about using “G” instead of “S”, infers “glider” or “gravel.”
- **Comment** – Some of the alternatives includes expansion that could affect cultural resources on nearby property. Local Tribes are being consulted and are part of the SAG.
 - **Related Comment** – Native Village of Eklutna is OK with the Alternative 2 which maintains the wildlife corridor but would need more information about some of the cultural resources in nearby woods if more expansion was discussed.
- **Comment from Consulting Team** – Regarding item #7 (acquire airport property – 12 acres), that sliver of land is an aeronautical easement. We show it on the alternatives as acquiring the parcel because it’s assumed the ultimate plan or goal would be to have fee simple rights to the property. Does that work for DOT? (DOT had no comment.)
 - **Response from SAG Member** – Shooting Park is fine with it remaining an easement and mowed down to grass but routing a different way would require the shooting range to reroute the archery walkway.
 - **Response from Consulting Team** – We will plan on continue to show that as an aeronautical easement if agreeable to DOT. If DOT has conflict, consulting team will discuss with Shooting Park.
- **Comment** – Alternative 2 would require more plowing and where will the additional snow be stored?
 - **Response** – Each alternative has a discussion of snow storage areas.
- **Comment** – Regarding relocation of the weather station – has there been a survey in moving from the center of the airport to an end? The winds can change from one end of the airport to the other. Other users commented that pilots usually use the windsocks to gauge wind on approach and moving the weather station would not negatively impact use. Other users commented that it makes sense to move the weather station from the congested area. One of the advantages of moving it would be to allow for more tie-down space.
 - **Response** – We moved the weather station to remove it from a congested area and because there isn’t the required clearance around it right now. There has not been a weather survey done. The advantage of moving is that more space would open for potential tie-downs.
- **Comment** – Will the need for larger glider tiedowns be included?
 - **Response** – Yes, larger aircraft or glider tie-downs will be included. They are shown currently on the plan in the new apron on the southside, but a better spot would be on the expansion on the northeast apron; awaiting more discussion with FAA on this point. Consultants are hoping to include 10 spaces for larger aircraft, ideally pull-through spaces facing the mountains in the new apron area to accommodate more ski-type aircraft.
- Alternative 2 is likely going to be the recommended alternative by the contracting team; FAA and DOT&PF will consider that recommendation but make final decision.

Alternative 3 – Slide 8

- Renamed Runway 02S/20L to Runway 02S/20S.
- Added ski-plane turnarounds at each threshold of Runway 02S/20S.
- Showed PAPI’s installed on northeast side of main Runway 02L/20R to keep emergency glider landing area north of gravel runway clear of visual aids.

- Showed section of apron between southwest section of Taxiway B and lease lots as paved to reduce FOD.
- Relocated weather station from the Transient Apron to newly acquired land south of the airport.
- Ensured that access is maintained around southwest side of new airport property for adjacent landowners and trail users.
- Installed a supplemental wind cone on southeast side of airport.

Discussion – Comments (from SAG/public) and Responses (from Consultant Team)

- No discussion. This alternative did not receive support.

Alternative 4 – Slide 8

- Renamed Runway 02R/20L to Runway 02S/20S.
- Showed PAPI's installed on northeast side of main Runway 02L/20R to keep emergency glider landing area on east side of 02R/20L.
- Showed section of apron between southwest section of Taxiway B and lease lots as paved to reduce FOD.
- Relocated weather station from the Transient Apron to newly acquired land south of the airport.
- Installed a supplemental wind cone on southeast side of airport.
- This alternative has the most impact to land, cultural resources, wildlife, and several other challenges.

Discussion – Comments (from SAG/public) and Responses (from Consultant Team)

- In most public input and subsequent discussions – general agreement this alternative is not feasible and is not supported.

Next Steps

- The contracting team will work with DOT&PF to prepare the full draft plan, including continued evaluation of layout alternatives, incorporation of public and SAG comments, and ultimately, recommend or identify a preferred alternative. Evaluation criteria for the alternatives analysis:
 - Safety
 - Environmental Impacts
 - Airspace and Obstructions
 - Land Use
 - Meeting Demand for Additional Lease Lots
 - Revenue Generation
 - Maintenance Cost
 - Capital Cost
- The full draft master plan is slated for SAG and public review Spring 2023.

Heather A. Campfield

From: Shelly Wade <shelly@agnewbeck.com>
Sent: Thursday, December 29, 2022 7:16 AM
To: Shelly Wade
Cc: Miles, Philana C (DOT)
Subject: Follow-Up from 12/14/22 BCV Airport Master Plan Update: SAG Meeting #3
Attachments: 12-14-22_Birchwood AMP_SAG Mtg #3_Agenda.pdf; 12-14-22_BCV_SAGMtg#3_GuidingSlides.pdf; 12-14-22_BCVAirportLayoutAlternatives_forSAGReview.pdf; 12-14-22_BCV AMP_SAGMtg#3_Notes.pdf

Good morning, Birchwood Airport Master Plan SAG Members –

We hope this message finds you and your healthy, safe, and enjoying some holiday/down time with family and friends.

I am writing today to thank you for our productive December 14th meeting and to share the following:

- LINKED BELOW – 12/14/22 SAG Meeting Recording:
 - https://agnewbeck.zoom.us/rec/share/aWcTRVyPeAgX3ZnVpbrkjKv_7mupiQwXzQqbBwrMVgNJfDZ71dC-vGGPgljQff4.phQkVpouuwzlhxC
 - Passcode: %sj*0nCD
- ATTACHED – 12/14/22 SAG Meeting Agenda (previously shared), Guiding Slides (previously shared), Layout Alternatives (previously shared), and Notes (**NEW!**)

We are also updating the project website to include the 12/14/22 SAG materials and to share our next steps. As shared at our December meeting, the project team is continuing to evaluate the alternatives and preparing other components of the Draft Master Plan Update, slated for release in Spring 2023. We are also continuing to interview key stakeholders, including individuals that can provide input on the land acquisition section of the draft master plan.

We will look forward to reconnecting with you in the next few months (we have one more SAG meeting on the books!), but please call, text, or email anytime if you have any comments, questions, or concerns about the master planning process.

Finally, another huge thanks from our team to all of you for your dedication and commitment to the SAG and for your patience with the process. We look forward to working with you all in the new year.

Happy and Safe New Year!

Shelly

Shelly Wade, AICP

907.242.5326 Cell (call or text) | shelly@agnewbeck.com

Dena'inaq efenen'aq' gheshtnu ch'q'u yeshdu. (Dena'ina) *I live and work on the land of the Dena'ina. (English)*

Translation by J. Isaak and S. Shaginoff-Stuart

AGNEWBECK
Celebrating 20 years!

From: Shelly Wade

Sent: Wednesday, December 14, 2022 10:31 AM

To: Shelly Wade <shelly@agnewbeck.com>

Cc: Miles, Philana C (DOT) <philana.miles@alaska.gov>

Subject: Materials for 12/14 Birchwood Airport Master Plan Update: Stakeholder Advisory Group (SAG) Meeting #3 -

VIRTUAL

Importance: High

Good morning, everyone –

We hope this message finds you safe and warm. Attached, please find materials for today's (Wed, 12/14) Birchwood SAG meeting. Virtual connect info is below and on the agenda.

See you online at 3:00 today!

Best,
Shelly

Shelly Wade, AICP

907.242.5326 Cell (call or text) | shelly@agnewbeck.com

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From: Shelly Wade

Subject: Birchwood Airport Master Plan Update: Stakeholder Advisory Group (SAG) Meeting #3 - VIRTUAL

When: Wednesday, December 14, 2022 3:00 PM-5:00 PM (UTC-09:00) Alaska.

Where: <https://agnewbeck.zoom.us/j/85794931121?pwd=YzN1UmhqdmxReldQZlJQYUh1a2FDdz09>

Importance: High

Join Zoom Meeting

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Meeting ID: 857 9493 1121

Passcode: 124920

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+1 669 900 9128 US (San Jose)

+1 719 359 4580 US

+1 253 205 0468 US

+1 309 205 3325 US

+1 312 626 6799 US (Chicago)

+1 360 209 5623 US

+1 386 347 5053 US

+1 507 473 4847 US

+1 564 217 2000 US

+1 646 558 8656 US (New York)

+1 646 931 3860 US

+1 689 278 1000 US

+1 301 715 8592 US (Washington DC)

+1 305 224 1968 US

888 475 4499 US Toll-free

833 548 0276 US Toll-free

833 548 0282 US Toll-free

877 853 5257 US Toll-free

Meeting ID: 857 9493 1121

Passcode: 124920

Join by Skype for Business

<https://agnewbeck.zoom.us/skype/85794931121>

From: [Shelly Wade](#)
To: [Shelly Wade](#)
Cc: [Miles, Philana C \(DOT\)](#)
Subject: Follow-Up from 12/14/22 BCV Airport Master Plan Update: SAG Meeting #3
Date: Thursday, December 29, 2022 7:16:06 AM
Attachments: [image001.png](#)
[12-14-22 Birchwood AMP SAG Mtg #3 Agenda.pdf](#)
[12-14-22 BCV SAGMtg#3 GuidingSlides.pdf](#)
[12-14-22 BCVAirportLayoutAlternatives forSAGReview.pdf](#)
[12-14-22 BCV AMP SAGMtg#3 Notes.pdf](#)

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Importance: High

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+1 564 217 2000 US
+1 646 558 8656 US (New York)
+1 646 931 3860 US
+1 689 278 1000 US
+1 301 715 8592 US (Washington DC)
+1 305 224 1968 US
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877 853 5257 US Toll-free

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Passcode: 124920

Join by Skype for Business

<https://agnewbeck.zoom.us/skype/85794931121>

Alaska Department of Transportation and Public Facilities
Birchwood Airport Master Plan (AMP) Update:

Stakeholder Advisory Group (SAG) Meeting #5 – NOTES

August 7th, 2024; 3:00 – 4:00 pm



Invited Participants

SAG Members

- Aircraft Owners and Pilots Association: Rob Stapleton
- Alaska Department of Transportation & Public Facilities (DOT&PF): Philana Miles (DOT&PF Project Manager), Mark Eisenman (Anchorage Area Planner) – absent, Tim Hanley (Airport Manager) – absent
- Alaska Railroad Corporation: Brian Lindemood
- Birchwood Airport Association: Abe Harman
- Birchwood Community Council: Val Jokela
- Birchwood Recreation and Shooting Park: Jim Stoneking
- Civil Air Patrol: Wally Parks (absent)
- Eklutna, Inc.: Kyle Smith
- Native Village of Eklutna Carrie Brophil (absent), Marc Lamoreaux
- Talon Hangar Association: Dennis Serie

Project Consultants

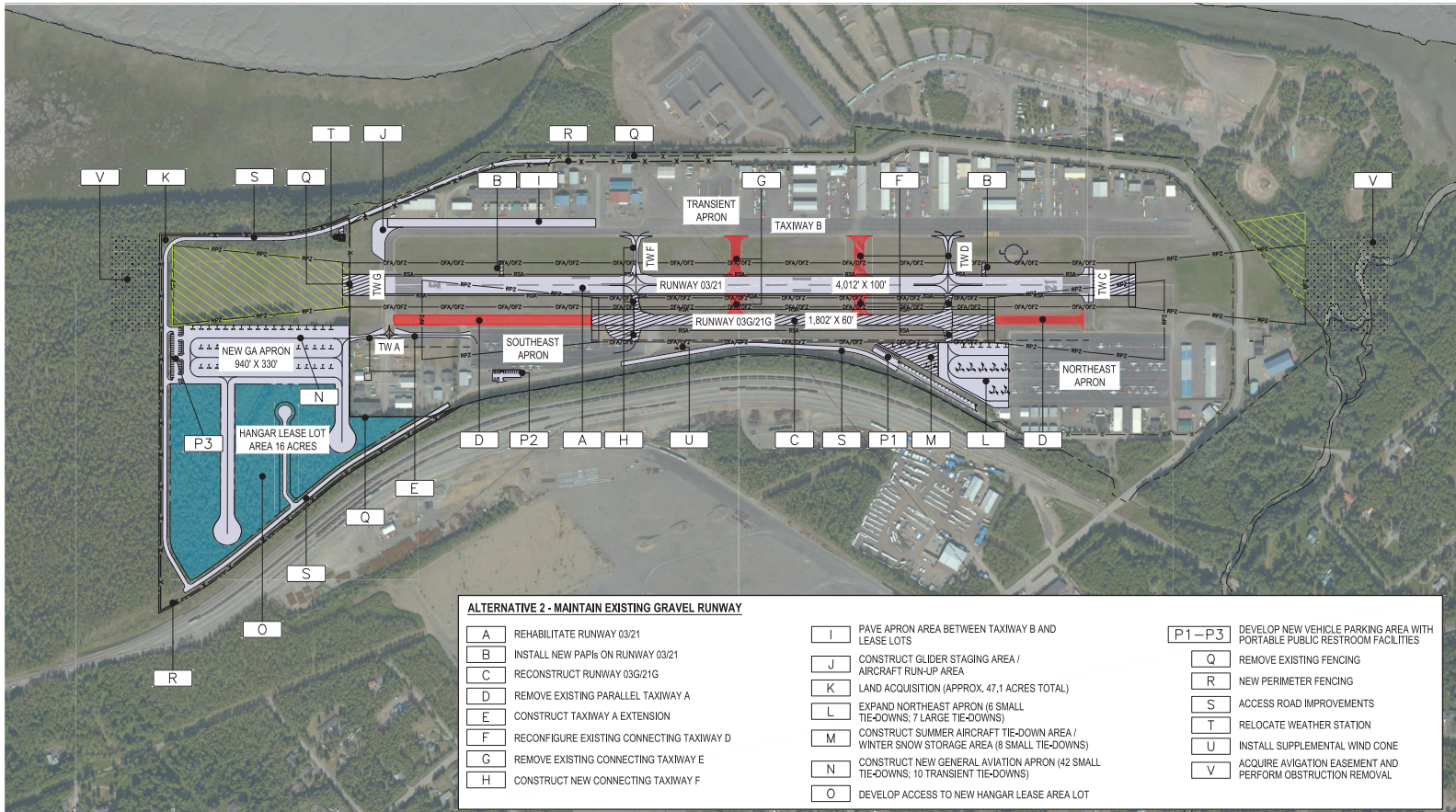
- HDL Engineering Consultants: Mark Swenson (Consultant Project Manager), Heather Campfield
- Agnew::Beck Consulting: Shelly Wade (Public Involvement, Land Use and 3P Lead)

Invited Participants

- Comment Tracker Analysis – Shows all comments, response, and how they were addressed in the plan – some highlights:
 - Recreation & Shooting Park members provided the most comments/feedback – addressed through changes to Alternative 2; the project team also met with BRSP leadership to review those changes.
 - Eklutna Inc. feedback – Fire Creek Estuary Conservation Easement as key consideration given location and related restrictions.
 - Native Village of Eklutna feedback – focus on preservation/protection of cultural resources.
 - U.S. Corps of Engineers – Implementation concerns that would be mostly addressed through the NEPA process.

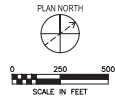
- Alaska Department of Fish and Game – concerns mostly addressed in environmental section of the plan.
- Municipality of Anchorage – zoning and setback considerations along Peters Creek.
- Mark Swenson:
 - We had a successful public process.
 - Input from past 6 months was very informative.
 - Line of input that we continue to receive is “we like airport the way it is, don’t change it too much.”
 - Jim et al.: don’t want acquisition of their property in the plan.
 - FAA is on board – show existing aviation easements work and that they’re open to removing select trees.
 - Implementation of instrument approach –
 - People said they don’t want it.
 - Affect approach surfaces and easement areas.
 - In the revised Alternative 2 we shrunk easements down to minimum required areas based on survey data and make plan for obstruction removals in airport layout plan and the master plan.
 - FAA, State, and property owners to have future discussions about easements and select removal of trees.
 - Feedback that acquisition of other land wasn’t possible so make recommendations about what happens if they don’t acquire the land for development
 - Focus on current airport area until acquisition is possible, if it ever is.
- What’s next?
 - Preparing submittal to FAA for final review and then master plan will be complete.
 - Timeline: Next couple weeks, then FAA will need 30 days. So, end of September 2024 for publishing the final plan.
 - Using ALP approved by FAA, projects will be developed and scored by DOT (Planning will evaluate all airport needs through central region 2x/year →project nominations→those are scored and rated and prioritized in capital maintenance plan, which then goes to FAA for review, then they decide if projects are eligible for AIP money. If plan is finalized, we wouldn’t see movement on ground until 2028-2030 depending on NEPA process and competing state needs.)

- SAG comments/questions
 - Kyle Smith: public-private partnership report?
 - Before the final goes out, can this be addressed?
 - Why isn't Birchwood pursuing a public private partnership?
 - Shelly: not a model that fits an airport of Birchwood's size.
 - Doesn't want door to be shut on this just because other options haven't been considered.
 - Project team will follow-up w/Kyle.



ALTERNATIVE 2 - MAINTAIN EXISTING GRAVEL RUNWAY

- | | | |
|--|---|--|
| A REHABILITATE RUNWAY 03/21 | I PAVE APRON AREA BETWEEN TAXIWAY B AND LEASE LOTS | P1-P3 DEVELOP NEW VEHICLE PARKING AREA WITH PORTABLE PUBLIC RESTROOM FACILITIES |
| B INSTALL NEW PAPIs ON RUNWAY 03/21 | J CONSTRUCT GLIDER STAGING AREA / AIRCRAFT RUN-UP AREA | Q REMOVE EXISTING FENCING |
| C RECONSTRUCT RUNWAY 03G/21G | K LAND ACQUISITION (APPROX. 47.1 ACRES TOTAL) | R NEW PERIMETER FENCING |
| D REMOVE EXISTING PARALLEL TAXIWAY A | L EXPAND NORTHEAST APRON (6 SMALL TIE-DOWNS; 7 LARGE TIE-DOWNS) | S ACCESS ROAD IMPROVEMENTS |
| E CONSTRUCT TAXIWAY A EXTENSION | M CONSTRUCT SUMMER AIRCRAFT TIE-DOWN AREA / WINTER SNOW STORAGE AREA (8 SMALL TIE-DOWNS) | T RELOCATE WEATHER STATION |
| F RECONFIGURE EXISTING CONNECTING TAXIWAY D | N CONSTRUCT NEW GENERAL AVIATION APRON (42 SMALL TIE-DOWNS; 10 TRANSIENT TIE-DOWNS) | U INSTALL SUPPLEMENTAL WIND CONE |
| G REMOVE EXISTING CONNECTING TAXIWAY E | O DEVELOP ACCESS TO NEW HANGAR LEASE AREA LOT | V ACQUIRE AVIGATION EASEMENT AND PERFORM OBSTRUCTION REMOVAL |
| H CONSTRUCT NEW CONNECTING TAXIWAY F | | |



- LEGEND**
- | | |
|--|---|
| NEW PAVEMENT | AIRCRAFT TIE-DOWN |
| NEW GRAVEL SURFACE | PROPOSED AIRPORT PROPERTY BOUNDARY |
| HANGAR DEVELOPMENT AREAS | NEW FENCE |
| PAVING & PORTABLE PUBLIC RESTROOMS | RUNWAY SAFETY AREA |
| PAVEMENT DEMOLITION | RUNWAY OBJECT FREE AREA / RUNWAY OBSTACLE FREE ZONE |
| PROPOSED/EXISTING AVIATION EASEMENT LOCATION | RUNWAY PROTECTION ZONE |

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Birchwood Airport Master Plan Update

July 30th, 2024 Meeting w/Birchwood Recreation and Shooting Park

Attendees: Jim Stoneking (BRSP), Rick Birdsall (BRSP), Philana Miles (DOT&PF), Mark Swenson (HDL), Shelly Wade (A::B)

Notes:

- Airport layout
 - Exiting layout
 - RPZ
 - Avigation Easement
 - 20:1 TSS Approach & 20:1 Part 77 Approach (surface 5)
 - Noted obstructions in those approaches are within the existing easement area
 - Beyond easement, some along the river – worst one sticks out 13 feet into approach
 - Pretty manageable obstruction scenario to navigate
 - Alternative 2
 - Acquisition of corner of the RPZ and large section of the existing avigation easement
 - Non-precision approach favored by some but changes the approach
 - Worsens obstruction issues with 30:1 TSS (surface 6) which is a critical surface that the FAA wants to keep as clear as possible
 - Necessitates widening of avigation easement & acquisition of RPZ corner → negative public feedback
 - After public meeting, met w/FAA
 - RPZ corner: consensus was that FAA was ok with the state not acquiring the corner
 - Eliminate non precision approach & develop a plan to deal with existing obstructions? → new masterplan
 - New Masterplan - TBD
 - leave RPZ corner as is/don't acquire the property – RPZ property can be used as it is currently being used
 - Smaller avigation easement agreement moving forward
 - Existing obstructions that need to be cleared within the easement and want to plan for a navigation easement in place that allows DOT to selectively remove/top trees – similar to current avigation easement
 - New proposal would just limit height of obstructions/ no ground acquisition or rights

- Jim agrees w/this proposal – happy to coordinate tree removal. He said topping is preferable to outright removal.
 - Property line that Jim mentioned will be included in alternative map
 - Next steps
 - Incorporating comments into new plan
 - Present Stakeholder Advisory Committee (SAG) with new map
 - Submit to FAA for approval, after approval → master plan
 - Master plan implementation plan
 - Move avigation easement into near term since there are obstructions that need to be removed
 - Evaluate conditions at Birchwood airport and funding availability
 - APEB nomination – project nomination to the Airfield Aviation Project Evaluation Board. Project is scored & provided project meets threshold, project will be funded within 1-5 years → prioritize it within state spending plan and seek funding through FAA → another project scoping meeting, NEPA meeting and design process. All in all, 5-10 years before project gets going.
- Shelly:
 - Updated comment tracker will be published – A::B working on this
 - Team looks at that collectively – and shares proposed revisions with SAG
 - NVE comments
 - If trees are to be destroyed, requesting funds to mitigate loss
 - Eklutna Inc
 - Favor of alternative 2 where new airport infrastructure on Eklutna property is minimized and the avigation easement footprint is smaller due to the elimination of the instrument flight approach
 - Don't support no build alternative



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and
Public Facilities

DIVISION of PROGRAM DEVELOPMENT and STATEWIDE PLANNING
Anchorage Field Office

4111 Aviation Avenue
P.O. Box 196900
Anchorage, Alaska 99519-6900
Main: (907) 269-0520
Fax number: (907) 269-0521
dot.alaska.gov

July 24, 2024

Eklutna, Inc.
Kyle Smith
Director of Land Assets
16515 Centerfield Drive, Suite 201
Eagle River, AK 99577

Dear Mr. Smith.

Thank you for your comment letter dated May 30, 2024 regarding the Birchwood Airport Draft Master Plan.

I wanted to reassure you that Alaska Department of Transportation & Public Facilities (DOT&PF) has not yet begun pursuing a formal avigation easement, land acquisition, or capital improvement project funding related to recommendations in the draft Birchwood Airport Master Plan. However, if an avigation easement, land acquisitions, and/or capital improvement project are pursued in the future, DOT&PF will work with Eklutna, Inc., through the National Environmental Policy Act (NEPA) process at that time.

The Birchwood Airport Master Plan project team was made aware that Eklutna, Inc., is working with the DOT&PF Statewide Aviation Leasing Section regarding potential lease and permit options for development adjacent to the airport. However, the project team is not involved with the review and approval of lease and permit applications. We encourage you to continue working with the Statewide Aviation Leasing Section regarding those efforts.

Regarding the specific topics referenced in your letter:

Trails

Thank you for alerting the project team of Eklutna Inc.'s intention to work with the Chugach Mountain Bike Riders to ensure an appropriate alignment of the trail.

Eklutna, Inc. Land Ownership

The recommended alternative in the master plan would not impact the Fire Creek Conservation Easement. Also, the recommended lease area expansion is contingent on land acquisition from Eklutna, Inc., which is currently not supported by Eklutna, Inc.

Avigation Easement

A statement regarding the age of the 9 acre avigation easement from Eklutna, Inc., and that it was obtained without fee, will be added to the airport master plan.

Hazardous Waste Review

The primary goal of an airport master plan is to describe the short, medium, and long-term development plans to meet future aviation demand, while maintaining environmentally safe standards, within the public interest.

Under Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5070-6B, for Airport Master Plans, the development of a master plan generally does not necessarily 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.

Cultural resource surveys and environmental assessment surveys, are typically conducted after funding is programmed for a capital improvement project and/or land acquisition. An in-depth NEPA evaluation will occur during the design phase for a capital improvement project. If a capital improvement project is funded for the Birchwood Airport that may impact Eklutna, Inc.'s lands, surveys will occur at that time.

Capital Improvement Plan

A discussion about potential development partnerships is beyond the scope of the airport master planning process. The planning project team encourages Eklutna, Inc., to continue discussions with the Statewide Aviation Leasing Section regarding a potential development partnerships.

Third-Party Development

A copy of the *Public Private Partnership Summary* was provided to Eklutna, Inc., on May 30, 2024. The document will also be added as an appendix to the final plan.

Alternative Preference

DOT&PF understands that Eklutna, Inc., is in favor of alternative two, if it minimizes new airport infrastructure on Eklutna property and the avigation easement footprint. Eklutna, Inc. may also support the no build alternative in the future.

A discussion about private development and a boundary crossing permit is beyond the scope of the current airport master planning process. The planning project team encourages Eklutna, Inc., to continue discussions with the Statewide Aviation Leasing Section regarding any potential private development.

If you have any additional questions about the Birchwood Airport Master Plan, please feel free to contact me via email at: philana.miles@alaska.gov or via telephone at: (907)269-0519.

Sincerely,

/s/ *Philana Miles*

Philana Miles

Transportation Planner I



GREAT LAND TRUST
S O U T H C E N T R A L A L A S K A

Conserving lands and waterways essential to the quality of life and economic health of Southcentral Alaska

May 30, 2024

Birchwood Airport Master Plan Update Project Team
Alaska Department of Transportation & Public Facilities
Central Region
4111 Aviation Ave.
Anchorage, AK 99519
Philana Miles philana.miles@alaska.gov & Shelly Wade shelly@agnewbeck.com

Re: Birchwood Airport Master Plan Update, Project No. CFAPT00354/AIP 3-02-0034-008-2018 / 3-02-0034-009-2022, Feb. 2024 Public Review Draft Comments

Dear Project Team,

Great Land Trust (GLT) appreciates the opportunity to provide comments on the **Birchwood Airport Master Plan Update Feb. 2024 Public Review Draft (PRD)**. The Birchwood Airport is located to the east of and adjacent to the Eklutna Inc. land subject to the **Fire Creek Estuary Conservation Easement¹** held by GLT. We ask that you please consider our comments below and include them as part of the project's record, and that in the future, if appropriate, GLT be included as a member of the Stakeholder Advisory Group (SAG) related to this project.

Comments

We request that you modify the Alternatives in your Master Plan Update to avoid the Fire Creek Estuary Conservation Easement-protected property.

Upon review of your Master Plan Update PRD, the proposed Alternative Four, and possibly the other Alternatives, except for the Alternative 1 - No Build, will impact the adjacent Eklutna Inc. property, which is subject to the **Fire Creek Estuary Conservation Easement (CE)** held by GLT (see enclosed map).

As holder of the CE, GLT holds a real estate interest in the Eklutna Inc. Fire Creek Estuary property (Property) that runs with the land, is governed by real estate law, and defined by state statutes and IRS code. The CE is a legal agreement between the owner (Eklutna Inc.) and the holder (GLT). The CE retires all development rights for the Property in perpetuity and prohibits the conveyance of any interest in the Property to a third party that would reduce or negatively impact the Conservation Easement or conservation purposes/values of the Property. The Property's conservation purposes/values are defined by Internal Revenue Code (IRC) and apply to the entirety of the Property. Any negative impact on any portion of the Property's conservation purposes/values is considered a negative impact on the CE as a whole and is therefore in violation of the CE.

GLT acquired the CE to permanently protect the Property and its conservation values/purposes. GLT is committed to ensuring the perpetuity of the CE and cannot and will not pursue extinguishment of the CE, in whole or in part, to the Property in response to a request to transfer any interest in land to a third

¹ Recorded August 31, 2012; recording number 2012-049638-0, Anchorage Recording District



GREAT LAND TRUST

SOUTHCENTRAL ALASKA

Conserving lands and waterways essential to the quality of life and economic health of Southcentral Alaska

party for development purposes, without a judicial proceeding. The expansion Alternative(s) shown in the Master Plan would require an extinguishment of the CE protecting a portion of the Property, which is prohibited. Development rights to a portion, or the entirety, of the Property may only be attained through a judicial condemnation action.

Due to the inability to use amendments or mitigation to remedy the impacts your proposed Alternative(s) would have on the Property, GLT request that the Project Team modify the Alternative(s) to avoid the Fire Creek Estuary Conservation Easement-protected property entirely.

Background

GLT is a private, nonpartisan, non-profit organization formed in 1995 by Alaskans for Alaskans. Our mission is to work with willing landowners and other partners to conserve and steward lands and waters essential to the quality of life and economic health of Alaskans. GLT permanently conserves special lands and waters that support valuable habitat and ecological services and signature landscapes essential to the quality of life and economic health of communities in our region of Southcentral Alaska, specifically the Municipality of Anchorage and the Mat-Su Borough.

In 2012, GLT partnered with Eklutna Inc. to conserve the Fire Creek Estuary CE-protected property. This Property was identified as a priority for conservation due to its wetland habitat and ecological services and open space values. GLT purchased the CE from Eklutna Inc., using The Port of Anchorage compensatory mitigation funds, permanently preserving and protecting the 523-acre Property. GLT, as holder of the Conservation Easement, has a long-term stewardship responsibility to ensure that the Property's baseline conditions, wetland functions, and conservation values/purposes are protected in perpetuity.

The conservation and ecological success of the Property and its conservation values/purposes are of utmost importance to GLT.

Sincerely,

Amanda P. Hults
Lands Manager & Stewardship Director
Great Land Trust

Enclosure: Fire Creek Estuary Conservation Easement-Protected Property Map

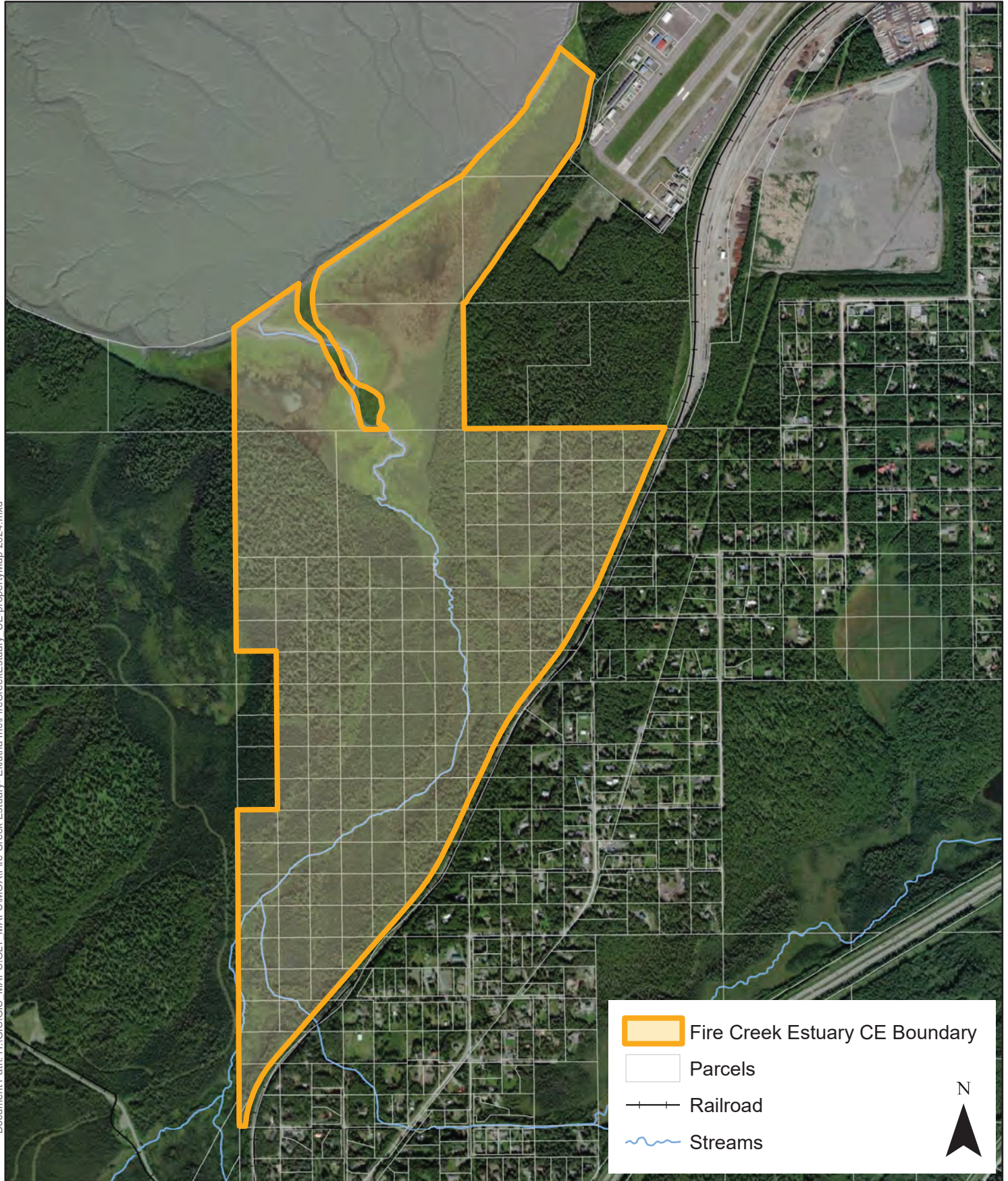
cc: Eklutna Inc.





FIRE CREEK ESTUARY CONSERVATION EASEMENT

CHUGIAK, AK




Document Path: H:\GIS\GIS MAPS\GILT MAPS\MOA\Fire Creek Estuary- Ektutna Incl\FireCreekEstuary_CE-propertyMap_2024.mxd



-  Fire Creek Estuary CE Boundary
-  Parcels
-  Railroad
-  Streams

N



Data Sources:
MOA (streams, railroad, parcels)
Projected Coordinate System:
NAD 1983 State Plane Alaska 4 FIPS 5004 Feet



This map was produced using the best available data, but should not be used in place of plat and survey maps

From: ken.m.discoverycovealaska.com
To: todd.smoldon; philana.miles@alaska.gov; [Shelly Wade](#)
Cc: [Birchwood Council](#); [Chugiak Council](#); [Rob Stapleton](#); [Rep. Dan Saddler](#); [BirchwoodAirport Association](#)
Subject: Birchwood Airport Master Plan - Alternative 1
Date: Thursday, May 30, 2024 11:23:05 AM
Attachments: [Birchwood Airport Master Plan Alternative 1 Petition.pdf](#)

Dear participants regarding Birchwood Airport

Attached is as petition with some 100 names and signatures from stakeholders of Birchwood Airport who desire Alternative 1. The gathering of names for Alternative 1 continues; however, for the sake of the stakeholder input deadline of 5/31/24 that you are receiving the current status of the petition.

Alternative 1 is to make the fixes and improvements within the boundaries of existing Birchwood airport. There has been the appearance of misrepresentation of Alternative 1 to suggest "to do nothing." This is contrary to the many comments over the years regarding the airport. The key point of Alternative 1 is to avail the many improvements but within the current boundaries.

In addition, there are things approved in the current Master Plan that were never done (e.g. Tie down area for larger planes). Why was this not completed when FAA grant money was funded for it to be done?

Hopefully the petition of the Stakeholders and clarification of the intent of Alternative 1 will help you understand the WHO of people and their desire for Birchwood Airport.

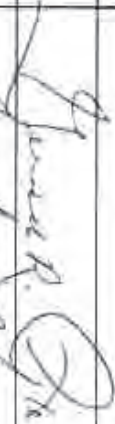









Ken McCarty

PETITION FOR BIRCHWOOD AIRPORT MASTER PLAN ALTERNATIVE #1

Brief Description of Alternative #1

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- 1) Maintain existing asphalt and gravel run ways,
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- 4) New hangars availability along the east area
- 5) Safety fencing at south end.
- 6) Some improvement to taxi ways
- 7) Trimming of trees on approach areas according to FAA safety guidelines










Print Name	Signature	Stakeholder Association (Airport user, Resident, Gun Range, etc)	Contact Info.
General R. Arce		ER Resident Council member	907-406-4550
Joseph M. Berio		ER Resident	907-351-5878
Ken McCarty		Chapel Point / Airport	907-406-3300
Craig Hackman		ER Resident, Range	618-699-9134
JAMES W. STONER		Gun Range Employee, ER Resident	907-398-3294
Josh Soren		ER Resident, gun club member	(907) 337-9402
Robert Norstrom		WA, Residents Club member	710-733-0584
Bonnie Hackman		ER Resident	205-420-8704
Sores Hedemeg		_____	205 616 5169
Fisher Crew		Member / former resident	907-707-4441

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Print Name	Signature	Stakeholder Association (Airport user, Resident, Gun Range, etc)	Contact Info.
Erik Skagen		Gun Range	erikskagen@bergen.com
Fred Cornell Hernandez	Att: 	Gun Range	907-400-9076
James Henry		Gun Range	907-947-2800
J. Storch		Gun Range	907-242-4957
Kelli TORR		Gun Range	907-240-6314
Bradley Johnson			907-744-2909
M.A. Popp	M.A. Popp	GR	907-622-3612
Steven Mauer		Gun Range	480-934-5261
John B. Ralph		Gun Range	907-290-0117
Luis Mendez		Gun Range	907-631-8894

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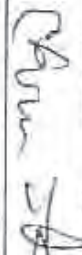





Print Name	Signature	Stakeholder Association (Airport user, Resident, Gun Range, etc)	Contact Info.
Joseph Denn Harrison	Harrison	Employee	907-982-3222
Christy Johnson	Christy Johnson	BRSP Employee	907-854-7087
Lori Conkton	Lori Conkton	Member & Resident	907-390-0727
Peter Jacks	Peter Jacks	Resident	907-764-9355
Tae Morris	Tae Morris	Member	907 717 7272
Randy Goldin	Randy Goldin	Resident	709 267-9777
Nathan Marquez	Nathan Marquez	Resident	907-519-1820
Krista Kelly	Krista Kelly	Resident	907-836-2570
Andrew Lathmer	Andrew Lathmer	Member	410-670-2170
Joseph W. Wilson	Joseph W. Wilson		

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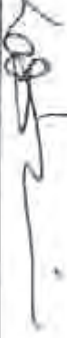



Print Name	Signature	Stakeholder Association (Airport user, Resident, Gun Range, etc)	Contact Info.
Bruce Taylor		Member Gun range	907 201 0329
Lisa Jayne	Lisa Jayne	Member (gun range)	907-351-8325
Terry Drake		member	907-903-0900
Justin King		Airport User	563-412-9097
Chris THORMAN		MEMBER	902-301-6294
Aron THORMAN		Member	907 350 5858
Lee Lutskak		Member	907-223-7587
DANN QUAILINI		MEMBER & AKSCHA PRESIDENT	907-929-3526
Brian Bjorkquist		Member	907-227-3708
Jessie S. Taylor		MEMBER	907-746-4533

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Print Name	Signature	Stakeholder Association (Airport user, Resident, Gun Range, etc)	Contact Info,
Karl-EI			907 8547200
William Skye		Member	907-306-9373
Kodre Miness		Member	490-849-1007
Brandon		Member	907-353-6369
Kent Bentley		Member	907-801-1424
Kathy Cullison		Member	9032458221
Katey Gullison		Member	907-707-9313
			
George S Young		Member	907-545-2991

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Print Name	Signature	Stakeholder Association (Airport user, Resident, Gun Range, etc)	Contact Info.
Tommy ERNIS		CAD member	
Ron WINTERM		CLUB MEMBER BIRCHWOOD RESIDENT	1907 1658 7872
Nathan Vincent		Club Employee	907 264-5471
Patrick Tipton		Club Member	907 240 0706
Trigg Davis		Club Member	201 240-854
Lawrence Husley		CLUB MEMBER	907 240-5181
Peter WELLS		Club Member	907-617-6696
JAMES CARSON		CLUB MEMBER	907-227-3365
WYNNE COPPEL		Club member	907 230-2836
Frank S. Schalko		Club member	907 529-5394

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Print Name	Signature	Stakeholder Association (Airport user, Resident, Gun Range, etc)	Contact Info.
Jeff Jeff Meigs		Birchwood Range	
Matt Cassels		Birchwood Range	907-715-6951
Grant Henke		BRSP	
Justin Cornell		A. BRSP employee	907-521-4514
Wayton Cook		BRSP range	907-691-4262
Mark Cook		Whisper	909-528-0992
MARK GOODMAN		BIRCHWOOD RANGE	907 444-3952
LHARUE BAUSO		BRSP Member	(914) 480-2163
Ruxton Crom		BRSP	907-207-4490
Steve Miller		BRSP	907-590-0162

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Print Name	Signature	Stakeholder Association (Airport user, Resident, Gun Range, etc)	Contact Info.
Tos Bellus		Gun Range, MS RA MB	907-271-5943
Wynne Krueger		Member	907-602-1277
Fred Aquino		Member	907-952-0255
Scott Frazee		Member	970-218-6490
Rob Liles		Member	907-530-1105
William Bennett Lawrence R Sweeney	 	Member/ Airport user	530-354-6357
Molly Kalamonidis		Member	907-696-1419
			907-361-3430

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Print Name	Signature	Stakeholder Association (Airport user, Resident, Gun Range, etc)	Contact Info.
JOHN DAVID		AIRPORT-RESIDENTS	907-317-6921
Leon Shelbarger		airport hangar owner	907 632 8975
Maryl Peterson		Pilot, Resident	907 301 0643
Ray HARRIS		Resident	907 291 7723
Ken Perkins		Pilot, Resident	907-622-6919
Floyd Kupinski		Pilot, Resident	907-696-4933
Dennis Clunton		Pilot - Resident	907-242-9823
TOM HURPER		Resident	907-692-2326
Mattie Lucevill		Pilot Resident	503 894-3031
Burt Brinkhoff		Pilot	907-830-3469

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Print Name	Signature	Stakeholder Association (Airport user, Resident, Gun Range, etc)	Contact Info,
CHERRY MERRITT		President	907-360-9532
REYNOLD N. HARRISON		PIPERAIR OWNER	907-360-2995
THE STABLE		HANGAR OWNER (2)	530-305-1417
MARION FALONE		Hangar Owner	907-688-7115
BURR HARRISON		USER	907-862-2072



16515 Centerfield Drive, Suite 201
Eagle River, AK 99577
P: 907.696.2828
F: 907.696.2845
www.eklutnainc.com

May 30, 2024

Alaska Department of Transportation and Public Facilities
c/o Philana Miles
4111 Aviation Ave
Anchorage, AK 99502

RE: Birchwood Airport Draft Master Plan

Dear Ms. Miles,

Thank you for the opportunity to provide public comments on the Birchwood Airport Draft Master Plan (Draft Plan), part of the process to update the 2005 Master Plan. We appreciate all the effort your team has exerted to solicit comments and develop a plan for the future this community asset. We must restate, as an adjoining landowner to the Birchwood Airport (Airport), Eklutna, Inc. (Eklutna) has a significant interest in any expansion of the Airport's footprint and expansion of the facilities and infrastructure. We expect to be consulted throughout the remainder of the plan update process and project development.

The Master Plan update is proposing three action alternatives for the Airport and a no action alternative. Each of the action alternatives would require the use of Eklutna lands. We are supportive of expansion of the Airport to Eklutna lands in a manner reflective of the needs of the Airport's current users and new potential lessees. We are working with the Federal Aviation Administration (FAA), Alaska Department of Transportation (AK DOT&PF), and stakeholders of the Airport to ascertain the market for additional facilities, follow the administrative process for Airport access from Eklutna lands, and access funds to build Airport infrastructure on Eklutna lands as an Airport co-sponsor.

