Meeting Agenda

Open House

Presentation:
1. Introductions
2. Master Plan Process and Schedule
3. Recommended Plan
4. Apron Options
5. Next Steps/Final Comments

Questions/Comments

Open House
Introductions

DOWL Key Team Members/Roles

- Tom Middendorf - Project Manager
- Alexa Greene - Public Involvement/Planner
- Beth Madison - Engineer

Fairbanks International Airport

- RJ Stumpf, P.E. – Project Manager
- Melissa Osborn - Airport Operations Superintendent

What is a Master Plan?

According to the Federal Aviation Administration (FAA), an airport master plan is...

A comprehensive study of an airport that usually describes the short-, medium-, and long-term development plans to meet future aviation demand.

Products of a Master Plan

- 20-Year Phased Capital Improvement Program
- Airport Layout Plan
- Airport Master Plan Report
Why do a Master Plan?

- Sets development priorities/schedules
- Develops safe facilities according to FAA design standards
- Required for FAA funding
- Guides airport and tenant development
- Prevents later facility relocation
- Eastside Ramp Redevelopment and Runway 2R-20L scheduled for 2021-2023

Master Plan Process, Schedule, PI
Recommended Plan

- Derived from best parts of the alternatives
- Includes:
  - CIP Projects with Costs, phased over 20 years
  - Non-CIP Actions
  - Long Term Projects > 20 Years
1. Resurface/Reconstruct/Lighting Runway 2R-20L; Taxiway B Gate ($6.7 M)

2. Reconstruct/Reconfigure East Apron, Provide Power to Tie Downs ($12.2 - $15.6 M)
3. Floatpond Dredging, Slip Expansion, Floatplane Ramp, and Float Pond Taxilane Feasibility ($450,000)

4. Resurface and Realign University Avenue, Provide Pedestrian Path, Expand Lease Area ($8.5M FHWA)
5. Expand Public Parking; Provide Electrical Service, Add Fencing/Signs ($1.6 M)

6. Continuous Fencing and Gates Along Lease Lots (fence/gate locations to be determined with tenants) ($2.5 M)
7. Slip Expansion Phase 1, Floatplane Ramp, and Float Pond Taxilane Development ( $10.9 M)

8. Extend Taxiways C and Power and Relocate Float Pond Road for Lease Lot Expansion ($3.8 M)
9. Extend Taxiway D and Power and Relocate Float Pond Road for Lease Lot Expansion ($2.8 M)

10. Slip Expansion and Power Phase 2 ($4.2 M)
11. Resurface Ski Strip ($1.2 M)

Other Non-CIP Actions and Long Term Projects
**Number of Existing/Proposed Tie Downs**

<table>
<thead>
<tr>
<th>Tie Down Type</th>
<th>Existing Tie Downs</th>
<th>Existing Occupied Tie Downs</th>
<th>Proposed Tie Downs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive Through</td>
<td>64</td>
<td>53</td>
<td>129</td>
</tr>
<tr>
<td>Push Back</td>
<td>230</td>
<td>151</td>
<td>100</td>
</tr>
<tr>
<td>Total</td>
<td>294</td>
<td>204</td>
<td>229 (Includes 54 ski)</td>
</tr>
</tbody>
</table>

**Existing Apron**
- Existing tie downs within Taxiways C and D object free area
- Existing apron taxilanes are only ~ 50 feet wide
- Cannot meet tie down demand by using current apron configuration
**All Apron Options**

- Meet 229 tie downs target
- Provide at least 54 ski tie downs, mostly pull through
- Have wider apron taxi lanes (65’-115’) compared to existing apron (~50’)
- Locate all ski tie downs near ski strip
- Have on-apron fueling area for ski and wheeled aircraft, with at least 9 adjacent transient parking spots
- Aircraft/vehicle transient drop off/pickup area north of pilot lounge at end of Sholton
- Provide vehicle driving lanes next to TW D
- Assumes ski strip for aircraft with wingspans < 49’
- Assumes shortened RW 2R-20L; threshold near TW S

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**Apron Option 2A ($15.0 M)**

- Requires major shift of TW C, from TW T to TW W
- Ski aircraft next to snow packed TW C; wheeled aircraft next to non-snow TW D
- Provides expanded hangar/lease area
- Could increase pull through parking by reducing hangar/lease area
Apron Option 2B ($14.2 M)

- Requires minor shift of TW C, from TW T to TW W
- Could be modified to park ski aircraft next to snow packed TW C, similar to 2A
- No expanded hangar/lease area
- Could expand apron and TW C toward runways, if needed

Apron Option 2C ($15.6 M)

- Apron shifted south with major shift of TW C from TW S to TW W
- Largest expanded hangar/lease area
- Could increase pull through parking by reducing hangar/lease area
Apron Option 2D ($12.2M)

- Tie downs reoriented to North-South rows
- No expanded hangar/lease area
- Could expand apron and TW C toward runways, if needed
- Construction all on existing paved areas; lowest cost
- Fewer pull-through tie downs (79)
- Requires push back toward Taxilane D

Advisory Committee Comments on Apron Options

- Preference in order 2A, 2B, 2C, 2D
- 2A has flexibility for adding more drive through tie downs and provides more space for hangar lease area; don’t have to relocate TW C later if need to expand tie downs
- Be sure apron layout does not impact approaches to RW 20L
- Ski aircraft access TW D and north end TW C
- Possibly move fueling and transient parking closer to drop off area/pilot lounge
- All ski parking pull through with electric power
- Separate ski/wheeled parking on each side of fuel facility
- Provide plenty of runup area space on RW 2R-20L
Next Steps

- Public Meeting – February 13, 5:30 – 8:00 PM
- Recommended Plan/Apron End of Comment Period – March 1, 2019
- Draft Master Plan – April 2019

Questions?

Comments?
Thank you!

Contact Information:
Tom Middendorf, Project Manager
Alexa Greene, Public Involvement/Planning

www.faieastsidemasterplan.com
907-562-2000

Open House

Recommended Plan
- Timing of projects
- Comments/changes

Apron Options
- Rank Options?
- Pros/Cons of options?
- How to improve options?