



TALKEETNA PUBLIC MEETING NO. 1

OCTOBER 12, 2006

MEETING NOTES

SUBJECT: Matanuska-Susitna Borough RASP Public Meeting No. 1
DATE: October 12, 2006
LOCATION: Upper Susitna Seniors Inc. Building
MEETING ATTENDANCE: Approximately 18 people, including staff
MEETING MATERIALS: PowerPoint Presentation and Project Graphics

MEETING AGENDA

- 6:30 p.m. - 7:00 p.m. Open House
- 7:00 p.m. - 8:00 p.m. Presentation
- 8:00 p.m. - 8:30 p.m. Open House
- 8:30 p.m. - 9:00 p.m. Debrief/Final Questions and Thoughts

OPEN HOUSE

The meeting started with a half-hour open house where attendees talked informally to project staff and government officials about the project around several stations. The station topics covered:

- Inventory
- Airport Compatibility
- Airspace, Communications, Registration
- Public Airport Improvements/Airport Siting Study
- Survey/Comments

PRESENTATION

Tom Middendorf and John Jones of DOWL Engineers presented information about the purpose of the project and the information at the various stations.

COMMENT SUMMARY

The following comments and questions were asked during the presentation and the open house. The project staff's responses and comments are shown in *italics*.

Aviation Inventory

- Meeting attendees pointed out airstrips that the project team had not identified and areas that had been identified as airstrips.
- There was some discussion on what constitutes an airstrip and what constitutes an operation.

Airport Compatibility

- Meeting attendees pointed out airstrips that the project team had not identified and areas that had incorrectly been identified as airstrips.
- It makes sense to try and avoid future conflicts between airports and off-airport land uses.
- Real estate disclosures make sense.
- It may be difficult for the Matanuska-Susitna Borough (MSB) to enforce airport development standards.
- Noting proximity of property to an airport on plat notes is a good idea.
- The MSB has standards for roads; why not create standards for airports?
- Concerned about protecting airports from encroaching incompatible development. Will encroachments eventually cause airports to close?
- Can wetlands be excavated to develop a float pond next to an existing strip?
- Concerns that if the MSB were to be more involved with managing airports it would have liability concerns that it would pass on to airport users through greater insurance requirements.
- Questions about the definitions of airstrip, airpark, seaplane base, etc.
- Airports with lower horsepower have fewer noise problems with airport neighbors.
- Are FAA safety zones required for private strips?
- There should be a MSB-wide plat note stating that anyone who buys a home in the MSB will not object to aviation.

Public Airport Improvements/Airport Siting

- There is no need to consider a public floatplane facility north of Talkeetna since there are no/few lakes that have road access there.
- There are limited services for floatplanes in the MSB. A public floatplane facility would be a good centralized place for maintenance, fueling, parts, etc.
- The public has rights to use lakes to land airplanes but few lakes have public access to the shoreline to tie down the planes. Public shore access should be platted and the MSB should provide floatplane tie down areas for certain lakes.
- A precision instrument approach (an ILS) would be good for training purposes for MSB pilots. Currently pilots who are working on their instrument rating must fly to Kenai to practice an ILS approach.
- Goose Bay is an ideal airport for an ILS approach and training facility.

- Wasilla Airport may be a good candidate for an ILS approach.
- What is the MSB's plans for the commercial floatplane lots on Christiansen Lake? There were rumors the MSB was going to terminate these leases.
- Consider upgrading/purchasing a private airport as an option during the siting process. This might be more cost effective than constructing an airport on an unimproved site. A related issue is the availability of public funding for certain private airstrips.
- Are there any plans to move Ted Stevens Anchorage International Airport over to Point MacKenzie? *This alternative was studied in the 2002 Master Plan for the airport, and it was determined not to be necessary in the next 20 years.*

Airspace, Communications, Registration

- The CTAF frequency should be used only by pilots taking off and landing, yet there is a lot of chatter on the CTAF's not related to takeoffs and landings. This congests the frequencies, and makes it difficult for pilots conducting takeoffs and landings to announce their intentions. There needs to be some education for pilots to raise awareness of the purpose of CTAF's.
- GA pilots flying around the MSB have had some close encounters with military aircraft. Something needs to be done to address military aviation activities in the valley.

The meeting ended at about 9:00 p.m. after a short recap of comments and some final questions.

Attachment(s): Flyer
Newspaper Announcements
Sign-in-Sheets
Handouts and Comment Form
PowerPoint Presentation