At this time, Eklutna, Inc. has no plans to sell any of the property adjoining the Airport. Although it may have been communicated that Eklutna's position in the past was to sell this land, we would prefer evaluating development of our adjacent parcels through efforts by our development and construction divisions. While some measure of real estate transactions may need to occur during Airport expansion, we strongly feel we should have the opportunity to develop our land.

Below, we have included topic-specific comments for consideration:

Trails

On Page 5 of the Draft Plan, the proposed northern extension of the Coastal Trail is identified. Eklutna supports trail development for recreation; however, trail configuration must be aligned to eliminate negative impacts on Eklutna lands. Eklutna will engage with Chugach Mountain

Bike Riders to determine the preferred alignment through or along Eklutna lands near the Airport.

Eklutna, Inc. Land Ownership

It is worth noting on Page 4 that a significant portion of the 660 acres owned by Eklutna in proximity of the Airport is protected by Eklutna from future development through a conservation easement. Only 134.5 acres of the 660 acres owned by Eklutna southwest of the Airport is developable land. The Fire Creek Conservation Easement provides a perpetual, natural setting to the residents of Anchorage as well as an additional no-cost buffer for users of the Airport.

Avigation Easement

The Draft Plan makes several references to the avigation easement secured by the State of Alaska for the southwest Runway Protection Zone (RPZ). This is a nine-acre easement. Eklutna would like the Draft Plan to reflect the avigation easement has been provided to the State of Alaska by Eklutna without a cost for over 45 years. It is our hope that Eklutna's benevolent gesture to the State of Alaska will be considered as plans to expand the Airport progress.

Hazardous Waste Review

The proposed alternative in Chapter 5 mentions a requirement for Environmental Site Assessment investigations to determine whether hazardous waste of contaminated sites are present. The majority of land targeted for acquisition would be Eklutna lands, thus our lands would be subject to the ESA reviews. The Draft Plan provided very little information on historical use or contamination investigations on airport property. With the continuing contamination issues related to airport operations and lands where military operations were conducted, it may be helpful to further assess potential sources of contamination on Airport property prior to proposing major construction efforts. A more comprehensive assessment of historical practices and operations on Airport property should be helpful in identifying sources of potential contamination on surrounding lands. We suggest conducting a Phase 1 Environmental Site Assessment on Airport property as part of this planning process.

Encroachments

While it is not necessarily germane to the airport expansion planning, it appears there is an encroachment upon Eklutna land at the southernmost point of the Airport's leased property. We would like to point the State's attention to this issue. We would also request an explanation in the Draft Plan relating to setbacks from private property on land leased by the State. There are several buildings appearing over the property line or very near to the property line with Eklutna lands. A formal survey should assist in determining whether the buildings are encroaching or built outside the leased areas.

Capital Improvement Plan

The work performed to estimate the project costs is greatly appreciated. Eklutna agrees a high degree of cooperation between FAA, AK DOT&PF, and Eklutna is essential to reach a mutually-agreeable strategy for Airport expansion. A partnership brings the possibilities of project efficiency and cost reduction. Transportation and material costs are shown as the most expensive costs categories in Appendix B. Eklutna possesses gravel resources on site and nearby, grubbing

and woody waste disposal sites, and a hard rock quarry in the vicinity. Furthermore, Eklutna has decades of experience designing and building similar developments throughout Anchorage and the Matsu Borough. We are encouraged by the direction of the FAA and AK DOT&PF and believe we are an integral piece for this development.

Third-Party Development

Eklutna requests a copy of a publication cited in Section 8.2.2.3 entitled *Public Private Partnership Summary* authored by Agnew:Beck. An online search to locate the document was unsuccessful. This publication is the basis for a determination that public-private partnership would “not make sense” for the Airport. We are curious about the characteristic and profitability assertions made in the publication. Eklutna was not included in arriving at this conclusion, thus we would like to better understand why a proposed partnership mentioned in Chapter 7 is determined to be infeasible in Chapter 8.

Alternative Preference

In assessing the four alternative concepts, Eklutna is in favor of alternative two where new Airport infrastructure on Eklutna property is minimized and the aviation easement footprint is smaller due to the elimination of the instrument flight approach. Alternative four depicts a scenario where large swathes of Eklutna lands will need to be acquired with additional space for aviation easements. This alternative would potentially allow for 13 more acres for Eklutna to develop for commercial purposes; however, it is our opinion we expose too much acreage to non-developable purposes in alternative four. Finally, we do not support the no build alternative, but we remain interested in this approach if it would still allow private development with a boundary crossing in the future.

Again, thank you for including us in this planning process. The Airport and Eklutna have had a favorable relationship as neighbors for decades. We hope to continue that relationship as the Birchwood Airport Master Plan update considers expansion of the Airport to Eklutna lands.

Thank you,



Kyle Smith
Director of Land Assets

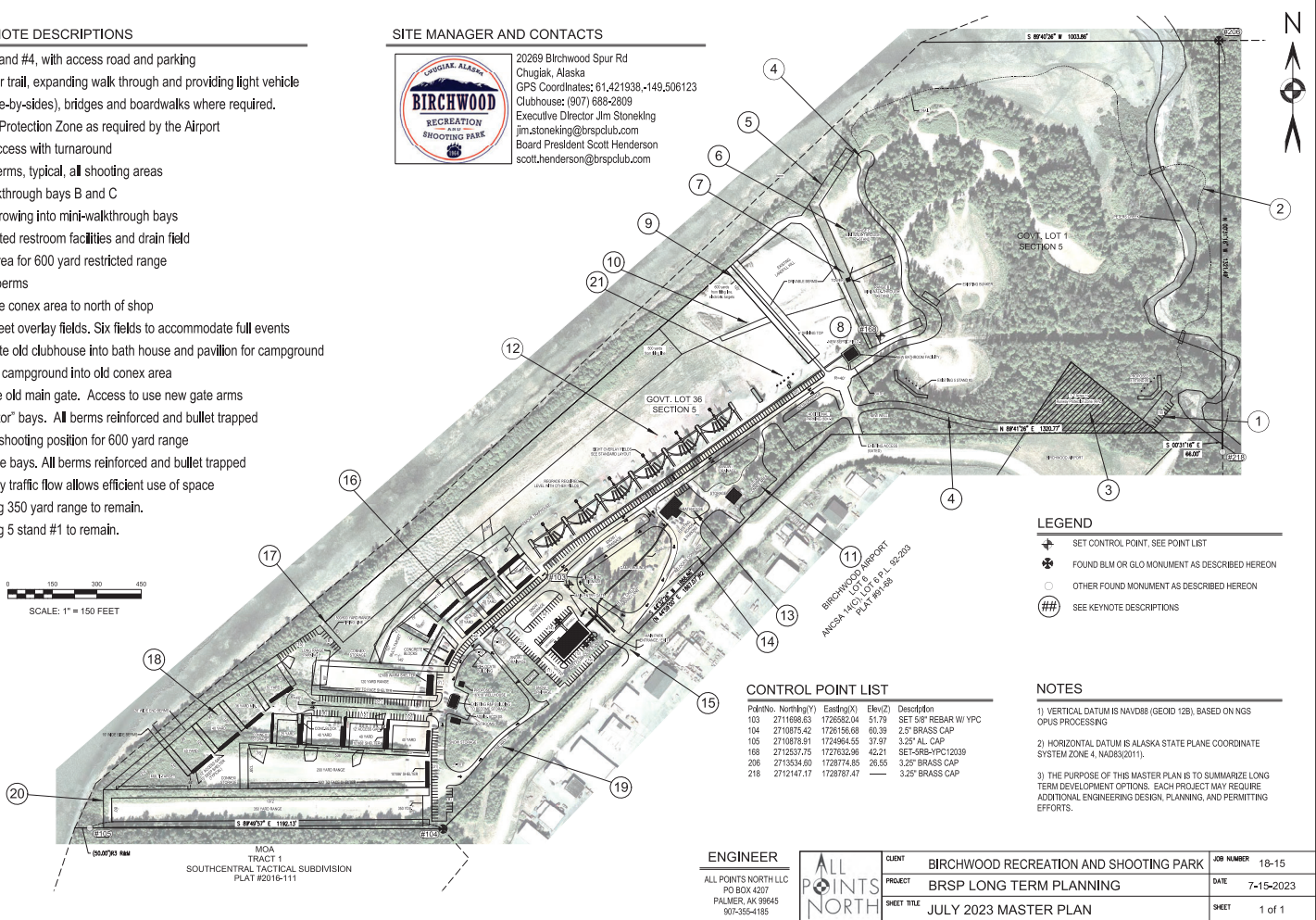
KEYNOTE DESCRIPTIONS

1. New 5-stand #4, with access road and parking
2. Perimeter trail, expanding walk through and providing light vehicle access (side-by-sides), bridges and boardwalks where required.
3. Runway Protection Zone as required by the Airport
4. Paved access with turnaround
5. Safety berms, typical, all shooting areas
6. Mini-walkthrough bays B and C
7. Tower throwing into mini-walkthrough bays
8. New heated restroom facilities and drain field
9. Target area for 600 yard restricted range
10. Safety berms
11. Relocate conex area to north of shop
12. Trap/skeet overlay fields. Six fields to accommodate full events
13. Renovate old clubhouse into bath house and pavilion for campground
14. Expand campground into old conex area
15. Remove old main gate. Access to use new gate arms
16. "instructor" bays. All berms reinforced and bullet trapped
17. Baffled shooting position for 600 yard range
18. Multi-use bays. All berms reinforced and bullet trapped
19. One-way traffic flow allows efficient use of space
20. Existing 350 yard range to remain.
21. Existing 5 stand #1 to remain.

SITE MANAGER AND CONTACTS



20269 Birchwood Spur Rd
 Chugiak, Alaska
 GPS Coordinates: 61.421938, -149.506123
 Clubhouse: (907) 688-2809
 Executive Director Jim Stoneking
 jim.stoneking@brspclub.com
 Board President Scott Henderson
 scott.henderson@brspclub.com



LEGEND

- SET CONTROL POINT, SEE POINT LIST
- FOUND BLM OR GLO MONUMENT AS DESCRIBED HEREON
- OTHER FOUND MONUMENT AS DESCRIBED HEREON
- SEE KEYNOTE DESCRIPTIONS

CONTROL POINT LIST

Point No.	Northing(Y)	Easting(X)	Elev(Z)	Description
103	2711698.63	1726592.04	51.79	SET 5/8" REBAR W/ YPC
104	2710875.42	1726156.69	60.39	2.5" BRASS CAP
105	2710875.91	1724964.55	31.91	3.25" AL CAP
168	2712537.75	1727632.98	42.21	SET-SRB-YPC12039
206	2713534.60	1728774.85	26.55	3.25" BRASS CAP
218	2712147.17	1728767.47	—	3.25" BRASS CAP

NOTES

- 1) VERTICAL DATUM IS NAVD88 (GEOID 128), BASED ON NGS OPUS PROCESSING
- 2) HORIZONTAL DATUM IS ALASKA STATE PLANE COORDINATE SYSTEM ZONE 4, NAD83(2011).
- 3) THE PURPOSE OF THIS MASTER PLAN IS TO SUMMARIZE LONG TERM DEVELOPMENT OPTIONS. EACH PROJECT MAY REQUIRE ADDITIONAL ENGINEERING DESIGN, PLANNING, AND PERMITTING EFFORTS.

ENGINEER ALL POINTS NORTH LLC PO BOX 4207 PALMER, AK 99645 907-355-4185	CLIENT BIRCHWOOD RECREATION AND SHOOTING PARK	JOB NUMBER 18-15
	PROJECT BRSP LONG TERM PLANNING	DATE 7-15-2023
	SHEET TITLE JULY 2023 MASTER PLAN	SHEET 1 of 1

From: [Shelly Wade](#)
To: [Shelly Wade](#)
Cc: [Miles, Philana C \(DOT\)](#)
Subject: Don't Miss Out! Birchwood Airport Master Plan - Public Review Draft Comment Deadline TODAY May 31st!
Date: Friday, May 31, 2024 3:43:52 PM
Attachments: [image001.png](#)
Importance: High

Good afternoon, everyone –

A quick reminder that **today, May 31st, is the FINAL DAY to submit your comments on the Birchwood Airport Master Plan Public Review Draft.**

1. Access the Draft Plan and related background materials:

- Click below for the **February 2024 Public Review Draft:**
 - [Birchwood Airport Master Plan \(AMP\) Update: Public Review Draft, February 2024](#) 62MB
 - [Birchwood AMP Update: Public Review Draft, 5.0 Alternatives Excerpt](#) (pgs. 74-110 of full draft) 3MB
Includes preliminary and other alternatives considered for the airport layout, evaluation of each alternative, and description/rationalization for the Preferred Alternative.
- A print copy of the draft plan is available for viewing at the office of HDL Engineering Consultants, LLC, at 3335 Arctic Boulevard, Anchorage, Alaska.

2. Share your feedback TODAY! Here's how:

- Use the comment form in the "Contact Us" section of [the project website](#).
- Download, complete, and email or mail this [Fillable Comment Form](#).
- Call or email the Project Team using info below.
- **DON'T FORGET – Submit your comments TODAY!**

Philana Miles, C.M.
Project Manager
(907) 269-0519
philana.miles@alaska.gov

Shelly Wade, AICP
Public Involvement Lead
(907) 242-5326
shelly@agnewbeck.com

From: Shelly Wade
Sent: Thursday, April 18, 2024 2:42 PM
To: Shelly Wade <shelly@agnewbeck.com>
Cc: 'Miles, Philana C (DOT)' <philana.miles@alaska.gov>
Subject: PLEASE READ: Birchwood Airport Master Plan - Public Review Draft Comment Deadline Extended, May 31st & SAG Mtg Notes!
Importance: High

Good afternoon, everyone – We are writing today to share a few important project updates:

1. **COMMENT DEADLINE EXTENDED** – The **Deadline** to share your comments re: the Birchwood Airport Master Plan Public Review Draft has been **extended**

to Friday, May 31st, 2024. We have made this shift to allow additional time for clarifying questions and discussion on recommendations and other information presented in the Draft Plan.

2. **NOW AVAILABLE – SAG MEETING NOTES & RECORDING** – March 22nd, 2024 Stakeholder Advisory Group meeting notes, related materials, and the recording are now available on [the project website](#).

Please reach out if you have any questions about how to access and/or comment on the Draft Plan.

Respectfully,

Shelly

Project Contacts

Philana Miles, C.M.

Alaska Department of Transportation & Public Facilities, Project Manager
907-269-0519; philana.miles@alaska.gov

Shelly Wade, AICP

Public Involvement Lead, Agnew::Beck Consulting
907-242-5326; shelly@agnewbeck.com



Photo by Anna Bartholomew, DOT&PF

Join us for a public meeting to discuss the future of the Birchwood Airport!

Same meeting, two opportunities to join.

Select the time that works best for you.

**Thursday
March 4,
2021**

5:00 – 6:30 pm

6:45 – 8:15 pm

For video and audio:

- Connect using this link:
<https://agnewbeck.zoom.us/j/89957894404?pwd=ak9MKzd6b0lVelhjenlyQUlZeVZWdz09>
- Passcode: 2222

For audio only:

- Dial: 253-215-8782
- Meeting ID: 899 5789 4404 #
- Passcode: 2222 #

Persons with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD), 907- 269-0473. We are also able to offer, upon request, Alaska Native Language Translation.

About the Birchwood Airport Master Plan (AMP) Update

The Alaska Department of Transportation and Public Facilities (DOT&PF) is updating the Birchwood Airport Master Plan. The updated Airport Master Plan will outline **how the airport can best serve the future interests and needs of the flying public, aviation community, DOT&PF, and other stakeholders.**



About the March 4th Meeting

Join us for a virtual public meeting to learn about the Airport Master Plan Update and **talk with project staff about the airport's future needs.** We will share what we've learned so far, respond to your questions and get feedback on what you see as potential changes/needs for the airport and surrounding area.

We're listening! Email questions to Shelly in advance to have your question answered in our public meeting Q+A

Questions about the project?

Contact the DOT&PF Project Manager
Jessica Wuttke-Campoamor
Phone: 907-269-0519
Email: jessica.wuttke-campoamor@alaska.gov

Questions on how to connect to the meeting?

Contact the Project Public Involvement Lead
Shelly Wade
Phone: 907-242-5326
Email: shelly@agnewbeck.com

Visit the project webpage to learn more: <http://dot.alaska.gov/creg/birchwoodamp/>

ANCHORAGE DAILY NEWS

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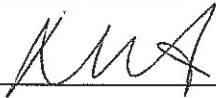
STATE OF ALASKA
THIRD JUDICIAL DISTRICT

Lisi Misa being first duly sworn on oath deposes and says that she is a representative of the Anchorage Daily News, a daily newspaper. That said newspaper has been approved by the Third Judicial Court, Anchorage, Alaska, and it now and has been published in the English language continually as a daily newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the aforesaid place of publication of said newspaper. That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on

02/21/2021

and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed _____



Subscribed and sworn to before me
this 7th day of April 2021.

Notary Public in and for
The State of Alaska.
Third Division
Anchorage, Alaska

MY COMMISSION EXPIRES



Notice of Public Meeting Alaska Department of Transportation & Public Facilities

Birchwood Airport Master Plan Update Project No. CFAPT00354/AIP 3-02-0034-008-2018

The Alaska Department of Transportation and Public Facilities (DOT&PF), with funding support from the Federal Aviation Administration (FAA), is updating the Birchwood Airport Master Plan. The updated Airport Master Plan will outline how the airport can best serve the future interests and needs of the flying public, aviation community, DOT&PF, and other stakeholders.

Join us for a virtual public meeting to learn about the airport master plan update and talk with project staff about the airport's future needs. We hope to learn how you use the airport and surrounding area, what you like most about the airport, and what you see as potential changes/needs for the airport and surrounding area.

Thursday, March 4, 2021
Same meeting, two opportunities to join:
5:00 p.m. – 6:30 p.m.
6:45 - 8:15 p.m.

**For video and audio:
Connect using this link:**

<https://agnewbeck.zoom.us/j/89957894404?pwd=ak9MKzd6b0lVelhJenlyQU1ZeVZWdz09>

Passcode: 2222

For audio only:

Dial: 253-215-8782

Meeting ID: 899 5789 4404 #

Passcode: 2222 #

For any questions on how to connect to the meeting, please email Shelly Wade, AICP, at shelly@agnewbeck.com. Have questions or comments about the project? Please contact the DOT&PF Project Manager, Jessica Wuttke-Campoamor at (907) 269-0519 or jessica.wuttke-campoamor@alaska.gov.

Persons with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD), number 269-0473. We are also able to offer, upon request, Alaska Native Language Translation.

Pub: February 21, 2021

NOTARY PUBLIC
JADA L. NOWLING
STATE OF ALASKA
MY COMMISSION EXPIRES July 14, 2024

Proposed Reader Board Text for Birchwood Airport Master Plan Update, 2-24-21

Guidelines (from Jessica)

- It looks like 10 or 12 characters per line
- 3 lines per screen
- Up to 3 or maybe more screens per sequence
- Time of each display is adjustable

Proposed dates and times: 8 am – 6 pm starting this weekend (Saturday, January 27th)

If 10 characters:

B	I	R	C	H	W	O	O	D	
A	I	R	P	O	R	T			
P	L	A	N						

P	U	B	L	I	C				
M	E	E	T	I	N	G	#	I	
M	A	R	C	H		4	T	H	

D	E	T	A	I	L	S	@		
D	O	T	.	A	L	A	S	K	A
.	G	O	V						

If 12 characters:

B	I	R	C	H	W	O	O	D			
A	I	R	P	O	R	T					
M	A	S	T	E	R		P	L	A	N	

F	I	R	S	T		P	U	B	L	I	C
M	E	E	T	I	N	G					
V	I	R	T	U	A	L	L	Y		O	N

M	A	R	C	H		4					
V	I	S	I	T		D	O	T	.		
A	L	A	S	K	A	.	G	O	V		

**Alaska Department of Transportation and Public Facilities
 Birchwood Airport Master Plan Update
 Virtual Public Meeting #1 – March 4th, 2021**



Two Opportunities to Participate!

- **5:00 pm to 6:30 pm**
- or**
- **6:45 pm to 8:15 pm**

To join by video and audio, connect using this link:

- <https://agnewbeck.zoom.us/j/89957894404?pwd=ak9MKzd6b0lVelhJenlyQU1ZeVZWdz09>
- Passcode: 2222

To join by audio only:

- Dial: 253-215-8782
- Meeting ID: 899 5789 4404 #
- Passcode: 2222 #

Objectives

- Introduce the project and purpose.
- Share what we have learned so far.
- Collect input from the public.

Agenda

Item	Timing
Welcome & Introductions <ul style="list-style-type: none"> • Land Acknowledgement • About the Project Team • Birchwood AMP Purpose & Schedule • Interactive Polling Activities • Meeting Purpose 	15 minutes
What have we learned so far? <ul style="list-style-type: none"> • Interview Highlights • Areas for Improvement • Results from Initial Forecasts 	40 minutes
How will the Airport Master Plan address the financial sustainability of the airport? <ul style="list-style-type: none"> • Introduction of Public/Private Partnership Concept • Future Research and Analysis of 3rd Party Management Options 	10 minutes
Responses to Your Frequently Asked Questions	15 minutes
Next Steps and Wrap Up <ul style="list-style-type: none"> • Reminder of project timeline • Link to project webpage • How to submit further questions and comments 	10 minutes



Two Times:

- 5:00 pm to 6:30 pm Meeting
- 6:45 pm to 8:15 pm Meeting

Public Meeting #1: Attendee List & Poll Results

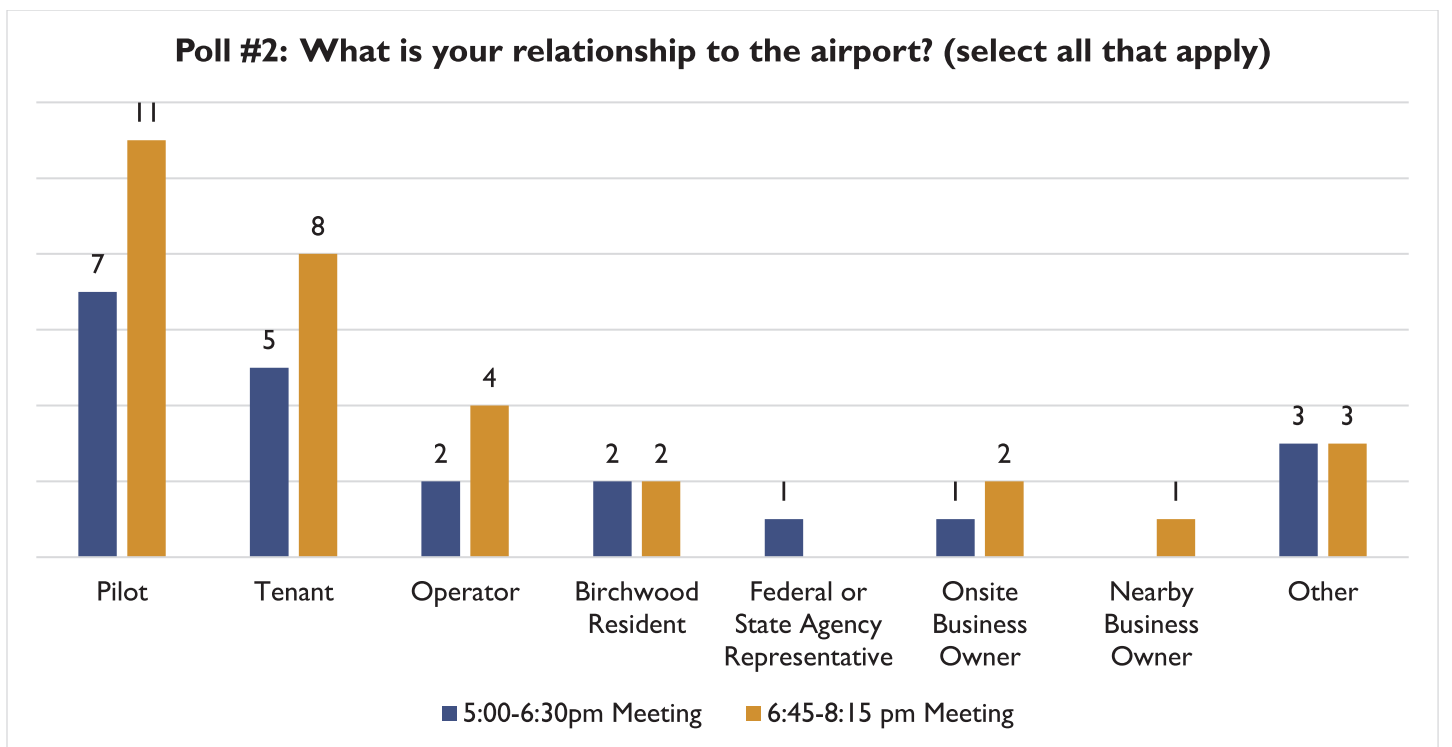
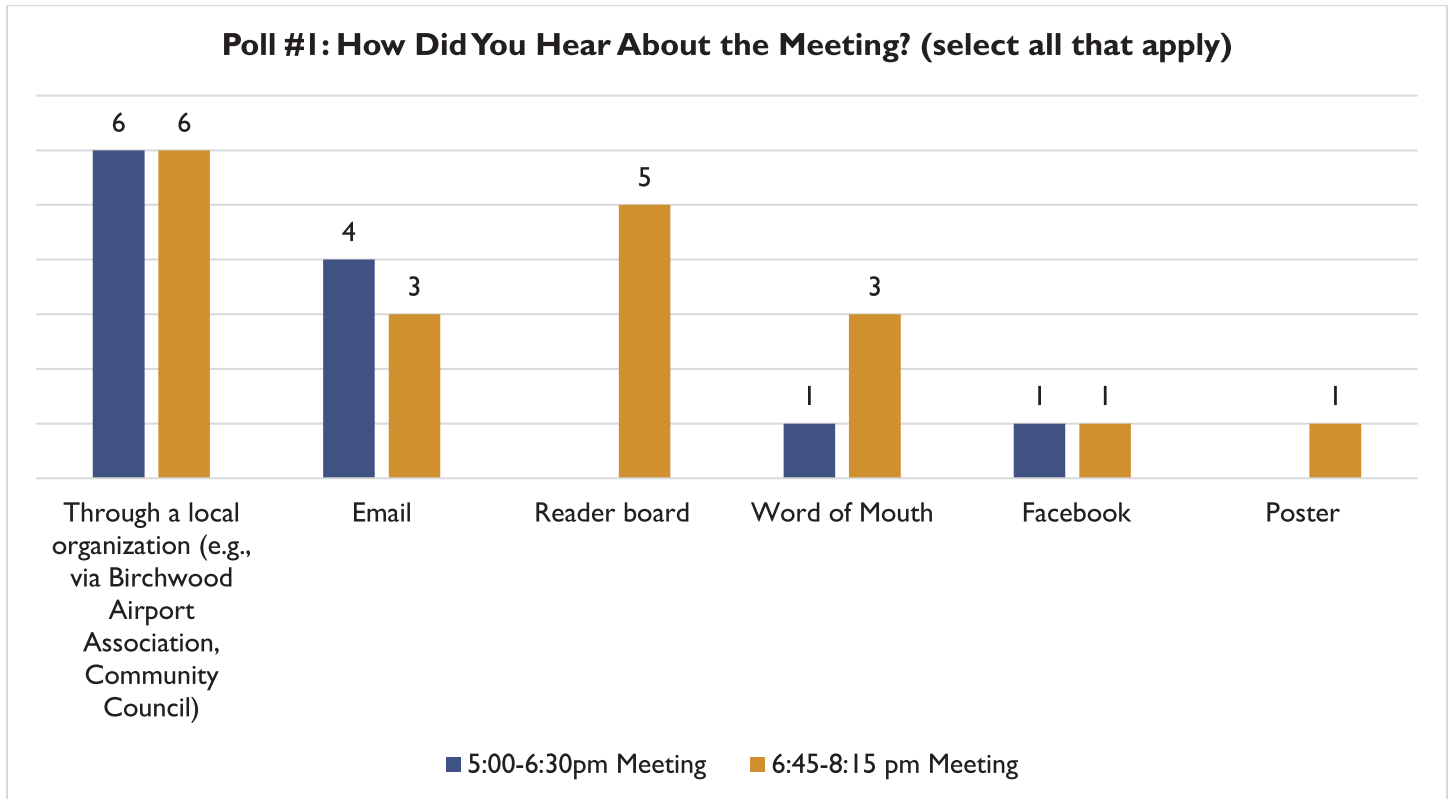
Attendance Summary

	5:30 – 6:30 pm Meeting	6:45 – 8:15 pm Meeting
	Phone attendee x 2 Abe Harman Dan Kendall David Baldwin Jane Dale Jay Laub Mike (no last name provided) Rep. Ken McCarty Robert Kelly Robert Stapleton Robin Dern Steve Constantine Steve Pogany Tiffany Lund Tom George Val Jokela	Phone attendee x 4 Abe Harman Catherine Shuman Dan Kendall Della Swartz Jane Dale Jay Laub John Abrams Lambert De Gavere Lars Gleitsmann Marty Armentrout Mark DeVries Nicholas Oppegard Rich Young Robert Kelly Robert Stapleton Tom (no last name provided) Tom George Tom Prunty
Total number of attendees <i>(excludes panelists)</i>	17	22
Total unique attendees <i>(only counts attendees once even if they attended both sessions)</i>	32	

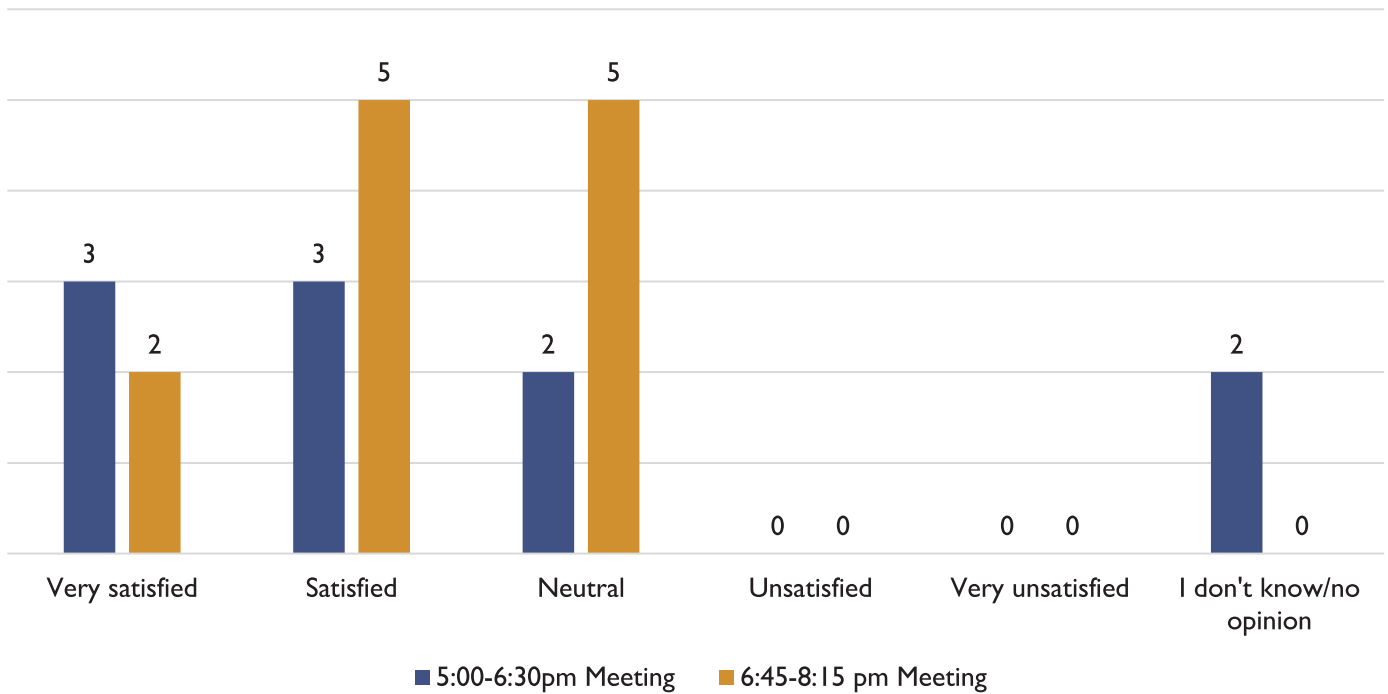
Poll Summary

Notes About the Poll Results

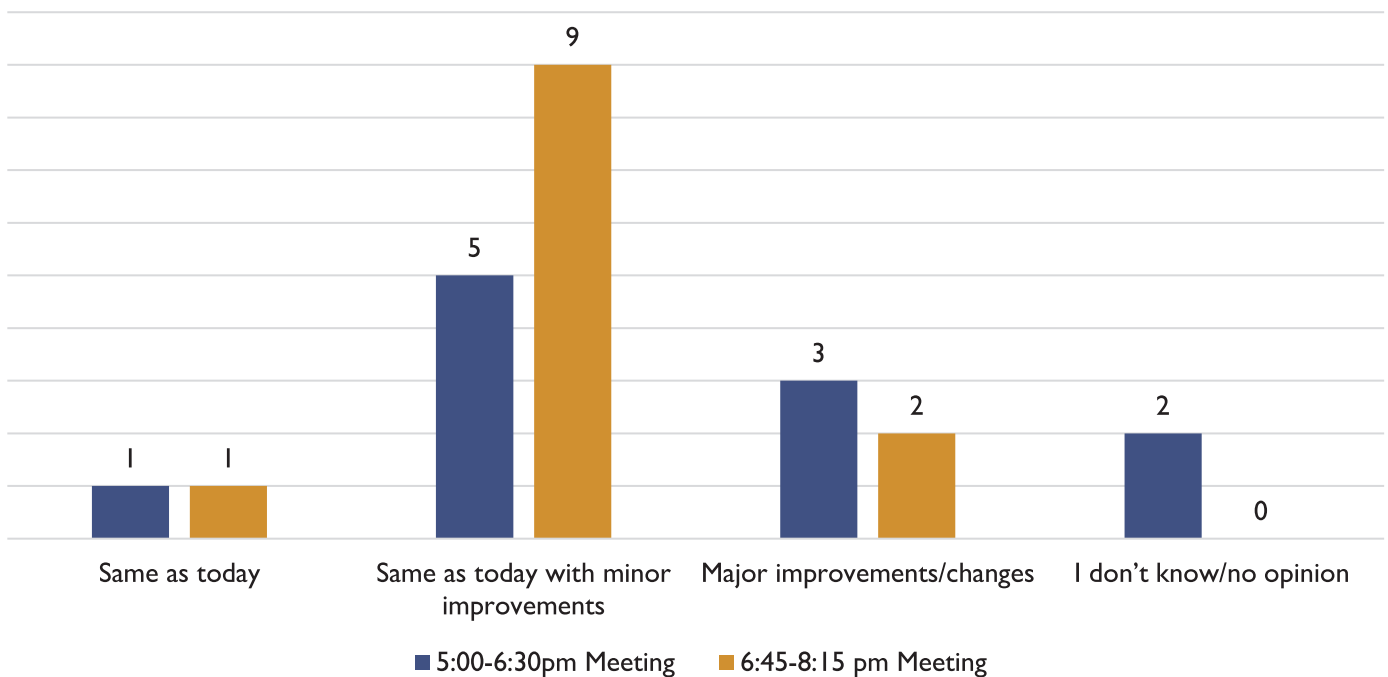
- Poll questions were optional; not all attendees responded to each poll.
- Attendees who called into the meeting via audio-only were not able to participate in the polls.
- Poll questions #1 and #2 were multiple choice; attendees could select more than one answer.
- Some attendees participated in both meetings, so there is some overlap in the results.



Poll #3: What is your overall level of satisfaction with the Birchwood Airport?



Poll #4: Looking ahead, 20 years from now, what does your ideal Birchwood Airport look like?



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Photo by Anna Bartholomew, DOT&PF

Birchwood Airport Master Plan Update

Project No. CFAPT00354/AIP 3-02-0034-008-2018

Public Meeting #1

Prepared for Alaska Department of Transportation & Public Facilities

*Presented and facilitated by HDL Engineering Consultants &
Agnew::Beck Consulting*

March 4, 2021

Same meeting, two opportunities to join: 5:00-6:30 pm or 6:45-8:15 pm



15 minutes

Welcome & Introductions

Land Acknowledgement

*Dena'inaq e'nen'aaq'
gheshtnu ch'q'u yeshdu.* (Dena'ina)

Translation by J. Isaak and S. Shaginoff-Stuart

*I live and work on the
land of the Dena'ina.* (English)

A Land Acknowledgement is a formal statement that recognizes and respects Indigenous Peoples as traditional stewards of this land and the enduring relationship that exists between Indigenous Peoples and their traditional territories.

<http://convention.myacpa.org/nashville2020/inclusion/land-acknowledgement/>

For more information:

<https://nativegov.org/a-guide-to-indigenous-land-acknowledgment/>

About Our Team

The Alaska Department of Transportation and Public Facilities is leading the process with assistance from a consulting team:



About Our Presenters



Jessica Wuttke-Campoamor
DOT&PF Project Manager
jessica.wuttke-campoamor@alaska.gov

Shawn Gardner
DOT&PF Anchorage Area Planner
shawn.gardner@alaska.gov



Mark Swenson, P.E.
Civil/Environmental Engineer
mwenson@hdlalaska.com



Shelly Wade, AICP
Public Involvement Lead
shelly@agnewbeck.com

How to Provide Input During the Meeting

The **meeting** will be **recorded and posted** to the project website.

Use the **“Q+A”** function to submit comments or questions at any time throughout the meeting.

Our team will review and respond to your input during and following the meeting.

We will have **four interactive polls** throughout the meeting. Results will be posted on the project website.

During the meeting, the project team may **post helpful links or other information** that everyone can access.

All attendees will remain muted with videos off.

Project Purpose

To determine how the airport can best serve the future interests and needs of the flying public, aviation community, Alaska Department of Transportation & Public Facilities (DOT&PF), and other stakeholders.



Stakeholder Advisory Group

A Stakeholder Advisory Group is providing feedback on the planning process:

NOTE: This is not a voting or decision-making body.


DOT&PF	Alaska Railroad	Birchwood Airport Association
Birchwood Civil Air Patrol	Birchwood Community Council	Birchwood Recreation and Shooting Park
Eklutna, Inc.	Native Village of Eklutna	Talon Hangar Condominium Association, Inc.

SAG Roles and Responsibilities

Provide feedback on the planning process



Help engage their networks and community connections in the process



Provide input on plan findings and recommendations

Poll #1 – How did you hear about this meeting? (select all that apply)

- Email
- Facebook
- Newspaper public notice
- Project website
- Poster at airport
- Reader board at airport
- Through a local organization (e.g., via Birchwood Airport Association, Community Council)
- Word of mouth
- Other

Poll #2 – What is your relationship to the airport? (select all that apply)

- Pilot
- Operator
- Tenant
- Onsite business owner
- Nearby business owner
- Birchwood resident
- Adjacent landowner
- Federal or state agency representative
- Other

Poll #3 – What is your overall level of satisfaction with the Birchwood Airport?

- Very satisfied
- Satisfied
- Neutral
- Unsatisfied
- Very unsatisfied
- I don't know/no opinion

Project Area Overview



Project Schedule

Summer 2020

Reconnaissance

Current Conditions, Uses, Issues and Needs

Fall 2020-2021

Assessment

Airport Facilities, Airspace, Finances, Partnerships, Projected Use

Early 2022

Draft Plan Development, Release + Review

Preliminary Airport Master Plan Update, Layout, Aeronautical Survey

Summer 2022

Plan Refinement + Finalization

FINAL Airport Master Plan Update, Layout, Aeronautical Survey

Community involvement occurs throughout, including interviews, stakeholder working group meetings, and three public meetings:

- **winter 2021**
- **summer 2021**
- **fall 2021**

Meeting Purpose



- Review the project and purpose.
- Share what we've learned so far.
- Answer frequently asked questions.
- Get your input on changes and needs for the airport and surrounding area.

40 minutes

What have we learned so far?

Interview Highlights: What we Heard

Conducted **36 interviews** with:

- Pilots and other airport users
- Hangar owners
- Nearby business owners
- Business trade groups
- Flight associations
- Adjacent landowners



Interviews: Vision for the Airport

Stakeholders generally like the way the airport is today.

- Most stakeholders believe the **conditions will not change much** in the next 20 years to warrant significant changes to the airport.
- **Stakeholders**, especially pilots, **desire minimal change** to the existing airport.
- The **biggest concerns** are the airport moving to controlled airspace and any **changes that would negatively impact the current culture and familiarity of the existing airport.**

Poll #4 – Looking ahead, 20 years from now, what does your ideal Birchwood Airport look like?

- Same as today
- Same as today with minor improvements
- Major improvements/changes
- I don't know/no opinion



Interviews: What Stakeholders Value

Stakeholders want to preserve most aspects of the airport.

- Stakeholders have a **strong connection** to the airport.
- Airport users most appreciate the **easy access** to the airport and **uncontrolled airspace**.
- Users enjoy the **community feel**, and **accessibility to new, younger pilots**.
- Users appreciate the **low fees** and fear raising fees could price pilots out.

Interviews: What Stakeholders Value

*“We are **extremely lucky to have a public use airport in our community**, with a good runway. The **airport adds a lot to the community**, and many of the flight schools in Anchorage use Birchwood for training.”*

*“I live close by – easy choice for me. There are a couple mechanics there that I like working with. It’s a **non-towered airport with very few snow days that close me out. (They) do a good job of keeping surfaces clear.**”*

*“I like that it is **uncontrolled** and there are **enough services on the field that I can get my needs taken care of.**”*

Interviews: Areas of Improvement

Little to No On-Site Management

- When there is an operations/management issue, there is no **DOT&PF presence onsite**. It is unclear who the manager is and how to reach them.

Locked Gate

- The idea of **adding a locked gate has mixed support**. Some believe there needs to be more security to stop fuel theft, others think it would be an annoyance.

Keeping up with Growth

- Many pilots asked for more **tie-downs, electric outlets near the tie-downs and hangar space**.
- Some pilots want **more designated parking** while others said they can park at their tie-down.
- Pilots asked for a **new taxiway** between E and G.

