



Fairbanks International Airport
EASTSIDE
MASTER PLAN

Public Open House #3
February 13, 2019 – 5:30 – 8:00 PM



DOWL



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



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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



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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



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Master Plan Process, Schedule, PI

TASKS AND SUBTASKS	2018												2019					
	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun		
Notice To Proceed	NTP																	
Task 1 - Public Involvement																		
Kickoff Meeting			K															
Public Involvement Plan, Email List, Website																		
Web Survey			D		F													
Advisory Committee				AC					AC									
Public Open House								POH				AC	POH					
Milestone Meetings with FIA								MM				MM						
Task 2 - Inventory																		
Office Inventory																		
Field Inspection and Interviews																		
Task 3 - Forecasts																		
Data collection																		
Forecast																		
Task 4 - Requirements/Concepts																		
Requirements																		
Preliminary Alternatives																		
Revised Alternatives																		
Task 5 - Alternatives Analysis																		
Task 6 - Recommendations and Implementation Plan																		
Recommended Alternative																		
Implementation Plan																		
Task 7 - ALP																		
Task 8 - Airport Master Plan																		

K = Kickoff Meeting; D=Draft; F = Final; MM = Milestone Meeting; NTP = Notice-to-Proceed; POH = Public Open House



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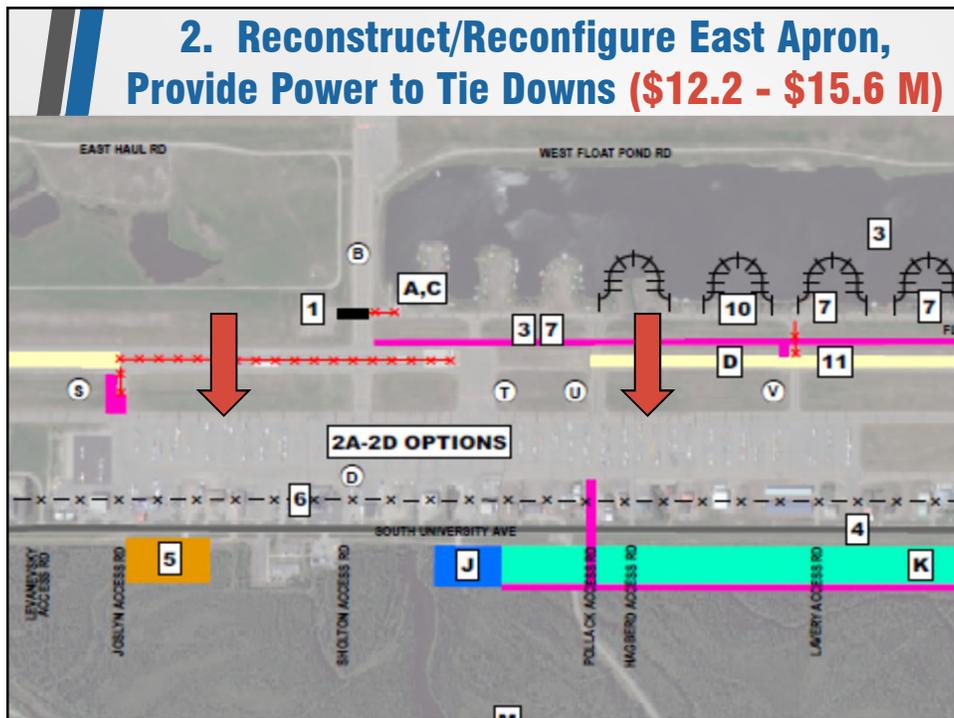
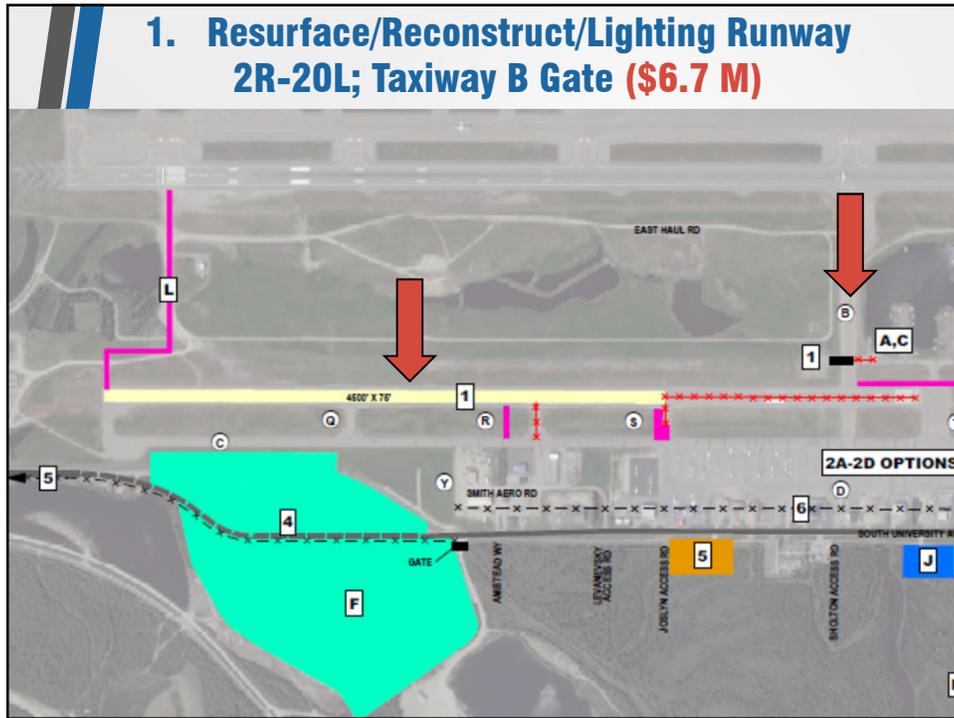
Recommended Plan

