



**MAT-SU BOROUGH REGIONAL AIRPORT SYSTEM PLAN
TECHNICAL ADVISORY COMMITTEE MEETING No. 2
MEETING MINUTES**

SUBJECT: Mat-Su Borough Regional Airport System Plan

GROUP: Technical Advisory Committee Meeting No. 2

DATE/TIME: September 26, 2006, 6:30 to 9:30 p.m.

LOCATION: Wasilla Multi-Use Sports Complex

ATTENDANCE: See attached sign-in sheet

MEETING

MATERIALS:

- 1) Agenda
- 2) PowerPoint Presentation
- 3) Handout of Issues Discussed at Meeting #1
- 4) Siting Study Questionnaire
- 5) Assigned CTAF Frequency Maps
- 6) Sign in Sheets

STAFF PRESENT: Matanuska-Susitna Borough (MSB) –Brad Sworts, Teresa Fredrickson

DOWL Engineers (DOWL) – Tom Middendorf, John Jones, Nan Llewellyn,
Jenni Kuentzel, and Steve Pavish

MEETING INFORMATION:

I. Introductions

The meeting began with Tom Middendorf, (DOWL) Project Manager, welcoming the Technical Advisory Committee (TAC) and briefly reviewing the meeting agenda and the role of the TAC. Introductions were made by all present members and/or their representative, and the DOWL staff. Tom noted that because this is a Technical Committee meeting, the Technical Committee would be given priority in making comments. However, the public members present were invited to participate.

II. Recap of Last Meeting

Tom Middendorf gave an overview of the topics discussed at the last meeting.

III. Survey Status

Tom presented an overview of the survey comments received so far and noted survey comments will be accepted through November 6, 2006.

IV. Confirmation of RASP Issues

Tom recapped the issues discussed at the last meeting (outlined below and in the following pages). The committee members as well as the general public voted on what they considered to be the top 10 issues (number of votes is shown in parentheses at the end of each issue). Discussion that took place is summarized below the respective issue.

- 1. Development around airports occurs without proper consideration of compatibility with surrounding airports. (Tech Committee: 8, General Public: 11)**
 - At the next meeting project staff will have some ideas on how to resolve this issue.
- 2. Existing and new private airstrips and airparks need to be protected (both facility and airspace). (Tech Committee: 9, General Public: 12)**
 - Group discussion on whether or not striking “removing grandfather rights when the property is sold” as a proposed action.
 - Inventory process should include criteria to help establish what airports are protected.
 - Explore the idea of avigation and noise easements.
 - The FAA protects airspace, not airports.
 - FAA will generally issue an airspace objection if an airstrip is located too close to a public facility.
 - Public airports have precedence over private airports. Public airports receive government funds, which comes with strings attached. Private airstrips and public airports are fundamentally different types of airports.
 - Some discussion about trying to identify the differences between public use airports, privately-owned but public-use airports, and private airports.
- 3. Future need to improve existing public airports. Also, future need to provide new public or private airstrips as the MSB and Anchorage grow. (Tech Committee: 9, General Public: 11)**
- 4. Floatplane access to lakes needs to be protected. (Tech Committee: 8, General Public: 11)**
 - All water bodies in the MSB that currently or could potentially accommodate floatplane activity should be protected.
 - Lake management plans outline floatplane regulations on lakes.
 - Project staff will find out DNR’s role/authority regarding floatplane activity on lakes.
 - The City of Wasilla has some noise regulations in effect that applies to floatplane activity. The project team was not aware of these noise restrictions.
 - Explore the idea of avigation and noise easements.
- 5. The public does not appreciate the positive impact of aviation. (Tech Committee: 9, General Public: 8)**
- 6. New airports are built without proper consideration of airport layout standards, land uses and potential airspace conflicts with other airports. (Tech Committee: 11, General Public: 6)**

- It may be helpful if DOWL creates a template for a small airport to give airstrip owners an idea of what minimum standards the FAA applies to small airports. It would be extremely costly to bring small private airstrips up to FAA standards.
 - For new airstrips: owner should specify what type of aircraft it's intended to serve in an initial reviewing by the MSB. If owner wants to upgrade to larger aircraft, require another review process to get approval.
 - Design different templates for different types of airports. Might want to consult attorney to see if there are ways to limit risk to landowner.
 - The MSB is more concerned about compatibility between new airports and surrounding land and structures than with correcting problems at existing airports.
- 7. Inadequate pilot communication (i.e. radio, radar, and air traffic control). (Tech Committee: 11, General Public: 5)**
- Create some type of mapping to include in the Alaska Supplement that maps radio frequencies (similar to the Denali Flight Advisory) for the Palmer/Wasilla area so pilots know what radio frequencies to use.
 - FAA is getting new radar in the future that should provide better coverage.
 - The current frequencies are really busy, and more need to be added. *If the demand is there, more frequencies will be added.*
 - Identify various checkpoints in the MSB on maps so pilots can communicate their location.
- 8. Public facilities and utilities are sited without proper consideration of the location of airports. (Tech Committee: 10, General Public: 6)**
- 9. Avoid too much government control of aviation in the MSB. (Tech Committee: 3, General Public: 11)**
- May be beneficial to have a separate aviation advisory body in the MSB.
 - Consider designating an aviation seat on the Planning Commission or the Transportation Advisory Board.
- 10. Future need to provide new public floatplane facility with facilities and services in the MSB. (Tech Committee: 9, General Public: 4)**
- 11. Towers are not well-lit and are scattered around the MSB. (Tech Committee: 5, General Public: 6)**
- 12. DNR land managers and DOT&PF do not consistently apply standards throughout the state. DNR does not understand aviation. (Tech Committee: 3, General Public: 2)**
- 13. Floatplane noise at busier lakes bothers residents. (Tech Committee: 5, General Public: 0)**
- 14. Safety concerns of pilot training near population centers and high traffic corridors. (Tech Committee: 3, General Public: 1)**
- 15. Safety concerns of mixing ultralights, sport aircraft, and gliders with faster moving aircraft. (Tech Committee: 2, General Public: 1)**

V. Airport Registration

Matt Freeman with the FAA gave a presentation on the steps involved with registering airports with the FAA.

- FAA protects airspace above an airport, but not the airport itself.
- Two reasons the FAA issues objectionable airspace: 1) if structure is above 250 feet tall, and 2) if it penetrates airport's Part 77 surfaces (only applies to public-use airports)
- Under FAR Part 157, airstrip owners are supposed to notify FAA of their airstrip.
- Part 77 notification only applies to public use airports, not private use.
- The Alaska Supplement contains information on how to update airport information/register new airports.

The meeting concluded at 9:30 p.m. followed by more informal discussion.