*Also mentioned, but not within DOT&PF purview – **improve restroom facility***

Interviews: Areas of Improvement



*“We have talked about the need to put in another taxiway between runway and taxiway halfway between E and G. There is **a lot more traffic at the south end** now that it is more built out. That would help not only us but all tenants to the south.”*

Areas for Improvement

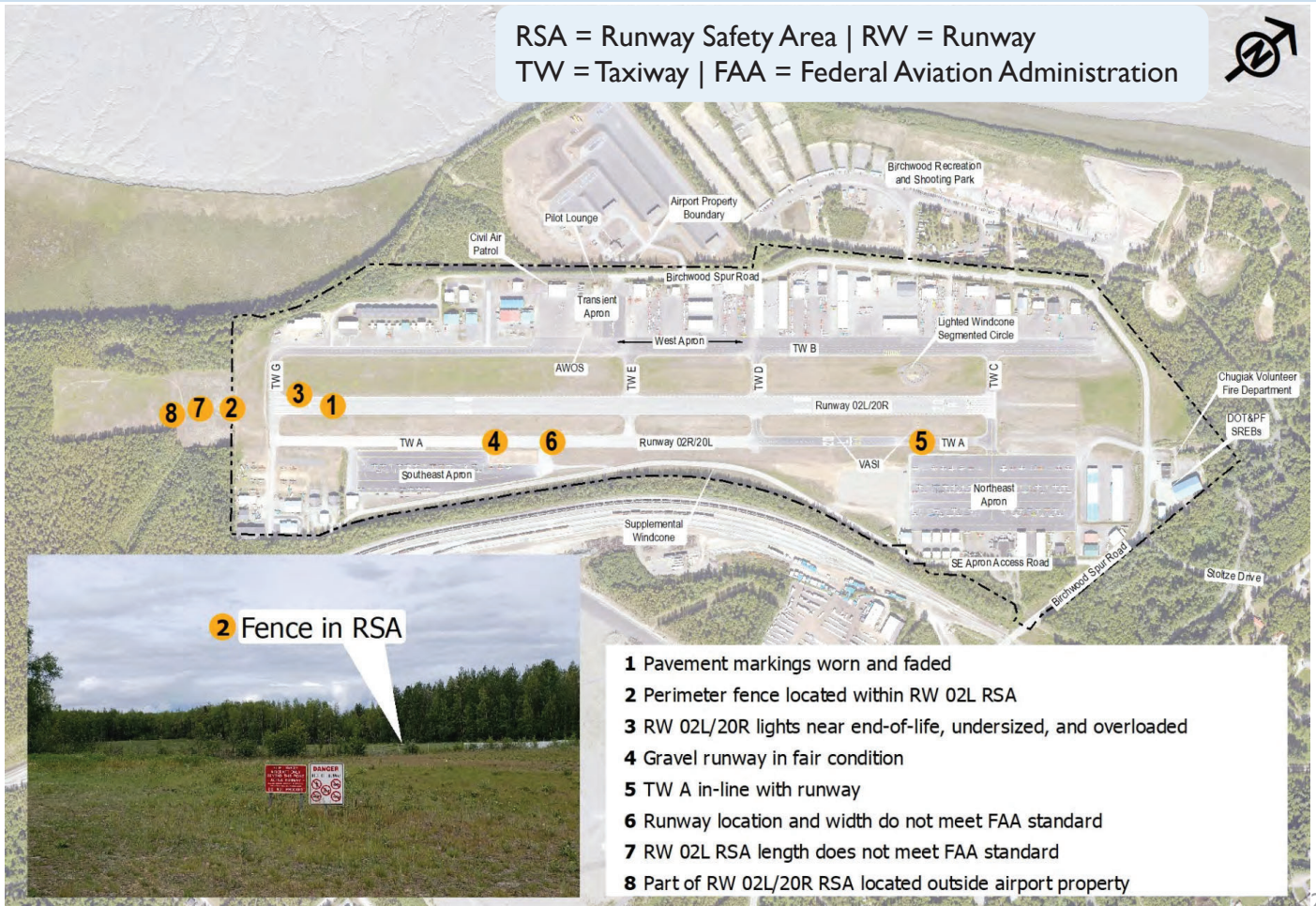
Airspace & Approaches

- Approach airspace is limited by JBER
Special Use
Restricted Area
- RW 02L/20R
published instrument
approach desired

JBER = Joint Base Elmendorf Richardson
RW = Runway

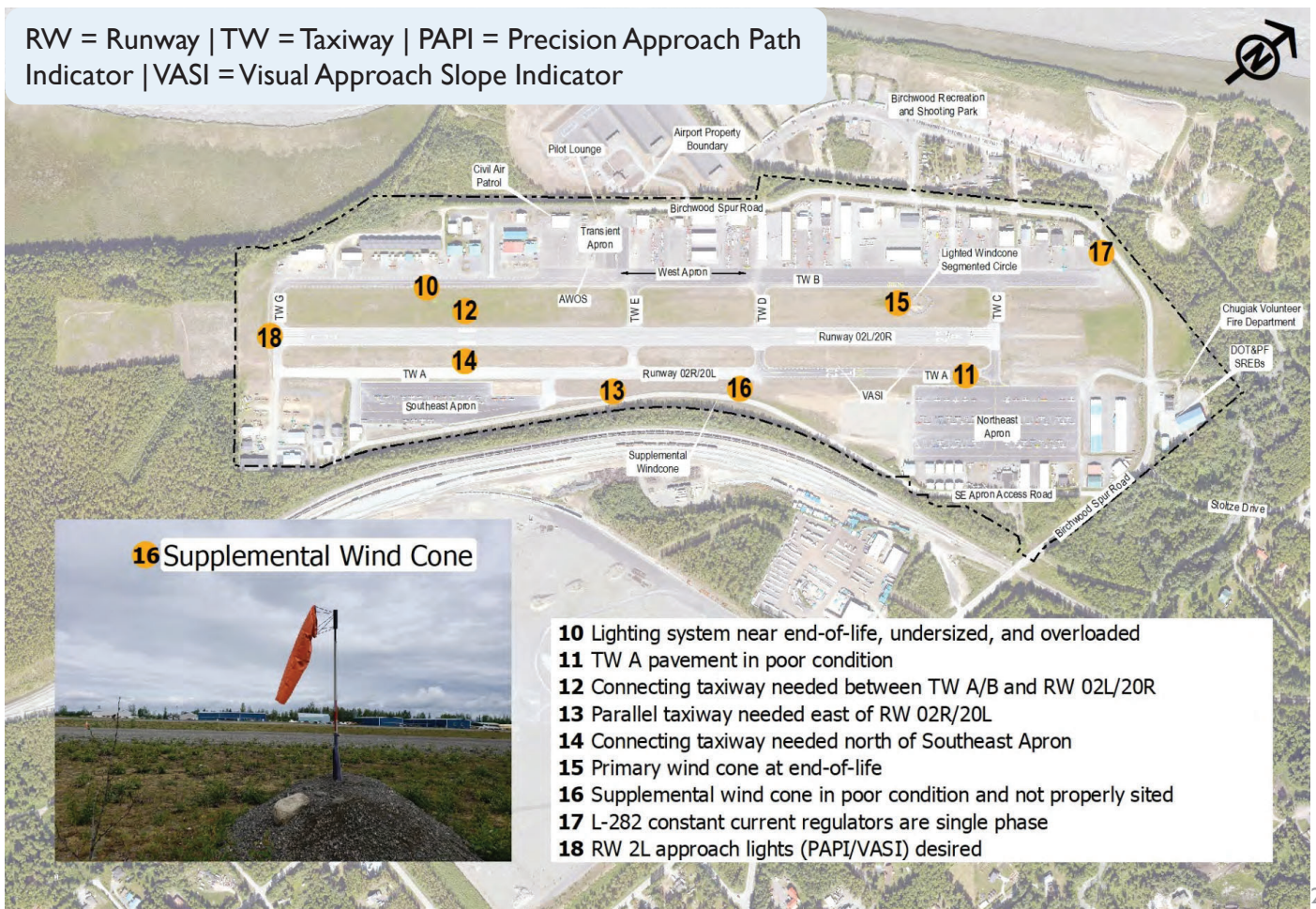
Areas for Improvement

Runways, RSAs, & RPZs



Areas for Improvement Taxiways & Visual Aids

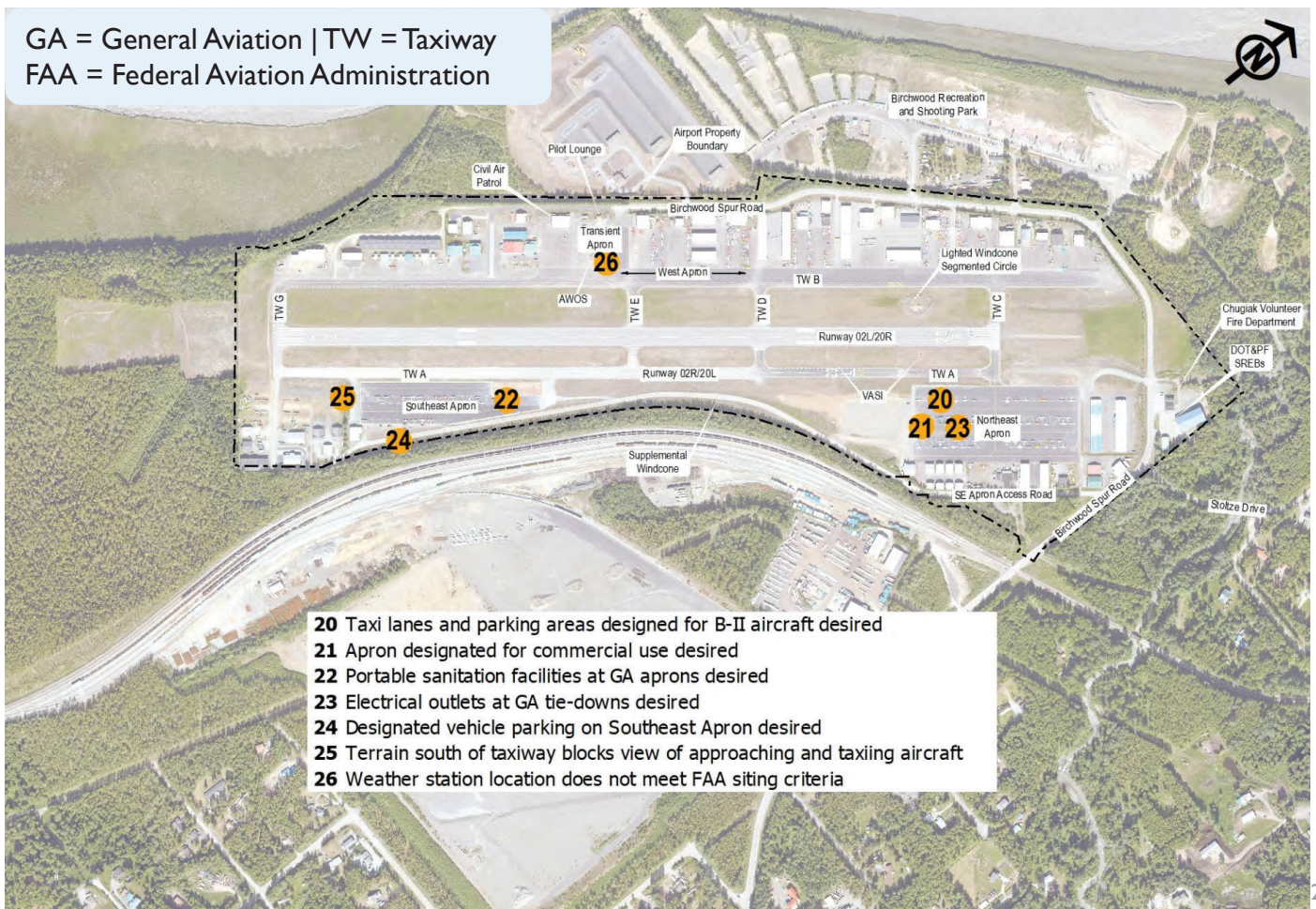
RW = Runway | TW = Taxiway | PAPI = Precision Approach Path Indicator
Indicator | VASI = Visual Approach Slope Indicator



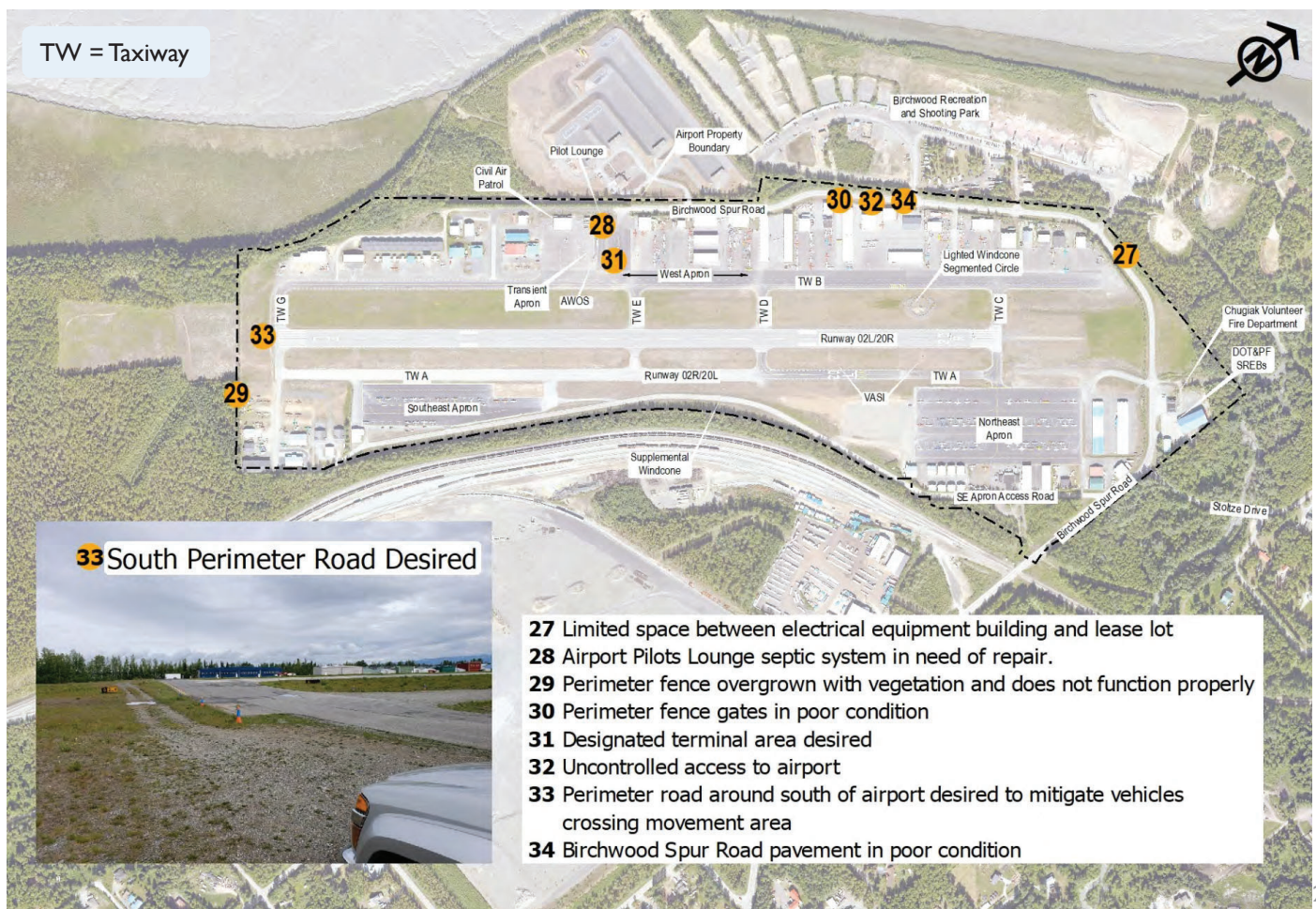
Areas for Improvement

Aprons & Weather Equipment

GA = General Aviation | TW = Taxiway
 FAA = Federal Aviation Administration



Areas for Improvement Facilities & Access



Areas for Improvement

Safety, Airport Maintenance, & Airport Management

- Simultaneous operations occur occasionally on runways
- Snow removal operations create snow piles and berms on lease lots and tie-downs
- On-site airport manager desired
- Increased non-airport traffic and theft reported in recent years

Areas for Improvement

Land Use & Planning

GA = General Aviation

- Separation of GA and commercial operations with designated aprons desired
- Better enforcement of vehicle and aircraft moving violations desired
- Concerns about management and maintenance with possible public-private partnership
- Additional lease and tie-down space desired

Recap of Big Themes: Areas for Improvement

- No lease lots or hangar space available and nowhere on airport property to expand
- Anxiety about the public-private partnership
- Need for an onsite airport manager
- Gravel ski strip important
 - Recognize that configuration needs to be improved for additional safety and eligibility for FAA funding
- RSA issues prior to 02L and beyond 20R
- Unauthorized vehicle and pedestrian access presents safety hazards

RSA = Runway Safety Area | FAA = Federal Aviation Administration

Results from Initial Forecasts

- The Aviation Activity Forecast for operations is **based on observed and recorded aviation activity.**
- Aviation activity data was **recorded using a General Audio Recording Device (G.A.R.D.)*** between July 21 and August 16, 2020, and September 2 and October 2, 2020.
- **No changes to current use have been identified or forecasted.**

**The G.A.R.D. records radio transmissions and operations through radar surveillance based on active aircraft transponders and cross-references transponders with the FAA's Automatic Dependent Surveillance-Broadcast (ADS-B) registry to identify the make and model of the aircraft.*

10 minutes

How will the Airport Master Plan address the financial sustainability of the airport?

Financial Plan

The financial plan will address **projected growth, funding needs and sources, and any proposed changes to lease rates or user fees**

Birchwood's **operating costs** will be **benchmarked against two other airports** in the region to compare costs for similar levels of service

The plan will provide a **cash flow forecast** and **analysis of variables** that may **impact sustainability**

Potential Public/Private Partnership



Today the airport is operated and managed by the Alaska Department of Transportation & Public Facilities (DOT&PF).



Third party private management is being considered as part of this Master Plan Update.



IMPORTANT: This part of the AMP Update process has not happened. This is a future task in the planning process.

Our Scope of Work for this **FUTURE TASK:** Potential Public/Private Partnership Exploration

1

Build from the **Financial Plan** component of the AMP which will:

- Address projected growth, funding needs and sources, and any proposed changes to lease rates or user fees.
- Identify gaps in revenue and provide a foundation for how to fill those gaps (a financial model or proforma).

2

Determine **possible management options** for a **possible public-private partnership** (“3P”) between DOT&PF and any other 3rd party interest.

3

Compare management options and prepare a detailed **Strengths, Weaknesses, Opportunities and Threats** and **feasibility analysis of a privately managed airport**. This analysis will:

- Consider financial and other information about each management option as it relates to the AMP Vision and Goals.

Interviews: Potential Public/Private Ownership

- Airport users are frustrated with a **lack of communication from DOT&PF.**
- Users are interested in more attentive management but **concerned third party or private sector manager may increase fees.**

*“Currently, we do not have anyone we can go to if we want to see change at this airport. If something goes wrong, **we feel like we get the run around** from DOT&PF. There is no process or allowance.”*

*“Cost is a huge issue – **don’t price us out of flying.** We want this to be a place where young people can come in and fly. If you make it cost a fortune, they won’t come in. Almost every place where DOT&PF handed over management to other entity, it results in higher/expensive fees – Palmer, Wasilla. Prices doubled in a year or two. People can’t afford that.”*



Photo by Dave Wilson

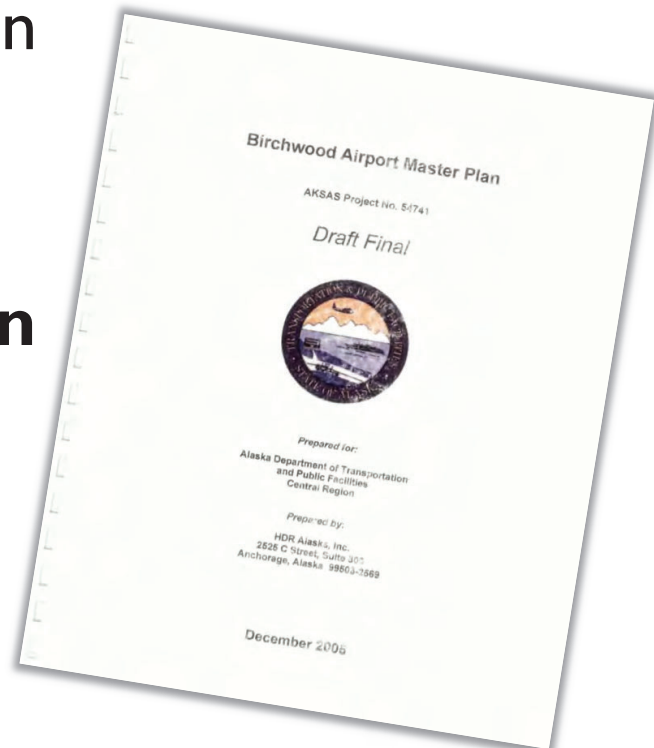
15 minutes

Frequently Asked Questions About the Project

Frequently Asked Question (FAQ) #1

The last Birchwood Master Plan Update was completed in 2005.

How has the previous plan been used and what recommendations have been implemented?



FAQ Answer #1, Part 1

The **2005 Birchwood AMP** was used to identify and submit projects to the **Aviation Project Evaluation Board (APEB)**, where *Birchwood projects compete against proposed projects at other Alaska airports.*

- Through the APEB, DOT&PF evaluates and scores state-owned projects across the state.
- Emphasis is placed on airports that do not have road access.
- DOT&PF is obligated to provide access to all Alaska communities.
- Communities with no road access/that are reliant on year-round airport are more likely to receive a portion of the limited funding.

FAQ Answer #1, Part 2

Then what is the benefit of an Airport Master Plan?

- Documentation of a needed improvement in an AMP is necessary to improve a project's APEB score.
- It does not guarantee funding, but it is substantially harder to get funding when the project is not documented in an AMP.
- ***Public support matters*** and the ***AMP is one method to document that support.***
- Newer documents are more in alignment with current community needs.

Frequently Asked Question #2

Why is DOT&PF exploring 3rd party management of the Birchwood Airport?

FAQ Answer #2:

DOT&PF is exploring options for airport

management – the study may find the best way to provide service to users and meet DOT&PF's needs is to continue as is.

Frequently Asked Question #3



**Where does Birchwood Airport
revenue go?**

FAQ Answer #3

- All revenue generated at DOT&PF owned airports is put into a **general aviation fund**.
- The general aviation fund **supports aviation projects across the state**.
- Federal Register Volume 64, No. 30 issued “Policy and Procedures Concerning the Use of Airport Revenue”
Section V – Permitted Uses of Airport Revenue, A.1. identifies airport revenue may be used for “The capital or operating costs of the airport, the local airport system, or other local facilities owned or operated by the airport owner or operator and directly and substantially related to the air transportation of passengers or property.”
- Alaska Code 17 AAC 45


Other Questions We Have Received – To Be Considered as Project Moves Forward




How are operations and maintenance currently funded?



How do operations costs compare with other Alaska airports?



Has a public/private partnership model been successfully applied at a comparable Alaska airport?



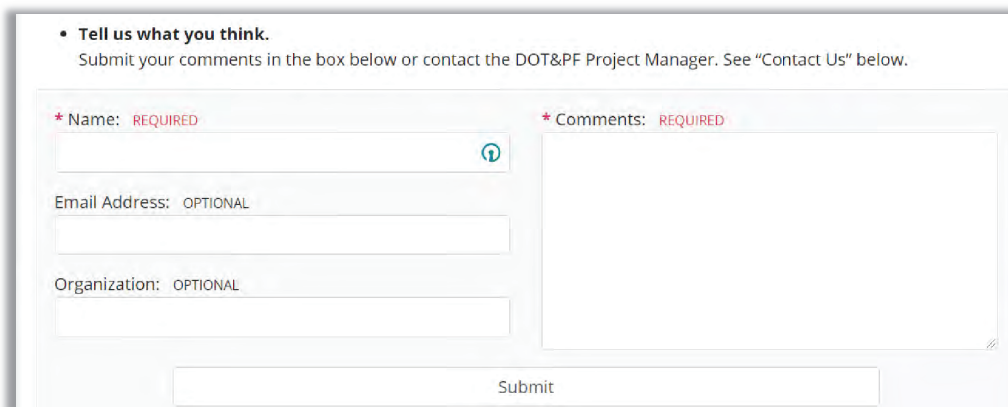
What are the intended future uses of adjacent landowners?

Questions

- What other questions do you have?
- Please add them to the Q+A.

You can also submit comments & questions on the website:

www.dot.state.ak.us/creg/birchwoodamp/



• **Tell us what you think.**
Submit your comments in the box below or contact the DOT&PF Project Manager. See "Contact Us" below.

* Name: **REQUIRED**

Email Address: **OPTIONAL**

Organization: **OPTIONAL**

* Comments: **REQUIRED**

Submit

10 minutes

Next Steps and Wrap Up

Birchwood AMP: Our Timeline



Community involvement occurs throughout, including interviews, stakeholder working group meetings, and three public meetings:

- winter 2021
- summer 2021
- fall 2021

Learn More & Contact Us

<http://www.dot.state.ak.us/creg/birchwoodamp/>

→ Submit your comments and questions!

Jessica Wuttke-Campoamor, DOT&PF Project Manager

Email: jessica.wuttke-campoamor@alaska.gov

Phone: 907-269-0519

Shelly Wade, Public Involvement Lead

Email: shelly@agnewbeck.com

Phone: 907-242-5326



Photo by Anna Bartholomew, DOT&PF

Join us for an interactive virtual public meeting to discuss potential alternatives for the future Birchwood Airport!

6:00 PM to 8:00 PM

Wednesday
October
27th
2021

How to Connect to the Virtual Meeting

For video and audio:

- Connect using this link:

<https://agnewbeck.zoom.us/j/88557292036?pwd=RnE0SDRlZzE4VHBMdjRzZkovYThlUT09>

For audio only:

- Dial: 1-833-548-0276 (Toll Free)
 - Meeting ID: 885 5729 2036#
 - Passcode: 401438#

Persons with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD), 907- 269-0473. We are also able to offer, upon request, Alaska Native Language Translation.

About the Birchwood Airport Master Plan (AMP) Update

The Alaska Department of Transportation and Public Facilities (DOT&PF) is updating the Birchwood Airport Master Plan. The updated Airport Master Plan will outline **how the airport can best serve the future interests and needs of the flying public, aviation community, DOT&PF, and other stakeholders.**



About the VIRTUAL October 27th Meeting

Join DOT&PF, Federal Aviation Administration, and the rest of the project team, to learn and ask questions about Birchwood Airport finances (**how the money works**); historic, current, and projected uses of the airport and surrounding lands (**aviation demand and other land uses**); potential alternatives for meeting interests and needs (**different ways to achieve a shared vision and goals for the future airport**).

Questions about the project?

Contact the DOT&PF Project Manager
Jessica Wuttke-Campoamor
Phone: 907-269-0519
Email: jessica.wuttke-campoamor@alaska.gov

Questions on how to connect to the meeting?

Contact the Project Public Involvement Lead
Shelly Wade
Phone: 907-242-5326
Email: shelly@agnewbeck.com

Visit the project webpage to learn more: <http://dot.alaska.gov/creg/birchwoodamp/>

ANCHORAGE DAILY NEWS

AFFIDAVIT OF PUBLICATION

Account #: 102401 HDL ENGINEERING CONSULTANTS
3335 Arctic Blvd, Suite 100, anchorage, ak 99503

Order #: W0025507

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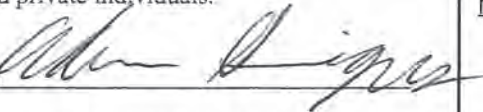
STATE OF ALASKA
THIRD JUDICIAL DISTRICT

Adam Garrigus being first duly sworn on oath deposes and says that she is a representative of the Anchorage Daily News, a daily newspaper. That said newspaper has been approved by the Third Judicial Court, Anchorage, Alaska, and it now and has been published in the English language continually as a daily newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the aforesaid place of publication of said newspaper. That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on

10/10/2021

and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed



Subscribed and sworn to before me
this 11th day of October 2021.

Notary Public in and for
The State of Alaska.
Third Division
Anchorage, Alaska

MY COMMISSION EXPIRES

7/14/2024

Notice of Public Meeting Alaska Department of Transportation & Public Facilities

Birchwood Airport Master Plan Update Project No. CFAPT00354/AIP 3-02-0034-008-2018

The Alaska Department of Transportation and Public Facilities (DOT&PF), with funding support from the Federal Aviation Administration (FAA), is updating the Birchwood Airport Master Plan. The updated Airport Master Plan will outline how the airport can best serve the future interests and needs of the flying public, aviation community, DOT&PF, and other stakeholders.

Join DOT&PF, Federal Aviation Administration, and the rest of the project team, to learn and ask questions about Birchwood Airport finances (how the money works); historic, current, and projected uses of the airport and surrounding lands (aviation demand and other land uses); potential alternatives for meeting interests and needs (different ways to achieve a shared vision and goals for the future airport).

Wednesday, October 27, 2021
6:00 – 8:00 p.m.

**For video and audio:
Connect using this link:**

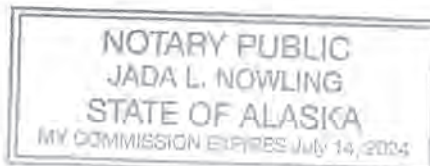
<https://agnewbeck.zoom.us/j/88557292036?pwd=RnE0SDRlZzE4VHBMdjRzZkovYThlUT09>

**For audio only:
Dial: 1-833-548-0276 (Toll Free)
Meeting ID: 885 5729 2036 #
Passcode: 401438 #**

For any questions on how to connect to the meeting, please email Shelly Wade, AICP, at shelly@agnewbeck.com. Have questions or comments about the project? Please contact the DOT&PF Project Manager, Jessica Wuttke-Campoamor at (907) 269-0519 or jessica.wuttke-campoamor@alaska.gov.

Persons with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD), number 269-0473. We are also able to offer, upon request, Alaska Native Language Translation.

Pub: October 10, 2021





Notice of Public Meeting

Alaska Department of
Transportation &
Public Facilities

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Proposed Reader Board Text for Birchwood Airport Master Plan Update, 10-27-21

Guidelines (from Jessica)

- It looks like 10 or 12 characters per line
- 3 lines per screen
- Up to 3 or maybe more screens per sequence
- Time of each display is adjustable

Proposed dates and times: 8 am – 6 pm starting this weekend (Saturday, October 23rd)

If 10 characters:

B	I	R	C	H	W	O	O	D	
A	I	R	P	O	R	T			
P	L	A	N						

P	U	B	L	I	C				
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.	G	O	V						

If 12 characters:

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A	I	R	P	O	R	T					
M	A	S	T	E	R		P	L	A	N	

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V	I	S	I	T		D	O	T	.		
A	L	A	S	K	A	.	G	O	V		

**Alaska Department of Transportation and Public Facilities
 Birchwood Airport Master Plan Update
 Virtual Public Meeting #2 – October 27th, 2021**



- 6:00 pm to 8:00 pm

To join by video and audio, connect using this link:

- <https://agnewbeck.zoom.us/j/88557292036?pwd=RnE0SDRIZzE4VHBMdjRzZkovYT09>

To join by audio only:

- Dial: 1-833-548-0276
- Meeting ID: 885 5729 2036#
- Passcode: 401438#

Objectives

- Update the public on progress since February.
- Present airport layout alternatives.
- Collect input from the public.

Agenda

Item	Timing
Welcome & Introductions <ul style="list-style-type: none"> • Land Acknowledgement • Birchwood AMP Purpose & Schedule • Meeting Purpose 	10 minutes
Financial Assessment <ul style="list-style-type: none"> • How does the money work? What are Birchwood Airport’s revenue and expenses? • How do Birchwood Airport finances and operations compare to similar AK airports? 	5 minutes
Land Use Assessment <ul style="list-style-type: none"> • What are the intended future land uses for the Birchwood Airport and adjacent lands? 	5 minutes
FAA Framework & Context <ul style="list-style-type: none"> • How do federal policies and criteria impact the Birchwood today and future operations? 	5 minutes
Aviation Forecasts & Alternatives <ul style="list-style-type: none"> • What is the historic use, and current and anticipated future demands at the Birchwood Airport? • What options are being considered to best preserve interests and meet needs at the Birchwood Airport? 	1 hour 25 minutes
Next Steps and Wrap Up	10 minutes

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Birchwood Airport Master Plan Update

Project No. CFAPT00354/AIP 3-02-0034-008-2018

Public Meeting #2

Prepared for Alaska Department of Transportation &
Public Facilities

*Presented and facilitated by HDL Engineering Consultants &
Agnew::Beck Consulting*

October 27, 2021; 6:00 – 8:00 PM

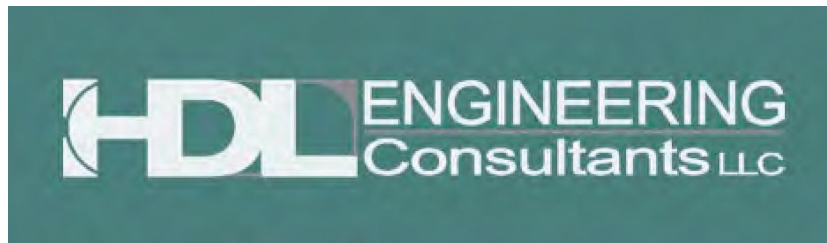


6:00 p.m. – 6:10 p.m.

Welcome & Introductions

About Our Team

The Alaska Department of Transportation and Public Facilities is leading the process with assistance from a consulting team:



Land Acknowledgement

*Dena'inaq ełnen'aq'
gheshtnu ch'q'u yeshdu.* (Dena'ina)

Translation by J. Isaak and S. Shaginoff-Stuart

*I live and work on the
land of the Dena'ina.* (English)

Project Area Overview



Land Ownership

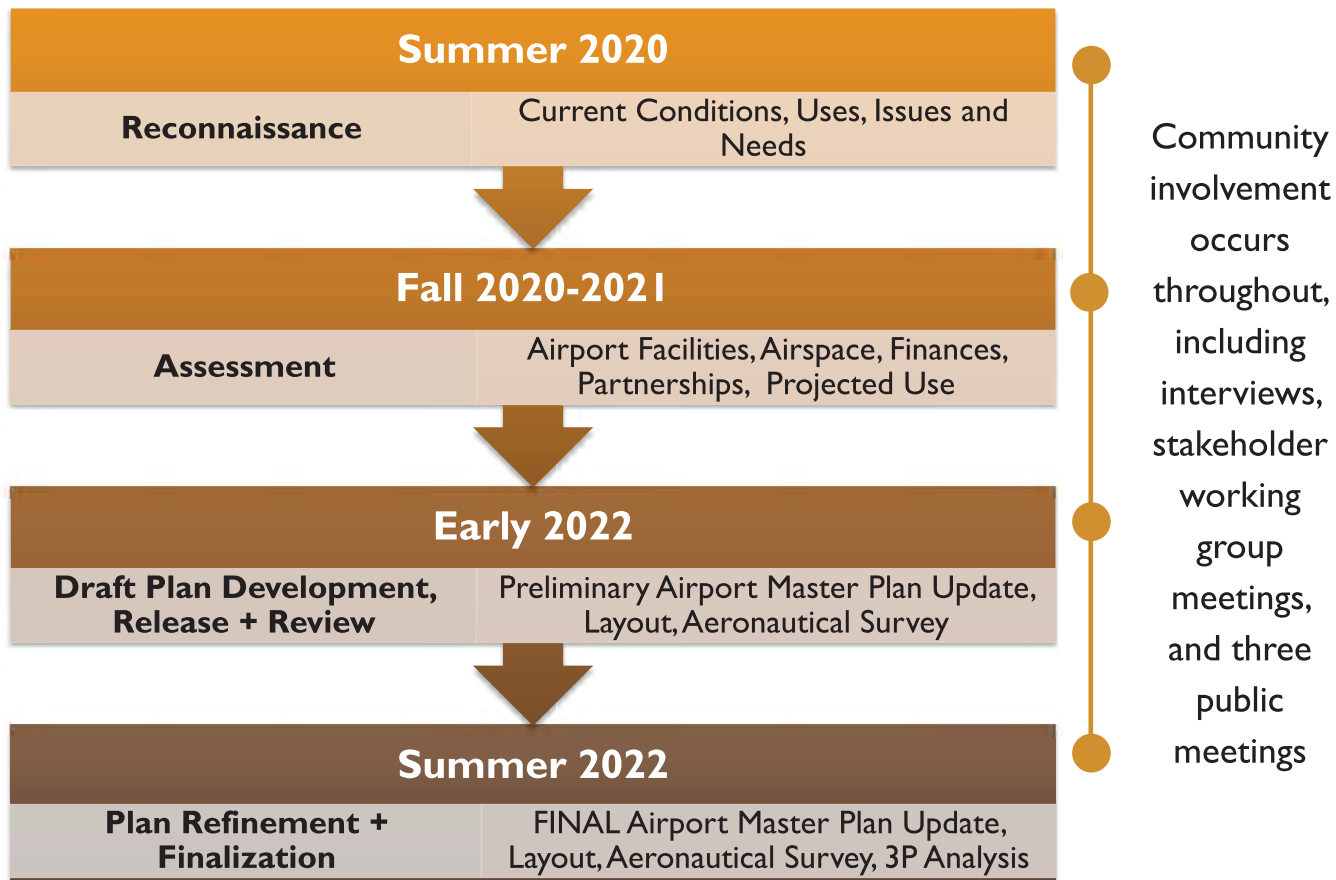


Project Purpose

To determine how the airport can best serve the future interests and needs of the flying public, aviation community, Alaska Department of Transportation & Public Facilities (DOT&PF), and other stakeholders.



Project Schedule



Progress Since March 2021

- Aviation Activity Forecast
- Financial Assessment
- Land Use Assessment
- Frequently Asked Questions

Meeting Purpose

- Review the project and purpose.
- Update on progress and gather input on:
 - Financial analysis
 - Land use assessment,
 - Aviation activity forecast
 - Preliminary alternatives.
- Discuss alternatives survey and next steps in the planning process

Meeting Agenda

Item	Timing
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Next Steps and Wrap Up	10 minutes

General Meeting Guidelines

- Be respectful.
- Be positive and solutions oriented.
- Be clear and concise.
- Be specific.
- Avoid jargon and acronyms.
- Think creatively and strategically.

Online & Telephonic Meeting Guidelines

Please:

1. Follow Shelly's lead as the designated facilitator.
 - Throughout the meeting, participants will have several opportunities to comment or ask questions.
2. Mute your microphone when you are not talking.
3. If you have joined by video, don't forget – everyone can see you 😊.
4. We will do introductions, but please repeat your name when it is your turn to comment or ask a question.
5. Please limit use of the Zoom chat space, unless prompted by a guiding question, or you're having a technical issue.

6:10 p.m. – 6:15 p.m.

Financial Assessment

Where does Birchwood Airport revenue go?

- All profit from DOT&PF airports go to a general aviation fund.
- This money funds maintenance and operations for all DOT&PF airports.
- DOT&PF is required to provide access to all Alaska communities, so it prioritizes maintenance in communities off the road system.

Financial Assessment

- Northern Economics, Inc. prepared a comprehensive financial assessment of the Birchwood Airport.
- The assessment used data from 2015-2020.
- The assessment includes revenue, expenses and a comparison to two similar airports.

Birchwood Airport's Revenue and Expenses

The Birchwood Airport has had an operating profit over the last six years.

Table 2.1 Birchwood Airport Revenues, Expenses, and Operating Profits, \$, FY 2015–2020

Fiscal Year	Revenue	Expenses	Operating Profit
2015	208,165.98	66,793.98	141,372.00
2016	201,024.25	57,423.97	143,600.28
2017	200,555.79	134,124.85	66,430.94
2018	243,716.10	99,907.24	143,808.86
2019	258,990.50	97,672.78	161,317.72
2020	273,832.14	147,209.04	126,623.10

Source: DOT&PF (2021)

Excerpted from the May 2021 Birchwood AMP Update: Financial Assessment

Top Revenue Sources

FY2020 Revenue:

- 70% came from lease fees or “land use.”
- 25% came from tie-downs and parking.
- Fees and fuel permits make up the remaining 5%.

Top Revenue Sources

Revenue grew 36.5% from FY 2017 to FY 2020.

Table 2.2 Birchwood Airport Revenue Detail, \$, FY 2015–2020

Fiscal Year	Assigned Aircraft Tie-down/Transient Parking	Fuel Dispensing Permit	Interest/Late Fees	Application/Process Fees	Land Use	Total Revenue
2015						208,165.98
2016						201,024.25
2017	50,937.19	2,895.35	260.73	1,050.00	145,412.52	200,555.79
2018	68,718.00	4,721.14	243.28	4,225.00	165,808.68	243,716.10
2019	68,756.16	10,982.53	396.59	3,775.00	175,080.22	258,990.50
2020	68,723.00	5,137.15	212.52	8,025.00	191,734.47	273,832.14

Source: DOT&PF (2021)

Excerpted from the May 2021 Birchwood AMP Update: Financial Assessment

Top Expenses

- The Birchwood Airport’s most significant expenses in FY 2020 were facilities and capital improvements.
- Historically, services were the largest expenses.

Table 2.3 Birchwood Airport Expense Detail, \$, FY 2015–2020

Fiscal Year	Personal Services	Services	Commodities	Capital Outlay	Facilities	Total Expenses
2015	24,630.88	6,289.18	35,873.92			66,793.98
2016	26,887.86	5,296.41	25,239.70			57,423.97
2017	74,387.00	51,310.18	8,427.67			134,124.85
2018	45,629.06	42,344.99	11,933.19			99,907.24
2019	42,399.96	46,883.01	8,389.81			97,672.78
2020	27,708.92	10,715.40	5,429.71	25,207.05	78,147.96	147,209.04

Source: DOT&PF (2021)

Excerpted from the May 2021 Birchwood AMP Update: Financial Assessment

Benchmarking

Northern Economics, Inc. compared the Birchwood Airport with similar facilities in Wasilla and Soldotna



Benchmarking

Table 4.2 Estimated Operations and Based Aircraft at Birchwood, Soldotna, and Wasilla Airports, 2020

Airport	Total Operations	Based Aircraft
Birchwood	67,047	308
Soldotna	21,100	169
Wasilla	42,660	168

NOTE: For Birchwood, includes touch-and-go landings.

Benchmarking

Birchwood Airport's operating expenses are lower than the city-owned comparable facilities, largely due to a lack of on-site staff.

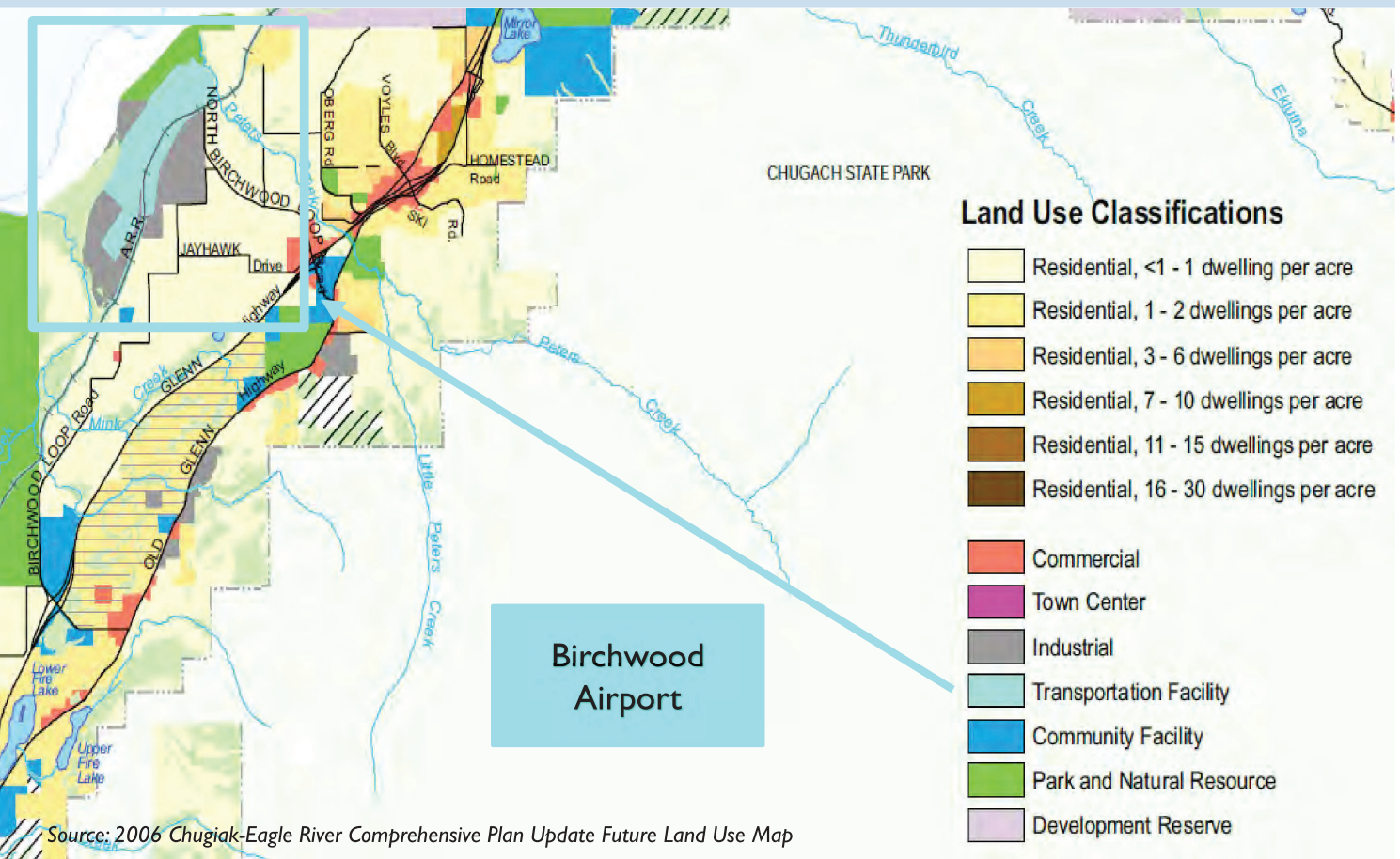
Total 2020 Operating Expenses		
Birchwood Airport	Soldotna Airport	Wasilla Airport
\$147,209	\$149,848	\$214,392

Excerpted from the May 2021 Birchwood AMP Update: Financial Assessment

6:15 p.m. – 6:20 p.m.