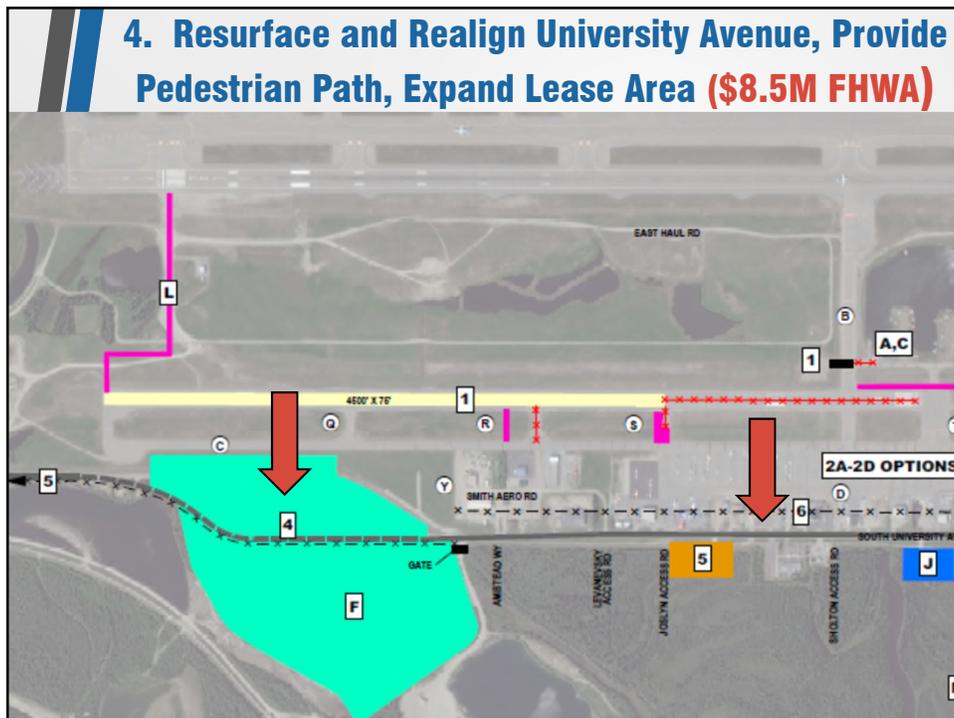
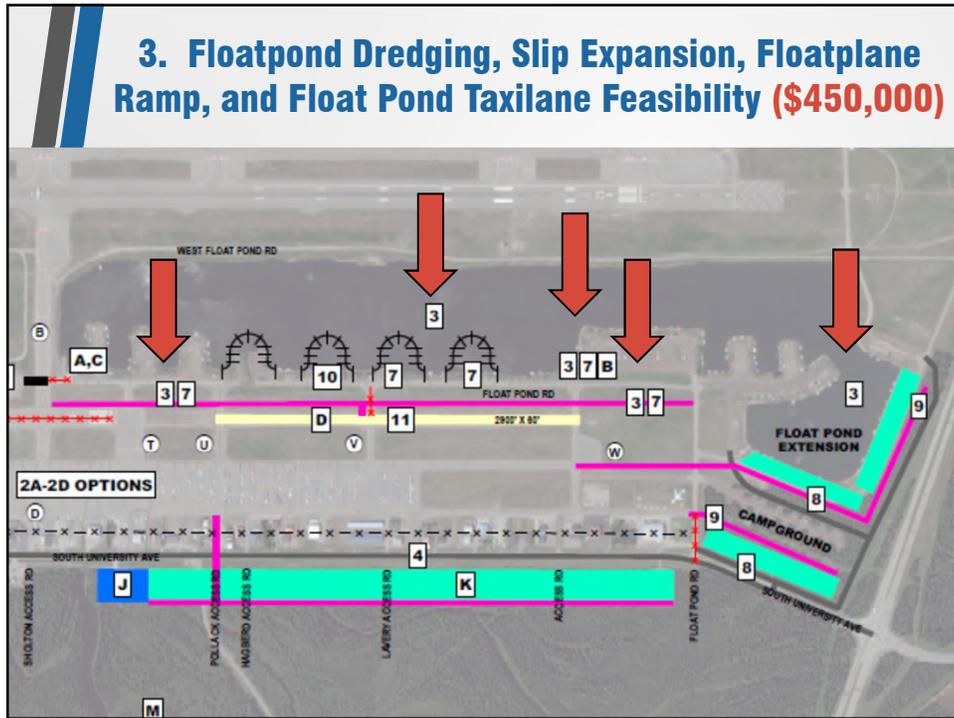
- Derived from best parts of the alternatives
- Includes:
 - CIP Projects with Costs, phased over 20 years
 - Non-CIP Actions
 - Long Term Projects > 20 Years