Land Use Assessment

Future Land Use

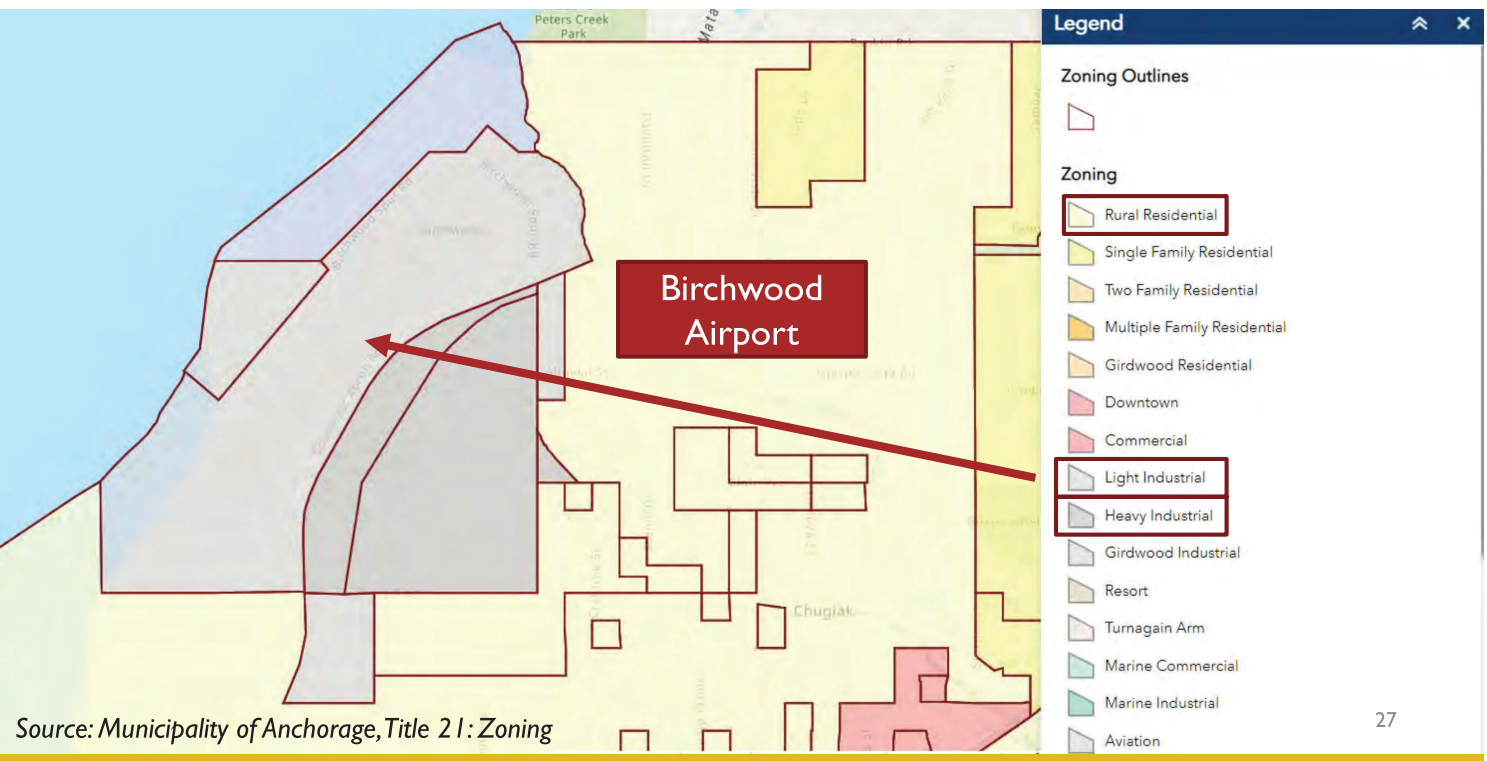


Future Land Use

- Past and current versions of future land use maps continually show the Birchwood Airport and surrounding areas as predominantly transportation, industrial, recreation, and low density residential.
- Adjacent landowners reported no plans that conflict with airport operations.

Existing Zoning

The Birchwood Airport is zoned as “light industrial.” Adjacent land is mostly industrial and low-density residential.



Birchwood Airport Inventory

- In 2020, 308 aircraft were based at the airport.
- The airport includes 67 lease lots and 119 tie-downs.
 - Lease lots and tie-downs are generally all occupied.

Adjacent Lands

- Eklutna, Inc. is the largest nearby landowner, owning several parcels to the north and south.
- The Alaska Railroad owns 174 acres to the east.
- The Birchwood Recreation Shooting Park sits on 72 acres to the west.

Expansion Opportunities



Expansion Opportunities

- The Airport is framed by Cook Inlet to the west, the railroad to the east and Peter's Creek to the north.
- The most feasible expansion would be through acquisition of Eklutna, Inc. land to the south.
 - **IMPORTANT:** The Eklutna Tribe would assess any Eklutna, Inc. lands for cultural and archaeological assets prior to selling.

6:20 p.m. – 6:25 p.m.

FAA Framework & Context

FAA roles during planning process

The recommendations contained in an airport master plan represent the views, policies and development plans of the airport sponsor and do not necessarily represent the views of the FAA.

FAA advises on standards, eligibility/requirements for projects, sound planning practices, and other matters as needed.

Ultimately, FAA:

- Accepts the overall master plan
- Approves the forecast and critical aircraft determination
- Conditionally approves the Airport Layout Plan (ALP)

FAA acceptance/approval of the above does not constitute a commitment to participate in any development depicted in the plan, nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public law.

Airport Improvement Program

Historically, \$214M annual avg (within Alaska)

- Approximately \$8.3M at BCV in past 10 years

Projects to preserve/enhance airport safety, capacity, security, and environmental concerns.

A few requirements for AIP projects:

- Eligible for AIP program
- Justified by civil aeronautical demand (e.g., critical aircraft)
- Meet FAA standards
- Depicted on approved ALP

Needs within the system exceed available funds.

6:25 p.m. – 7:50 p.m.

Aviation Forecast & Alternatives

Results from Aviation Activity Forecast

- The Aviation Activity Forecast for operations is **based on observed and recorded aviation activity.**
- Aviation activity data was **recorded using a General Audio Recording Device (G.A.R.D.)*** between July 21 and August 16, 2020, and September 2 and October 2, 2020.
- FAA Approval – September 15, 2021

**The G.A.R.D. records radio transmissions and operations through radar surveillance based on active aircraft transponders and cross-references transponders with the FAA's Automatic Dependent Surveillance-Broadcast (ADS-B) registry to identify the make and model of the aircraft.*

Results from Aviation Activity Forecast

- Critical Aircraft A-I (small) (Cessna 172/182).
- No changes to current uses have been forecasted.
- 80% are training operations.

	Current (2020)	Forecasted (2040)
Total Airport Operations and Training Operations	~67,000	~76,300
Tie-downs	119	157
Lease lots	67	92

Development of Alternatives

Four potential Alternatives have been developed.

Alternatives are based on:

- Critical aircraft.
- Facility requirements identified during interviews and inventory.
- Future gravel/ski strip location.
- Forecasted need for more tie-down permits and lease lots.

Proposed Alternative One

ALTERNATIVE 1 - NO BUILD



LEGEND

- RUNWAY SAFETY AREA
- OBJECT FREE AREA/ZONE
- RUNWAY PROTECTION ZONE



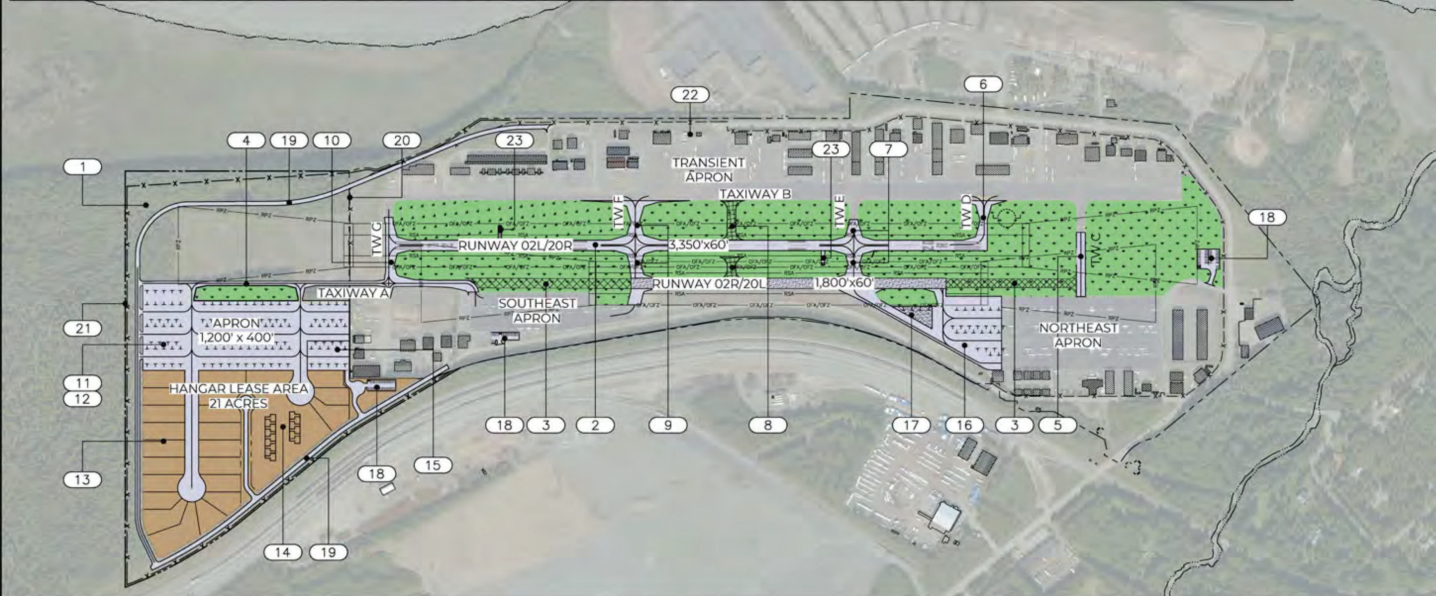
HDL ENGINEERING
Consultants LLC
 civil - geotechnical - surveying - environmental - material testing
 ANCHORAGE 907.564.2100 MAT-SU 907.746.8220
 3335 Arctic Boulevard, Suite 100 Anchorage, AK 99503

BIRCHWOOD AIRPORT MASTER PLAN EXHIBIT - ALTERNATIVE 1 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES/CR BIRCHWOOD, ALASKA		
DATE: 10-26-2021	DRAWN BY: TA/TC	SHEET: 1
SCALE: AS SHOWN	CHECKED BY: TA/TC	FOR MORE INFORMATION:

Proposed Alternative Two

ALTERNATIVE 2

- | | | |
|---|--|--|
| <ul style="list-style-type: none"> 1 ACQUIRE AIRPORT PROPERTY (APPROX. 61 ACRES) 2 RECONSTRUCT RUNWAY 02L/20R 3 REMOVE TAXIWAY A SEGMENTS 4 CONSTRUCT TAXIWAY A EXTENSION 5 RECONSTRUCT TAXIWAY C 6 CONSTRUCT NEW TAXIWAY D 7 RECONSTRUCT EXISTING TAXIWAY D AND RENAME TO TAXIWAY E 8 REMOVE EXISTING TAXIWAY E 9 CONSTRUCT NEW TAXIWAY F | <ul style="list-style-type: none"> 10 RECONSTRUCT EXISTING TAXIWAY G 11 CONSTRUCT NEW APRON (122 TIE-DOWNS) 12 INSTALL ELECTRICAL OUTLETS AT NEW TIE-DOWN SPACES 13 NEW HANGAR LEASE LOT AREA 14 NEW T-HANGAR LEASE LOT AREA 15 CONSTRUCT NEW TRANSIENT AIRCRAFT PARKING APRON (10 TIE-DOWNS) 16 EXPAND NORTHEAST APRON (25 TIE-DOWNS) 17 CONSTRUCT SUMMER AIRCRAFT TIE-DOWN AREA/WINTER SNOW STORAGE AREA (4 TIE-DOWNS) | <ul style="list-style-type: none"> 18 DEVELOP NEW VEHICLE PARKING AREA WITH PORTABLE PUBLIC RESTROOM FACILITIES 19 CONSTRUCT ACCESS ROADS 20 REMOVE EXISTING FENCING 21 CONSTRUCT NEW PERIMETER FENCING 22 CONSTRUCT NEW SEPTIC SYSTEM AT PILOT BRIEFING SHELTER 23 CONSTRUCT NEW PAPI |
|---|--|--|



- LEGEND**
- HANGAR DEVELOPMENT AREAS
 - NEW GRASS AREA
 - NEW PAVEMENT
 - NEW GRAVEL SURFACE
 - PARKING & PORTABLE PUBLIC RESTROOMS
 - AIRCRAFT TIE-DOWN

- PROPOSED AIRPORT PROPERTY BOUNDARY
- NEW FENCE
- RUNWAY SAFETY AREA
- OBJECT FREE AREA/ZONE
- RUNWAY PROTECTION ZONE

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 Consultants LLC
oil - geotechnical - surveying - environmental - material testing
 ANCHORAGE 907.264.2120 MAT-SUJ 907.746.5235
 3335 Arctic Boulevard, Suite 100 Anchorage, AK 99503
 AECL861 www.HDLalaska.com

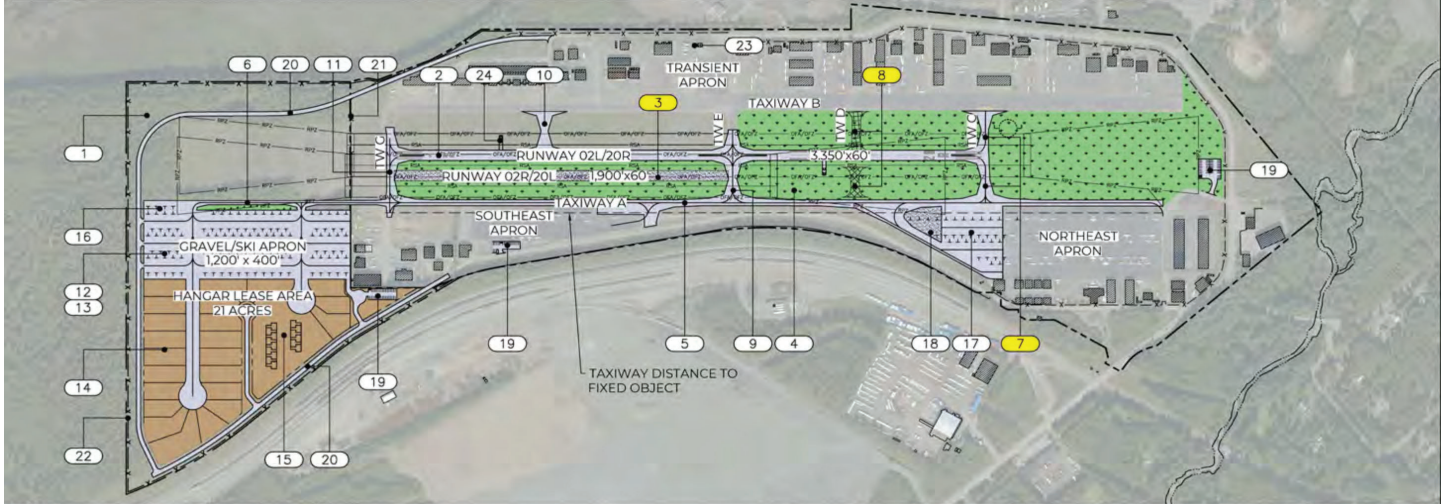
BIRCHWOOD AIRPORT MASTER PLAN
 EXHIBIT - ALTERNATIVE 2
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES/CR
 BIRCHWOOD, ALASKA

DATE: 10-26-2021	DRAWN BY: TA/TC	SHEET: 2
SCALE: 1" = 250'	CHECKED BY: MS	JOB NO.: 20-014

Proposed Alternative Three

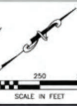
ALTERNATIVE 3

- | | | |
|--|--|---|
| 1 ACQUIRE AIRPORT PROPERTY (APPROX. 61 ACRES) | 9 EXTEND EXISTING TAXIWAY E | 18 CONSTRUCT SUMMER AIRCRAFT TIE-DOWN AREA/WINTER SNOW STORAGE AREA (5 TIE-DOWNS) |
| 2 RECONSTRUCT RUNWAY 02L/20R | 10 CONSTRUCT NEW TAXIWAY F | 19 DEVELOP NEW VEHICLE PARKING AREA WITH PORTABLE PUBLIC RESTROOM FACILITIES |
| 3 CONSTRUCT NEW "SHOULDER" GRAVEL/SKI RUNWAY 02R/20L | 11 RECONSTRUCT EXISTING TAXIWAY G | 20 CONSTRUCT ACCESS ROADS |
| 4 REMOVE EXISTING RUNWAY 02R/20L | 12 CONSTRUCT NEW APRON (114 TIE-DOWNS) | 21 REMOVE EXISTING FENCE |
| 5 RELOCATE AND RECONSTRUCT TAXIWAY A TO PROVIDE REQUIRED RUNWAY SEPARATION | 13 INSTALL ELECTRICAL OUTLETS AT TIE-DOWN SPACES | 22 CONSTRUCT NEW PERIMETER FENCING |
| 6 CONSTRUCT TAXIWAY A EXTENSION | 14 CONSTRUCT NEW HANGAR LEASE AREA | 23 CONSTRUCT NEW SEPTIC SYSTEM AT PILOT BRIEFING SHELTER |
| 7 RELOCATE AND RECONSTRUCT TAXIWAY C | 15 CONSTRUCT NEW T-HANGAR LEASE AREA | 24 CONSTRUCT NEW PAPI |
| 8 REMOVE EXISTING TAXIWAY D | 16 CONSTRUCT NEW TRANSIENT AIRCRAFT PARKING APRON (10 TIE-DOWNS) | |
| | 17 EXPAND NORTHEAST APRON (30 TIE-DOWNS) | |



LEGEND

- | | |
|-------------------------------------|------------------------------------|
| HANGAR DEVELOPMENT AREAS | PROPOSED AIRPORT PROPERTY BOUNDARY |
| NEW GRASS AREA | NEW FENCE |
| NEW PAVEMENT | RUNWAY SAFETY AREA |
| NEW GRAVEL SURFACE | OBJECT FREE AREA/ZONE |
| PARKING & PORTABLE PUBLIC RESTROOMS | RUNWAY PROTECTION ZONE |
| AIRCRAFT TIE-DOWN | CHANGES COMPARED TO ALTERNATIVE 2 |



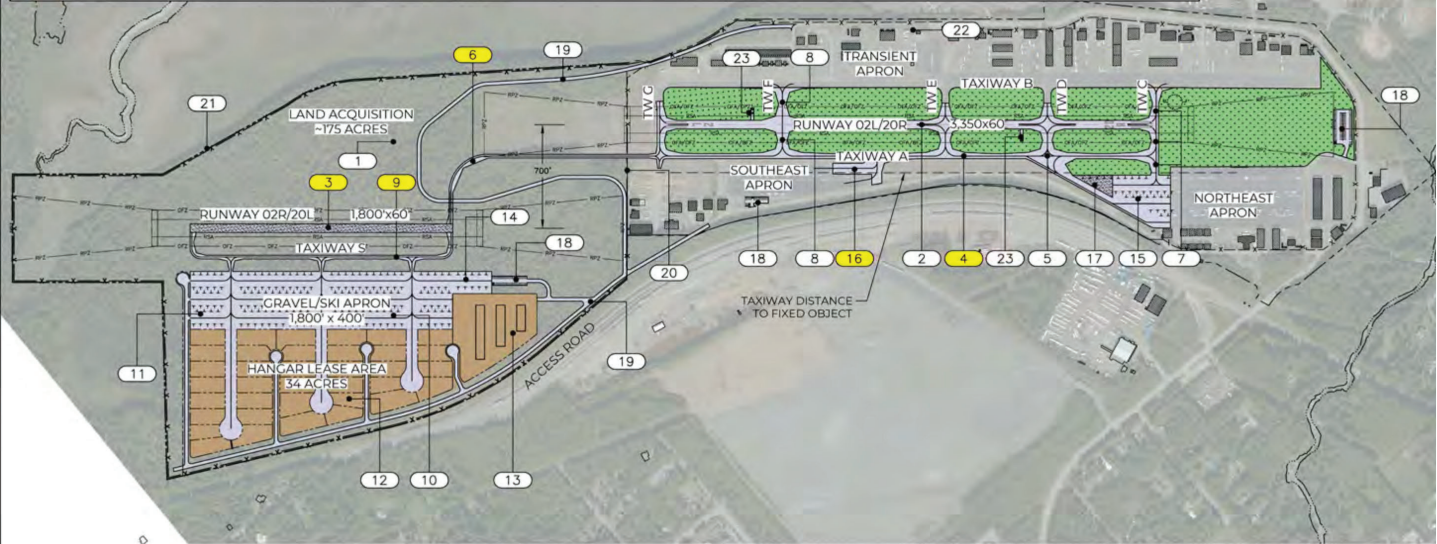
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 ANCHORAGE 907.664.2125
 3325 Arctic Boulevard, Suite 100 Anchorage, AK 99503
 AECL861 www.HDLalaska.com

BIRCHWOOD AIRPORT MASTER PLAN EXHIBIT - ALTERNATIVE 3 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES/CR BIRCHWOOD, ALASKA			
DATE: 10-26-2021	DRAWN BY: TA/TC	SHEET: 3	
SCALE: 1" = 250'	CHECKED BY: MS	JOB NO.: 20-014	

Proposed Alternative Four

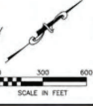
ALTERNATIVE 4

- | | | |
|--|--|---|
| 1 ACQUIRE AIRPORT PROPERTY (APPROX. 175 ACRES) | 10 CONSTRUCT NEW GRAVEL/SKI APRON (184 TIE-DOWNS) | 17 CONSTRUCT SUMMER AIRCRAFT TIE-DOWN AREA/WINTER SNOW STORAGE AREA (5 TIE-DOWNS) |
| 2 RECONSTRUCT RUNWAY 02L/20R | 11 INSTALL ELECTRIC OUTLETS AT NEW TIE-DOWNS | 18 DEVELOP NEW VEHICLE PARKING AREA WITH PORTABLE PUBLIC RESTROOM FACILITIES |
| 3 CONSTRUCT NEW GRAVEL/SKI RUNWAY 02R/20L | 12 NEW HANGAR LEASE LOT AREA | 19 CONSTRUCT ACCESS ROADS |
| 4 CONVERT EXISTING RUNWAY 02R/20L TO TAXIWAY A | 13 NEW T-HANGAR LEASE AREA | 20 REMOVE EXISTING FENCE |
| 5 RECONSTRUCT TAXIWAY A | 14 CONSTRUCT NEW TRANSIENT AIRCRAFT PARKING APRON (10 TIE-DOWNS) | 21 CONSTRUCT NEW PERIMETER FENCING |
| 6 CONSTRUCT TAXIWAY A EXTENSION | 15 EXPAND NORTHEAST APRON (29 TIE-DOWNS) | 22 CONSTRUCT NEW SEPTIC SYSTEM AT PILOT BRIEFING SHELTER |
| 7 RELOCATE TAXIWAY C | 16 EXPAND SOUTHEAST APRON | 23 CONSTRUCT NEW PAPI |
| 8 CONSTRUCT NEW TAXIWAY F | | |
| 9 CONSTRUCT NEW TAXIWAY S | | |



LEGEND

- | | |
|-------------------------------------|------------------------------------|
| HANGAR DEVELOPMENT AREAS | PROPOSED AIRPORT PROPERTY BOUNDARY |
| NEW GRASS AREA | NEW FENCE |
| NEW PAVEMENT | RUNWAY SAFETY AREA |
| NEW GRAVEL SURFACE | OBJECT FREE AREA/ZONE |
| PARKING & PORTABLE PUBLIC RESTROOMS | RUNWAY PROTECTION ZONE |
| AIRCRAFT TIE-DOWN | CHANGES COMPARED TO ALTERNATIVE 3 |



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BIRCHWOOD AIRPORT MASTER PLAN
EXHIBIT - ALTERNATIVE 4
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES/CR
 BIRCHWOOD, ALASKA

DATE: 10-26-2021	DRAWN BY: TA/TC	SHEET: 4
SCALE: 1" = 300'	CHECKED BY: MS	JOB NO: 20-014

Alternatives Comparison

	Alt 1 – No Build	Alt 2 – Remove In-Line Taxiways	Alt 3 – Shoulder Gravel/Ski Runway	Alt 4 – Relocated Gravel/Ski Runway
Meets FAA parallel runway separation requirements for runways with simultaneous operations	No	No	No	Yes
Does not require a Modification to Standards (MOS) for Runway Separation	No	No	No	Yes
Future Runway improvements are AIP eligible if MOS is attained	No	Yes	Yes	Yes
Removes in-line taxiways and improves airport safety	No	Yes	Yes	Yes
Provides leasable land and apron space to accommodate growth	No	Yes	Yes	Yes
Apron areas are located outside of RPZs	No	No	Yes	Yes
Does not require FAA HQ approval for development justification for ski/gravel runway development	N/A	No	No	No
Maintains current runway operations	Yes	Yes	Yes	No
Establishes a parallel taxiway on the east side of the airport	No	No	Yes	Yes
Separation between the runways makes it clear to pilots that simultaneous operations are or are not allowed	No	No	Yes	Yes

7:50 p.m. – 8:00 p.m.

Next Steps and Wrap Up

Potential Public/Private Partnership (“3P”)



Today the airport is operated and managed by the Alaska Department of Transportation & Public Facilities (DOT&PF).



Third party private management is being considered as part of this Master Plan Update.



IMPORTANT: This part of the AMP Update process has not happened. This task is expected to be completed in Summer 2022.

Our Scope of Work for this FUTURE TASK: Potential Public/Private Partnership Exploration

1

Build from the **Financial Plan** component of the AMP which will:

- Address projected growth, funding needs and sources, and any proposed changes to lease rates or user fees.
- Identify gaps in revenue and provide a foundation for how to fill those gaps (a financial model or proforma).

2

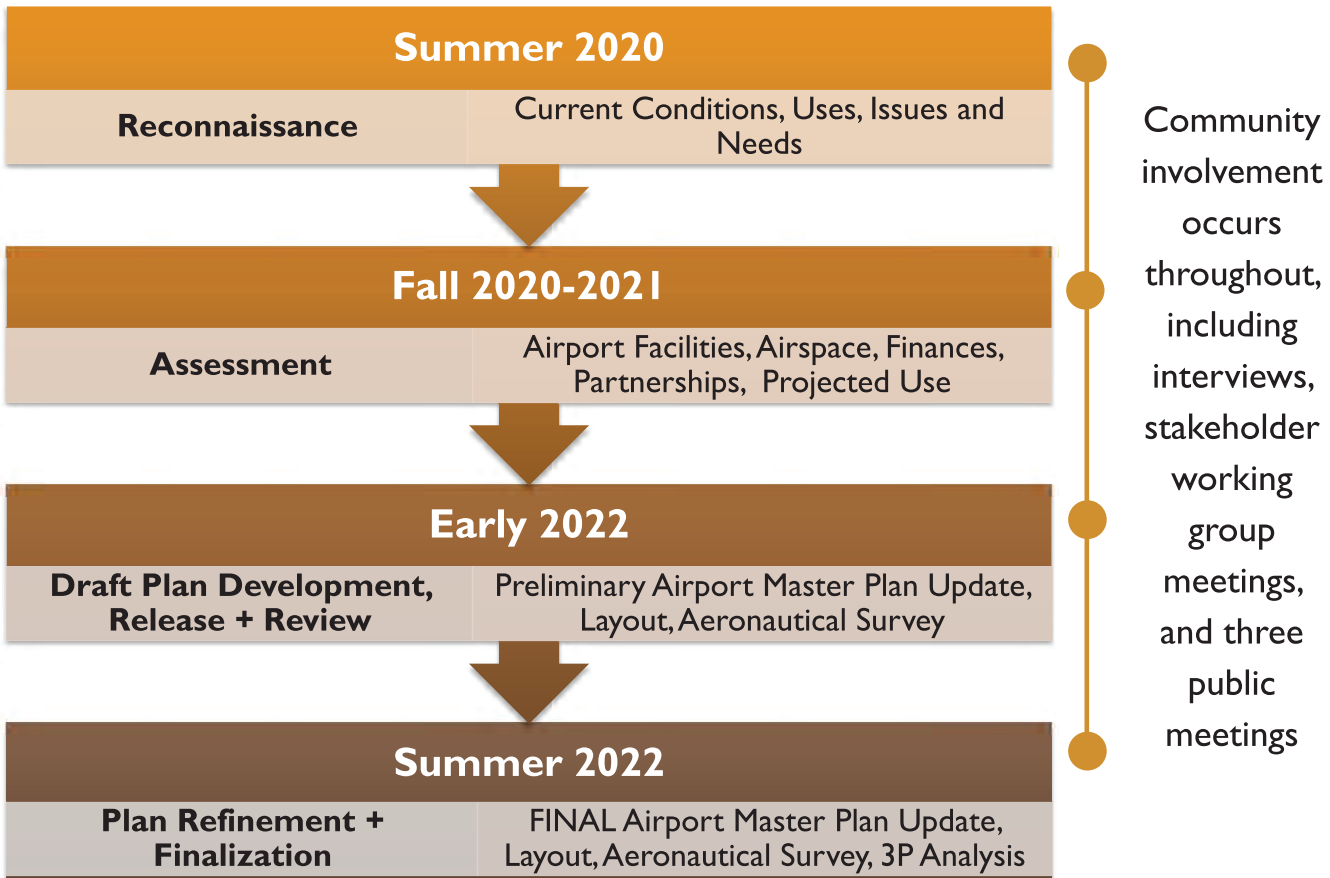
Determine **possible management options** for a **possible public-private partnership** (“3P”) between DOT&PF and any other 3rd party interest.

3

Compare management options and prepare a detailed **Strengths, Weaknesses, Opportunities and Threats** and **feasibility analysis of a privately managed airport**. This analysis will:

- Consider financial and other information about each management option as it relates to the AMP Vision and Goals.

Birchwood AMP: Our Timeline



Immediate Next Steps

- Post Stakeholder Advisory Group #2 and Public Meeting #2 recordings and notes.
- Develop and distribute survey – the survey will give everyone a chance to share their levels of support for the different alternatives.
 - Launch – early to mid-November and open for at least 30 days.

Learn More & Contact Us

For the Birchwood Airport Master Plan Update

<http://www.dot.state.ak.us/creg/birchwoodamp/>

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Alaska Department of Transportation and Public Facilities

Birchwood Airport Master Plan (AMP) Update:

Public Meeting #2 – NOTES



October 27, 2021; 6:00 – 8:00 pm

Project Team

- Alaska Department of Transportation & Public Facilities (DOT&PF): Jessica Wuttke-Campoamor (Birchwood AMP Project Manager), Shawn Gardner (Anchorage Area Planner)
- Federal Aviation Association: Jonathan Linquist
- Project Consultants:
 - HDL Engineering Consultants: Mark Swenson (Consultant Project Manager)
 - Agnew::Beck Consulting: Shelly Wade (Public Involvement, Land Use and 3PLoad), Aubrey Wieber

Participants – please see list at the end of this document

Meeting Overview

- This is our second of three public meetings.
- We have also held two Stakeholder Advisory Group meetings and will hold a third in 2022.
- This meeting is to update the public on progress made since our last meeting in March.

Project Overview – **Slides 5-13**

- We are updating the 2005 Birchwood Airport Master Plan.
- This plan will look at surveying users for existing issues and desired amenities, future land use in the area, fixing existing issues, exploring future partnerships.
- We are in the “Fall 2020-2021” phase. We expect to complete the project in Summer 2022.
- We recently uploaded an FAQ, a Financial Assessment and an Aviation Forecast to the “project documents” section of the [website](#). The Financial Assessment does not breakdown property taxes or other local taxes, and whether any of that money goes to the airport.

Financial Assessment – **Slides 14-23**

- This assessment includes operations expenses, revenue, profit, and comparisons with other airports. None of the comparisons are perfect, as the data available has gaps in it. This assessment is based off the most comprehensive data available.
- The revenue breakdown for 2015 and 2016 is not available, likely because it was not tracked by category at that time.
- **Representative Ken McCarty:** It’s my understanding that all funds that come into the state are not designated. They are all captured and go into the CVR, and then are designated at the will of the Legislature and cannot be used for future operations.
 - **Jessica Wuttke-Campoamor:** There is a caveat to that. All monies made on an airport must be used at an airport. Because this is a network of airports, it can be used within the system.
 - **Representative Ken McCarty:** But that violates the state constitution.
 - **Jessica Wuttke-Campoamor:** The congressional mandate supersedes state law.
- **Mark (participant):** Do "expenses" include capital improvements?
 - **Mark Swenson:** Expenses in the assessment do not include large, FAA-funded capital projects, but they do include smaller expenses. However, the columns “Capital Outlay” and “Facilities” are a bit of

a mystery. We don't believe capital projects are included in this, but maintenance of capital projects is.

Land Use Assessment – Slides 24-31

- The land the airport resides on, as well as the adjacent land, is predominantly zoned for industrial and low-density residential. There are no planning documents that propose significant changes to zoning or use of any of this land.
- Eklutna, Inc., is the largest nearby landowner.
- Expansion opportunities are really limited to southern expansion as the rest of the boundaries are constrained by Cook Inlet and the railroad.

FAA Framework and Context – Slides 32-34

- The FAA approves the forecast and critical aircraft determination, which largely dictates what improvements the FAA will pay for.
- Birchwood has received \$8.3 million in FAA Airport Improvement Program funds over the last 10 years.
 - That is an average of \$214 million each year.
- Projects at Birchwood must compete with all other airports for AIP funds.

Aviation Forecast & Alternatives – Slides 35-43

- The Aviation Forecast was based on data recorded by a General Audio Recording Device.
- This data was recorded between July 21 and August 16, 2020, and September 2 and October 2, 2020.
 - In general, it is very difficult to get this data. While these two samples are small time periods, the data is relatively rich compared to what is normally available.
- **Representative Ken McCarty:** When you say the tie-downs are full, are you just looking at DOT-owned tie-downs, or all of them? How many are there in total?
 - **Mark Swenson:** I don't have that right off hand. It gets a little tricky when you consider tie-downs on private lease lots, but yes this is just DOT tie-downs.
- **Lars Gleitsmann:** How many tie-downs were removed during repaving?
 - **Mark Swenson:** There were tie-downs that were removed due to widening of taxiways. They also were spaced out a little wider. If you want to discuss this further, we can do it offline.
- **Dennis Serie:** When they did the repaving, the original tie-downs were too short, and you couldn't tie your tail down properly. So, they did widen it, but that was something we brought up several times.

Alternatives

- We have four alternatives, the first being a “no-build” alternative where the layout remains the same.
- The biggest difference between the four alternatives is changes to the gravel ski strip. This is because a center portion of Taxiway A is where the gravel ski strip is located. This makes the full runway ineligible for FAA maintenance funds.
- We all agree that a longer and wider runway is better than a shorter or narrower runway, however, construction projects using AIP funds, the project must meet the needs of the designated critical aircraft, and not exceed the needs.
 - We as planners must consider that in updating the Master Plan.
- **Alternative One:** This is a “no build” alternative. This is an option. This maintains the existing runway in the existing configuration.
 - However, this could be an issue as parts of the configuration are not eligible for AIP-funded maintenance.

- **Alternative Two:** This is a “build” alternative but maintains the use of the current runways. It removes the in-line taxiway to improve safety. The gravel strip remains in the current location, and land is acquired in the east and south to allow for additional lease lots. This includes a reduction in length and width to meet FAA thresholds. This reconfigures taxiways to ensure there is always access to the main runway or gravel runway.
 - The land that would need to be acquired is Eklutna, Inc. land.
 - This includes a restroom at all of the parking areas.
 - This alternative is closest to the existing layout while addressing the inline taxiway.
- **Alternative Three:** This alternative moves several taxiways around.
- **Alternative Four:** This is the “Cadillac” alternative and has a lot of drawbacks. However, we felt it was worth considering how the airport would operate if the gravel ski strip was relocated to allow for 700 feet between two runways to allow for simultaneous operations.
 - We understand users might not like the idea of simultaneous operations, but it would increase the capacity of the airport.

Alternatives Discussion

- **Representative Ken McCarty:** The airport is an alternative for many purposes. I am very concerned about food security in Alaska. If we reduce access for larger planes, that will cut Birchwood off as a location for food drops to come in during an emergency.
 - **Mark Swenson:** These are real life considerations. I agree, if the bridges go down, the airport will serve a critical need. The problem is the one funding avenue we have always relied upon is the FAA, and the FAA has funding requirements. One thing the FAA says is that military operations cannot be considered in the forecast for operations at an airport. The funding is where we get wrapped around the axel. Trying to reconcile funding requirements with issues like what you brought up is the challenge.
 - **Jonathan Linquist:** That is correct. You cannot use military use as part of critical aircraft designation. There are a lot of airports in the state that wish they had the potential to bring in larger aircraft in the event of an emergency. Unfortunately, the FAA has a pretty hard and fast threshold of 500 annual operations to be considered.
 - **Representative Ken McCarty:** With supply chain issues, we right now have planes coming into Ted Stevens to drop off goods. There are discussions about where other sites are that can handle larger planes.
 - **Mark Swenson:** That is all understood. In that case, is there other revenue from the state that can be used to maintain existing airport dimensions?
 - **Jonathan Linquist:** The fact that reconstruction would require a reduction of the runway, that is something that is likely not going to happen anytime soon. If there was an overlay, that is a different story.
 - **Jessica Wuttke-Campoamor:** DOT is willing to partner with an agency or entity that wants to pay the costs that FAA will not cover, but they need to agree in perpetuity to fund annual maintenance, which would be millions of dollars.
- **Mark:** What is the capacity of the runway? How far or close do the current forecast come to exceeding it?
 - **Mark Swenson:** The single runway configuration, considering the main runway and gravel ski strip effectively act as one runway, based on the data we have is not at capacity yet. The need for a parallel runway is not dictated by capacity, it’s dictated by use of the gravel runway. This is probably one of the only areas where state airport has gravel strips. Justifying the use is something the FAA is just starting to hear about. People love these ski strips, but they are not used in other parts of the country.

- **Abe Harman:** Could the whole length of Taxiway A be made gravel ski strip?
 - **Mark Swenson:** There would still be an AIP eligibility issue with the length of that runway, so it is likely not viable. It is more length than is needed, according to FAA.
- **Lars Gleitsmann:** You ought to talk about the RPZs more.
 - **Mark Swenson:** There are issues with the existing RPZs, which can be seen in the “no build” alternative.
- Are you considering costs versus income and expenses for the alternatives?
 - **Mark Swenson:** Once we identify a preferred alternative, we will do a deep dive on the cost of the alternative. Alternatives two and three also have increased revenue generating expenses. Alternative four would have the highest capital, maintenance, and operations expenses.
- **Val Jokela:** I would like to see a safety analysis for each of these alternatives as well.
 - **Mark Swenson:** We will run through some of that in a sec with the pros and cons analysis. As we move forward with a preferred alternative, we can look at that in greater detail.
- **Abe Harman:** I did not see the 300ft part listed in AC 150/5300-13A though. I only observed 700ft for simultaneous ops. Can I get a reference for where to research this 300ft portion?
 - **Jessica Wuttke-Campoamor:** The 300' separation is in the proposed 150/5300-13B.
- **Val Jokela:** I don't want us to get locked into just these four alternatives. There is a lot of knowledge and experience out there. It seems like these have all been decided by a small group.
 - **Shelly Wade:** There has been a robust outreach process to talk with users, tenants, etc., and that will continue, including with an alternatives survey.

Next Steps and Wrap Up – Slides 44-49

- We will post the presentation and notes after this meeting.
- We will create a survey for users to weigh in on the alternatives.
- We have additional SAG and Public Meetings planned for 2022.

Meeting Chat

18:12:15 From Thomas to Everyone:

- What is the initial problem statement?

18:12:55 From Aubrey Wieber to Everyone:

- Hi Thomas, the update of the plan is being driven largely by timing. The current plan is from 2005, so it is due for an update.

18:16:30 From mark to Everyone:

- Do "expenses" include capital improvements?

18:17:57 From Aubrey Wieber to Everyone:

- This Financial Assessment can be accessed here
<https://dot.alaska.gov/creg/birchwoodamp/docs/Birchwood-AMP-Financial-Assessment-Final-May-2021.pdf>

18:24:50 From Dave Swartz to Everyone:

- Maybe answer in chat is fine with me not to disrupt conversation, but the Capital is only the State Capital, not including AIP funds correct?

18:31:47 From Lars to Everyone:

- You did go over that one slide too quickly.

18:33:20 From Abe Harman to Everyone:

- Seems the current Birchwood financial model of low on-site staffing and not a lot of unnecessary expenditures is outstanding. Lower expenses and higher revenue than the comparable airports.

18:36:14 From Thomas to Everyone:

- Am I reading that right, Birchwood is $8.3/(214 \times 10)$?

18:36:30 From Shelly Wade, Agnew::Beck to Everyone:

- Thanks, Lars - we can come back to those land use pieces when we dive into the alternatives (re: expansion opportunities).

18:37:16 From Jessica Wuttke-Campoamor, DOT&PF to Everyone:

- Thomas, Birchwood has received \$8.3M over the last 10 years.

18:38:07 From Thomas to Everyone:

- So, the math works out to .0038% of the 10 year funding, right?

18:38:44 From Jessica Wuttke-Campoamor, DOT&PF to Everyone:

- Correct.

18:40:32 From Lars to Everyone:

- Why was that device not used over a longer time period? Why was it used in That Rainy Season? The results would have been way, way different if it would have been used in May June and early July!!!

18:40:55 From Abe Harman to Everyone:

- Technically .38% when you carry the decimal to convert to a percentage. But I get where you are coming from, Thomas.

18:43:30 From Lars to Everyone:

- How many Tie downs existed Before the re-paving affair with the way too wide spacing??

18:45:06 From Lars to Everyone:

- It's pretty easy to figure out with older photos of the airport! - I will count them in old pictures!

18:45:27 From Thomas to Everyone:

- Thanks (1/3 of 1%). What was the tie down count in 2000?

18:47:02 From Tom George (AOPA) to Everyone:

- Was the GARD system described also used to derive the traffic counts reported from Wasilla and Soldotna?

18:47:31 From Dave Swartz to Everyone:

- For John: One of the concerns that a LOT of us have that is present in all the options is the shortening of the main runway by about 1,000 feet. There are two primary objections to shortening/narrowing it.

- 1) We do get other larger and faster airports here, but there are not officially based here because they are training flights, or come and go for maintenance. In the event of problems, engine failures, students being slow powering up on a go around introduces extra risk in operations. Runway behind you does you no good...
- 2) Gliders are one of our user groups and their wing span is such that narrowing the runway will mean they will take out the runway edge lights frequently.
For AIP funding, If the runway is narrowed, we disenfranchise one of our user group. Is leaving the asphalt like it is and having the AIP pay for any repaving of the first 3000 ft and the state pay for the other 1000 a viable option.

18:49:05 From Lars to Everyone:

- The Tiedowns were beyond the wingtips of the airplane types present!

18:49:13 From Rob to Everyone:

- The tiedowns in the 2015 Master plan 430.

18:49:15 From Jessica Wuttke-Campoamor, DOT&PF to Everyone:

- Tom George, no, it wasn't.

18:50:25 From mark to Everyone:

- What's the capacity of the runway system? How far/close do the forecast operations come to exceeding it?

18:51:00 From Rob to Everyone:

- 430 tiedowns in the 2005 Master Plan.

18:51:59 From Abe Harman to Everyone:

- Could the whole length of taxiway alpha be made a gravel/ski strip? Would that remove the restriction?

18:52:21 From Lars to Everyone:

- Very Good Point Abe!

18:53:22 From Dave Swartz to Everyone:

- That does seem like a good option, but what length would the FAA support with AIP funds?

18:53:57 From Rob to Everyone:

- There have been no incidents or accidents with the Ultralight, gravel/ski strip so how is it a safety hazard?

18:54:02 From Lars to Everyone:

- They just need to stop plowing the snow there....

18:55:16 From mark to Everyone:

- Do forecasted ops reach 65% of the capacity of the runway system within the planning period?

18:56:43 From Thomas to Everyone:

- What size aircraft warrants FAA participation in a 4K x 100' runway?

18:58:19 From Lars to Everyone:

- This version as drafted here would further reduce the number of tiedowns!!!

18:59:51 From Abe Harman to Everyone:

- I think it would be good to clarify that if option one was to eliminate taxiway A entirely and designate the full length as gravel/ski strip, that that would remove the funding restriction.

19:00:42 From Lars to Everyone:

- I think it would be proper if some more comments of actual airport users would be allowed in this "public Forum"

19:00:54 From Abe Harman to Everyone:

- When not being used by landing or takeoff traffic it can still be taxied on. Functionally the same. But reconfigured to meet the rule.

19:01:15 From Lars to Everyone:

- Very Good point Abe!

19:02:35 From Dave Swartz to Everyone:

- If that works, even if the length exceeds the AIP funding limits for runway length, not much maintenance is necessary, an occasional drag or grader pass.....

19:03:04 From mark to Everyone:

- Have you considered an alternative access to the airport from the southeast?

19:05:57 From Lars to Everyone:

- So, the RPV Zones around each approach end of each runway ... You ought to talk about those a bit more.

19:06:42 From Abe Harman to Everyone:

- We could also move the South Threshold of the runway North 100 feet instead of reducing all 700 feet from the North end. Then the RSA would be good even in the current airport boundary.

19:06:43 From Jessica Wuttke-Campoamor, DOT&PF to Everyone:

- The septic system replacement is tentatively scheduled for this coming summer.

19:07:21 From Lars to Everyone:

- The Septic of the ONLY public bathroom has now been out of action for how long?

19:07:58 From Rob to Everyone:

- The Airport Association is working to get that Septic System repaired as we speak. It has not been working most of this year.

19:08:15 From Dave Swartz to Everyone:

- The area in the southeast needs to be re-laid out with hangar shapes and airplane access in mind.

19:08:34 From Dave Swartz to Everyone:

- Lot shapes are not conducive to access to hangar doors.

19:08:56 From Lars to Everyone:

- Very good points Dave!

19:08:59 From Rob to Everyone:

- Good point Dave that looks like it's made for cars.

19:09:06 From Dave Swartz to Everyone:

- Connection is unstable, hard to hear.

19:10:08 From Lars to Everyone:

- If those of us that are not talking stop our videos the audio should get better!

19:10:39 From mark to Everyone:

- Will FAA participate in the costs of the improvements to the SE apron only if DOTPF pays for the access road which also provides access to the shooter park?

19:12:38 From Dave Swartz to Everyone:

- We currently have patterns on both sides, just only for ultralights on the east.

19:13:00 From Abe Harman to Everyone:

- And helicopters. I guess that's normal though.

19:13:08 From Jeffrey Banks to Everyone:

- Alternative 4 Where is the segmented circle and windsock?

19:13:35 From Dave Swartz to Everyone:

- Not in favor of the new runway alignment, don't think the benefits of the parallel operations is outweighed by the down sides.

19:13:44 From Lars to Everyone:

- The Ultra Lights are almost completely gone for 10 years now, nobody uses any pattern to the East, that is why our residential areas are happy with us...

19:14:10 From 70 North to Everyone:

- Is there a cost vs income/revenue assessment been provided for alternatives 2/3/4

19:16:03 From Rob to Everyone:

- The east side pattern is also being used by helicopters now. Also, the winds are different many times at the southeast area from the north side of the airport. so where will the windsocks be for Alt 4. Also, Jeff makes a good point!

19:17:38 From mark to Everyone:

- Constructing the airport to meet the design standards of the critical aircraft does not preclude larger aircraft from operating there.

19:17:44 From Lars to Everyone:

- When Redoubt Volcano blew a decade ago, ash fell in ANC and Many commercial Twins and Turboprops landed in BCV that day, etc.

19:18:51 From Dave Swartz to Everyone:

- From a practical perspective, where may the funding come from to purchase the Eklutna land, does that need to be State Appropriated funds?

19:19:34 From Jessica Wuttke-Campoamor, DOT&PF to Everyone:

- Dave Swartz, property acquisition is considered AIP eligible as long as the development associated with the acquisition is AIP eligible.

19:19:46 From Lars to Everyone:

- The last big earthquake came really very close to doing much more damage, the emergency use issues here are very real, much more so than in the lower 48.

19:24:12 From Abe Harman to Everyone:

- Is there any accommodation that can be made in light of how overwhelmingly profitable we are?

19:24:37 From Lars to Everyone:

- Those of you that are gainfully employed in this Master Plan process should really consider to come visit with us, the actual airport users at the airport and also go fly and see it from the air for yourselves... I think That would help.

19:26:03 From mark to Everyone:

- Good question for Northern Econ to look at but freight operators need to co-locate with other freight operators to facilitate freight transfers, like at ANC. Economic potential for a freight operator(s) at Bwood probably very small.

19:27:06 From Lars to Everyone:

- If a glider hits a light with the wing at speed it will total the glider...

19:28:07 From Abe Harman to Everyone:

- Just a side note. We do have half a dozen Piper Navajo's based on the field for maintenance as well.

19:28:25 From Brian Walch to Everyone:

- Gliders support CAP training, which is an important program... does that get considered? Even though gliders don't qualify as critical aircraft?

19:28:34 From Abe Harman to Everyone:

- I know they don't hit that 500 operations limits, but we do have class B aircraft based on field.

19:29:03 From Jeffrey Banks to Everyone:

- A nice green grass infield would be the best wingspan solution for the gliders.

19:29:37 From Lars to Everyone:

- A nice green grass infield - will be expensive.

19:33:19 From Lars to Everyone:

- So we clearly have needs here that exist: How can it be that every single issue at hand is just always wiped with "AIP funding" ???

19:33:25 From Abe Harman to Everyone:

- I think the beauty is it wouldn't really cost much.

19:35:45 From Lars to Everyone:

- The Length of the Gravel Runway ski-strip is A SAFETY factor, not a detriment. Some in the lower 48 may see it as a detriment, but they have never done ski-flying instructions!

19:36:45 From Abe Harman to Everyone:

- I think NO BUILD option should also include a 02L runway threshold displacement of 100ft as well to make sure it meets the requirements.

19:37:43 From Lars to Everyone:

- Are you aware that the issue is only created by moving the ski/gravel runway to the middle of the main runway?

19:38:14 From Abe Harman to Everyone:

- For RSA anyway, understood RPZ will still go outside boundary.

19:41:10 From gabej to Everyone:

- 02R does extend to even with the threshold of 02L so that would not be in conflict but you would still have a conflict of the RPZ to the northeast apron.

19:42:04 From Dave Swartz to Everyone:

- As a comment, It would be good to have some gathering place to aid in community engagement. One idea is on the raised area on the east side not far from where the small wind sock is on the east side.

19:43:21 From 70 North to Everyone:

- How do you reach a preferred alternative without cost/revenue projections?

19:43:38 From Lars to Everyone:

- Dave Swartz; The raised area of the southwest corner of the North East Apron would be ideal for that. But what would the FAA say about something like that?

19:45:50 From Dave Swartz to Everyone:

- Into the chat because of bandwidth problem. On the west side, their access road extension past Nick Opegaurds Hangars will likely run into grade and fill issues.

19:46:00 From mark to Everyone:

- Thoughts toward developing a business plan for Bwood?

19:47:04 From Aubrey Wieber, Agnew::Beck to Everyone:

- Hi all, while this is a lot to digest, please remember that there is a project website with these assessments. Additionally, the meeting presentation and notes will get posted to the website.
<https://dot.alaska.gov/creg/birchwoodamp/>

19:48:19 From Lars to Everyone:

- Birchwood is perfectly fine with No simultaneous operations!!! So that is not what should constantly be argued. Financially Viable and necessary should be what counts.

19:48:33 From Abe Harman to Everyone:

- I think it's important to understand that the 700ft requirement is for SIMULTANEOUS operations, which has been identified as not needed at Birchwood due to volume of operations.

19:48:58 From Abe Harman to Everyone:

- It's more an issue of offering a variety of surfaces for different aircraft types, not a need for simultaneous operations.

19:49:02 From Jeffrey Banks to Everyone:

- Please define simultaneous operations. The FAA supplement referees to parallel operations.

19:49:03 From Lars to Everyone:

- Exactly as Abe said.

19:49:15 From Dave Swartz to Everyone:

- Agree, as a design constraint, we should not include simultaneous operations

19:49:45 From Lars to Everyone:

- The 300 feet story is new!

19:49:45 From Rob to Everyone:

- No simultaneous ops are allowed at BCV.

19:49:50 From Dave Swartz to Everyone:

- As a comment, ski strip parking needs to have snow covered access to the ski strip.

19:50:51 From Abe Harman to Everyone:

- FAA advisory circular AC 150/5300-13A defines the spacing requirement.

19:51:00 From Lars to Everyone:

- How about giving the actual users of this airport more of a voice?

19:53:01 From Lars to Everyone:

- The old Master plan called for more tiedowns and yet DOT keeps reducing the numbers of Tiedowns and there is no money to buy land to the south: etc.

19:53:08 From Robert Kelly to Everyone:

- When would construction begin on whichever of these alternatives are approved?

19:53:14 From Abe Harman to Everyone:

- I did not see the 300ft part listed in AC 150/5300-13A though. I only observed 700ft for simultaneous ops. Can I get a reference for where to research this 300ft portion?

19:54:11 From 70 North to Everyone:

- Why is closing the gravel strip not an alternative? And if it was closed how does that change AIP funding matrix?

19:54:20 From Jessica Wuttke-Campoamor, DOT&PF to Everyone:

- Abe, the 300' separation is in the proposed 150/5300-13B.

19:54:36 From Lars to Everyone:

- Closing the gravel strip?

19:54:36 From Shelly Wade, Agnew::Beck to Everyone:

- Abe, the 300' separation is in the proposed 150/5300-13B.

19:55:06 From Abe Harman to Everyone:

- So that means it's not in there currently?

19:55:09 From David Baldwin to Everyone:

- Would hope that the proposed Transit and car parking is not put in harm's way, in line with the runways. The recent MD-87 excursion into a pasture a good example, that would have been worse, if such items were in its way... we also had gliders forced to release and land beyond the runway, and an aircraft lose power and flip in the general area of the proposed transit parking recently....

19:55:16 From Jessica Wuttke-Campoamor, DOT&PF to Everyone:

- Abe, correct.

19:55:22 From Abe Harman to Everyone:

- That would explain why I didn't see it.

19:55:23 From Abe Harman to Everyone:

- Thanks.

19:56:07 From Lars to Everyone:

- As I said: That 300 feet deal I have never seen or heard of.

19:58:57 From Lars to Everyone:

- Well, Birchwood Airport Assn collected and documented more opinions from more airport users than DOT did.

19:59:09 From Abe Harman to Everyone:

- I think it would be cool if the users could propose their own alternative, and we could discuss feasibility of implementing that plan with regard to regulatory requirements, AIP fund restrictions, etc.

20:00:12 From Lars to Everyone:

- Shelly Wade, you really need to use better internet access for these Zoom meetings. It's a real issue.

20:00:32 From Gabe Niesen to Everyone:

- 100% agree Abe. May be like herding cats but knowing the constraints we're working within I think the users could come up with a compelling plan.

20:01:30 From Tom to Everyone:

- The gravel runway is critical for those of us with tundra tires and skis

20:02:20 From Lars to Everyone:

- Gravel Runway and Ski-strip is crucial also for flight Training in this area.

20:02:30 From Rob to Everyone:

- Yes I tried to login at 4 mins early and the meeting would not load either from my Zoom or the project page and kicked me off three times, thus I dialed in late.

20:02:41 From Brian Walch to Everyone:

- Is there an email list? I heard about this from a Facebook group, but I don't always check Facebook. Best way to stay informed?

20:03:11 From Lars to Everyone:

- Best way to stay informed? join Birchwood Airport Assn.

20:03:22 From Jessica Wuttke-Campoamor, DOT&PF to Everyone:

- Brian, please email Shelly or me and we'll get you added. Jessica.wuttke-campoamor@alaska.gov.

20:03:33 From Brian Walch to Everyone:

- Great, thanks!

20:03:57 From Robert Kelly to Everyone:

- I am a member of Birchwood Airport Association but have not heard anything from them...

20:04:27 From Lars to Everyone:

- Robert Kelly update your info with us

20:04:33 From Rob to Everyone:

- birchwoodairportassociation@gmail.com to join or use Facebook and go to our page.

20:04:42 From Robert Kelly to Everyone:

- I have several times...

20:05:03 From Robert Kelly to Everyone:

- Don't and won't use Facebook.

***Note: The chat has been preserved to reflect an accurate depiction of the meeting.**

Participants – *Note: The attendance list reflects how meeting participants identified themselves on Zoom during the meeting.

Abe Harman	Lambert De Gavere	Rob
Ben Herning	Lars Gleitsmann	Robin D.
Brian Walch	Matt Freeman	Steve
Dave Swartz	Matthew Hansen	Thomas
David Baldwin	Paul Schneider	Tom
Della Swartz	Representative Ken McCarty	70 North
Dennis Serie	Robert Brennan	(303) 907-8541
Gabe Niesen	Robert Kelly	(907) 230-9425
Jason Wells	Tom George (AOPA)	(907) 301-9137
Jeffrey Banks	Val Jokela	(907) 644-0673
Jim Somerville	Debra	(907) 830-1996
Kimberly Collins	Mark	

Heather A. Campfield

From: Shelly Wade <shelly@agnewbeck.com>
Sent: Wednesday, November 9, 2022 12:20 PM
To: Shelly Wade
Cc: Miles, Philana C (DOT)
Subject: REMINDER & NEW MATERIALS! BCV Airport Master Plan Update - Public Workshop - Saturday, Nov 12, 10A-2PM
Attachments: 11-12-22_Birchwood AMP_Public Mtg #3_Agenda.pdf; Nov2022_BCV_AMP_Update_Runway2R-20L_Alternatives1-4.pdf; 11-12-22_BirchwoodAMP_WhatsChangedwAlternativeLayouts.pdf

Good afternoon, everyone –

We look forward to seeing you all in person at the **Civil Air Patrol in Birchwood, this Saturday, November 12 for the Birchwood Airport Master Plan Public Workshop**. Important/related information:

1. Structure of the Meeting – You don't have to attend all four hours! **You can come and go as your schedule allows**. Please see attached agenda (also available [here](#)) for more details.
2. New Materials Available NOW – Attached and linked on [the project website](#), please find:
 - a. The 11/12/22 [public workshop agenda](#).
 - b. An explanation of “[What’s Changed with the Layout Alternatives](#)” since the last public meeting in October 2021. **REMINDER:** We used feedback from [the stakeholder survey](#) and previous Stakeholder Advisory Group and public meetings to inform the revised alternatives that we will share at the November 12th workshop.
 - c. The [revised layout alternatives](#).

Please contact us with any comments, questions, or concerns. Otherwise – see you Saturday!

Best,

Shelly Wade, Public Involvement Lead

907.242.5326 Cell (call or text) | shelly@agnewbeck.com

Dena'inaq e'nen'aq' gheshtnu ch'q'u yeshdu. (Dena'ina) *I live and work on the land of the Dena'ina. (English)*

Translation by J. Isaak and S. Shaginoff-Stuart

AGNEW-BECK
Celebrating 20 years!

From: Shelly Wade
Sent: Wednesday, November 2, 2022 2:43 PM
To: Shelly Wade <shelly@agnewbeck.com>
Cc: Miles, Philana C (DOT) <philana.miles@alaska.gov>
Subject: Birchwood Airport Master Plan Update - Public Workshop - Join Us! Saturday, Nov 12, 10A-2PM

Join us on November 12th! Visit the project webpage to learn more:

[http://dot.alaska.gov/creq/birchwoodamp/!](http://dot.alaska.gov/creq/birchwoodamp/)



Photo by Anna Bartholome

We have heard you, Birchwood Airport Stakeholders!
Join us in-person to review the revised airport layout alternative.
Tell us – what you like, what you don't like, what ideas you have.

Public Workshop

Saturday, November 12th, 2022

10:00 AM – 2:00 PM

Birchwood Civil Air Patrol
20100 Birchwood Spur Rd, Chugiak, AK 99567

Persons with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD), 907- 269-0473.

We are also able to offer, upon request, Alaska Native Language Translation.

About the Birchwood Airport Master Plan (AMP) Update

The Alaska Department of Transportation and Public Facilities (DOT&PF) is updating the Birchwood Airport Master Plan. The updated Airport Master Plan will outline ***how the airport can best serve the future interests and needs of the flying public, aviation community, DOT&PF, and other stakeholders.***



About the November 12th Meeting

Join DOT&PF, Federal Aviation Administration, and the rest of the project team, to review revised airport layout alternatives that build from the [over 100 responses we received on the Birchwood Airport Stakeholder Survey](#).

Questions about the project?

Contact the DOT&PF Project Manager
Philana Miles, C.M.
Phone: 907-269-0516
Email: philana.miles@alaska.gov

Questions about the location and/or purpose of the meeting?

Contact the Project Public Involvement Lead
Shelly Wade
Phone: 907-242-5326
Email: shelly@agnewbeck.com

ANCHORAGE DAILY NEWS

AFFIDAVIT OF PUBLICATION

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STATE OF ALASKA
THIRD JUDICIAL DISTRICT

Lisi Misa being first duly sworn on oath deposes and says that she is a representative of the Anchorage Daily News, a daily newspaper. That said newspaper has been approved by the Third Judicial Court, Anchorage, Alaska, and it now and has been published in the English language continually as a daily newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the aforesaid place of publication of said newspaper. That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on

10/21/2022

and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed Lisi Misa

Subscribed and sworn to before me
this 21st day of October 2022.

Jada L. Nowling

Notary Public in and for
The State of Alaska.
Third Division
Anchorage, Alaska

MY COMMISSION EXPIRES

2024-07-14

**Notice of
Public Meeting
Alaska Department of
Transportation &
Public Facilities**

**Birchwood (BCV) Airport Master Plan Update
Project No. CFAPT00354/AIP 3-02-0034-008-2018**

The Alaska Department of Transportation and Public Facilities (DOT&PF), with funding support from the Federal Aviation Administration (FAA), is updating the Birchwood Airport Master Plan. The updated Airport Master Plan will outline how the airport can best serve the future interests and needs of the flying public, aviation community, DOT&PF, and other stakeholders.

Join DOT&PF, Federal Aviation Administration, and the rest of the project team, to share, learn and ask questions about Birchwood Airport potential airport layout alternatives for meeting stakeholder interests and needs.

**Community Workshop: BCV Airport Layout Alternatives
Saturday, November 12, 2022
10:00 a.m. – 2:00 p.m.
Birchwood Civil Air Patrol
20100 Birchwood Spur Rd, Chugiak, AK 99567**

For any questions about the location and/or purpose of the meeting, please contact Public Involvement Lead, Shelly Wade at (907) 242-5326 or shelly@agnewbeck.com. Have questions or comments about the project? Please contact the DOT&PF Project Manager, Philana Miles at (907) 269-0516 or philana.miles@alaska.gov.

Persons with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD), number 269-0473. We are also able to offer, upon request, Alaska Native Language Translation.

Pub: Oct. 21, 2022

Jada L. Nowling
ELECTRONIC NOTARY PUBLIC
STATE OF ALASKA
MY COMMISSION EXPIRES 07/14/2024

Proposed Reader Board Text for Birchwood Airport Master Plan Update Charette, 11-12-22

Guidelines (from Jessica)

- It looks like 10 or 12 characters per line
- 3 lines per screen
- Up to 3 or maybe more screens per sequence
- Time of each display is adjustable

Proposed dates and times: Starting Monday, October 31st, through November 12th, 8 am – 6 pm

If 10 characters:

B	I	R	C	H	W	O	O	D	
A	I	R	P	O	R	T			
P	L	A	N						

S	C	E	N	A	R	I	O	S	
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N	O	V		I	2	T	H		

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D	O	T	.	A	L	A	S	K	A
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If 12 characters:

B	I	R	C	H	W	O	O	D			
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A	L	A	S	K	A	.	G	O	V		

**Alaska Department of Transportation and Public Facilities
 Birchwood Airport Master Plan Update Public Workshop #3**



When & Where

- Saturday, November 12, 2022, 10:00 AM to 2:00 PM
- Birchwood Civil Air Patrol, 20100 Birchwood Spur Rd, Chugiak, AK 99567

Objectives

- Confirm project purpose, schedule, progress, and next steps.
- **Share and get public input on the revised airport layout alternatives.**
 - What do you like about the alternatives and why? What do you dislike and why?
 - What other ideas do you have that can meet the needs of airport stakeholders today and 10 to 20 years from now?
 - What other comments or questions do you have about the master planning process?

Agenda

Item	Timing
<p>Welcome & Introductions</p> <ul style="list-style-type: none"> • Land Acknowledgement • Birchwood AMP Purpose & Schedule • Workshop Purpose 	<p>10:00 – 10:15 AM</p>
<p>Interactive Workshop</p> <p><i>Structure</i></p> <ol style="list-style-type: none"> 1. We will have three tables or “breakouts” staffed by project team members. 2. Each table will have a different airport layout alternative in poster form for viewing/discussing. 3. You can share your feedback with project staff and/or write it on a post-it and stick it on the layout poster. 4. You can also submit your feedback using a comment form and/or emailing or calling project staff. <p><i>Guiding Questions</i></p> <ul style="list-style-type: none"> • What do you like about the alternatives and why? • What do you dislike about the alternatives and why? • What other ideas do you have that can meet the flying public’s needs today and into the future? 	<p>10:15 AM – 1:45 PM</p> <p><i>NOTE: We will repeat the workshop welcome and introduction throughout the workshop, on the top of hour and as needed to orient work workshop participants.</i></p>
<p>Next Steps & Wrap Up</p>	<p>1:45 – 2:00 PM</p>

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Birchwood Airport Master Plan Update

Project No. CFAPT00354/AIP 3-02-0034-008-2018

Public Workshop #3

Prepared for Alaska Department of Transportation &
Public Facilities

*Presented and facilitated by HDL Engineering Consultants &
Agnew::Beck Consulting*

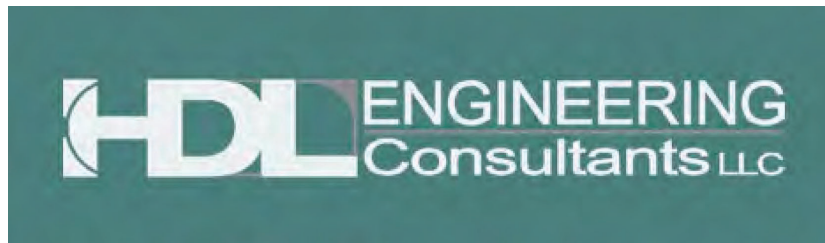
November 12, 2022; 10:00 AM – 2:00 PM



Welcome & Introductions

About Our Team

The Alaska Department of Transportation and Public Facilities is leading the process with assistance from a consulting team:



Land Acknowledgement

*Dena'inaq ełnen'aa'
gheshtnu ch'q'u yeshdu.* (Dena'ina)

Translation by J. Isaak and S. Shaginoff-Stuart

*I live and work on the
land of the Dena'ina.* (English)

Project Area Overview



Land Ownership



Project Purpose

To determine how the airport can best serve the future interests and needs of the flying public, aviation community, Alaska Department of Transportation & Public Facilities (DOT&PF), and other stakeholders.



Project Schedule



Community involvement

occurs throughout, including interviews, stakeholder working group meetings, and **three public meetings.**



Stakeholder Advisory Group (SAG)

The SAG is providing feedback on the planning process and draft deliverables:



Progress Since October 2021

- Second Stakeholder Advisory Group and Public Meetings (Fall 2021)
- Airport Stakeholder Survey (Spring 2022)
- Project Received Additional Funding Based on Public Involvement (Summer 2022)
- DOT Decision to Plan for Existing Runway Length & Width (Summer 2022)
- Public-Private Partnership Summary

Meeting Purpose

- Confirm project purpose, schedule, progress, and next steps.
- **Share and get public input on the revised airport layout alternatives.**
 - **What do you like** about the alternatives and why?
What do you dislike and why?
 - What **other ideas** do **you have** that can meet the needs of airport stakeholders today and 10 to 20 years from now?
 - What **other comments or questions** do **you have** about the master planning process?

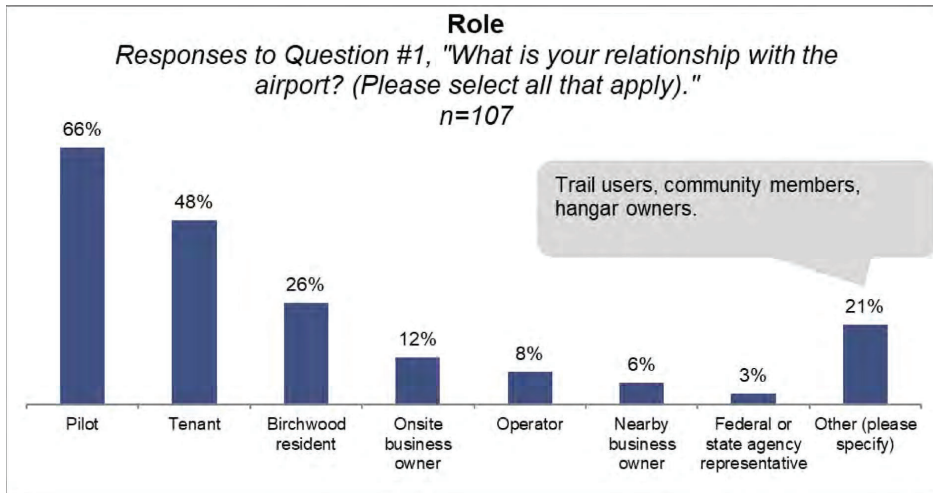
Public-Private Partnership Summary

Emerging Recommendation – Based on research and stakeholder engagement:

- The Birchwood Airport does not have many of the characteristics that make an airport an ideal candidate for a P3.
 - The airport is almost entirely general aviation from hobbyist pilots, and operations are simple enough that they do not require air traffic control or an on-site manager.
 - The Birchwood Airport is one of the few profitable Alaska DOT&PF airports in the state, so there is no financial incentive to privatize.
 - During stakeholder outreach, many airport users said they oppose a P3. They are concerned a private operator would increase fees and commercial activity. Low costs and the casual, uncontrolled nature of the airport are its most beloved attributes.
- For these reasons, **recommendation is to not pursue a P3 arrangement**, unless a specific need is identified.

Stakeholder Survey – Process & Participation

- **Goal** of the survey was to **get additional input on the layout alternatives (as of Fall 2021)** and set the stage for this in-person public workshop.
- Survey window was **December 18, 2021 through February 4, 2022**.
- Fall 2021 Alternatives 2, 3, and 4 **showed shortening and narrowing of the runway (02L/20R)**.
- **Over 100 stakeholders responded**.



Note: Likely some overlap with pilots and tenants as participants given option to “select all that apply”.

Stakeholder Survey – Key Takeaways

- **Alternative One (no change) had the highest level of support**, followed by Alternative Two, Alternative Three, and Alternative Four.
- **Alternative Two had more support and less opposition**, although many participants advocated for Alternative Four in the short answer response questions.
- A combination of quantitative and qualitative responses indicated that **participants were divided on wanting no or minimal growth versus more robust/extensive growth**. There was little support for moderate growth.
- **Biggest issues:** Runway length/width and positioning of gravel airstrip. Most agree shortening/narrowing a barrier to stakeholder vision.

Leave well enough alone. **Alternative one has worked for many years, safely and successfully.** Plans 2,3,4 are way too complicated, unnecessary, and costly.

“1 AND 2 preserve all winter use of ski strip/parking for straight ski aircraft. **2 Will also expand much needed hanger/tiedown space.**”

“**Planning for some future expansion may be desirable for younger pilots** or those wanting access to more space for hangar construction.”

“**Alt 4 solves a lot of issues and provides for the greatest expansion.**”

Development of Alternatives

Four potential Alternatives have been developed.

Alternatives are based on:

- Critical aircraft.
- Facility requirements identified during interviews and inventory.
- Future gravel/ski strip location.
- Forecasted need for more tie-down permits and lease lots.

What's Changed with the Alternatives

Alternative 1:

- No changes

Alternative 2:

- Changed ultimate configuration of Runway 02L/20R to match existing dimensions (4010' x100')
- Show ultimate acquisition of land within Runway 20R Runway Protection Zone (RPZ) that is currently outside of the airport property limits
- Moved proposed Northeast Apron vehicle parking area/portable restroom facilities outside of Runway 20R RPZ
- Keep Taxiway C in current configuration (Runway 20R threshold does not move so no need to construct new taxiway to intersect new threshold location)

What's Changed with the Alternatives

Alternative 3:

- Changed ultimate configuration of Runway 02L/20R to match existing dimensions (4010' x100')
- Show ultimate acquisition of land within Runway 20R Runway Protection Zone (RPZ) that is currently outside of the airport property limits
- Moved proposed Northeast Apron vehicle parking area/portable restroom facilities outside of Runway 20R RPZ
- Keep Taxiway C in current configuration
- Keep Taxiway D (west) in current configuration

Alternative 4:

- Changed ultimate configuration of Runway 02L/20R to match existing dimensions (4010' x100')
- Show ultimate acquisition of land within Runway 20R Runway Protection Zone (RPZ) that is currently outside of the airport property limits
- Moved proposed Northeast Apron vehicle parking area/portable restroom facilities outside of Runway 20R RPZ
- Keep Taxiway C in current configuration
- Keep Taxiway D (both sides) in current configuration

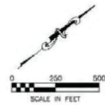
Proposed Alternative One – Nov2022

ALTERNATIVE 1 - NO BUILD



LEGEND

- RUNWAY SAFETY AREA
- OBJECT FREE AREA/ZONE
- RUNWAY PROTECTION ZONE

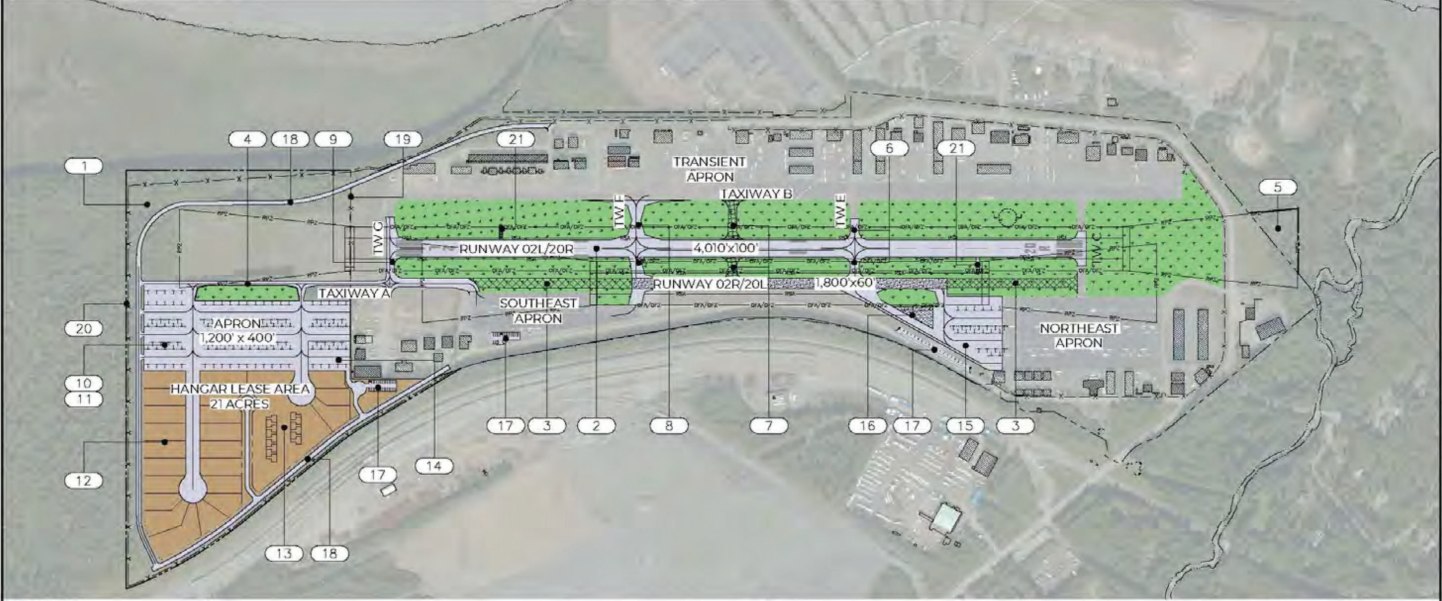


BIRCHWOOD AIRPORT MASTER PLAN EXHIBIT - ALTERNATIVE 1 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES/CR BIRCHWOOD, ALASKA		
DATE: 11-7-2022	DRAWN BY: TA/TC	SHEET: 1
SCALE: 1" = 250'	CHECKED BY: MS	JOB NO.: 20-014

Proposed Alternative Two – Nov 2022

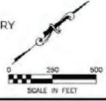
ALTERNATIVE 2

- | | | |
|--|--|--|
| <ul style="list-style-type: none"> 1 ACQUIRE AIRPORT PROPERTY (APPROX. 61 ACRES) 2 RECONSTRUCT RUNWAY 02L/20R 3 REMOVE TAXIWAY A SEGMENTS 4 CONSTRUCT TAXIWAY A EXTENSION 5 ACQUIRE AIRPORT PROPERTY (APPROX. 12 ACRES) 6 RECONSTRUCT EXISTING TAXIWAY D 7 REMOVE EXISTING TAXIWAY E 8 CONSTRUCT NEW TAXIWAY F | <ul style="list-style-type: none"> 9 RECONSTRUCT EXISTING TAXIWAY G 10 CONSTRUCT NEW APRON (22 TIE-DOWNS) 11 INSTALL ELECTRICAL OUTLETS AT NEW TIE-DOWN SPACES 12 NEW HANGAR LEASE LOT AREA 13 NEW T-HANGAR LEASE LOT AREA 14 CONSTRUCT NEW TRANSIENT AIRCRAFT PARKING APRON (10 TIE-DOWNS) 15 EXPAND NORTHEAST APRON (25 TIE-DOWNS) 16 CONSTRUCT SUMMER AIRCRAFT TIE-DOWN AREA/WINTER SNOW STORAGE AREA (4 TIE-DOWNS) | <ul style="list-style-type: none"> 17 DEVELOP NEW VEHICLE PARKING AREA WITH PORTABLE PUBLIC RESTROOM FACILITIES 18 CONSTRUCT ACCESS ROADS 19 REMOVE EXISTING FENCING 20 CONSTRUCT NEW PERIMETER FENCING 21 CONSTRUCT NEW SEPTIC SYSTEM AT PILOT BRIEFING SHELTER 22 CONSTRUCT NEW PAPI |
|--|--|--|



LEGEND

- | | |
|--|---|
| <ul style="list-style-type: none"> HANGAR DEVELOPMENT AREAS NEW GRASS AREA NEW PAVEMENT NEW GRAVEL SURFACE PARKING & PORTABLE PUBLIC RESTROOMS AIRCRAFT TIE-DOWN | <ul style="list-style-type: none"> PROPOSED AIRPORT PROPERTY BOUNDARY NEW FENCE RUNWAY SAFETY AREA OBJECT FREE AREA/ZONE RUNWAY PROTECTION ZONE |
|--|---|

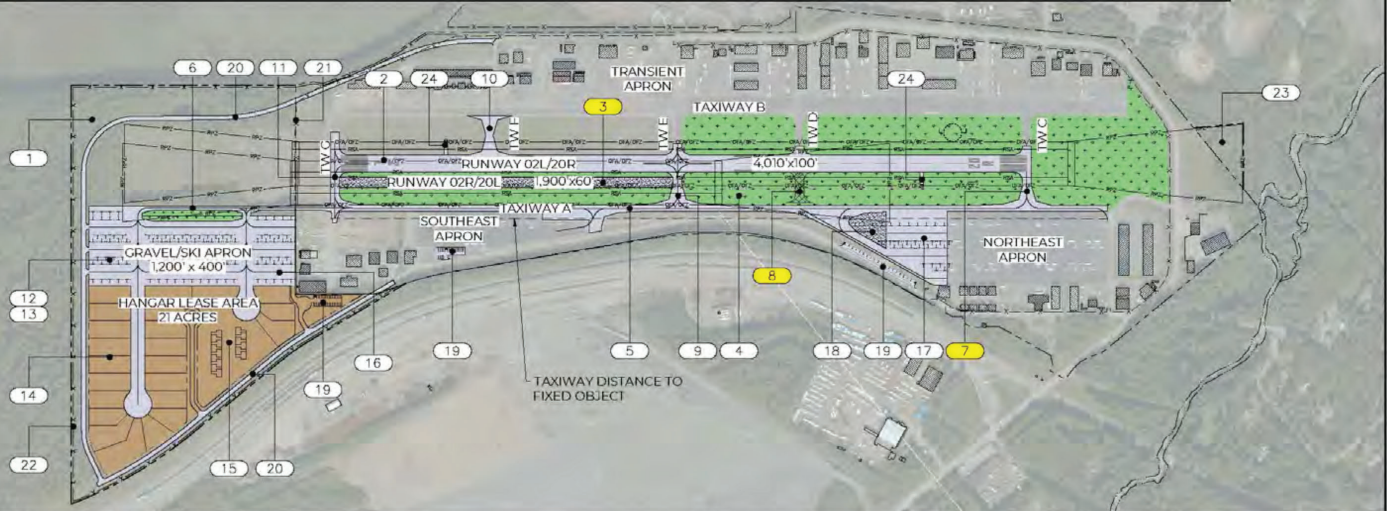


BIRCHWOOD AIRPORT MASTER PLAN EXHIBIT - ALTERNATIVE 2 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES/CR BIRCHWOOD, ALASKA		
DATE: 11-7-2022	DRAWN BY: TA/TC	SHEET: 2
SCALE: 1" = 250'	CHECKED BY: MS	JOB NO.: 20-014

Proposed Alternative Three – Nov 2022

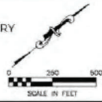
ALTERNATIVE 3

- | | | |
|--|--|---|
| 1 ACQUIRE AIRPORT PROPERTY (APPROX. 61 ACRES) | 9 EXTEND EXISTING TAXIWAY E | 18 CONSTRUCT SUMMER AIRCRAFT TIE-DOWN AREA/WINTER SNOW STORAGE AREA (5 TIE-DOWNS) |
| 2 RECONSTRUCT RUNWAY 02L/20R | 10 CONSTRUCT NEW TAXIWAY F | 19 DEVELOP NEW VEHICLE PARKING AREA WITH PORTABLE PUBLIC RESTROOM FACILITIES |
| 3 CONSTRUCT NEW "SHOULDER" GRAVEL/SKI RUNWAY 02R/20L | 11 RECONSTRUCT EXISTING TAXIWAY G | 20 CONSTRUCT ACCESS ROADS |
| 4 REMOVE EXISTING RUNWAY 02R/20L | 12 CONSTRUCT NEW APRON (104 TIE-DOWNS) | 21 REMOVE EXISTING FENCE |
| 5 RELOCATE AND RECONSTRUCT TAXIWAY A TO PROVIDE REQUIRED RUNWAY SEPARATION | 13 INSTALL ELECTRICAL OUTLETS AT TIE-DOWN SPACES | 22 CONSTRUCT NEW PERIMETER FENCING |
| 6 CONSTRUCT TAXIWAY A EXTENSION | 14 CONSTRUCT NEW HANGAR LEASE AREA | 23 ACQUIRE AIRPORT PROPERTY (APPROX. 12 ACRES) |
| 7 RECONSTRUCT TAXIWAY C | 15 CONSTRUCT NEW T-HANGAR LEASE AREA | 24 CONSTRUCT NEW PAPI |
| 8 REMOVE A PORTION OF EXISTING TAXIWAY D | 16 CONSTRUCT NEW TRANSIENT AIRCRAFT PARKING APRON (80 TIE-DOWNS) | |
| | 17 EXPAND NORTHEAST APRON (28 TIE-DOWNS) | |



- LEGEND**
- HANGAR DEVELOPMENT AREAS
 - NEW GRASS AREA
 - NEW PAVEMENT
 - NEW GRAVEL SURFACE
 - PARKING & PORTABLE PUBLIC RESTROOMS
 - AIRCRAFT TIE-DOWN

- PROPOSED AIRPORT PROPERTY BOUNDARY
- NEW FENCE
- RUNWAY SAFETY AREA
- OBJECT FREE AREA/ZONE
- RUNWAY PROTECTION ZONE
- CHANGES COMPARED TO ALTERNATIVE 2

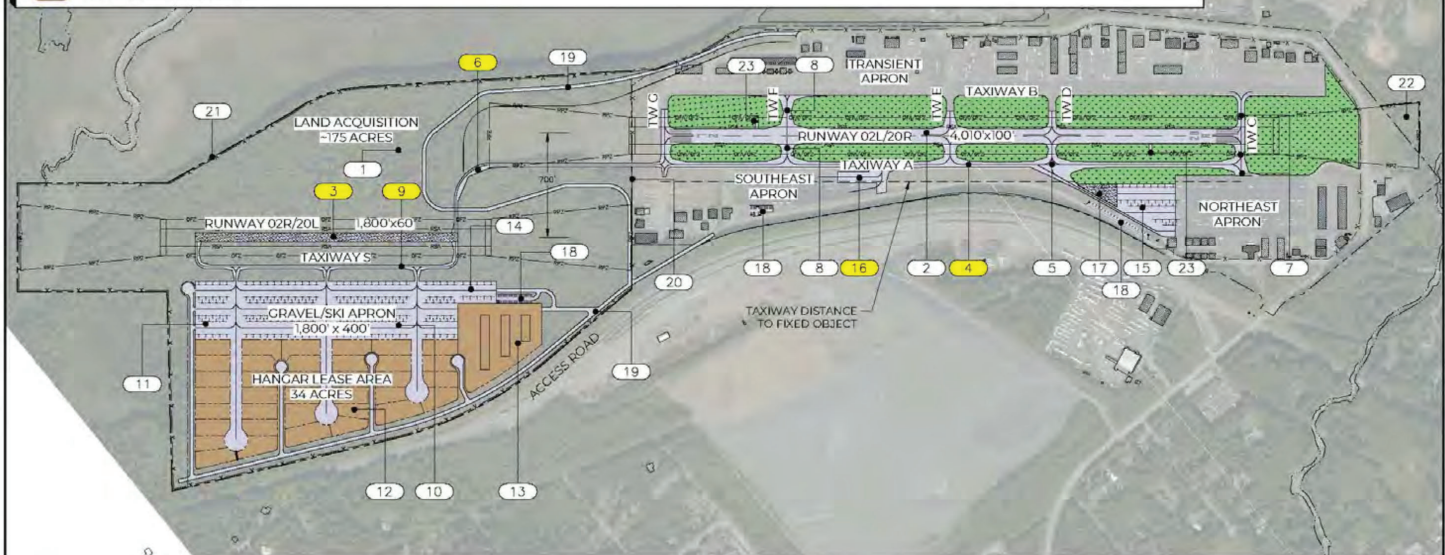


BIRCHWOOD AIRPORT MASTER PLAN EXHIBIT - ALTERNATIVE 3 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES/CR BIRCHWOOD, ALASKA		
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SCALE: 1" = 250'	CHECKED BY: MS	JOB NO.: 20-014

Proposed Alternative Four – Nov 2022

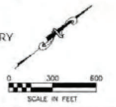
ALTERNATIVE 4

- | | | |
|--|--|---|
| 1 ACQUIRE AIRPORT PROPERTY (APPROX. 175 ACRES) | 10 CONSTRUCT NEW GRAVEL/SKI APRON (184 TIE-DOWNS) | 17 CONSTRUCT SUMMER AIRCRAFT TIE-DOWN AREA/WINTER SNOW STORAGE AREA (4 TIE-DOWNS) |
| 2 RECONSTRUCT RUNWAY 02L/20R | 11 INSTALL ELECTRIC OUTLETS AT NEW TIE-DOWNS | 18 DEVELOP NEW VEHICLE PARKING AREA WITH PORTABLE PUBLIC RESTROOM FACILITIES |
| 3 CONSTRUCT NEW GRAVEL/SKI RUNWAY 02R/20L | 12 NEW HANGAR LEASE LOT AREA | 19 CONSTRUCT ACCESS ROADS |
| 4 CONVERT EXISTING RUNWAY 02R/20L TO TAXIWAY A | 13 NEW T-HANGAR LEASE AREA | 20 REMOVE EXISTING FENCE |
| 5 RECONSTRUCT TAXIWAY A | 14 CONSTRUCT NEW TRANSIENT AIRCRAFT PARKING APRON (10 TIE-DOWNS) | 21 CONSTRUCT NEW PERIMETER FENCING |
| 6 CONSTRUCT TAXIWAY A EXTENSION | 15 EXPAND NORTHEAST APRON (30 TIE-DOWNS) | 22 ACQUIRE AIRPORT PROPERTY (APPROX. 12 ACRES) |
| 7 RECONSTRUCT TAXIWAY C | 16 EXPAND SOUTHEAST APRON | 23 CONSTRUCT NEW PAPI |
| 8 CONSTRUCT NEW TAXIWAY F | | |
| 9 CONSTRUCT NEW TAXIWAYS | | |



LEGEND

- | | |
|-------------------------------------|------------------------------------|
| HANGAR DEVELOPMENT AREAS | PROPOSED AIRPORT PROPERTY BOUNDARY |
| NEW GRASS AREA | NEW FENCE |
| NEW PAVEMENT | RUNWAY SAFETY AREA |
| NEW GRAVEL SURFACE | OBJECT FREE AREA/ZONE |
| PARKING & PORTABLE PUBLIC RESTROOMS | RUNWAY PROTECTION ZONE |
| AIRCRAFT TIE-DOWN | CHANGES COMPARED TO ALTERNATIVE 3 |



BIRCHWOOD AIRPORT MASTER PLAN EXHIBIT - ALTERNATIVE 4 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES/CR BIRCHWOOD, ALASKA		
DATE: 11-7-2022	DRAWN BY: TA/TC	SHEET: 4
SCALE: 1" = 300'	CHECKED BY: MS	JOB NO: 20-014

Alternatives Comparison

	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Meets FAA parallel runway separation requirements for runways with simultaneous operations	No	No	No	Yes
Does not require a Modification of Standards (MOS) for runway separation	No	No	No	Yes
Future runway improvements are Airport Improvement Program eligible if MOS is attained	No	Yes	Yes	Yes
Removes in-line taxiways and improves airport safety	No	Yes	Yes	Yes
Provides leasable land and apron space to accommodate growth	No	Yes	Yes	Yes
Apron areas are located outside of Runway Protection Zones (RPZs)	No	No	Yes	Yes
Does not require FAA HQ approval for development justification for ski/gravel runway development	N/A	No	No	No
Maintains current runway operations	Yes	Yes	Yes	No
Establishes a parallel taxiway on the east side of the airport	No	No	Yes	Yes
Separation between the runways makes it clear to pilots that simultaneous operations are or are not allowed	No	No	Yes	Yes

Next Steps and Wrap Up

Project Schedule



Community involvement

occurs throughout, including interviews, stakeholder working group meetings, and **three public meetings.**



Immediate Next Steps

November 2022

- Compile public feedback from today's workshop.
- Complete and post the Public-Private Partnership Summary.