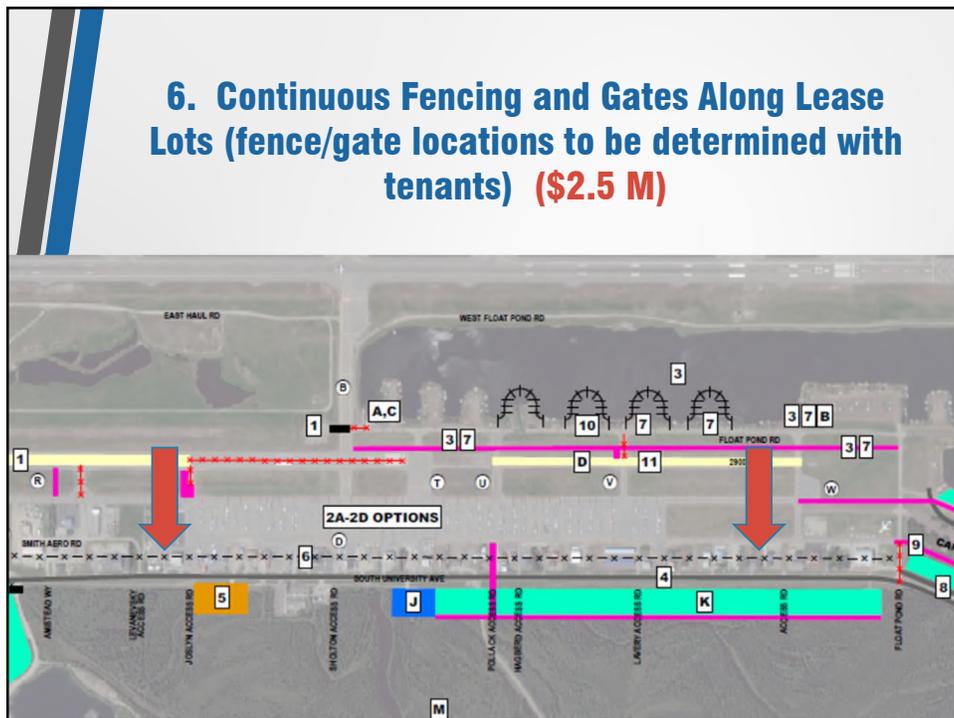
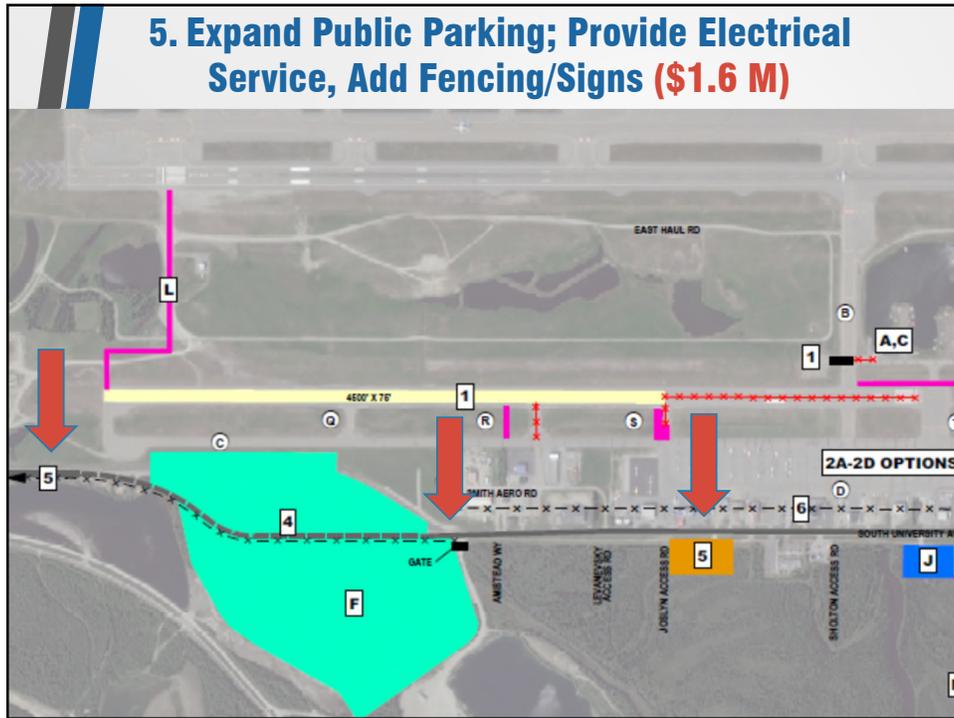