December 14, 2022

- Conduct Stakeholder Advisory Group meeting to review workshop feedback and discuss potential preferred layout alternative.

December 2022 – Spring 2023

- Conduct additional stakeholder outreach to ensure representative input as we develop the Public Review Draft.
- Release Public Review Draft w/*minimum 30-day comment period*.

Learn More & Contact Us

For the Birchwood Airport Master Plan Update

<http://www.dot.state.ak.us/creg/birchwoodamp/>

Philana Miles, C.M., DOT&PF Project Manager

Email: philana.miles@alaska.gov

Phone: 907-269-0516

Shelly Wade, AICP, Public Involvement Lead

Email: shelly@agnewbeck.com

Phone: 907-242-5326

For Airport Operations:

Kayce Eliason, Airport Manager

Email: kay.eliason@alaska.gov

Phone: 907-338-1466

**Alaska Department of Transportation and Public Facilities
Birchwood Airport Master Plan Update
November Public Workshop 2022 Materials**



What's Changed with the Layout Alternatives Since Shared in October 2021

Alternative 1:

- No changes

Alternative 2:

- Changed ultimate configuration of Runway 02L/20R to match existing dimensions (4010' x100')
- Show ultimate acquisition of land within Runway 20R Runway Protection Zone (RPZ) that is currently outside of the airport property limits
- Moved proposed Northeast Apron vehicle parking area/portable restroom facilities outside of Runway 20R RPZ
- Keep Taxiway C in current configuration (Runway 20R threshold does not move so no need to construct new taxiway to intersect new threshold location)

Alternative 3:

- Changed ultimate configuration of Runway 02L/20R to match existing dimensions (4010' x100')
- Show ultimate acquisition of land within Runway 20R Runway Protection Zone (RPZ) that is currently outside of the airport property limits
- Moved proposed Northeast Apron vehicle parking area/portable restroom facilities outside of Runway 20R RPZ
- Keep Taxiway C in current configuration
- Keep Taxiway D (west) in current configuration

Alternative 4:

- Changed ultimate configuration of Runway 02L/20R to match existing dimensions (4010' x100')
- Show ultimate acquisition of land within Runway 20R Runway Protection Zone (RPZ) that is currently outside of the airport property limits
- Moved proposed Northeast Apron vehicle parking area/portable restroom facilities outside of Runway 20R RPZ
- Keep Taxiway C in current configuration
- Keep Taxiway D (both sides) in current configuration

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AK DOT & PF, Birchwood Airport Master Plan Update: Public Workshop

Sign-In Sheet | Saturday, November 12, 2022, 10AM - 2PM | Please write neatly!

Name - First & Last	Email	How would you describe your primary relationship to the airport (pilot, tenant, Birchwood resident, onsite business owner, fed/state agency, other)?	Sign Me Up to Receive Electronic Project Updates (check the box)
Vince Pomeroy	alaskaflyer71@hotmail.com	pilot / on site business owner	<input checked="" type="checkbox"/>
JOHN WESTERN	JRWesternNAVY@gmail.com	CAP Pilot	<input checked="" type="checkbox"/>
Ross Oliver	flyout@gci.net	pilot based @ BCV	<input checked="" type="checkbox"/>
Marc DEVERES	dehbuilder@outlook.com	SWTA / Pilot / hangar owner	<input checked="" type="checkbox"/>
Val Jokela	valkur@mtaonline.net	Birchwood CC	<input checked="" type="checkbox"/>
Dan BURAND	1dburand@gmail.com	CAP / Gliders	<input checked="" type="checkbox"/>
Galbraith III, Edward	edwardgalbraithiii@gmail.com	Birchwood Pilot	<input checked="" type="checkbox"/>
John Abramo	smarboj@gmail.com	Birchwood Pilot	<input checked="" type="checkbox"/>
Gail Miller	rmtrade@icloud.com	tenant	<input checked="" type="checkbox"/>
DALE MILLER	YDINAK@gmail.com	TENANT	<input checked="" type="checkbox"/>
Jeff Johnston	chuginkalaska@gmail.com	Public	<input checked="" type="checkbox"/>
Gray Morris	skuwagon@mtaonline.net		<input type="checkbox"/>
Kenny Williams	2amond@gci.net	pilot	<input checked="" type="checkbox"/>
Sarah + Wally Parks	SAWA@MTAONLINE.NET	pilots, ^{2 tie downs} tenant, Chugiak Residents	<input checked="" type="checkbox"/>
Tom Kovalski	tkovalski70@gmail.com	Pilot / hangar @ Chugiak Residents	<input checked="" type="checkbox"/>
Catrina Beckmore	cbick524@gmail.com	Pilot, Birchwood Chugiak Resident	<input checked="" type="checkbox"/>
Bill Meenderhall	bill.meenderhall@yohoo.ca	Property owner	<input checked="" type="checkbox"/>
Della Swartz	arctictern@aero@gmail.com	hangar owner / business owner prop owner tenant	<input checked="" type="checkbox"/>

AK DOT & PF, Birchwood Airport Master Plan Update: Public Workshop

Sign-In Sheet | Saturday, November 12, 2022, 10AM - 2PM | Please write neatly!

Name - First & Last	Email	How would you describe your primary relationship to the airport (pilot, tenant, Birchwood resident, onsite business owner, fed/state agency, other)?	Sign Me Up to Receive Electronic Project Updates (check the box)
Catherine Shuman	cshuman180@gmail.com	Pilot, ^{onsite} business owner.	✓
Ceal Shuman	flycair@gmail.com	Pilot, ^{onsite} business owner	✓
Will Pomeroy	willy_753@hotmail.com	NEIGHBOR	✓
Carl Sumpter	csumpter01@gmail.com	Pilot, tenant	✓
Pete Brown	pdbrown1706@me.com	Pilot, CFIG instructor, CAP, AHA	✓
DAN SADDLER	DANSADDLER@GCI.NET	PILOT, STATE LEGISLATOR	✓
PATRICK OHARE	PATOHAREALASKA@GMAIL.COM	PILOT TENANT	✓
Dennis Serie	BoreTideservices@gmail.com	Pilot Tenant	
ED WHITE	EDWHITE@hotmail.com	Pilot, HAWKER, FNA, CAP	✓
Aaron Pomeroy	pomeroy86@gmail.com	Pilot	✓
Billy Gould	bsgould@gci.net	Pilot / TENANT	✓
ROB STAPLETON	rob@alaskafoto.com	" / "	✓
JOHN DAVID	TUNDPAPPILOT@GMAIL.COM	PILOT/TENANT	✓
Jane Serie	talonhangars@gmail.com	hangar owner	already do
Sandra Johnson	cdstalat@yahoo.com	Pilot	already do
Tim Coalwell	Coalwellt@gmail.com	Pilot, hangar owner	already have
Kyle Smith	ksmith@ekletnaine.com	Landowner	
Dewayne Crouse	dcrouse@gci.net	Pilot/Aircraft owner - Tenant	already do

AK DOT & PF, Birchwood Airport Master Plan Update: Public Workshop

Sign-In Sheet | Saturday, November 12, 2022, 10AM - 2PM | Please write neatly!

Name - First & Last	Email	How would you describe your primary relationship to the airport (pilot, tenant, Birchwood resident, onsite business owner, fed/state agency, other)?	Sign Me Up to Receive Electronic Project Updates (check the box)
LAMBERT DE GAVERDE	bonivard@aol.com	PILOT, HANGAR OWNER, USER	YES
DICK LOCHNER	dard@lochners.net	PILOT, HANGAR OWNER, USER	YES
David & Linda Baldwin	dlbaldwin@mxc.com	Pilot hangar owner user	yes
Mitch Sawyer	mitsawyer155@gmail.com	Pilot / Hangar owner	yes
Abe Harman	ajharman@gmail.com	Pilot, business owner	Yes
Marty Armentrout	martyarmentrout@gmail.com	Pilot, Tenant	Yes
JAMES STONERNG	ALASKA_VIKING@YAHOO.COM	EXECUTIVE DIRECTOR, BIRCHWOODS HOBBY PARK	yes
Darryl Parks	darrylparks@msn.com	PILOT, TENANT	
ROBERT KELLY	KLTEN@YAHOO.COM	" "	Yes
Ashley Maguandt	tangacub@hotmail.com	hangar owner, pilot, user	Yes
Joe Stawil	185AKbushpilot@gmail.com	HANGAR OWNER, PILOT, USER	yes
Tim Bloom	AKTimbloom@gmail.com	Hangar owner / Pilot / user	yes
Rep. Ken McCarty	Rep. Ken. McCarty@akleg.gov	Pilot / user / Tie Down	yes
Steve Soroka	stevesoroka@hotmail.com	pilot / Hangar owner	yes
David Swartz	daveandalella@gci.net	Pilot / hangar owner	yes
Mark Mobley	markmobley@ymail.com	Pilot	yes
Ed Korn Field	ekornfield@gci.net	Pilot / Glider Pilot / CAP Pilot	yes
Lars Gleitsmann	Lars@BetterAircraftFabric.com	Pilot, Business owner	yes

AK DOT&PF Birchwood Airport Master Plan Update

November 2022 Layout Alternatives: Map-Based Comments

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

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

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

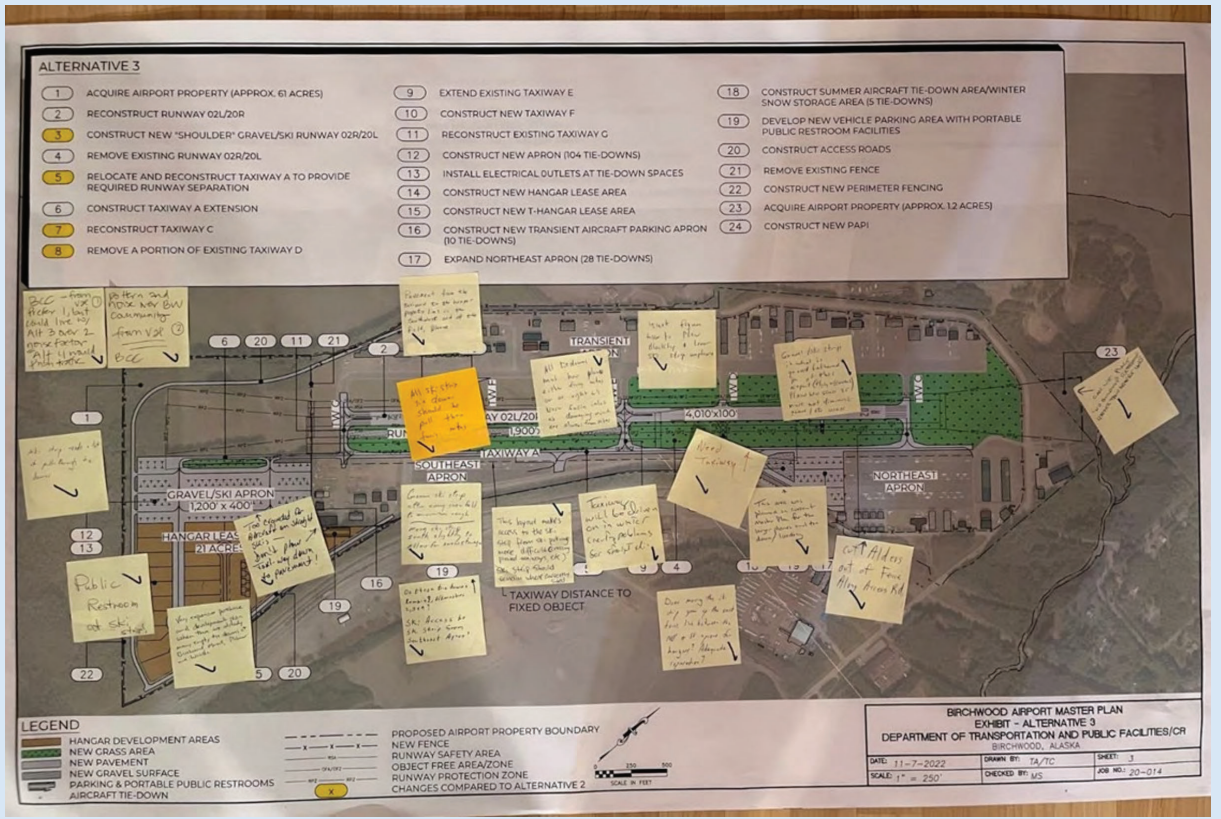
2



Alternative #	Comments
	From Birchwood Community Council – prefer 1 but could live with Alternative 3 over 2 – the noise factor is important – Alternative 4 would push the traffic pattern and noise over Birchwood community.
	Ski strip needs a lot of pull-through tiedowns.
	Public restroom at ski strip!

3

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



Alternative #	Comments
	<p>Too much critical layout depending on hypothetical land expansion. Plan needs to remain viable regardless of if expansion happens.</p> <p>Two traffic patterns is a bad idea. Noise abatement over the neighborhoods.</p> <p>Too close to restricted area.</p> <p>Get Eklutna on board ASAP. (Cannot read second part of comment)</p>

4

Airspace too crowded with separated gravel strip.
Having to make turn on skis might be tough, should be a straight access.
Make the gravel runway same as Wasilla and Palmer. Do away with 20L and 20R designation. Remove taxiways except at ends to ramps. 90 degree turn off. <ul style="list-style-type: none">• Comment on this: Fine, but how do you plow blacktop and leave gravel with snow for skis?
Offset runway, ski strip will tend to turn across main strip as they are so offset. Opposing traffic patterns would be just dangerous.
Ski strip needs a lot of drive through tiedowns.
Re: Taxiway S – maintain access for aircraft on skis – don’t plow taxiway! Parking too crowded for aircraft on straight skis.
Public restroom at ski strip!
Re: area above new grass area next to TW F – Pave this area!
Runways are too far apart to use the same traffic pattern – ski strip planes like a short, tight pattern, which will conflict w/ people flying the big runway.
Area east of Northeast Apron: FAA is suggesting rather a required purchase, no necessary a purchase.
Re: item east of NE Apron – can we place “no buildings” restrictions on the land use, rather than acquire land?



ALL

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

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

Heather A. Campfield

From: Shelly Wade <shelly@agnewbeck.com>
Sent: Friday, November 18, 2022 11:36 AM
To: Shelly Wade
Cc: Miles, Philana C (DOT)
Subject: Birchwood Airport Master Plan: More Opportunities to Share Your Ideas!
Attachments: Nov22LayoutAlts_BirchwoodAMPUpdate_CommentForm_Fillable.pdf



THANK YOU to everyone that participated in the November 12th Birchwood Airport Master Plan Update Public Workshop!

If you did not make the workshop or have more to share on the Airport Layout Alternatives, see an opportunity to comment below or checkout [the project website](#) for more information, including materials shared at the workshop!

Now through December 9th – Send us your ideas, **what you like or dislike** about the [Draft Layout Alternatives](#).

Your feedback now will help shape the alternatives we review with the project Stakeholder Advisory Group on December 14th.

IMPORTANT: *There will be another opportunity to weigh in on layout alternatives in Spring 2023 when we release the full public review draft of the updated master plan.*

How to share your feedback:

1. [Complete and return a Comment Form](#). Also attached to this email!
2. Submit your comments using the Comment Form at the [bottom of the project website](#).
3. Email or call the Project Team:

Philana Miles, C.M.
Project Manager
philana.miles@alaska.gov
907-269-0516

Shelly Wade, AICP
Public Involvement Lead

shelly@agnewbeck.com
907-242-5326 (call/text)

**Deadline for comments on November 2022 Layout Alternatives (as shared at the November 12th workshop)
– Friday, December 9th, 2022!**



Photo by Anna Bartholomew, DOT&PF

The Draft Plan is here, Birchwood Airport Partners and Stakeholders!
Join us **IN PERSON** to discuss the Public Review Draft – March 30th.
Share your comments, questions, and learn about next steps.

Saturday, March 30th, 2024

**Public
Meeting**

10:00 AM – 1:00 PM

Birchwood Civil Air Patrol
20100 Birchwood Spur Rd, Chugiak, AK 99567

Persons with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD), 907-269-0473.
We are also able to offer, upon request, Alaska Native Language Translation.

About the Birchwood Airport Master Plan (AMP) Update

The Alaska Department of Transportation and Public Facilities (DOT&PF) is updating the Birchwood Airport Master Plan. The updated Airport Master Plan will outline **how the airport can best serve the future interests and needs of the flying public, aviation community, DOT&PF, and other stakeholders.**



About the March 30th Meeting

Join DOT&PF, Federal Aviation Administration, and the rest of the project team, to **share and discuss the Public Review Draft of the Airport Master Plan Update**, including the **Analysis of the Alternatives Considered, the Selection of the Preferred Alternative, and the Implementation Plan.**

Questions about the project?

Contact the DOT&PF Project Manager
Philana Miles, C.M.
Phone: 907-269-0519
Email: philana.miles@alaska.gov

Questions about the location and/or purpose of the meeting?

Contact the Project Public Involvement Lead
Shelly Wade
Phone: 907-242-5326
Email: shelly@agnewbeck.com

Visit the project webpage to learn more: <http://dot.alaska.gov/creg/birchwoodamp/>

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STATE OF ALASKA
THIRD JUDICIAL DISTRICT

Lisi Misa being first duly sworn on oath deposes and says that she is a representative of the Anchorage Daily News, a daily newspaper. That said newspaper has been approved by the Third Judicial Court, Anchorage, Alaska, and it now and has been published in the English language continually as a daily newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the aforesaid place of publication of said newspaper. That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on

03/18/2024

and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed Lisi Misa

Subscribed and sworn to before me
this 25th day of March 2024.

Jada L. Nowling

Notary Public in and for
The State of Alaska.
Third Division
Anchorage, Alaska

MY COMMISSION EXPIRES
2024-07-14

Notice of Public Meeting Alaska Department of Transportation & Public Facilities

Birchwood (BCV) Airport Master Plan Update Project No. CFAPT00354/AIP 3-02-0034-008-2018

The Alaska Department of Transportation and Public Facilities (DOT&PF), with funding support from the Federal Aviation Administration (FAA), is updating the Birchwood Airport Master Plan. The Public Review Draft Birchwood Airport Master Plan is available for review. The draft plan can be downloaded from the project website, www.dot.alaska.gov/creg/birchwoodamp/. A print copy of the draft plan is available for viewing at the office of HDL Engineering Consultants, LLC, at 3335 Arctic Boulevard, Anchorage, Alaska.

Join DOT&PF and the rest of the project team, to learn, ask questions, and provide your feedback regarding development alternatives for and the future of the Birchwood Airport.

Public Meeting
Saturday, March 30, 2024
10:00 a.m. – 1:00 p.m.

Birchwood Civil Air Patrol
20100 Birchwood Spur Rd, Chugiak, AK 99567

Comments on the draft master plan may be submitted by April 8th, 2024 to Public Involvement Lead, Shelly Wade at (907) 242-5326. Have questions or comments about the project? Please contact the DOT&PF Project Manager, Philana Miles at (907) 269-0516 or philana.miles@alaska.gov.

Persons with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD), number 269-0473. We are also able to offer, upon request, Alaska Native Language Translation.

Pub: Mar. 18, 2024

Jada L. Nowling
ELECTRONIC NOTARY PUBLIC
STATE OF ALASKA
MY COMMISSION EXPIRES 07/14/2024

Proposed Reader Board Text for Birchwood Airport Master Plan Update Public Meeting, 03-30-24

Guidelines (from Joe at DOT & PF)

- 8 letters per line.
- 3 lines per page.

Proposed dates and times: Starting Friday, March 22nd, through Saturday, March 30th, 8 am – 6 pm

B	C	V					
A	I	R	P	O	R	T	
P	L	A	N				

W	O	R	K	S	H	O	P
M	A	R		3	0	T	H
I	0	A	-	I	P	M	

C	A	P		B	L	D	G
D	O	T	.	A	L	A	S
K	A	.	G	O	V		

Birchwood Airport Master Plan Update

Project No. CFAPT00354/AIP 3-02-0034-008-2018

Public Meeting #4

Prepared for Alaska Department of Transportation &
Public Facilities

*Presented and facilitated by HDL Engineering Consultants &
Agnew::Beck Consulting*

March 30, 2024; 10:00 AM – 1:00 PM



The Project Team

The Alaska Department of Transportation and Public Facilities is leading the process with assistance from a consulting team:



Stakeholder Advisory Group (SAG)

The SAG is providing feedback on the planning process and draft deliverables:

DOT&PF	Aircraft Owners & Pilots Association	Alaska Railroad	Birchwood Airport Association
Birchwood Civil Air Patrol	Birchwood Community Council	Birchwood Recreation & Shooting Park	Eklutna, Inc.
NOTE: The SAG is not a voting or decision-making body.	Native Village of Eklutna	Talon Hangar Condominium Association, Inc.	

Today's Meeting Purpose

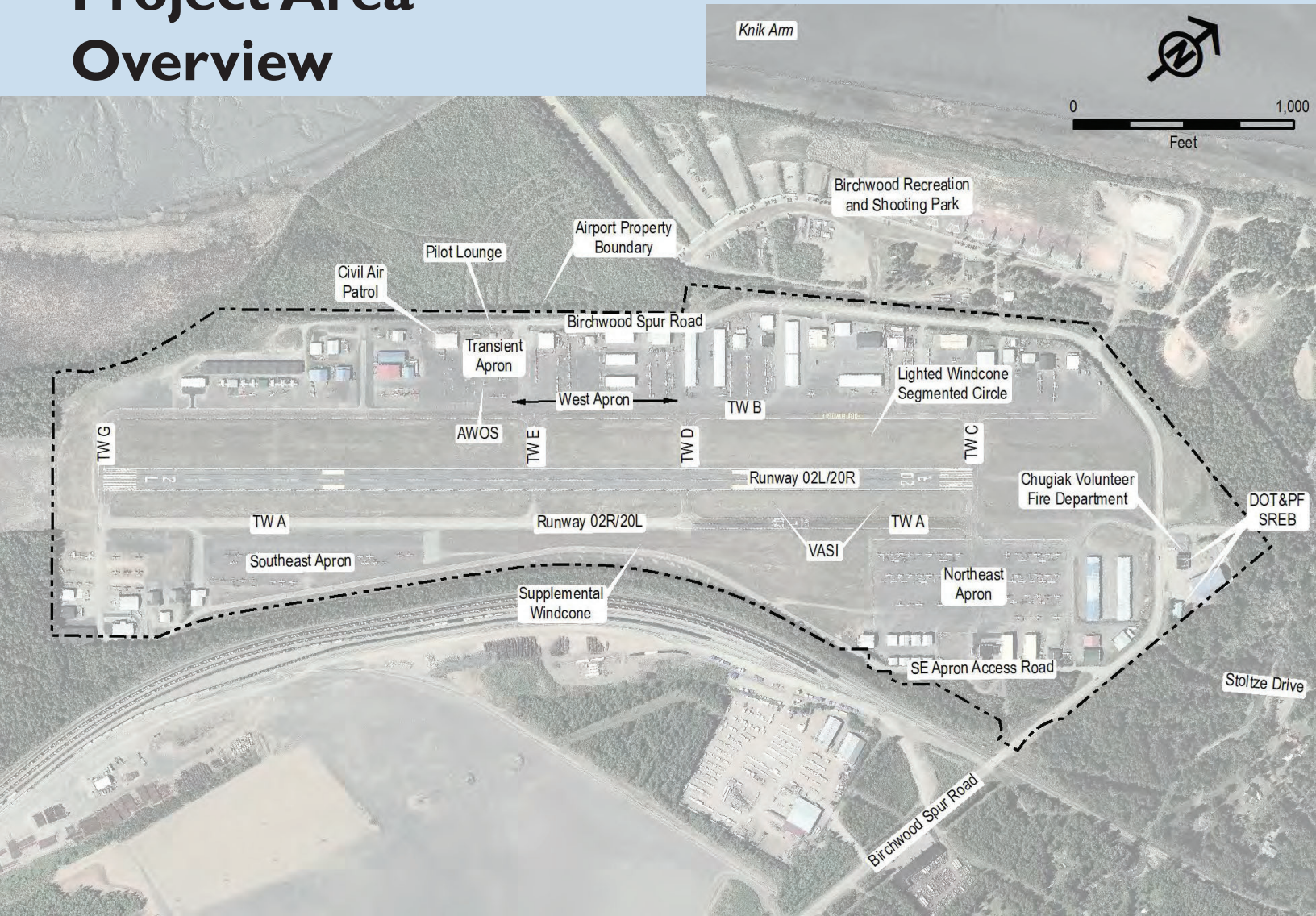
- Confirm project purpose, schedule, and progress.
- **Share and get public feedback on:**
 - The Public Review Draft, especially:
 - Section 5.0 – Alternatives & Preferred Alternative
 - Section 7.0 – Implementation Plan
 - Next Steps

Project Purpose

To determine how the airport can best serve the future interests and needs of the flying public, aviation community, Alaska Department of Transportation & Public Facilities (DOT&PF), and other stakeholders.



Project Area Overview



Land Ownership



Project Schedule



Community involvement

occurs throughout, including interviews, stakeholder working group meetings, and **four public meetings.**



Progress Since November 2022

- **Conditions & Needs Assessment (Summer 2023)**
- **Alternatives Analysis & Recommendations Report (Fall 2023)**
- **Implementation Plan (Winter 2023-24)**
- **Financial Plan (Winter 2023-24)**
- **Draft Airport Master Plan (Winter/Spring 2024)**
- **Draft Airport Layout Plan (Spring 2024)**

Project Public & Partner Engagement

(see Chapter 6.0 of the Public Review Draft, pages 111-114)

- Guide: Public Involvement Plan
- Methods:
 - Stakeholder Advisory Group – 4 meetings and 1 to go
 - Public Meetings – 4 meetings (including today)
 - Small Group Discussions
 - Project Website
 - Survey
 - E-Blasts
 - Flyers
 - Brochure
 - Public Notices
 - Reader Boards

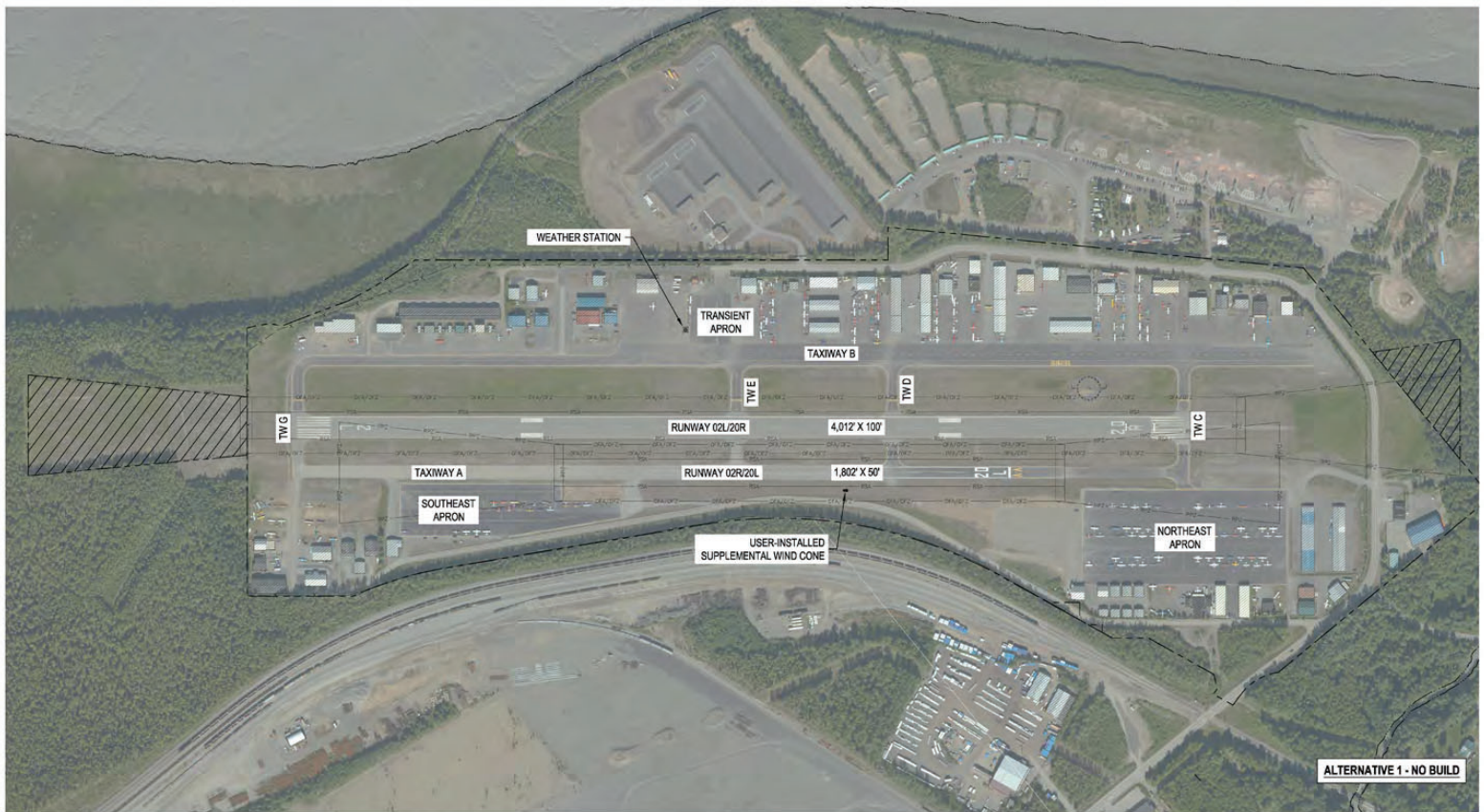
Alternatives Considered

(see Chapter 5.0 of the Public Review Draft, pages 74-110)

- Alternative 1 – No Build
- Alternative 2 – Maintain Existing Gravel Runway
- Alternative 3 – Relocate Gravel Runway to Shoulder of Main Runway
- Alternative 4 – Construct New Gravel Runway

Proposed Alternative One – March 2024

(Revised from Chapter 5.0 of the Public Review Draft, pages 74-75)



LEGEND

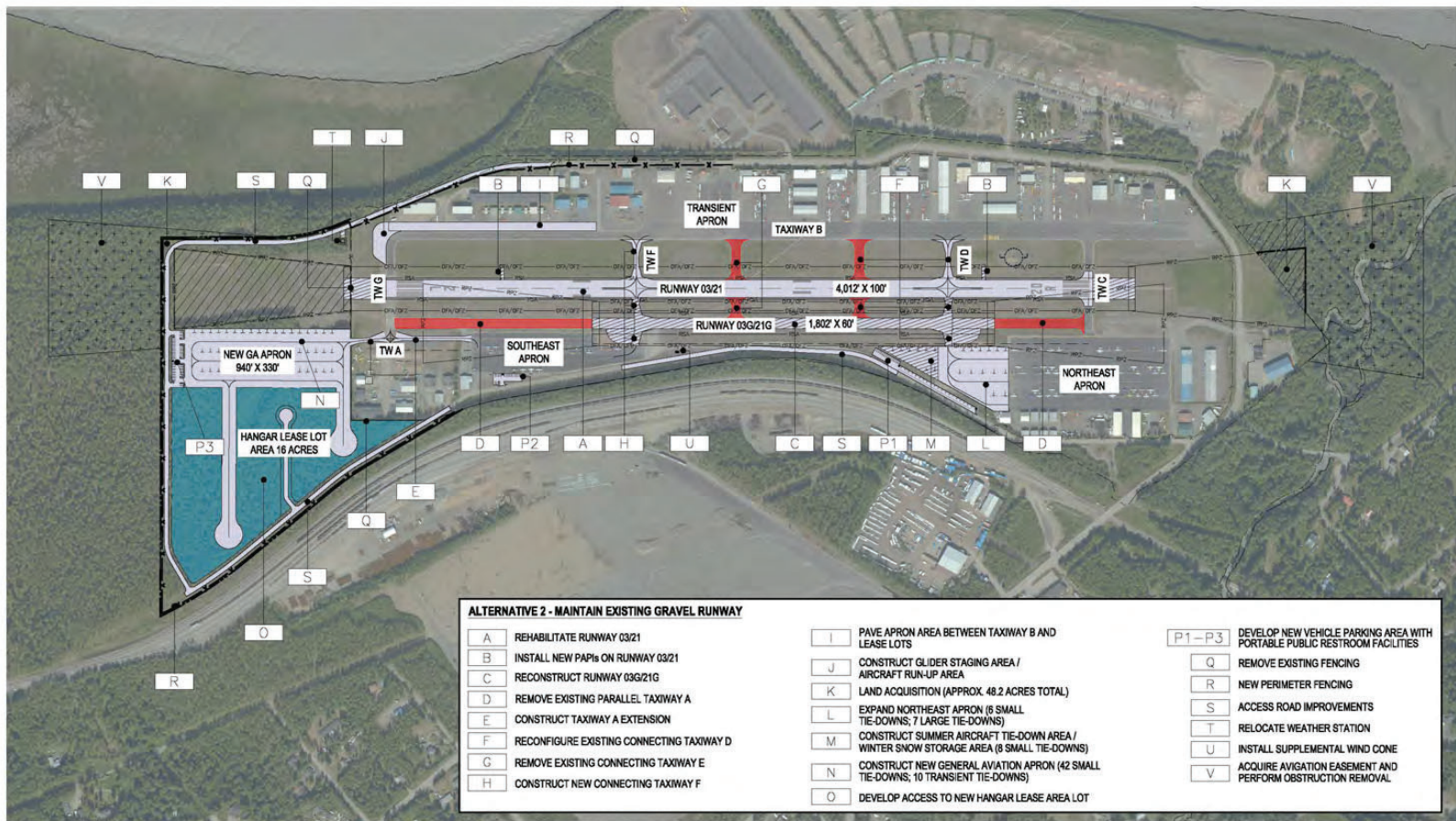
- RSA — RUNWAY SAFETY AREA
- ROFA/OFZ — RUNWAY OBJECT FREE AREA / RUNWAY OBSTACLE FREE ZONE
- RPZ — RUNWAY PROTECTION ZONE
- AIRPORT BOUNDARY
- /// EXISTING AVIGATION EASEMENT

PLAN NORTH



Proposed Alternative Two – March 2024

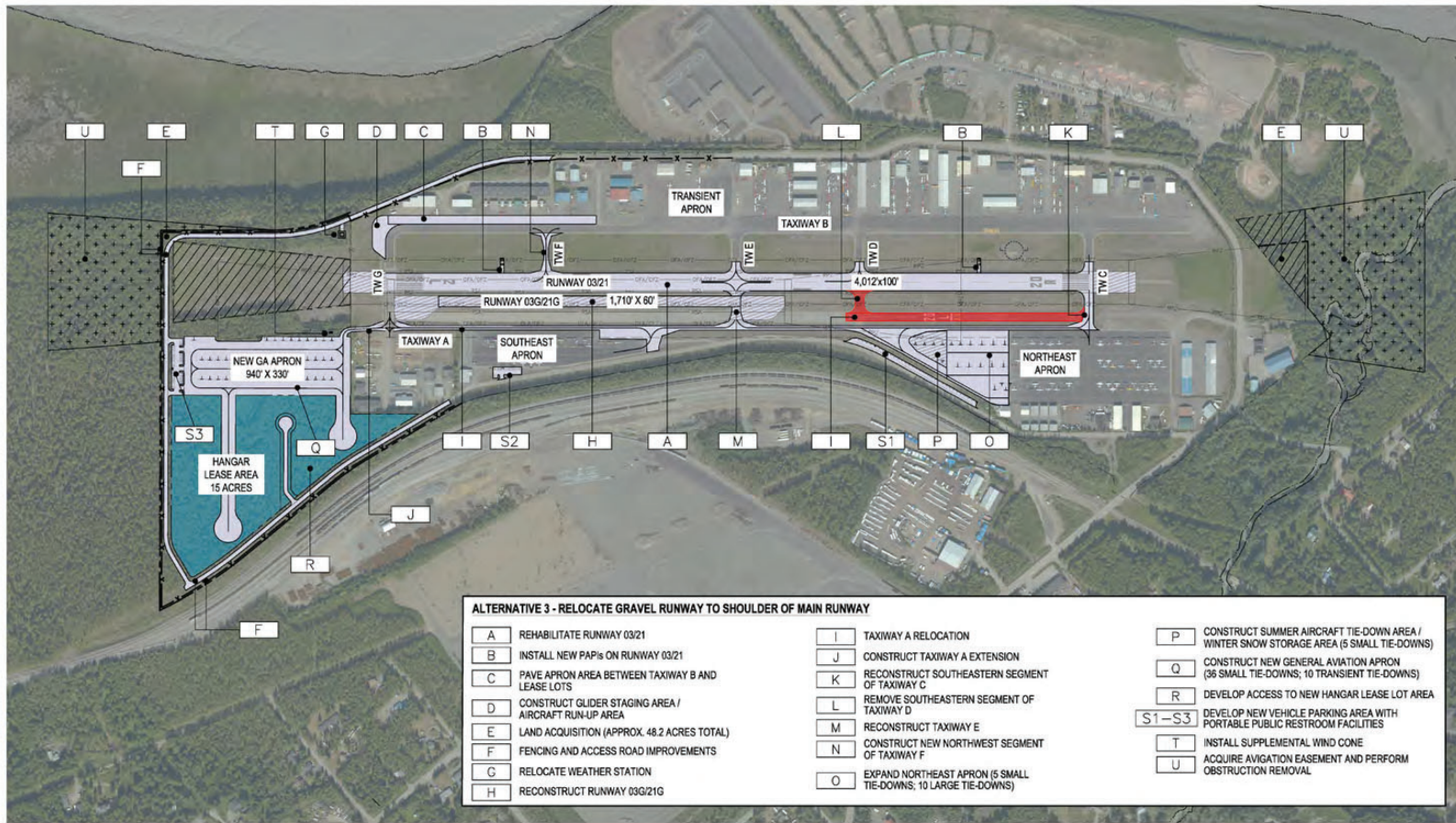
(Revised from Chapter 5.0 of the Public Review Draft, pages 76-80)



	NEW PAVEMENT		AIRCRAFT TIE-DOWN
	NEW GRAVEL SURFACE		PROPOSED AIRPORT PROPERTY BOUNDARY
	HANGAR DEVELOPMENT AREAS		NEW FENCE
	PARKING & PORTABLE PUBLIC RESTROOMS		RUNWAY SAFETY AREA
	PAVEMENT DEMOLITION		RUNWAY OBJECT FREE AREA / RUNWAY OBSTACLE FREE ZONE
	PROPOSED/EXISTING AVIATION EASEMENT LOCATION		RUNWAY PROTECTION ZONE

Proposed Alternative Three – March 2024

(Revised from Chapter 5.0 of the Public Review Draft, pages 81-85)



ALTERNATIVE 3 - RELOCATE GRAVEL RUNWAY TO SHOULDER OF MAIN RUNWAY

A	REHABILITATE RUNWAY 03/21	I	TAXIWAY A RELOCATION	P	CONSTRUCT SUMMER AIRCRAFT TIE-DOWN AREA / WINTER SNOW STORAGE AREA (5 SMALL TIE-DOWNS)
B	INSTALL NEW PAPIs ON RUNWAY 03/21	J	CONSTRUCT TAXIWAY A EXTENSION	Q	CONSTRUCT NEW GENERAL AVIATION APRON (36 SMALL TIE-DOWNS; 10 TRANSIENT TIE-DOWNS)
C	PAVE APRON AREA BETWEEN TAXIWAY B AND LEASE LOTS	K	RECONSTRUCT SOUTHEASTERN SEGMENT OF TAXIWAY C	R	DEVELOP ACCESS TO NEW HANGAR LEASE LOT AREA
D	CONSTRUCT GLIDER STAGING AREA / AIRCRAFT RUN-UP AREA	L	REMOVE SOUTHEASTERN SEGMENT OF TAXIWAY D	S1-S3	DEVELOP NEW VEHICLE PARKING AREA WITH PORTABLE PUBLIC RESTROOM FACILITIES
E	LAND ACQUISITION (APPROX. 48.2 ACRES TOTAL)	M	RECONSTRUCT TAXIWAY E	T	INSTALL SUPPLEMENTAL WIND CONE
F	FENCING AND ACCESS ROAD IMPROVEMENTS	N	CONSTRUCT NEW NORTHWEST SEGMENT OF TAXIWAY F	U	ACQUIRE AVIGATION EASEMENT AND PERFORM OBSTRUCTION REMOVAL
G	RELOCATE WEATHER STATION	O	EXPAND NORTHEAST APRON (5 SMALL TIE-DOWNS; 10 LARGE TIE-DOWNS)		
H	RECONSTRUCT RUNWAY 03G/21G				

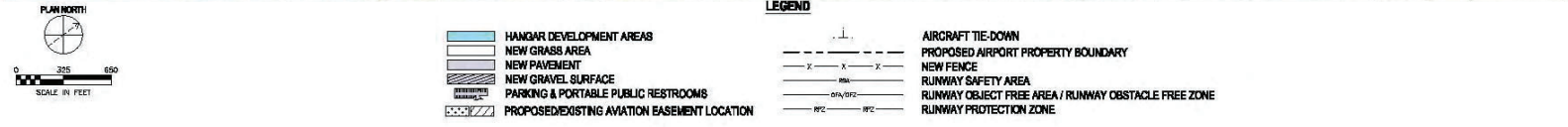
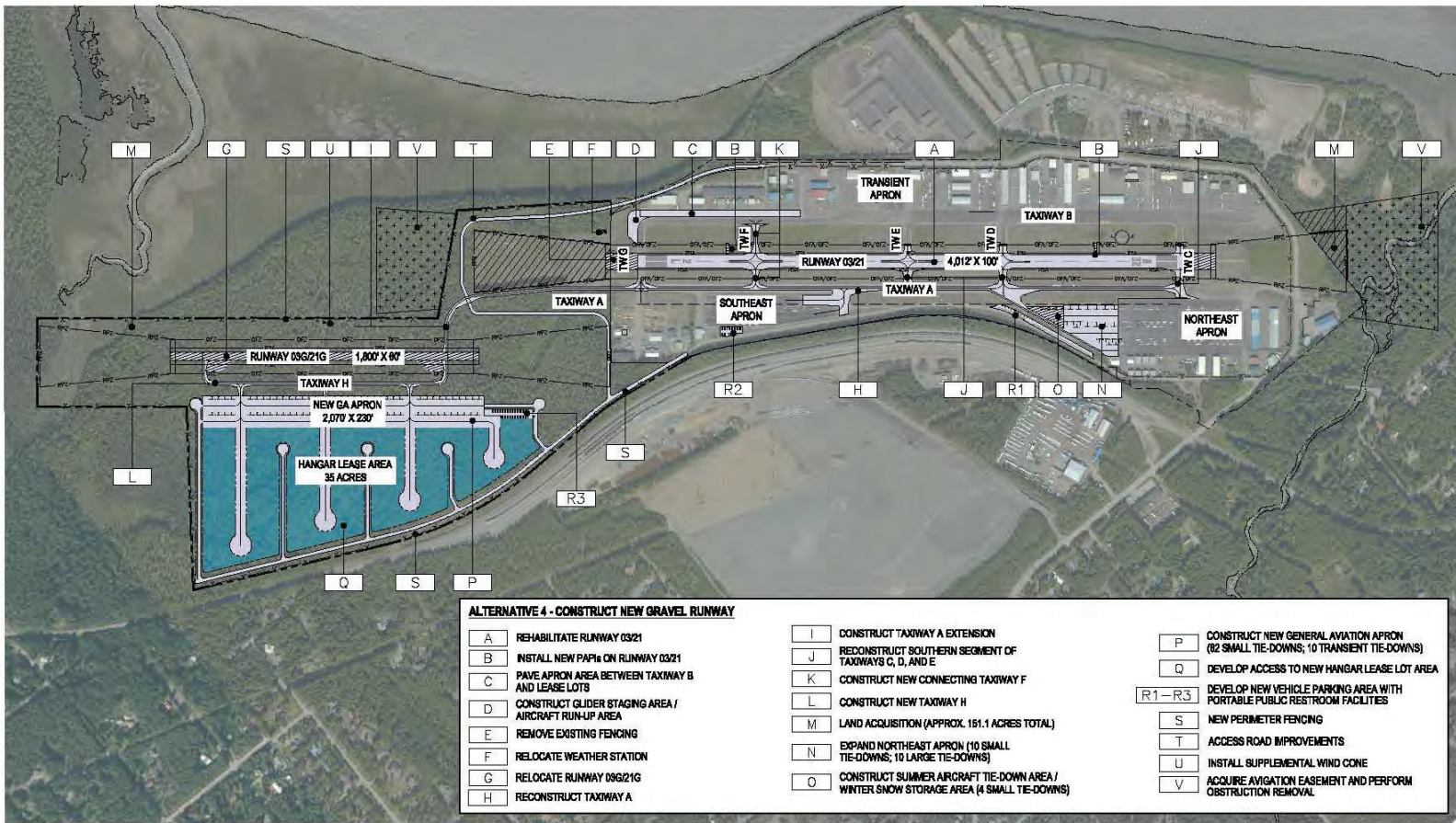


LEGEND

	HANGAR DEVELOPMENT AREAS		PROPOSED/EXISTING AVIATION EASEMENT LOCATION
	NEW GRASS AREA		AIRCRAFT TIE-DOWN
	NEW PAVEMENT		PROPOSED AIRPORT PROPERTY BOUNDARY
	NEW GRAVEL SURFACE		NEW FENCE
	PARKING & PORTABLE PUBLIC RESTROOMS		RUNWAY SAFETY AREA
	PAVEMENT DEMOLITION		RUNWAY OBJECT FREE AREA / RUNWAY OBSTACLE FREE ZONE
			RUNWAY PROTECTION ZONE

Proposed Alternative Four – March 2024

(Revised from Chapter 5.0 of the Public Review Draft, pages 86-90)



Alternatives Analysis

(see Chapter 5.0 of the Public Review Draft, page 109)

Impacts on Airport	Alternative 1 No Build	Alternative 2 Maintain Existing Gravel Runway	Alternative 3 Relocate Gravel Runway to Shoulder of Main Runway	Alternative 4 Construct New Gravel Runway
Runway 03/21 Dimensions	Maintain Existing (4,012' by 100')	Match Existing (4,012' by 100')	Match Existing (4,012' by 100')	Match Existing (4,012' by 100')
Runway 03G/21G Dimensions	Maintain Existing (1,802' by 50')	Widen (1,802' by 60')	Shorten and Widen (1,710' by 60')	Widen (1,800' by 60')
Maintains Single Traffic Pattern with Simultaneous Operations Prohibited?	Yes	Yes	Yes	No
Meets FAA Runway Separation Requirements for Parallel Runways?	No	No	No	Yes
Meets Forecasted Tie-Down Demand?	No	Yes	Yes	Yes
Meets Forecasted Lease Lot Demand?	No	No. Provides 94% of lease lot area forecasted	No. Provides 86% of lease lot area forecasted	Yes. Exceed 100% of lease lot area forecasted
Constructs Parallel Taxiway A?	No	No	Yes	Yes
Maintains Direct Ski-Access to Runway 03G/21G from Ski Apron?	Yes	Yes	No – Taxi Across Paved Taxiway A	Yes
Environmental Impacts	No change. See Birchwood Airport Environmental Overview Addendum	Environmental impacts are likely greater than Alternative 1, equal to Alternative 3, and less than Alternative 4.	Environmental impacts are likely greater than Alternative 1, equal to Alternative 2, and less than Alternative 4.	Environmental impacts are likely greater than Alternative 1, Alternative 2, and Alternative 4.
Construction Costs (approx.)	\$0	\$49.5M	\$53.6M	\$89.4M
Estimated Increase in Annual Maintenance Costs (approx.)	No change. See May 2021 Financial Assessment and Maintenance Cost Generation Report for historical maintenance costs.	\$77k	\$91k	\$141k

Alternatives Analysis

(see Chapter 5.0 of the Public Review Draft, pages 109)

Impacts on Airport	Alternative 1 No Build	Alternative 2 Maintain Existing Gravel Runway	Alternative 3 Relocate Gravel Runway to Shoulder of Main Runway	Alternative 4 Construct New Gravel Runway
Estimated Revenue Generation (approx.)	No change. See May 2021 Financial Assessment and Maintenance Cost Generation Report for historical maintenance costs.	\$112k	\$102k	\$221k
Removes Fence in Runway 03 OFA and Trees South of Runway 03 and 03G?	No.	Yes.	Yes.	Yes.
Other Changes to Airspace Obstructions	Remains as described in Condition and Needs Assessment.	Obstructions are less than Alternative 1 but more than Alternative 3 and Alternative 4.	Obstructions are less than Alternative 1 and Alternative 2 but more than Alternative 4.	Obstructions are less than Alternative 1, 2, and Alternative 3
Land Uses within RPZ	No change.	No change	Incompatible land uses reduced from Alternatives 1 and 2, but Mod-to-Standards Required due to runway relocation.	Incompatible land uses reduced from Alternatives 1, 2, and 3
Mod-To-Standards Required?	Yes (Taxiway A in-line with Runway 03G/21G)	No	Yes (Incompatible Land Uses within RPZ of new Runway)	No
Safety Analysis	No corrections to non-standard conditions. Existing safety hazards remain.	Removes in-line segments of Taxiway A Removes fence obstruction in Runway 03 RSA Full control of land within RPZs for obstruction removal Existing Incompatible land uses in RPZ remain Does not meet parallel runway separation requirements	Removes in-line segments of Taxiway A Removes fence obstruction in Runway 03 RSA Full control of land within RPZs for obstruction removal Reduced incompatible land uses in RPZ Reduced Length of Runway 03G/21G Does not meet parallel runway separation requirements	Removes in-line segments of Taxiway A Removes fence obstruction in Runway 03 RSA Full control of land within RPZs for obstruction removal Reduced incompatible land uses in RPZ Meets parallel runway separation requirements
NextGen Parameters	No implementation or significant contribution.	No implementation or significant contribution.	No implementation or significant contribution.	No implementation or significant contribution.

Preferred Alternative

(see Chapter 5.0 of the Public Review Draft, pages 110)

Why Alternative 2?

- Maintains current airport configuration preferred by users
- Maintains current land uses approved by FAA
- Improves safety
- Lowest estimated capital cost for construction
- Increases estimated revenue with least amount of additional estimated expense
- Meets forecasted demand for tie-downs and 94% of forecasted demand for lease lots
- Minimizes future property acquisition needs while maximizing tie-down and lease lot development

Implementation Planning

(see Chapter 7.0 of the Public Review Draft, pages 115-123)

The implementation plan provides a strategy to construct the preferred alternative.

Improvements are separated into three categories:

- Near-term (0 to 5 years)
- Medium-term (6 to 10 years)
- Long-term (11 to 20 years)

Implementation Plan Process

(see Chapter 7.0 of the Public Review Draft, page 116)



Step 1: Planning

- Identify the project on the approved ALP. Update ALP as necessary
- List the project on an approved airport specific of CIP, including data sheets, estimates, project justification, and graphical figures data sheet



Step 2: Preliminary Design

- Gather survey, geotechnical, and hydrological field data
- Advance conceptual design
- Develop preliminary cost estimate for budgeting and programming
- Prepare Draft Engineer's Design Report that establishes basis for design
- Review submittals that identify anticipated environmental impacts / land acquisition needs
- Consult with FAA to confirm AIP eligibility of project components
- Consult with FAA to determine if Reimbursable Agreements are required for impacts to NAVAIDs



Step 3: Environmental Doc.

- Consult with FAA to determine Class of Action of environmental document required (Categorical Exclusion, Environmental Assessment, Environmental Impact Statement)
- Perform consultation with impacted or adjacent agencies
- Perform public involvement
- Perform environmental fieldwork to quantify and delineate environmental impacts
- Prepare environmental document



Step 4: Land Acquisitions

- Complete real property appraisal
- Complete review appraisal
- Prepare offer
- Negotiate purchase agreement



Step 5: Final Design

- Execute reimbursable agreements to support NAVAIDs, if relevant
- Prepare an approved approval of Construction Safety Phasing Plan
- Secure environmental permits
- Request Modification-to-Standards for components not meeting FAA requirements
- Develop final design, including plans, specifications, and estimate
- Submit FAA Form 7460-1 for airspace evaluation of project components



Step 6: Bidding

- Advertise and secure bids
- Finalize and submit FAA grant application
- Secure Construction Funding



Step 7: Construction

- Issue notice-to-proceed for construction
- Perform construction administration in accordance with sponsor grant assurances to ensure conformity with the approved plans and specifications



Step 8: After Construction

- Develop record drawings
- Submit final Close Out Report
- Update ALP, if necessary

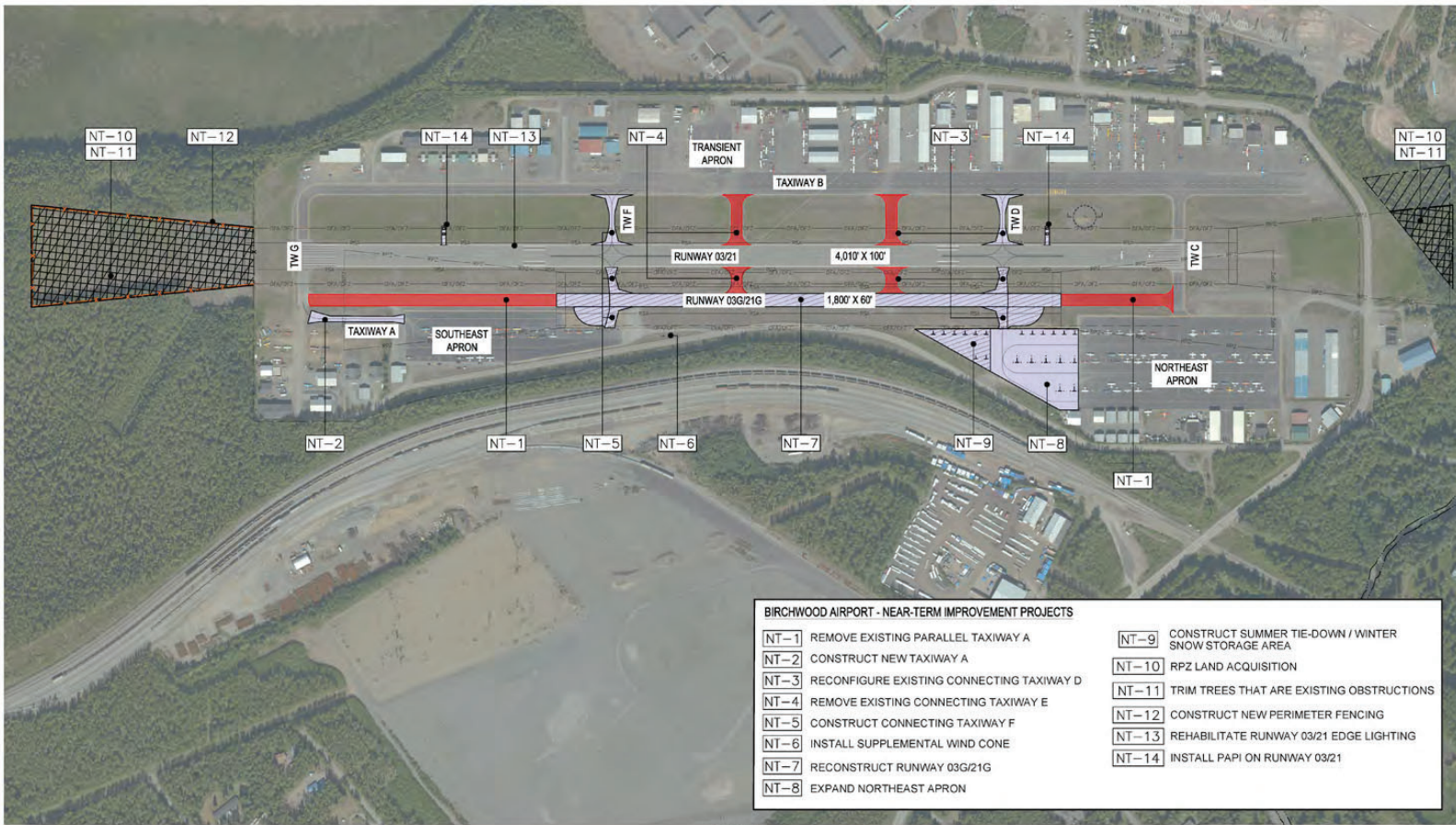
Near-Term Projects (~2028): Approx. \$13.9M (see Chapter 7.0 of the Public Review Draft, page 122)

Project Name		Project Description	AIP Eligibility	Estimated Project Subtotals	Estimated Project Cost
Reconfigure Taxiways and Rehab Runway 03G/21G					
1	Remove Existing Parallel Taxiway A	Remove portions of Taxiway A that are in line with Runway 03G/21G to mitigate the safety hazard present between the taxiway's alignment with the 03G and 21G thresholds.	Yes	\$415,000	\$13,926,000
2	Construct New Taxiway A	Construct approximately 700 feet of new Taxiway A to provide airside access from Southeast Apron to Taxiway G.	Yes	\$715,500	
3	Reconfigure Existing Connecting Taxiway D	Remove existing Taxiway D and construct new Taxiway D required to provide access to Runway 21G threshold from Taxiway B and the Northeast Apron.	Yes	\$1,123,500	
4	Remove Existing Connecting Taxiway E	Approximate mid-point taxiway is no longer needed due to the relocation of Taxiway D and the construction of new Taxiway F.	Yes	\$181,500	
5	Construct Connecting Taxiway F	New Taxiway will provide access to Runway 03G threshold and access from the Southeast Apron to Runway 03/21, Runway 03G/21G, and Taxiway B.	Yes	\$972,500	
6	Install Supplemental Wind Cone	Install a supplemental wind cone on the eastern side of Runway 03G/21G that meets FAA standards and provides accurate wind information to pilots operating on the Runway 03G threshold.	Yes	\$116,500	
7	Reconstruct Runway 03G/21G	Rehabilitate existing Runway 03G/21G (1,800'x60') in its current location to meet DOT&PF and FAA design standards, resurface, and install new edge markers.	AIP Eligibility May Be Limited	\$2,731,000	
8	Expand Northeast Apron	Expand the Northeast Apron south to include approximately 119,000 square feet of additional paved apron area and provide 13 new tie-down spaces with electrical outlets.	Yes	\$2,903,000	
9	Construct Summer Tie-Down/Winter Snow Storage Area	Construct approximately 33,000 square feet of additional gravel apron space south of the Northeast Apron to accommodate 8 new tie-downs in the summer and snow storage in the winter.	Yes	\$752,500	
10	RPZ Land Acquisition	Acquire approximately 9.5 acres of land within the Runway 03/21 RPZs to accommodate obstruction removal.	Yes	\$190,500	
11	Trim Trees in Aviation In RPZs	Trim trees located on airport property and within RPZs that were identified as obstruction in the aeronautical survey.	Yes	\$191,500	
12	Construct New Perimeter Fencing	Remove existing fencing that presents an obstruction and construct new perimeter fencing around newly acquired land within the Runway 03 RPZ.	AIP Eligibility May Be Limited	\$381,500	
13	Rehabilitate Runway 03/21 Edge Lighting	Rehabilitated existing edge lighting and install new electrical equipment building to accommodate existing electrical loads and replace failing equipment.	Yes	\$2,712,500	
14	Install PAPI's on Runway 03/21	Remove existing VASI on Runway 21 and Install new PAPIs on both ends of Runway 03/21.	Yes	\$539,500	

Near-Term
(Approx.
2028)

Near-Term Projects (0 to 5 years) – March 2024

(Revised from Chapter 7.0 of the Public Review Draft, page 118)

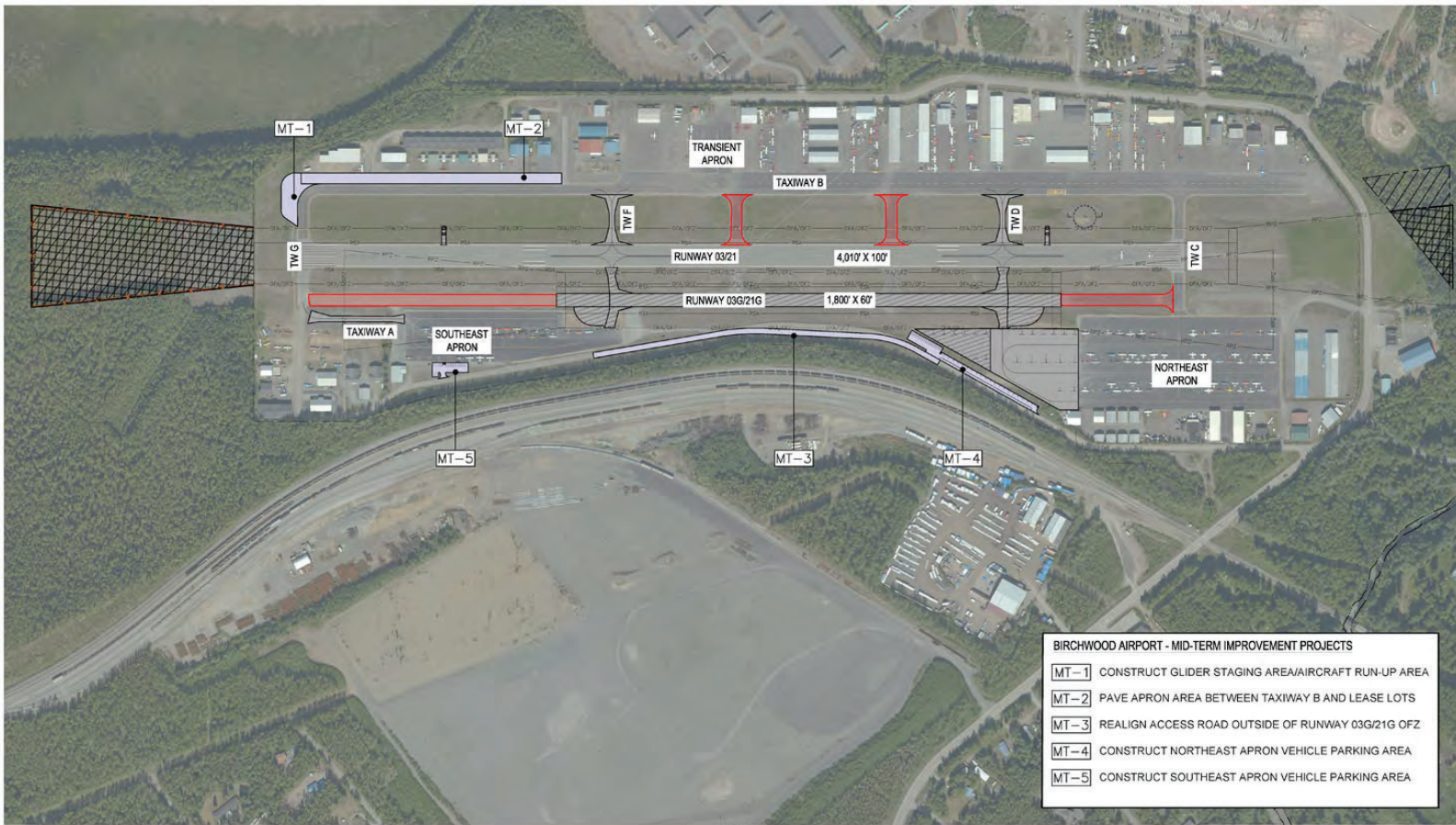


Mid-Term Projects (~2033): Approx. \$3.89M (see Chapter 7.0 of the Public Review Draft, page 123)

	Project Name	Project Description	AIP Eligibility	Estimated Project Subtotals	Estimated Project Cost	
Mid-Term (Approx. 2033)	Apron Access and Parking Improvements					
	1	Construct Glider Staging Area/Aircraft Run-Up Area	Construct a 75-foot-wide staging/run-up area south of the intersection between Taxiway B and Taxiway G.	Yes	\$533,500	\$3,892,000
	2	Pave Apron Area Between Taxiway B and Lease Lots	Pave a 50-foot-wide section of the existing gravel area between the southern portion of Taxiway B and the lease areas directly to the west.	Yes	\$794,500	
	3	Realign Access Road Outside of Runway 03G/21G OFZ	Shift approximately 1,500 feet of existing road to the south to remove road alignment from within the Runway OFZ.	Yes	\$1,583,500	
	4	Construct Northeast Apron Vehicle Parking Area	Construct a combination of 20 parallel parking spaces and 18 perpendicular parking spaces with portable restroom facility adjacent to the Southeast Apron Access Road.	AIP Eligibility May Be Limited	\$752,000	
	5	Construct Southeast Apron Vehicle Parking Area	Construct 19 perpendicular parking spaces with portable restroom facility accessed from the Southeast Apron Access Road.	AIP Eligibility May Be Limited	\$228,500	

Mid-Term Projects (6 to 10 years) – March 2024

(Revised from Chapter 7.0 of the Public Review Draft, page 119)



- BIRCHWOOD AIRPORT - MID-TERM IMPROVEMENT PROJECTS**
- MT-1** CONSTRUCT GLIDER STAGING AREA/AIRCRAFT RUN-UP AREA
 - MT-2** PAVE APRON AREA BETWEEN TAXIWAY B AND LEASE LOTS
 - MT-3** REALIGN ACCESS ROAD OUTSIDE OF RUNWAY 03G/21G OFZ
 - MT-4** CONSTRUCT NORTHEAST APRON VEHICLE PARKING AREA
 - MT-5** CONSTRUCT SOUTHEAST APRON VEHICLE PARKING AREA



LEGEND

	RUNWAY SAFETY AREA		NEW/EXISTING PAVEMENT
	OBJECT FREE AREA/ZONE		EXISTING GRAVEL SURFACE (NEAR-TERM)
	RUNWAY PROTECTION ZONE		DEMOLISHED PAVEMENT (NEAR TERM)
	PROPOSED AIRPORT PROPERTY BOUNDARY		NEW FACILITIES (MID-TERM)
	LAND ACQUISITION AREA (NEAR-TERM)		AIRCRAFT TIE-DOWN
	EXISTING AVIGATION EASEMENT		

Long-Term Projects (~2038): Approx. \$50.22M

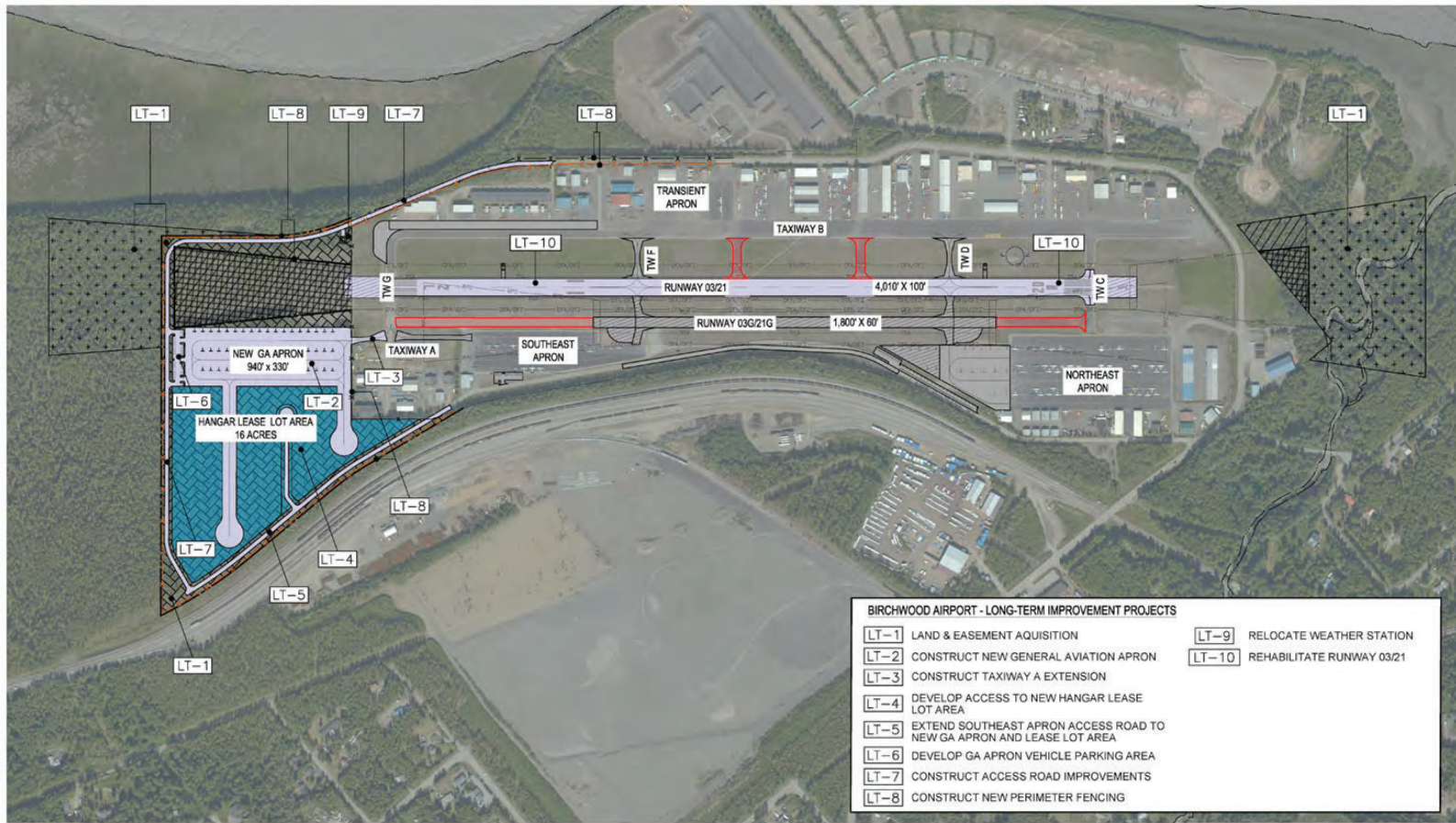
(see Chapter 7.0 of the Public Review Draft, page 123)

Project Name		Project Description	AIP Eligibility	Estimated Project Subtotals	Estimated Project Cost
New GA Apron, Lease Areas, & Rehabilitate Runway 03/21					
1	Land Acquisition	Acquire approximately 38.7 acres of land to accommodate future development and 26.2 acres of aviation easements	Yes	\$1,280,500	\$50,218,000
2	Construct New General Aviation (GA) Apron	Construct an approximately 940-foot by 330-foot GA Apron that includes up to 52 small tie-downs.	Yes	\$13,490,500	
3	Construct Taxiway A Extension	Construct approximately 700 feet of new Taxiway A to provide airside access from Southeast Apron to Taxiway G and from Taxiway G to the new apron and lease areas.	Yes	\$525,000	
4	Develop Access to New Hangar Lease Lot Area	Construct taxi-lanes, driveways, and utility access in the new lease lot areas to provide airside and landside access and utilities to future lease lots.	Yes	\$8,624,000	
5	Extend Southeast Apron Access Road to new GA Apron and lease lot area	Construct new Southeast Apron Access Road from existing road terminus to new GA vehicle parking area.	Yes	\$5,546,000	
6	Develop GA Apron Vehicle Parking Area	Construct 44 perpendicular parking spaces with portable restroom adjacent to the Southeast Apron Access Road.	AIP Eligibility May Be Limited	\$1,181,500	
7	Construct Access Road Improvements	Extend Southeast Apron Access Road from new GA Apron Parking Area to connect to terminus of Birchwood Spur Road.	Yes	\$4,425,500	
8	Construct New Perimeter Fencing	Remove existing fencing on western and southern areas of airport the Runway 03 RPZ and construct new perimeter fencing around new southern airport boundary.	AIP Eligibility May Be Limited	\$1,370,500	
9	Relocate Weather Station	Relocate the existing weather station from its current location to a new location southwest of Taxiway G.	Yes	\$599,000	
10	Rehabilitate Runway 03/21	Rehabilitate the runway in its current location to replace existing pavement.	Yes	\$13,175,500	

Long-Term (Approx. 2038)

Long-Term Projects (11 to 20 years) – March 2024

(Revised from Chapter 7.0 of the Public Review Draft, page 120)



BIRCHWOOD AIRPORT - LONG-TERM IMPROVEMENT PROJECTS

LT-1	LAND & EASEMENT ACQUISITION	LT-9	RELOCATE WEATHER STATION
LT-2	CONSTRUCT NEW GENERAL AVIATION APRON	LT-10	REHABILITATE RUNWAY 03/21
LT-3	CONSTRUCT TAXIWAY A EXTENSION		
LT-4	DEVELOP ACCESS TO NEW HANGAR LEASE LOT AREA		
LT-5	EXTEND SOUTHEAST APRON ACCESS ROAD TO NEW GA APRON AND LEASE LOT AREA		
LT-6	DEVELOP GA APRON VEHICLE PARKING AREA		
LT-7	CONSTRUCT ACCESS ROAD IMPROVEMENTS		
LT-8	CONSTRUCT NEW PERIMETER FENCING		



LEGEND

— RSA —	RUNWAY SAFETY AREA	— DEM —	DEMOLISHED PAVEMENT (NEAR-TERM)
— OFA/OFAZ —	OBJECT FREE AREA/ZONE	— NEW —	NEW/EXISTING PAVEMENT
— RPZ —	RUNWAY PROTECTION ZONE	— GRV —	NEW/EXISTING GRAVEL SURFACE
— PAB —	PROPOSED AIRPORT PROPERTY BOUNDARY	— FAC —	NEW/EXISTING FACILITIES
— X — X —	REMOVE EXISTING FENCE	— LLA —	NEW LEASE LOT AREA
— F —	NEW FENCE	— T —	AIRCRAFT TIE-DOWN
— A —	PROPOSED/EXISTING LAND ACQUISITION AREA	— E —	PROPOSED/EXISTING AVIATION EASEMENT LOCATION

Project Schedule



Community involvement

occurs throughout, including interviews, stakeholder working group meetings, and **four public meetings.**



Next Steps

March 30, 2024 – Public Meeting

April 30, 2024 – Public Comment Period Closes

April/May 2024

- Review, Compile Public Input & Recommended Revisions
- Conduct SAG Meeting #5 to Share Public Input & Recommended Final
- Finalize Master Plan
- FAA Review/Approval
- Publish Final Airport Master Plan
- Finalize Airport Layout Plan
- Update Alaska Aviation System Plan

Learn More & Contact Us

Project Website: <https://dot.alaska.gov/creg/birchwoodamp/>
Public Review Draft **COMMENT DEADLINE EXTENDED to**
April 30th!

Project Contacts:

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Shelly Wade, AICP
Public Involvement Lead
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Phone: 907-242-5326

For Airport Operations:

Tim Hanley
Airport Manager
Email: timothy.hanley@alaska.gov
Phone: 907-338-1466

Kayce Eliason
M & O Superintendent
(former BCV manager)
Email: kay.eliason@alaska.gov
Phone: 907-338-1466

Alaska Department of Transportation and Public Facilities

Birchwood Airport Master Plan (AMP) Update:

Public Meeting #4 – NOTES

March 30, 2024; 10:00 AM – 1:00 PM

Project Team

- Alaska Department of Transportation & Public Facilities (DOT&PF): Philana Miles (Birchwood AMP Project Manager), Mark Eisenman (Airport Planner), Tim Hanley (Birchwood Airport Manager)
- Project Consultants:
 - HDL Engineering Consultants, LLC: Mark Swenson (Consultant Project Manager), Heather Campfield (Consultant Airport Planner)
 - Agnew::Beck Consulting: Shelly Wade (Public Involvement, Land Use, and 3Plead)



Participants – see sign-in sheet (attached)

Meeting Overview

The third and final Birchwood Airport Master Plan Update public meeting was held at the Birchwood Airport Civil Air Patrol facility and was facilitated by Agnew::Beck Consulting. Nearly 80 stakeholders and partners participated. Most participants attended to represent the interests of the Birchwood Recreation and Shooting Park (BRSP), including BRSP leadership, staff, and/or members.

The project team conducted an approximately 15-minute presentation outlining the planning process, key milestones, and a brief overview of preferred Alternative 2. The project team presentation was followed by an open question and answer session with attendees. As noted, most attendees had questions and/or expressed concerns regarding preferred Alternative 2, as shown in the February 2024 Public Review Draft of the AMP Update. Concerns mainly pertained to proposed “land acquisition” and aviation easements that would potentially disrupt stakeholder activities in the area (focused primarily on BRSP lands/uses). BRSP Executive Director Jim Stoneking also shared a mini presentation and visuals of BRSP plans that include capital projects on their existing footprint. After the Q & A, facilitator Shelly Wade directed attendees to maps showing each alternative (as presented in the February 2024 Public Review Draft of the AMP Update) and encourage one-on-one and small group dialogue with the project team. The meeting was two hours.

1

AK DOT & PF, Birchwood Airport Master Plan Update: Public Workshop

Sign-In Sheet | Saturday, March 30, 2024, 10AM - 1PM | Please write neatly!

Name - First & Last	Email	How would you describe your primary relationship to the airport (pilot, tenant, Birchwood resident, onsite business owner, fed/state agency, other)?	Sign Me Up to Receive Electronic Project Updates (check the box)
✓ LARRY LESCANEC	llescanec@icloud.net	BRSP member	
✓ JAMES CANITZ	akbeaver@gmail.com	Hangar Owner	✓
✓ JIM BICKMAN	HUNTSALASKABICKMAN@GMAIL.COM	BSR MEMBER, TIE DOWN WENSOR	✓
✓ Bruce Vincent	doc-tane@yahoo.com	BRSP member	✓
✓ Errol Bickford		BRSP member	
✓ Anole Gromley	Fifthnthtr@oop@yahoo.com	BRSP	
✓ ANDREW YOUNG	TODDLERONE@AOL.COM	PILOT/TENANT	✓
✓ Brian Bjorkquist	bjorkq7@gmail.com	BRSP member	✓
✓ WAYNE BENSON	gotow@hotmail.com	BRSP MEMBER	✓
✓ John Carlson	j.carlsrak@gmail.com	Pilot/BRSP Member	✓
✓ PATRICK O'HARIE	PATOHAREALASKA@GMAIL.COM	PILOT-TENANT	
✓ RON GODDEN	R.GODDEN@mtaonline.NET	Pilot/BRSP member	
✓ Harrison Keith	Harrison Keith@gmail.com	BRSP/Pilot	✓
✓ Ken McCarty	ken.m@discovery10realaska.com	Pilot/BAA member	✓
✓ REP DAN SADDLER	REP. DAN. SADDLER@AKLEG. GOV	Pilot/LEGISLATIVE RIVER-COASTAL STATE REP.	
✓ RALPH BAKLARZ		PILOT	

AK DOT & PF, Birchwood Airport Master Plan Update: Public Workshop

Sign-In Sheet | Saturday, March 30, 2024, 10AM - 1PM | Please write neatly!

Name - First & Last	Email	How would you describe your primary relationship to the airport (pilot, tenant, Birchwood resident, onsite business owner, fed/state agency, other)?	Sign Me Up to Receive Electronic Project Updates (check the box)
✓ GLEN POMEROY	pomevoyg@MTAONLINE.NET	USER & Shooting Range User	X
✓ ERIC GARVALYA	ericgarvalya@gmail.com	Shooting range member	X
ROBERT KELLY	IKLTEN@YAHOO.COM (?)	RESIDENT	X
✓ MITCH HALE	HALEAKAMTAONLINE.NET	VICE PRESIDENT BIRCHWOOD AIRPORT	
✓ BRIAN PORTER	341578@2king.cap.gov	AKWG/DO	✓
✓ KOP STAPLETON	akfotomanagmail.com		
✓ RUSSELL GRANDEL	russellgrandel@rocketmail.com	SHOOTING RANGE USER	X
✓ ED WHITE	edwhite@hotmail.com	HANGAR OWNER	
✓ JIM JANSEN	jjj@Lynx.com		X
JOS RALSTON	jralston@COHESIVEGROUP.NET (?)		
✓ KEN BIRKMAN	ETS2@CGI.NET (?)	RANGE MASTER	
✓ PHILIP M. PARKS	ARCTICKNIGHT@ATI.NET	7221 W. WILSON ST 99507	
✓ QUINTIN CROSBY	ddntt@hotmail.com	BRSP	X
✓ MITCHELL PAPP	mitcheppapp@hotmail.com	BRSP	
✓ TODD MAFULOTTE	tvm778@yahoo.com	BRSP member	✓
✓ RICHARD K. DANA	dinoarkayde@gmail.com	BRSP member	✓
✓ BRYSON JAMES	brysonjames@gmail.com	BRSP member	YES ✓
✓ GARY STEVENS	GARYATSLAUSDON	RESIDENT	YES
		BRSP	

3

AK DOT & PF, Birchwood Airport Master Plan Update: Public Workshop

Sign-In Sheet | Saturday, March 30, 2024, 10AM - 1PM | Please write neatly!

Name - First & Last	Email	How would you describe your primary relationship to the airport (pilot, tenant, Birchwood resident, onsite business owner, fed/state agency, other)?	Sign Me Up to Receive Electronic Project Updates (check the box)
✓ Jonas Holmes	Jonas.Holmes@outlook.com	BSRP	
✓ Heather Fooks	candm11j@live.com	BRSP	✓
✓ KURT KESSECKER	kgak284@gmail.com	BRSP	✓
✓ Janet Say	janet6336@hotmail.com	BSRP	✓
✓ Kevin Say	ksay@reagan.com	BSRP	✓
✓ Bruce Gould	bsgould@gei.net	Pilot/Aviation Director/RESIDENT	✓
✓ Suke Durst	Suke.mascoruk@gmail.com(?)	BSRP	✓
✓ JERRY DURST	tdurst@icloud.com	BSRP	✓
✓ Patrick Tipton	patrick.tipton37@gmail.com	BSRP	✓
✓ Brett Pierson	arcticfocuser@hotmail.com	RP	✓
✓ Matt Forester	alaskaforester@gmx.com	BSRP	✓
✓ Val Jokela	valkur@mtaonline.net	Birchwood CC	✓
✓ Mike McCormick	BAY BARGE COMPANY@YANHO.COM	BSRP	✓
✓ Steve Lord	highmaintenancetrackingalaska@gmail.com		
✓ Rudolph Ferdinand	rudolf1951@gmail.com	BSRP	✓
✓ Dewayne Crouse	ON-File	Pilot/Tenant	
✓ Mike & Diane Marelli	Hopcalaska@mtaonline.net	BSRP/Birchwood	✓
✓ Ashley Marquardt	tangocub@hotmail.com	Hanger owner/pilot	✓

(4)

AK DOT & PF, Birchwood Airport Master Plan Update: Public Workshop

Sign-In Sheet | Saturday, March 30, 2024, 10AM - 1PM | Please write neatly!