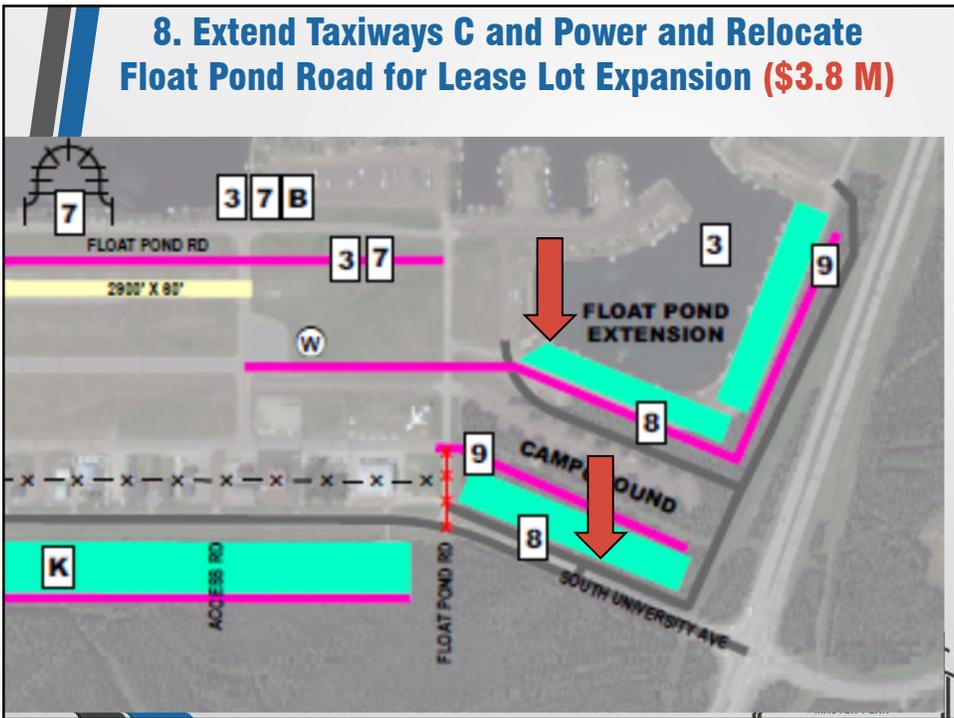
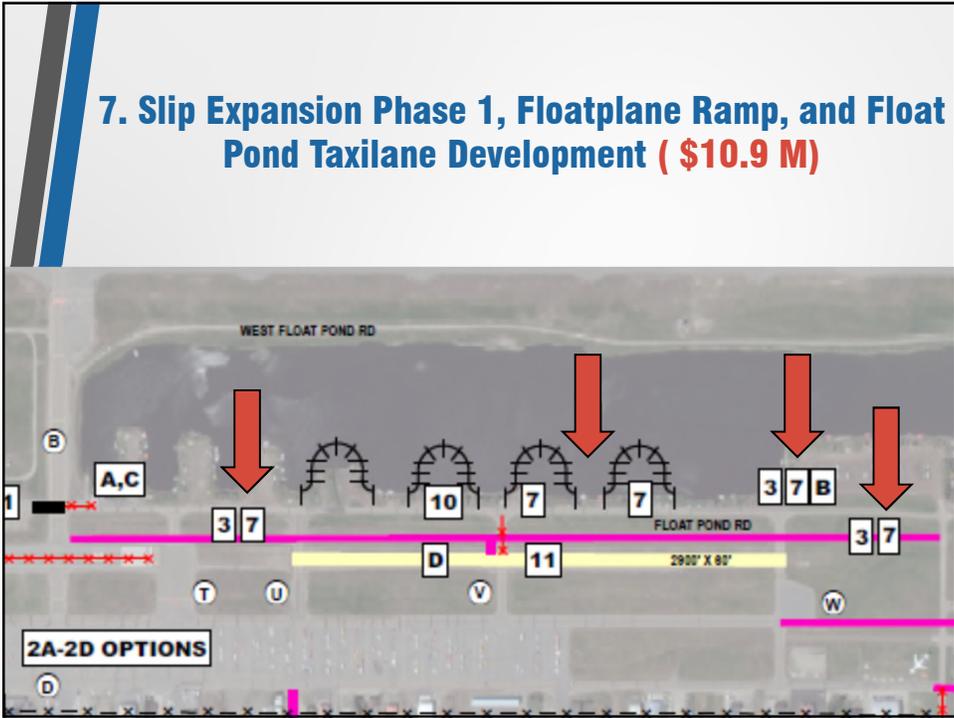
Recommended Plan

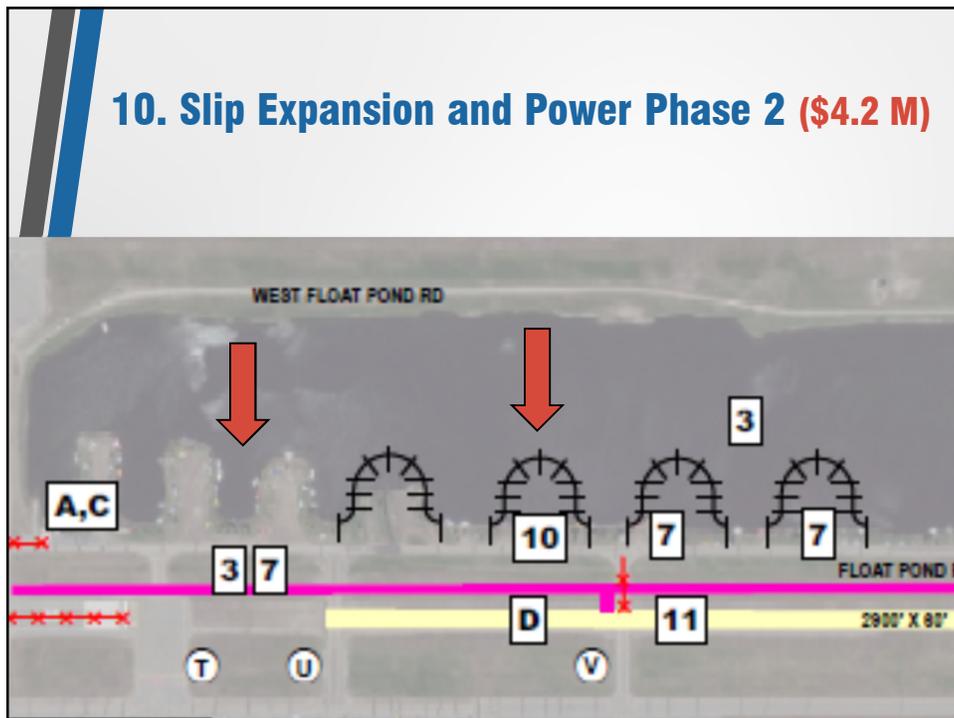
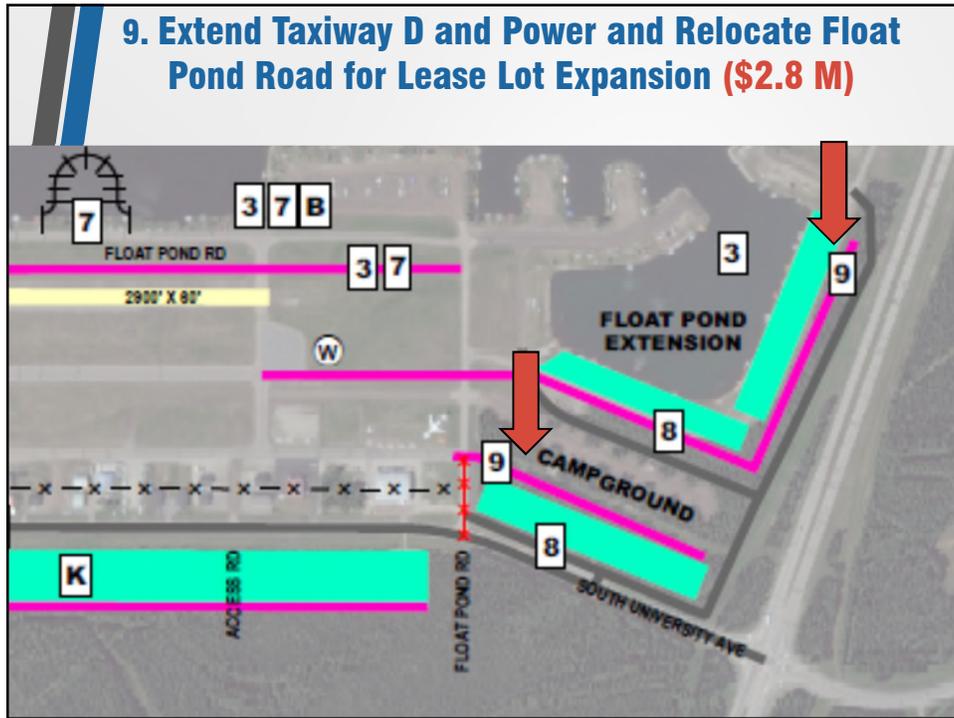
Capital Improvement Program (CIP) Projects			Other Non-CIP Actions		
Item	CIP Timeline	CIP Costs	Item	Timeline	Costs
1	2019-2020	\$0	A	2019-2020	\$0
2	2020-2021	\$5,000,000	B	2020-2021	\$0
3	2021-2022	\$10,000,000	C	2021-2022	\$0
4	2022-2023	\$15,000,000	D	2022-2023	\$0
5	2023-2024	\$20,000,000	E	2023-2024	\$0
6	2024-2025	\$25,000,000	F	2024-2025	\$0
7	2025-2026	\$30,000,000	G	2025-2026	\$0
8	2026-2027	\$35,000,000	H	2026-2027	\$0
9	2027-2028	\$40,000,000	I	2027-2028	\$0
10	2028-2029	\$45,000,000	J	2028-2029	\$0
11	2029-2030	\$50,000,000	K	2029-2030	\$0
12	2030-2031	\$55,000,000	L	2030-2031	\$0
13	2031-2032	\$60,000,000	M	2031-2032	\$0
14	2032-2033	\$65,000,000	N	2032-2033	\$0
15	2033-2034	\$70,000,000	O	2033-2034	\$0
16	2034-2035	\$75,000,000	P	2034-2035	\$0
17	2035-2036	\$80,000,000	Q	2035-2036	\$0
18	2036-2037	\$85,000,000	R	2036-2037	\$0
19	2037-2038	\$90,000,000	S	2037-2038	\$0
20	2038-2039	\$95,000,000	T	2038-2039	\$0
21	2039-2040	\$100,000,000	U	2039-2040	\$0
22	2040-2041	\$105,000,000	V	2040-2041	\$0
23	2041-2042	\$110,000,000	W	2041-2042	\$0
24	2042-2043	\$115,000,000	X	2042-2043	\$0
25	2043-2044	\$120,000,000	Y	2043-2044	\$0
26	2044-2045	\$125,000,000	Z	2044-2045	\$0
27	2045-2046	\$130,000,000	AA	2045-2046	\$0
28	2046-2047	\$135,000,000	AB	2046-2047	\$0
29	2047-2048	\$140,000,000	AC	2047-2048	\$0
30	2048-2049	\$145,000,000	AD	2048-2049	\$0
31	2049-2050	\$150,000,000	AE	2049-2050	\$0
32	2050-2051	\$155,000,000	AF	2050-2051	\$0
33	2051-2052	\$160,000,000	AG	2051-2052	\$0
34	2052-2053	\$165,000,000	AH	2052-2053	\$0
35	2053-2054	\$170,000,000	AI	2053-2054	\$0
36	2054-2055	\$175,000,000	AJ	2054-2055	\$0
37	2055-2056	\$180,000,000	AK	2055-2056	\$0
38	2056-2057	\$185,000,000	AL	2056-2057	\$0
39	2057-2058	\$190,000,000	AM	2057-2058	\$0
40	2058-2059	\$195,000,000	AN	2058-2059	\$0
41	2059-2060	\$200,000,000	AO	2059-2060	\$0
42	2060-2061	\$205,000,000	AP	2060-2061	\$0
43	2061-2062	\$210,000,000	AQ	2061-2062	\$0
44	2062-2063	\$215,000,000	AR	2062-2063	\$0
45	2063-2064	\$220,000,000	AS	2063-2064	\$0
46	2064-2065	\$225,000,000	AT	2064-2065	\$0
47	2065-2066	\$230,000,000	AU	2065-2066	\$0
48	2066-2067	\$235,000,000	AV	2066-2067	\$0
49	2067-2068	\$240,000,000	AW	2067-2068	\$0
50	2068-2069	\$245,000,000	AX	2068-2069	\$0
51	2069-2070	\$250,000,000	AY	2069-2070	\$0
52	2070-2071	\$255,000,000	AZ	2070-2071	\$0
53	2071-2072	\$260,000,000	BA	2071-2072	\$0
54	2072-2073	\$265,000,000	BB	2072-2073	\$0
55	2073-2074	\$270,000,000	BC	2073-2074	\$0
56	2074-2075	\$275,000,000	BD	2074-2075	\$0
57	2075-2076	\$280,000,000	BE	2075-2076	\$0
58	2076-2077	\$285,000,000	BF	2076-2077	\$0
59	2077-2078	\$290,000,000	BG	2077-2078	\$0
60	2078-2079	\$295,000,000	BH	2078-2079	\$0
61	2079-2080	\$300,000,000	BI	2079-2080	\$0
62	2080-2081	\$305,000,000	BJ	2080-2081	\$0
63	2081-2082	\$310,000,000	BK	2081-2082	\$0
64	2082-2083	\$315,000,000	BL	2082-2083	\$0
65	2083-2084	\$320,000,000	BM	2083-2084	\$0
66	2084-2085	\$325,000,000	BN	2084-2085	\$0
67	2085-2086	\$330,000,000	BO	2085-2086	\$0
68	2086-2087	\$335,000,000	BP	2086-2087	\$0
69	2087-2088	\$340,000,000	BQ	2087-2088	\$0
70	2088-2089	\$345,000,000	BR	2088-2089	\$0
71	2089-2090	\$350,000,000	BS	2089-2090	\$0
72	2090-2091	\$355,000,000	BT	2090-2091	\$0
73	2091-2092	\$360,000,000	BU	2091-2092	\$0
74	2092-2093	\$365,000,000	BV	2092-2093	\$0
75	2093-2094	\$370,000,000	BW	2093-2094	\$0
76	2094-2095	\$375,000,000	BX	2094-2095	\$0
77	2095-2096	\$380,000,000	BY	2095-2096	\$0
78	2096-2097	\$385,000,000	BZ	2096-2097	\$0