Name - First & Last	Email	How would you describe your primary relationship to the airport (pilot, tenant, Birchwood resident, onsite business owner, fed/state agency, other)?	Sign Me Up to Receive Electronic Project Updates (check the box)
✓ Jeremiah Phillips	jnp108@gmail.com		X
✓ Jeremy Vance	Jervance.77@alaska.com		X
✓ ERIC ECKARD	ERIC.ECKARD@gmail.com	BSRP	X
✓ AMBER ECKARD	ECKARD.AMBER@gmail.com	BSRP	X
✓ David Swartz	daveanddella@ak@gmail.com	Hangar owner	X
✓ DONALD BURAND	1dburand@gmail.com	CAP Glider	X
✓ TRAVIS HOLME	KODIAK2226@gmail.com	BSRP	X
✓ Perry MCKENZIE	VINCIE MCKENZIE@gmail.com	BSRP	X
✓ AMOY HEERY	mccoymat@gmail.com	BSRP	X
✓ Catherine Shuman	CShuman180@gmail.com	Hangar / Nearby Resident	X
✓ Isaac Grandel	Isaacgrandel@25@gmail.com	BSRR	X
✓ Fisher Crum	Fccrum907@gmail.com	BRSP	X
✓ Brent Cole	Bcole185@gmail.com	BRP	X
✓ Rylee Gustafson	rylee.gus@gmail.com	BRSP	X
✓ Logan Sanson	l.sanson907@gmail.com	BRSP	X
✓ Rod Perry	rodperry@mtaonline.net	BWS res	X
✓ Cammy Samson	csamson907@gmail.com	BRSP	X
✓ JOHN PEX	JAPK.PEX@gmail.com	HANGAR / BRSP	X

AK DOT & PF, Birchwood Airport Master Plan Update: Public Workshop

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✓ SHANNON METHE	shannonmethe@gmail.com	neighbor	
✓ STEVEN CHAPPEL	CUMAMACENUTZ@rcgaar.com	neighbor	
✓ JUDD PARSON	JUDDPARSON@gmail.com	NEIGHBOR	X
✓ Don Parson	parsonemitaonline.net	BRSP	X
✓ Wally Parks	sawa@mtaonline.net	Pilot	X
✓ Matthew Jendrusina	MatthewJendrusina@yahoo.com	Neighbor	X
✓ BRANDON BERTA	yngbul@gsi.net	neighbor	X
✓ Paige Gann	paigegann@gmail.com	neighbor	
✓ Ramsey Bodeen	rbodeen@icloud.com	neighbor	X
✓ Erin Renfro	erinder@yahoo.com	pilot / BRSP	no
✓ Dale Anderson	Dshooter3@gmail.com	BRSP / BoD	X
✓ John Stoenner	john@akspring.net	BRSP	X
✓ DWYER, LASH	KOVALESKI10@gmail.com	Pilot	X
✓ Chucks England	zengland@gsi.net	BRSP	X
✓ Shawn Fitzpatrick	shawn@gsi.net	BRSP	✓
✓ Patrick Shier (SHY-er)	pjshier@outlook.com	BRSP	✓
✓ Karen Ottenbreit	karenottenbreit	BRSP	✓

5

AK DOT & PF, Birchwood Airport Master Plan Update: Public Workshop

Sign-In Sheet | Saturday, March 30, 2024, 10AM - 1PM | Please write neatly!

Name - First & Last	Email	How would you describe your primary relationship to the airport (pilot, tenant, Birchwood resident, onsite business owner, fed/state agency, other)?	Sign Me Up to Receive Electronic Project Updates (check the box)
✓ LAMBERT DE GAVERE	bonivaid@aol.com	USER, LANGAR OWNER	YES
✓ Phillip Batchelder	p.batchelder@yahoo.com	NONE	YES
✓ Kenneth Walker	kenwalker_2@hotmail.com	Neighbor / BRSP Member	YES
✓ Jtl Johnston	chugiak@alaska@gmail.com	Community Member	YES
✓ RICHARD BOLENDER	NOTSURE5093@GMAIL.COM	BRSP	YES
✓ Keith Forsgren	keith.forsgren@gmail.com	BRSP Pilot	Yes
✓ Robin Thompson	robintcatak@live.com	BRSP member	yes
✓ Ross Oliver	flyfloats@k@gmail.com	USER	yes
✓ Clint Rextro	AKRextro@yahoo.com	BRSP	YES
✓ Renee Andrews	andmelnges@gmail.com	BRSP Member	YES
✓ Braden James	kim.kapelqri@hotmail.com		yes
✓ FOGAR M. FRANK		BRSP MEMBER	
✓ RICHARD BIRDSALL	N5131x@YAHOO.COM	BRSP BOARD	YES
✓ David Mandak	demandak@alaska.edu	BRSP Member	YES
✓ LARRY MORRIS FOSTER	LMFOSTER@ALASKA.EDU	" "	YES.
✓ Jeff Carter	OKZAK@1@gmail.com	BRSP member	YES
✓ Richard Ray	15ray44@yahoo.com	Community member	yes



AK DOT & PF, Birchwood Airport Master Plan Update: Public Workshop

Sign-In Sheet | Saturday, March 30, 2024, 10AM - 1PM | Please write neatly!

Name - First & Last	Email	How would you describe your primary relationship to the airport (pilot, tenant, <u>Birchwood resident</u> , onsite business owner, fed/state agency, other)?	Sign Me Up to Receive Electronic Project Updates (check the box)
✓ Sake Durst	SakemoseerAK@gmail.com		
✓ TERRY DURST	TDURST83@icloud.com		X
✓ GARY STEVENS	GARYATSEERS	RES. BUSINESS	
✓ Russ LUFT	nobleboro2camp@yahoo.com		
✓ ROTHE, Tom	tom.halcyon@gmail.com		✓
✓ YOUNG, ANDREW	TODDERONE@AOL.COM	PILOT/TENANT	
✓ BRIAN MISKILL	bdmiskill@gmail.com	BRSP member	
✓ WILKIE THOMPSON JR	thompsonwjr@hotmail.com	BRSP member	Yes
✓ Ernest Views	akpa12@hotmail.com	Pilot BSR member	✓
✓ Mike Jones	cdmickey@aol.com	PILOT/TENANT	
✓ Brian E Hall	birdfarmchamp@hushmail.com		yes
✓ Kimberley James	kim_kapelan@hotmail.com		yes
✓ Tim Hanley	Timothy.hanley@alaska.gov		
✓ DAVID A. ARIENO	ARIENO@AK.NET		YES
✓ Eric McCabe	EngineBuilder@hotmail.com		Yes
✓ Kim Waychoff	kimwaychoff@gmail.com		yes
✓ Dan Ottenbrex	kottenbrex@mtaonline.net		yes
✓ PAUL HOEKEMA	paulhoekema@gmail.com		yes
✓ MARK ENGAN	MARK.engan@gmail.com		YES
✓ Branden Bartlett	Bartlett.branden@gmail.com		✓
✓ Brad Bartlett	Bartlett@mtaonline.net		✓

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Birchwood Airport Master Plan

Public Review Draft Comment Form, March 2024

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaskan Region of the Federal Aviation Administration (FAA), is updating the Birchwood Airport Master Plan.

The public review draft of the plan can be downloaded from the project website (see link below). A print copy of the draft plan is available for viewing at the office of HDL Engineering Consultants, LLC, at 3335 Arctic Boulevard, Anchorage, Alaska.

We want to hear from you! If you need additional space, write on the back.

Comments due April 8, 2024

There are some key concerns with the implementation of this project because of the potential negative effects and disturbance to the endangered Beluga Whales. These concerns necessitate a more in depth examination of the project area, critical habitat and the impact to this endanger species through the execution and full analysis of an Environmental Impact Statement (EIS). All projects that receive any type of federal funding are subject to the federal NEPA process. It is imperative that all federal agencies or projects receiving federal funding operate on a level playing field regarding the NEPA process and therefore an appropriate level of NEPA analysis is paramount to ensure the protection of this precious natural resource and to eliminate any perception of "Corner Cutting" from the concerned public and federal agencies such as the National Marine Fisheries Service (NMFS). Other Federal agency projects that have discovered effects on the Beluga whales have not skipped this crucial step in identifying the extent of the effects and all the required mitigation efforts resulting from those effects.

According to information presented at the Alaska Marine Science Symposium "The only safe space for belugas is a strip of water in the northernmost part of the Belugas range, within Knik Arm." Peters Creek flow into this range and is located within this federal designated critical habitat area. Peters Creek is a anadromous and contains at least 3 different species of salmon which are key food/prey species for the endangered Beluga Whale.

Effects of concern:

Increased Air Traffic Noise:

Increases in aircraft sound over Knik Arm from low flying air traffic activity escalate the potential for sound disturbance to the endangered Beluga whales.

* How will increased aircraft noise negatively affect the endangered Beluga whales in their critical habitat?

* How will increased "Air to Water" sound affect the Belugas feeding in critical habitat near Peters Creek?

* How will this increased sound affect the Beluga breeding activity within this area and what type of long term study will be conducted to determine the effects?

* What long term "Air to Water" conveyance of sound studies for this project are to be conducted to determine sound thresholds concerning "take" or disturbance of a Beluga whale?

* How will coordination efforts be made to partner with the National Marine Fisheries Service (NMFS)?

Project Website: dot.alaska.gov/creg/birchwoodamp/

Thank you for your input!

Optional Contact Information

Your Name: Brandon Berta

Your Email: yngbul@gci.net

Phone: 907-232-7573

Organization: _____

Check here to be added to the project distribution list

Submit your comments via email to shelly@agnewbeck.com or mail this form to Shelly Wade, Agnew::Beck Consulting, 645 G Street, Suite 200, Anchorage, Alaska, 99501.

Thank you for your feedback! More comments or questions? Contact us:

- **Shelly Wade**, Agnew::Beck Consultant Project Manager **Cell:** (907) 242-5326, **Email:** shelly@agnewbeck.com

Project Website: dot.alaska.gov/creg/birchwoodamp/



GREAT LAND TRUST
S O U T H C E N T R A L A L A S K A

Conserving lands and waterways essential to the quality of life and economic health of Southcentral Alaska

May 30, 2024

Birchwood Airport Master Plan Update Project Team
Alaska Department of Transportation & Public Facilities
Central Region
4111 Aviation Ave.
Anchorage, AK 99519
Philana Miles philana.miles@alaska.gov & Shelly Wade shelly@agnewbeck.com

Re: Birchwood Airport Master Plan Update, Project No. CFAPT00354/AIP 3-02-0034-008-2018 / 3-02-0034-009-2022, Feb. 2024 Public Review Draft Comments

Dear Project Team,

Great Land Trust (GLT) appreciates the opportunity to provide comments on the **Birchwood Airport Master Plan Update Feb. 2024 Public Review Draft (PRD)**. The Birchwood Airport is located to the east of and adjacent to the Eklutna Inc. land subject to the **Fire Creek Estuary Conservation Easement¹** held by GLT. We ask that you please consider our comments below and include them as part of the project's record, and that in the future, if appropriate, GLT be included as a member of the Stakeholder Advisory Group (SAG) related to this project.

Comments

We request that you modify the Alternatives in your Master Plan Update to avoid the Fire Creek Estuary Conservation Easement-protected property.

Upon review of your Master Plan Update PRD, the proposed Alternative Four, and possibly the other Alternatives, except for the Alternative 1 - No Build, will impact the adjacent Eklutna Inc. property, which is subject to the **Fire Creek Estuary Conservation Easement (CE)** held by GLT (see enclosed map).

As holder of the CE, GLT holds a real estate interest in the Eklutna Inc. Fire Creek Estuary property (Property) that runs with the land, is governed by real estate law, and defined by state statutes and IRS code. The CE is a legal agreement between the owner (Eklutna Inc.) and the holder (GLT). The CE retires all development rights for the Property in perpetuity and prohibits the conveyance of any interest in the Property to a third party that would reduce or negatively impact the Conservation Easement or conservation purposes/values of the Property. The Property's conservation purposes/values are defined by Internal Revenue Code (IRC) and apply to the entirety of the Property. Any negative impact on any portion of the Property's conservation purposes/values is considered a negative impact on the CE as a whole and is therefore in violation of the CE.

GLT acquired the CE to permanently protect the Property and its conservation values/purposes. GLT is committed to ensuring the perpetuity of the CE and cannot and will not pursue extinguishment of the CE, in whole or in part, to the Property in response to a request to transfer any interest in land to a third

¹ Recorded August 31, 2012; recording number 2012-049638-0, Anchorage Recording District



GREAT LAND TRUST

SOUTHCENTRAL ALASKA

Conserving lands and waterways essential to the quality of life and economic health of Southcentral Alaska

party for development purposes, without a judicial proceeding. The expansion Alternative(s) shown in the Master Plan would require an extinguishment of the CE protecting a portion of the Property, which is prohibited. Development rights to a portion, or the entirety, of the Property may only be attained through a judicial condemnation action.

Due to the inability to use amendments or mitigation to remedy the impacts your proposed Alternative(s) would have on the Property, GLT request that the Project Team modify the Alternative(s) to avoid the Fire Creek Estuary Conservation Easement-protected property entirely.

Background

GLT is a private, nonpartisan, non-profit organization formed in 1995 by Alaskans for Alaskans. Our mission is to work with willing landowners and other partners to conserve and steward lands and waters essential to the quality of life and economic health of Alaskans. GLT permanently conserves special lands and waters that support valuable habitat and ecological services and signature landscapes essential to the quality of life and economic health of communities in our region of Southcentral Alaska, specifically the Municipality of Anchorage and the Mat-Su Borough.

In 2012, GLT partnered with Eklutna Inc. to conserve the Fire Creek Estuary CE-protected property. This Property was identified as a priority for conservation due to its wetland habitat and ecological services and open space values. GLT purchased the CE from Eklutna Inc., using The Port of Anchorage compensatory mitigation funds, permanently preserving and protecting the 523-acre Property. GLT, as holder of the Conservation Easement, has a long-term stewardship responsibility to ensure that the Property's baseline conditions, wetland functions, and conservation values/purposes are protected in perpetuity.

The conservation and ecological success of the Property and its conservation values/purposes are of utmost importance to GLT.

Sincerely,

Amanda P. Hults
Lands Manager & Stewardship Director
Great Land Trust

Enclosure: Fire Creek Estuary Conservation Easement-Protected Property Map

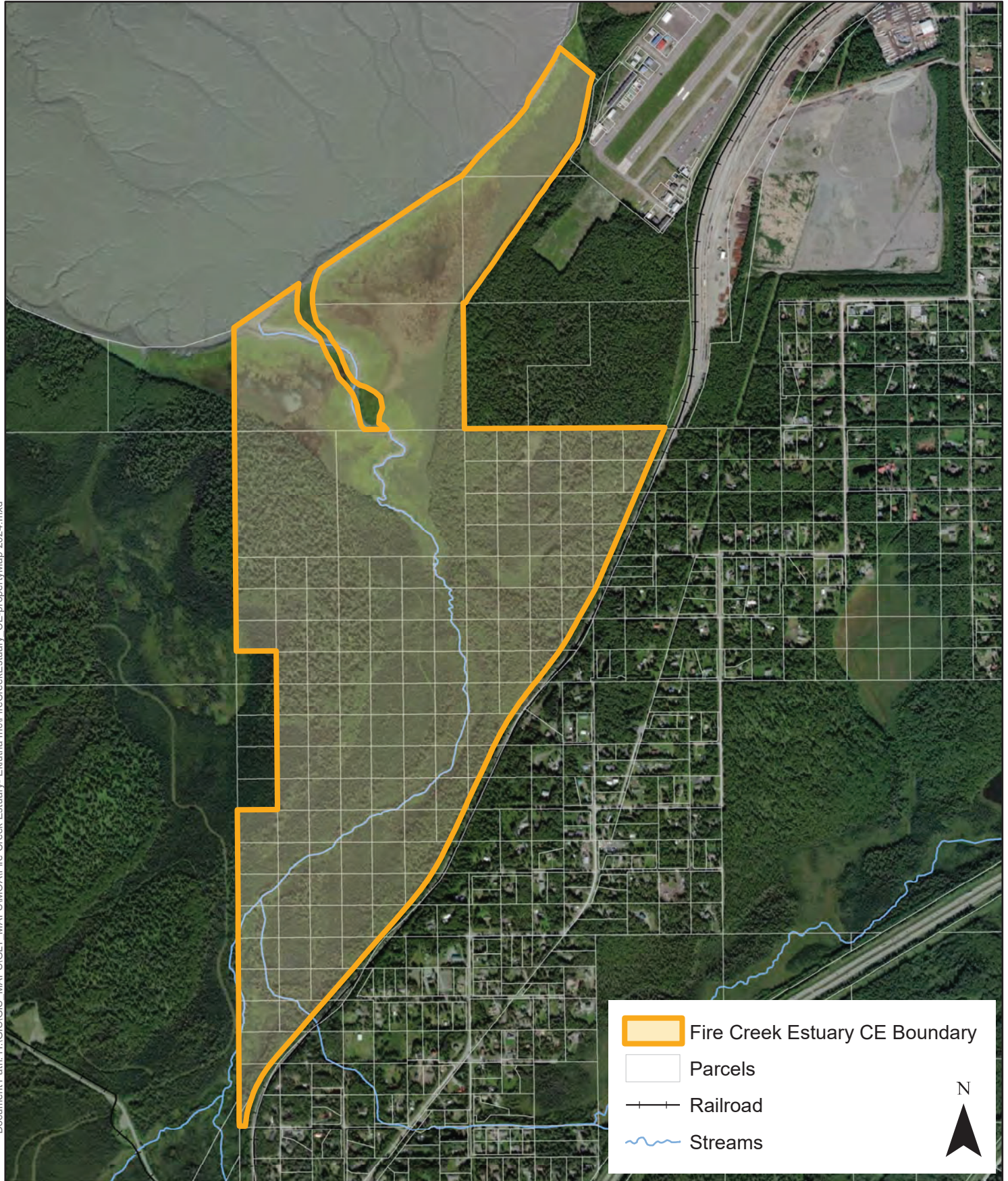
cc: Eklutna Inc.

FIRE CREEK ESTUARY CONSERVATION EASEMENT

CHUGIAK, AK



Document Path: H:\GIS\GIS MAPS\GILT MAPS\MOAI\Fire Creek Estuary- Ektutna Incl\FireCreekEstuary_CE-propertyMap_2024.mxd



Data Sources:
MOA (streams, railroad, parcels)
Projected Coordinate System:
NAD 1983 State Plane Alaska 4 FIPS 5004 Feet



This map was produced using the best available data, but should not be used in place of plat and survey maps

From: ken.m.discoverycovealaska.com
To: todd.smoldon; philana.miles@alaska.gov; [Shelly Wade](#)
Cc: [Birchwood Council](#); [Chugiak Council](#); [Rob Stapleton](#); [Rep. Dan Saddler](#); [BirchwoodAirport Association](#)
Subject: Birchwood Airport Master Plan - Alternative 1
Date: Thursday, May 30, 2024 11:23:05 AM
Attachments: [Birchwood Airport Master Plan Alternative 1 Petition.pdf](#)

Dear participants regarding Birchwood Airport

Attached is as petition with some 100 names and signatures from stakeholders of Birchwood Airport who desire Alternative 1. The gathering of names for Alternative 1 continues; however, for the sake of the stakeholder input deadline of 5/31/24 that you are receiving the current status of the petition.

Alternative 1 is to make the fixes and improvements within the boundaries of existing Birchwood airport. There has been the appearance of misrepresentation of Alternative 1 to suggest "to do nothing." This is contrary to the many comments over the years regarding the airport. The key point of Alternative 1 is to avail the many improvements but within the current boundaries.

In addition, there are things approved in the current Master Plan that were never done (e.g. Tie down area for larger planes). Why was this not completed when FAA grant money was funded for it to be done?

Hopefully the petition of the Stakeholders and clarification of the intent of Alternative 1 will help you understand the WHO of people and their desire for Birchwood Airport.

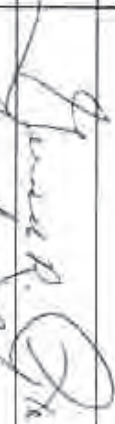









Ken McCarty

PETITION FOR BIRCHWOOD AIRPORT MASTER PLAN ALTERNATIVE #1

Brief Description of Alternative #1

Alternative #1 is to leave the airport boundaries the same as currently exists with no land acquisition. Amendments to the airport include:

- 1) Maintain existing asphalt and gravel run ways,
- 2) Large plane tie down area south of the North East Apron tie down.
- 3) New ties down at the south west corner
- 4) New hangars availability along the east area
- 5) Safety fencing at south end.
- 6) Some improvement to taxi ways
- 7) Trimming of trees on approach areas according to FAA safety guidelines









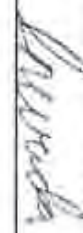
Print Name	Signature	Stakeholder Association (Airport user, Resident, Gun Range, etc)	Contact Info.
Genard R. Arce		ER Resident Council/Residents	907-406-4550
Joseph M. Berio		ER Resident	907-351-5838
Ken McCarty		Chapel Point / Airport	907-406-3300
Chris Hackman		ER Resident, Range	618-699-9134
JAMES W. STONEKAMP III		Gun Range Employee, ER Resident	907-398-3294
Josh Soren		ER Resident, Gun Range	(907) 337-9402
Robert Norstrom		WA, Residents Club member	710-733-0584
Bonnie Hackman		ER Resident	205-420-8704
Sores Hedemeg		1	205 616 5169
Fisher Crew		Member / Former Resident	907-707-4441

PETITION FOR BIRCHWOOD AIRPORT MASTER PLAN ALTERNATIVE #1

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Print Name	Signature	Stakeholder Association (Airport user, Resident, Gun Range, etc)	Contact Info.
Erik Skagen		Gun Range	erikskagen@bergen.com
Fred Cornell Hernandez	ATL: 	Gun Range	907-400-9076
James Henry		Gun Range	907-947-2800
J. Stott		Gun Range	907-242-4957
Kelli TORR		Gun Range	907-240-6314
Bradley Johnson			907-744-2909
M.A. Popp	M.A. Popp	GR	907-622-3612
Steven Moore		Gun Range	480-934-5261
John B. Ralph		Gun Range	907-290-0117
Luis Mendez		Gun Range	907-631-8894

**PETITION FOR BIRCHWOOD AIRPORT MASTER PLAN
ALTERNATIVE #1**

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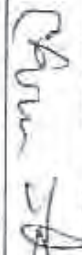





Print Name	Signature	Stakeholder Association (Airport user, Resident, Gun Range, etc)	Contact Info.
Joseph Denn Harrison	Harrison	Employee	907-982-3222
Christy Johnson	Christy Johnson	BRSP Employee	907-854-7087
Lori Conklin	Lori Conklin	Member & Resident	907-390-0727
Peter Jacks	Peter Jacks	Resident	907-764-9355
Tae Morris	Tae Morris	Member	907 717 2222
Randy Goldin	Randy Goldin	Resident	709 267-9977
Nathan Marquez	Nathan Marquez	Resident	907-519-1820
Krista Kelly	Krista Kelly	Resident	907-836-2570
Andrew Lathmer	Andrew Lathmer	Member	410-670-2170
Joseph W. Wilson	Joseph W. Wilson		

PETITION FOR BIRCHWOOD AIRPORT MASTER PLAN ALTERNATIVE #1

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Print Name	Signature	Stakeholder Association (Airport user, Resident, Gun Range, etc)	Contact Info.
Bruce Taylor		Member Gun range	907 201 0329
Lisa Jayne	Lisa Jayne	Member (gun range)	907-351-8325
Terry Drake		member	907-903-0900
Justin King		Airport User	563-412-9097
Chris THORMAN		MEMBER	902-301-6294
Aron THORMAN		Member	907 350 5858
Lee Lutskak		Member	907-223-7587
DANN QUAILINI		MEMBER & AKSCHA PRESIDENT	907-929-3526
Brian Bjorkquist		Member	907-227-3708
Jessie S. Taylor		MEMBER	907-746-4533

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Print Name	Signature	Stakeholder Association (Airport user, Resident, Gun Range, etc)	Contact Info,
Karl-EI			907 8547200
William Skye		Member	907-306-9373
Kodre Miness		Member	480-849-1007
Brandon		Member	907-353-6369
Kent Bentley		Member	907-801-1424
Kathy Cullison		Member	9032458221
Katey Gullison		Member	907-707-9313
George S Young		Member	907-545-2991

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Print Name	Signature	Stakeholder Association (Airport user, Resident, Gun Range, etc)	Contact Info.
Tommy ERNIS		AWD member	
Ron WINTERM		CLUB MEMBER BIRCHWOOD RESIDENT	1907 1658 7872
Nathan Vincent		Club Employee	907 264-5471
Patrick Tipton		Club Member	907 240 0706
Trigg Davis		Club Member	201 240-854
Lawrence Husley		CLUB MEMBER	907 240-5181
Peter WELLS		Club Member	907-617-6696
JAMES CARSON		CLUB MEMBER	907-227-3365
WYNNE COPPEL		Club member	907 230-2836
Frank S. Schalko		Club member	907 529-5394

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Print Name	Signature	Stakeholder Association (Airport user, Resident, Gun Range, etc)	Contact Info.
Jeff Jeff Meigs		Birchwood Range	
Matt Cassels		Birchwood Range	907-715-6951
Grant Henke		BRSP	
Justin Cornell		A. BRSP employee	907-521-4514
Wayton Cook		BRSP range	907-691-4262
Mark Cook		Whisper	909-528-0992
MARK GOODMAN		BIRCHWOOD RANGE	907 444-3852
LHARUE BAUSO		BRSP Member	(914) 480-2163
Ruxton Crom		BRSP	907-207-4490
Steve Miller		BRSP	907-590-0162

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Print Name	Signature	Stakeholder Association (Airport user, Resident, Gun Range, etc)	Contact Info.
Tos Bellus		Gun Range, MS, RA, MB	907-277-5943
Wynne Krueger		Member	907-602-1277
Fred Aquino		Member	907-952-0255
Scott Frazee		Member	970-218-6490
Rob Liles		Member	907-530-1105
William Bennett Lawrence R Sweeney	 	Member/ Airport user	530-354-6357
Molly Kalamonidis		Member	907-696-1419
			907-361-3430

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Print Name	Signature	Stakeholder Association (Airport user, Resident, Gun Range, etc)	Contact Info.
JOHN DAVID		AIRPORT-RESIDENTS	907-317-6921
Leon Shelbarger		airport hangar owner	907-632-8975
Maryl Peterson		Pilot, Resident	907-301-0643
Ray HARRIS		Resident	907-291-7723
Ken Perkins		Pilot, Resident	907-622-6919
Floyd Kupinski		Pilot, Resident	907-696-4933
Dennis Clunton		Pilot - Resident	907-242-9823
TOM HURPER		Resident	907-692-2326
Mattie Lucevill		Pilot Resident	503-894-3031
Burt Brinkhoff		Pilot	907-830-3469

PETITION FOR BIRCHWOOD AIRPORT MASTER PLAN ALTERNATIVE #1

Brief Description of Alternative #1

Alternative #1 is to leave the airport boundaries the same as currently exists with no land acquisition. Amendments to the airport include:

- 1) Maintain existing asphalt and gravel run ways.
- 2) Large plane tie down area south of the North East Apron tie down.
- 3) New ties down at the south west corner
- 4) New hangars availability along the east area
- 5) Safety fencing at south end.
- 6) Some improvement to taxi ways
- 7) Trimming of trees on approach areas according to FAA safety guidelines

Print Name	Signature	Stakeholder Association (Airport user, Resident, Gun Range, etc)	Contact Info,
CHERRY MERRITT		President	907-360-9532
REYNOLD N. HARRISON		PIPERAIR OWNER	907-360-2995
THE STABLE		HANGAR OWNER (2)	530-305-1417
MARION FALONE		Hangar Owner	907-688-7115
BURR HARRISON		USER	907-662-2072



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www.eklutnainc.com

May 30, 2024

Alaska Department of Transportation and Public Facilities
c/o Philana Miles
4111 Aviation Ave
Anchorage, AK 99502

RE: Birchwood Airport Draft Master Plan

Dear Ms. Miles,

Thank you for the opportunity to provide public comments on the Birchwood Airport Draft Master Plan (Draft Plan), part of the process to update the 2005 Master Plan. We appreciate all the effort your team has exerted to solicit comments and develop a plan for the future this community asset. We must restate, as an adjoining landowner to the Birchwood Airport (Airport), Eklutna, Inc. (Eklutna) has a significant interest in any expansion of the Airport's footprint and expansion of the facilities and infrastructure. We expect to be consulted throughout the remainder of the plan update process and project development.

The Master Plan update is proposing three action alternatives for the Airport and a no action alternative. Each of the action alternatives would require the use of Eklutna lands. We are supportive of expansion of the Airport to Eklutna lands in a manner reflective of the needs of the Airport's current users and new potential lessees. We are working with the Federal Aviation Administration (FAA), Alaska Department of Transportation (AK DOT&PF), and stakeholders of the Airport to ascertain the market for additional facilities, follow the administrative process for Airport access from Eklutna lands, and access funds to build Airport infrastructure on Eklutna lands as an Airport co-sponsor.

At this time, Eklutna, Inc. has no plans to sell any of the property adjoining the Airport. Although it may have been communicated that Eklutna's position in the past was to sell this land, we would prefer evaluating development of our adjacent parcels through efforts by our development and construction divisions. While some measure of real estate transactions may need to occur during Airport expansion, we strongly feel we should have the opportunity to develop our land.

Below, we have included topic-specific comments for consideration:

Trails

On Page 5 of the Draft Plan, the proposed northern extension of the Coastal Trail is identified. Eklutna supports trail development for recreation; however, trail configuration must be aligned to eliminate negative impacts on Eklutna lands. Eklutna will engage with Chugach Mountain

Bike Riders to determine the preferred alignment through or along Eklutna lands near the Airport.

Eklutna, Inc. Land Ownership

It is worth noting on Page 4 that a significant portion of the 660 acres owned by Eklutna in proximity of the Airport is protected by Eklutna from future development through a conservation easement. Only 134.5 acres of the 660 acres owned by Eklutna southwest of the Airport is developable land. The Fire Creek Conservation Easement provides a perpetual, natural setting to the residents of Anchorage as well as an additional no-cost buffer for users of the Airport.

Avigation Easement

The Draft Plan makes several references to the avigation easement secured by the State of Alaska for the southwest Runway Protection Zone (RPZ). This is a nine-acre easement. Eklutna would like the Draft Plan to reflect the avigation easement has been provided to the State of Alaska by Eklutna without a cost for over 45 years. It is our hope that Eklutna's benevolent gesture to the State of Alaska will be considered as plans to expand the Airport progress.

Hazardous Waste Review

The proposed alternative in Chapter 5 mentions a requirement for Environmental Site Assessment investigations to determine whether hazardous waste of contaminated sites are present. The majority of land targeted for acquisition would be Eklutna lands, thus our lands would be subject to the ESA reviews. The Draft Plan provided very little information on historical use or contamination investigations on airport property. With the continuing contamination issues related to airport operations and lands where military operations were conducted, it may be helpful to further assess potential sources of contamination on Airport property prior to proposing major construction efforts. A more comprehensive assessment of historical practices and operations on Airport property should be helpful in identifying sources of potential contamination on surrounding lands. We suggest conducting a Phase 1 Environmental Site Assessment on Airport property as part of this planning process.

Encroachments

While it is not necessarily germane to the airport expansion planning, it appears there is an encroachment upon Eklutna land at the southernmost point of the Airport's leased property. We would like to point the State's attention to this issue. We would also request an explanation in the Draft Plan relating to setbacks from private property on land leased by the State. There are several buildings appearing over the property line or very near to the property line with Eklutna lands. A formal survey should assist in determining whether the buildings are encroaching or built outside the leased areas.

Capital Improvement Plan

The work performed to estimate the project costs is greatly appreciated. Eklutna agrees a high degree of cooperation between FAA, AK DOT&PF, and Eklutna is essential to reach a mutually-agreeable strategy for Airport expansion. A partnership brings the possibilities of project efficiency and cost reduction. Transportation and material costs are shown as the most expensive costs categories in Appendix B. Eklutna possesses gravel resources on site and nearby, grubbing

and woody waste disposal sites, and a hard rock quarry in the vicinity. Furthermore, Eklutna has decades of experience designing and building similar developments throughout Anchorage and the Matsu Borough. We are encouraged by the direction of the FAA and AK DOT&PF and believe we are an integral piece for this development.

Third-Party Development

Eklutna requests a copy of a publication cited in Section 8.2.2.3 entitled *Public Private Partnership Summary* authored by Agnew:Beck. An online search to locate the document was unsuccessful. This publication is the basis for a determination that public-private partnership would “not make sense” for the Airport. We are curious about the characteristic and profitability assertions made in the publication. Eklutna was not included in arriving at this conclusion, thus we would like to better understand why a proposed partnership mentioned in Chapter 7 is determined to be infeasible in Chapter 8.

Alternative Preference

In assessing the four alternative concepts, Eklutna is in favor of alternative two where new Airport infrastructure on Eklutna property is minimized and the aviation easement footprint is smaller due to the elimination of the instrument flight approach. Alternative four depicts a scenario where large swathes of Eklutna lands will need to be acquired with additional space for aviation easements. This alternative would potentially allow for 13 more acres for Eklutna to develop for commercial purposes; however, it is our opinion we expose too much acreage to non-developable purposes in alternative four. Finally, we do not support the no build alternative, but we remain interested in this approach if it would still allow private development with a boundary crossing in the future.

Again, thank you for including us in this planning process. The Airport and Eklutna have had a favorable relationship as neighbors for decades. We hope to continue that relationship as the Birchwood Airport Master Plan update considers expansion of the Airport to Eklutna lands.

Thank you,



Kyle Smith
Director of Land Assets

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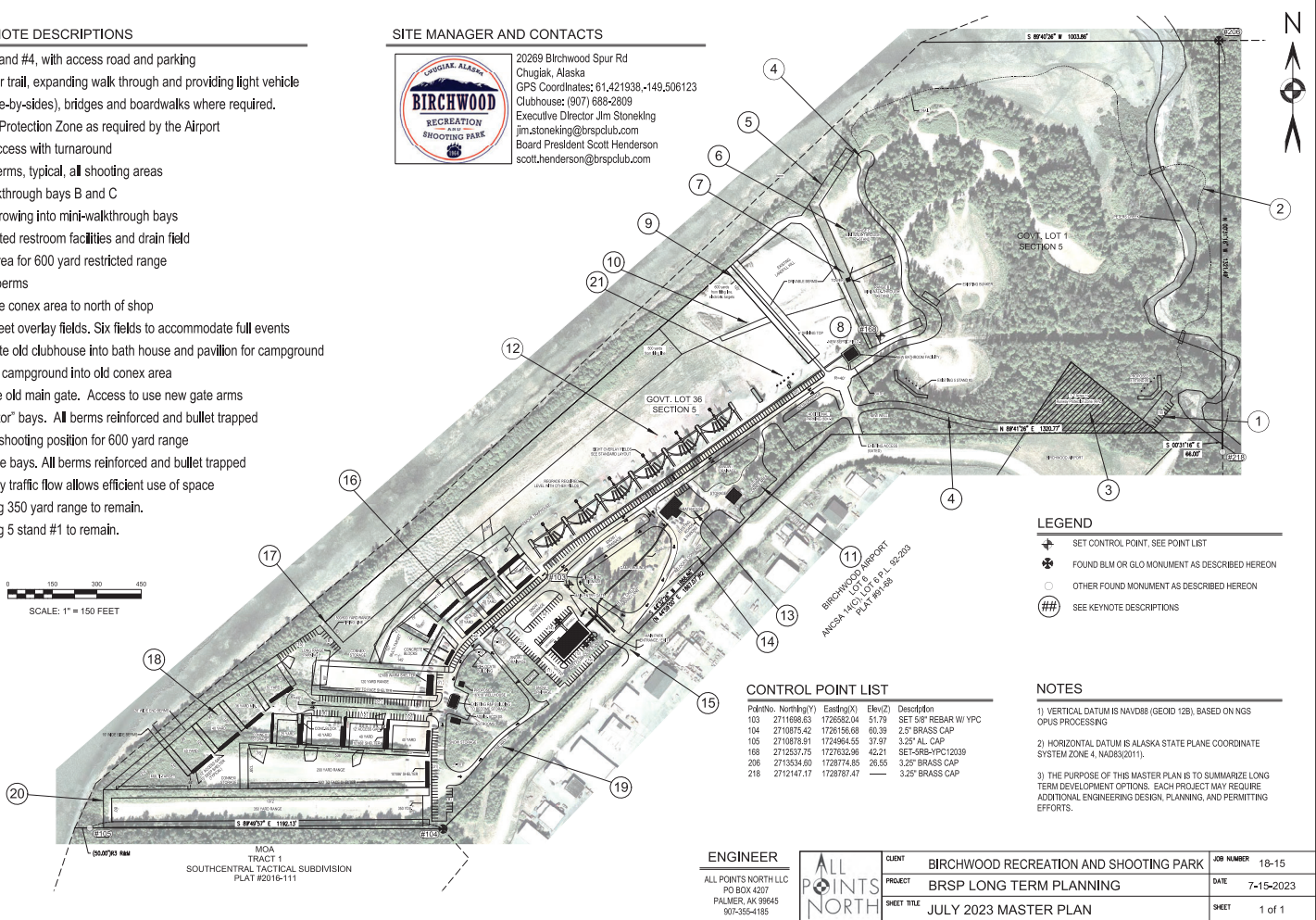
KEYNOTE DESCRIPTIONS

1. New 5-stand #4, with access road and parking
2. Perimeter trail, expanding walk through and providing light vehicle access (side-by-sides), bridges and boardwalks where required.
3. Runway Protection Zone as required by the Airport
4. Paved access with turnaround
5. Safety berms, typical, all shooting areas
6. Mini-walkthrough bays B and C
7. Tower throwing into mini-walkthrough bays
8. New heated restroom facilities and drain field
9. Target area for 600 yard restricted range
10. Safety berms
11. Relocate conex area to north of shop
12. Trap/skeet overlay fields. Six fields to accommodate full events
13. Renovate old clubhouse into bath house and pavilion for campground
14. Expand campground into old conex area
15. Remove old main gate. Access to use new gate arms
16. "instructor" bays. All berms reinforced and bullet trapped
17. Baffled shooting position for 600 yard range
18. Multi-use bays. All berms reinforced and bullet trapped
19. One-way traffic flow allows efficient use of space
20. Existing 350 yard range to remain.
21. Existing 5 stand #1 to remain.

SITE MANAGER AND CONTACTS



20269 Birchwood Spur Rd
 Chugiak, Alaska
 GPS Coordinates: 61,421938,-149,506123
 Clubhouse: (907) 688-2809
 Executive Director Jim Stoneking
 jim.stoneking@brspclub.com
 Board President Scott Henderson
 scott.henderson@brspclub.com



LEGEND

- SET CONTROL POINT, SEE POINT LIST
- FOUND BLM OR GLO MONUMENT AS DESCRIBED HEREON
- OTHER FOUND MONUMENT AS DESCRIBED HEREON
- SEE KEYNOTE DESCRIPTIONS

CONTROL POINT LIST

Point No.	Northing(Y)	Eastng(X)	Elev(Z)	Description
103	2711698.63	1726592.04	51.79	SET 5/8" REBAR W/ YPC
104	2710875.42	1726156.69	60.39	2.5" BRASS CAP
105	2710875.91	1724964.55	31.91	3.25" AL CAP
168	2712537.75	1727632.98	42.21	SET-SRB-YPC12039
206	2713534.60	1728774.85	26.55	3.25" BRASS CAP
218	2712147.17	1728767.47	—	3.25" BRASS CAP

NOTES

- 1) VERTICAL DATUM IS NAVD88 (GEOID 128), BASED ON NGS OPUS PROCESSING
- 2) HORIZONTAL DATUM IS ALASKA STATE PLANE COORDINATE SYSTEM ZONE 4, NAD83(2011).
- 3) THE PURPOSE OF THIS MASTER PLAN IS TO SUMMARIZE LONG TERM DEVELOPMENT OPTIONS. EACH PROJECT MAY REQUIRE ADDITIONAL ENGINEERING DESIGN, PLANNING, AND PERMITTING EFFORTS.

ENGINEER ALL POINTS NORTH LLC PO BOX 4207 PALMER, AK 99645 907-355-4185	CLIENT BIRCHWOOD RECREATION AND SHOOTING PARK	JOB NUMBER 18-15
	PROJECT BRSP LONG TERM PLANNING	DATE 7-15-2023
	SHEET TITLE JULY 2023 MASTER PLAN	SHEET 1 of 1

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	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.	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	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.
4/30/2024	Wayne	Benson		Alternative 1, Alternative 2	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. 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 501(c)(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. 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.	Thank you for your comment. The Master Plan has been revised to avoid acquisition of BSRP 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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Date	First Name	Last Name	Entity	Alternative/Section/ Page of the Plan Referenced	Comment	Response	How comment was addressed in AMP Update
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." Regrettably, 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>	<p>Thank you for your comment. The Master Plan has been revised to avoid acquisition of BRSP property.</p>	<p>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.</p>

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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 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>
3/29/2024	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 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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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 BRSP property. Proposed future avigation 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 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 BRSP property. Proposed future avigation 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 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			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. - 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 501(c)(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. 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!	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 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 easements can be developed to allow for selective removal or topping of individual trees that penetrate the approach surface.
3/28/2024	Jim	Jansen			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. Jim Jansen	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 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 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	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. Thank you for your consideration, Sandra Johnson Private Pilot, based in Birchwood	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 501(c)(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 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 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:</p> <p>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>	<p>Thank you for your comments on the Birchwood Airport Master Plan Update.</p>	<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			<p>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</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>
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>	<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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5/30/2024	Ken	McCarty	Petition	Alternative 1, Master Plan	See attachment.	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.	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."
3/30/2024	Shannon	Methe			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 Methé	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 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 easements can be developed to allow for selective removal or topping of individual trees that penetrate the approach surface.
3/29/2024	Elizabeth	Michael			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.	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 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 easements can be developed to allow for selective removal or topping of individual trees that penetrate the approach surface.

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3/27/24	Frank	Monfrey			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!! 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!! I wish the state the best in this move!!	Thank you for your comment.	None.
3/12/2024	Tom	Palmer			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. ** 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. 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. *** 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. - 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!!	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	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.	Thank you for your comment. The Master Plan has been revised to avoid acquisition of BSRP property.	Alternatives in Section 5.0 have been revised to reflect the current aviation easements remaining and no future acquisition of BSRP property. Proposed future aviation 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 their 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!</p> <p>thank you! Scott Pettie</p>	Thank you for your comment. The Master Plan has been revised to avoid acquisition of BSRP 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.
4/2/2024	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.</p> <p>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.</p> <p>Jeremiah Phillips</p>	Thank you for your comment. The Master Plan has been revised to avoid acquisition of BSRP 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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3/30/2024	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 BSRP members and our event participants have frequented BSRP 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 BSRP 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 BSRP property. Thank you,</p> <p>Karen Rey, RN SHOOT FOR THE CURE</p>	<p>From Philana Miles to Ms. Rey, 03/29/24:</p> <p>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	Rippetto		Alternative 1	I am both a professional pilot, shooter, and parent of a competitive shotgun athlete who trained at BRSF. I am opposed to the expansion of the airport into any of the area currently used by BRSF, or expansion into areas that would limit how BRSF 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. BRSF 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 BRSF 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. BRSF is the home range of many accomplished shotgun athletes. Many shooters have earned college scholarships, and placed highly in national level competitions. BRSF 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 flown in and out of Birchwood many times, the field is completely fine. I recommend Alternative 1 - NO ACTION. If Alt 1 isn't selected then any other alternative that doesn't infringe on BRSF should be okay.	Thank you for your comment. The Master Plan has been revised to avoid acquisition of BRSF property.	Alternatives in Section 5.0 have been revised to reflect the current aviation easements remaining and no future acquisition of BRSF property. Proposed future aviation easements on BRSF 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.
6/1/2024	Kevin	Say			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. Respectfully Kevin Say	Thank you for your comment.	None.
3/30/2024	Patrick	Shier		Option 2	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 my minor variance from your notes of the meeting. 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. 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 BRSF 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.	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 aviation easements.	Table 28 has been edited to reference Runway 03G/21G when describing incompatible land uses. Alternatives have been revised to reflect the current aviation easements remaining and no future acquisition of BSRP property. Proposed future aviation 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.

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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.	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. 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. 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. 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.
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) PA19-180 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, Joe & Doralee Stancil</p>	<p>Thank you for your comment.</p>	<p>None.</p>

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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.

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