79	2097-2098	\$390,000,000	CA	2097-2098	\$0
80	2098-2099	\$395,000,000	CB	2098-2099	\$0
81	2099-2100	\$400,000,000	CC	2099-2100	\$0
82	2100-2101	\$405,000,000	CD	2100-2101	\$0
83	2101-2102	\$410,000,000	CE	2101-2102	\$0
84	2102-2103	\$415,000,000	CF	2102-2103	\$0
85	2103-2104	\$420,000,000	CG	2103-2104	\$0
86	2104-2105	\$425,000,000	CH	2104-2105	\$0
87	2105-2106	\$430,000,000	CI	2105-2106	\$0
88	2106-2107	\$435,000,000	CJ	2106-2107	\$0
89	2107-2108	\$440,000,000	CK	2107-2108	\$0
90	2108-2109	\$445,000,000	CL	2108-2109	\$0
91	2109-2110	\$450,000,000	CM	2109-2110	\$0
92	2110-2111	\$455,000,000	CN	2110-2111	\$0
93	2111-2112	\$460,000,000	CO	2111-2112	\$0
94	2112-2113	\$465,000,000	CP	2112-2113	\$0
95	2113-2114	\$470,000,000	CQ	2113-2114	\$0
96	2114-2115	\$475,000,000	CR	2114-2115	\$0
97	2115-2116	\$480,000,000	CS	2115-2116	\$0
98	2116-2117	\$485,000,000	CT	2116-2117	\$0
99	2117-2118	\$490,000,000	CU	2117-2118	\$0
100	2118-2119	\$495,000,000	CV	2118-2119	\$0
101	2119-2120	\$500,000,000	CW	2119-2120	\$0
102	2120-2121	\$505,000,000	CX	2120-2121	\$0
103	2121-2122	\$510,000,000	CY	2121-2122	\$0
104	2122-2123	\$515,000,000	CZ	2122-2123	\$0
105	2123-2124	\$520,000,000	DA	2123-2124	\$0
106	2124-2125	\$525,000,000	DB	2124-2125	\$0
107	2125-2126	\$530,000,000	DC	2125-2126	\$0
108	2126-2127	\$535,000,000	DD	2126-2127	\$0
109	2127-2128	\$540,000,000	DE	2127-2128	\$0
110	2128-2129	\$545,000,000	DF	2128-2129	\$0
111	2129-2130	\$550,000,000	DF	2129-2130	\$0
112	2130-2131	\$555,000,000	DF	2130-2131	\$0
113	2131-2132	\$560,000,000	DF	2131-2132	\$0
114	2132-2133	\$565,000,000	DF	2132-2133	\$0
115	2133-2134	\$570,000,000	DF	2133-2134	\$0
116	2134-2135	\$575,000,000	DF	2134-2135	\$0
117	2135-2136	\$580,000,000	DF	2135-2136	\$0
118	2136-2137	\$585,000,000	DF	2136-2137	\$0
119	2137-2138	\$590,000,000	DF	2137-2138	\$0
120	2138-2139	\$595,000,000	DF	2138-2139	\$0
121	2139-2140	\$600,000,000	DF	2139-2140	\$0
122	2140-2141	\$605,000,000	DF	2140-2141	\$0
123	2141-2142	\$610,000,000	DF	2141-2142	\$0
124	2142-2143	\$615,000,000	DF	2142-2143	\$0
125	2143-2144	\$620,000,000	DF	2143-2144	\$0
126	2144-2145	\$625,000,000	DF	2144-2145	\$0
127	2145-2146	\$630,000,000	DF	2145-2146	\$0
128	2146-2147	\$635,000,000	DF	2146-2147	\$0
129	2147-2148	\$640,000,000	DF	2147-2148	\$0
130	2148-2149	\$645,000,000	DF	2148-2149	\$0
131	2149-2150	\$650,000,000	DF	2149-2150	\$0
132	2150-2151	\$655,000,000	DF	2150-2151	\$0
133	2151-2152	\$660,000,000	DF	2151-2152	\$0
134	2152-2153	\$665,000,000	DF	2152-2153	\$0
135	2153-2154	\$670,000,000	DF	2153-2154	\$0
136	2154-2155	\$675,000,000	DF	2154-2155	\$0
137	2155-2156	\$680,000,000	DF	2155-2156	\$0
138	2156-2157	\$685,000,000	DF	2156-2157	\$0
139	2157-2158	\$690,000,000	DF	2157-2158	\$0
140	2158-2159	\$695,000,000	DF	2158-2159	\$0
141	2159-2160	\$700,000,000	DF	2159-2160	\$0
142	2160-2161	\$705,000,000	DF	2160-2161	\$0
143	2161-2162	\$710,000,000	DF	2161-2162	\$0
144	2162-2163	\$715,000,000	DF	2162-2163	\$0
145	2163-2164	\$720,000,000	DF	2163-2164	\$0
146	2164-2165	\$725,000,000	DF	2164-2165	\$0
147	2165-2166	\$730,000,000	DF	2165-2166	\$0
148	2166-2167	\$735,000,000	DF	2166-2167	\$0
149	2167-2168	\$740,000,000	DF	2167-2168	\$0
150	2168-2169	\$745,000,000	DF	2168-2169	\$0
151	2169-2170	\$750,000,000	DF	2169-2170	\$0
152	2170-2171	\$755,000,000	DF	2170-2171	\$0
153	2171-2172	\$760,000,000	DF	2171-2172	\$0
154	2172-2173	\$765,000,000	DF	2172-2173	\$0
155	2173-2174	\$770,000,000	DF	2173-2174	\$0
156	2174-2175	\$775,000,000	DF	2174-2175	\$0
157	2175-2176	\$780,000,000	DF	2175-2176	\$0

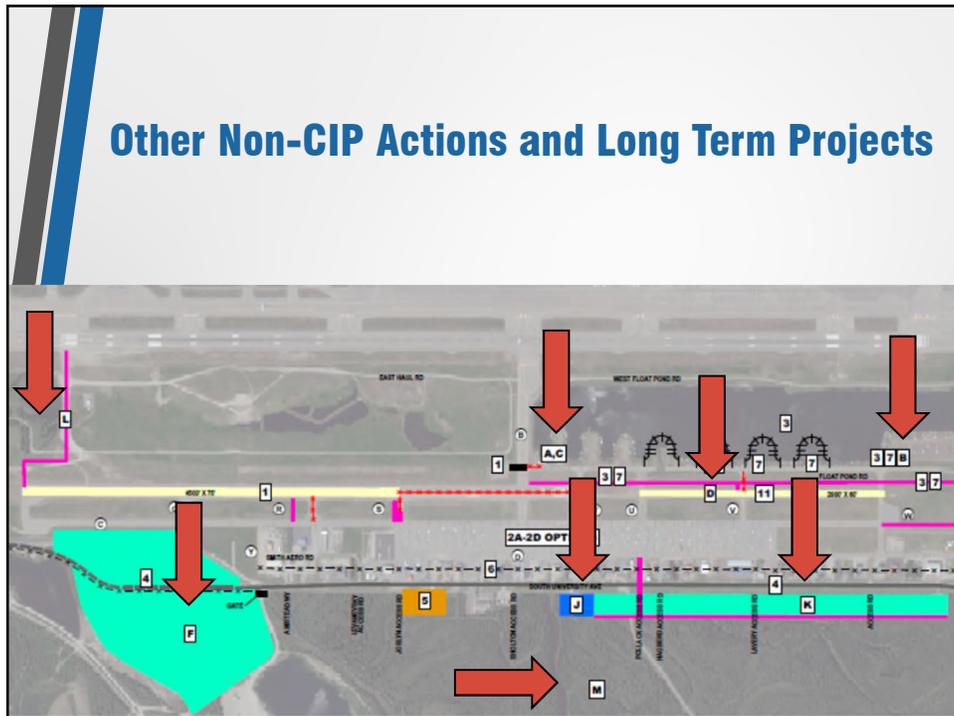
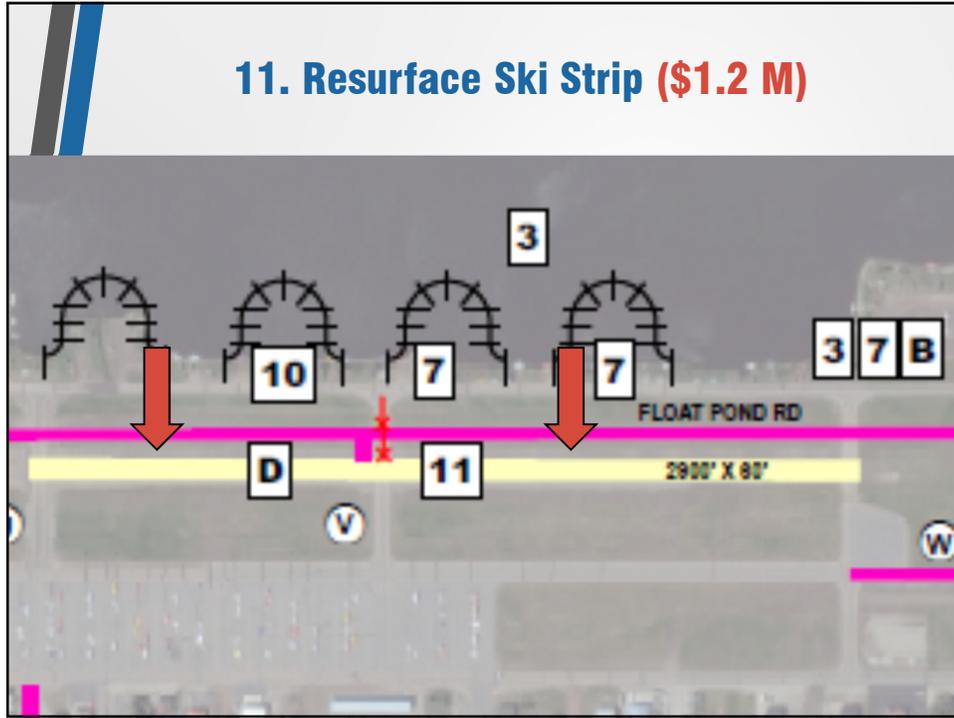












Number of Existing/Proposed Tie Downs

Tie Down Type	Existing Tie Downs	Existing Occupied Tie Downs	Proposed Tie Downs
Drive Through	64	53	129
Push Back	230	151	100
Total	294	204	229 (Includes 54 ski)



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

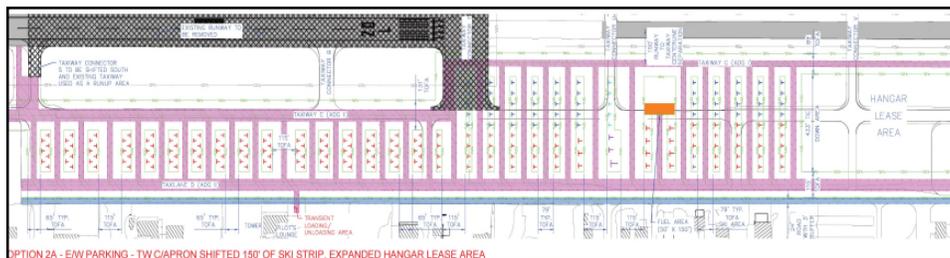


All Apron Options

- Meet 229 tie downs target
- Provide at least 54 ski tie downs, mostly pull through
- Have wider apron taxilanes (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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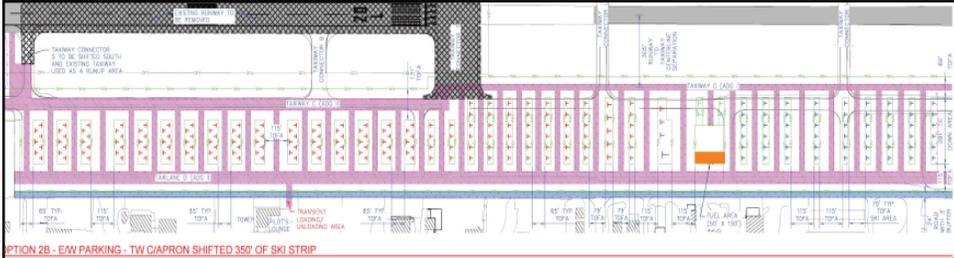


Apron Option 2A (\$15.0 M)

- 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



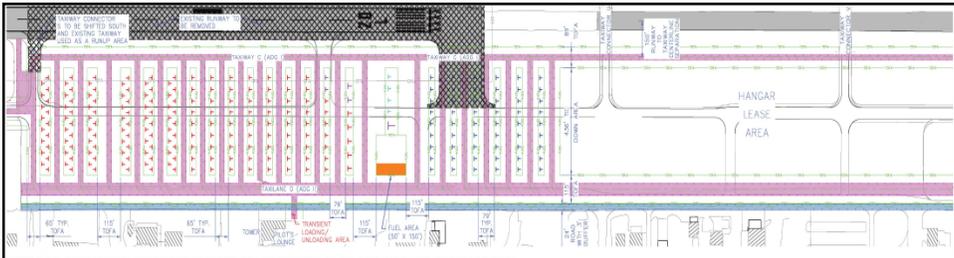
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OPTION 2B - EW PARKING - TW C/APRON SHIFTED 350' OF SKI STRIP

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

OPTION 2C - EW PARKING - TW C/APRON SHIFTED 150' OF SHORTER 2R-20L, EXPANDED HANGAR LEASE AREA

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



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



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Questions?

Comments?



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Thank you!

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

www.faieastsidemasterplan.com
907-562-2000



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Open House

Recommended Plan

- Timing of projects
- Comments/changes

Apron Options

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



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