



# Big Lake Airport Master Plan

## Big Lake Airport Master Plan Open House #1

### Meeting Notes

---

---

**Date:** 2/7/17

**Time:** 7:00pm-9:00pm

**Location:** Big Lake Lions Recreation Center, 2942 Lions Circle, Big Lake, AK

---

#### Staff Attendees:

Tom Middendorf (DOWL)

Leah Henderson (DOWL)

Mark Mayo (DOWL)

Christopher Cole (DOWL)

Steve Banse(DOT)

Kimber Amundson (DOT)

Vickie Swain (DOT)

---

#### Public Open House #1 Summary:

On Tuesday, February 7, 2017, the Big Lake Airport Master Plan hosted its first public open house. The purpose of this meeting was to introduce the Master Plan Update project team, describe the master plan purpose, process, and public involvement opportunities, and collect input on master plan issues. From 7:00-7:30pm, a public open house featured posters showing the Master Plan schedule, agenda, inventory, issues, and preliminary draft forecast. Leah Henderson of DOWL gave a presentation at 7:30pm, followed by public input on issues, questions, and comments facilitated by Leah Henderson.

#### *Advertising*

- E-newsletters/meeting reminders – distributed 01/25/17 and 02/03/17
- State of Alaska Online Public Notice--published 01/19/17
- Mat-Su Valley Frontiersman Classifieds – published 01/22/17, 01/25/17, 01/27/17, 01/29/17, 02/01/17
- Big Lake Community Council Notified—distributed 01/18/17



# Big Lake Airport Master Plan

## *Attendance*

22 people signed in to the event. The sign-in sheet resulted in 20 new email addresses being added to the distribution list.

## *Media Coverage*

There was no media coverage for the event.

## *Meeting Materials*

- Handouts (agenda, comment sheets, schedule, postcard mailer)
  - PowerPoint Presentation
  - Station posters
    - Agenda
    - Schedule
    - Historical Data
    - Inventory
    - Aerial
    - Issues and Needs
    - Draft Preliminary Air Traffic Forecast
- 

## **Meeting Presentation:**

Leah Henderson gave a presentation on the following topics:

1. Introductions
  2. What is a Master Plan?
  3. Why do a Master Plan?
  4. Master Plan Schedule
  5. Issues and Needs
  6. Preliminary Draft Forecast
  7. Discussion/Questions and Answers
  8. Next Steps
  9. Contact Us
-



# Big Lake Airport Master Plan

## **Discussion/Questions and Answers:**

*The questions and answer session lasted for 30 minutes. Questions and answers below are a synopsis of the meeting's questions and answer session. When appropriate, Master Plan Team responses have been supplemented to supply complete responses.*

**Question from the public:** Are most of the meetings going to be here (Big Lake Rec Center)?

**Answer from the Master Plan Team:** Yes.

**Question from the public:** Who decides whether an airport should be obligated and do we have any input on that decision?

**Answer from the Master Plan Team:** DOT&PF and FAA will decide and this master plan process is how you can have input on that decision.

**Question from the public:** Do Instrument Flight Rules (IFR) training flights count as an operation?

**Answer from the Master Plan Team:** Only if the aircraft touches the ground. We are aware that Big Lake sees quite a bit of training activity.

**Question from the public:** What is the timetable for airport improvements?

**Answer from the Master Plan Team:** Timeframe will be proposed in the master plan capital improvement program (CIP), but the timetable will be subject to many factors that will come into play after the master plan is completed. CIP timing is partly affected by whether the airport is obligated and eligible for FAA funding. It will depend on competing projects at other airports. It will be influenced by DOT&PF giving highest priority to rural airports not on the road system. Airport improvements proposed in the first 5 years of the capital improvement program will be more certain than projects proposed for later in the 20 year planning period.

**Question from the public:** If the airport gets federal dollars, will access to the airport change? Will you have to fence everything?

**Answer from the Master Plan Team:** Fencing is not mandatory with FAA funding, but the FAA will want access to be safe and if airplane access to off airport properties is provided, off-airport property owners would have to enter into an FAA approved access agreement with the DOT&PF, would pay a fee for the access, and would have to pay for any improvements required to provide safe access. The FAA would have to approve the location of any access points, and they require that the number of access points minimized.



## Big Lake Airport Master Plan

**Question from the public:** Is there an application for a boundary permit, and if so how long is it good for?

**Answer from the Master Plan Team:** *Yes, the application fee is \$100, an annual \$500 fee must be paid, and the permit is good for 5 years.*

**Question from the public:** Has DOT applied for federal funding for Big Lake Airport?

**Answer from the Master Plan Team:** *Only for minor maintenance projects which have a very limited term of grant funding obligation for the airport.*

**Question from the public:** The State platted taxiway access for adjacent residences in the 60's. Doesn't that plat mean that the State must guarantee taxiway access to off-airport property owners?

**Answer from the Master Plan Team:** *We are aware of the platted taxiway. We will investigate whether this guarantees airplane access. If anyone wishes to have access from off airport residential property, they should contact DOT&PF Leasing staff.*

**Question from the public:** There is a rumor that fence material is in Anchorage and ready to be installed at Big Lake Airport. Is there any truth to the rumor?

**Answer from the Master Plan Team:** *No truth.*

**Question from the public:** Are you able to make FAA/Non-FAA development options? Will it lock us into funding?

**Answer from the Master Plan Team:** *State funding will always be an option for airport improvement projects regardless of whether the airport also accepts grants from the FAA. However, State funds are harder to get for airports.*

**Question from the public:** Is creating new lease lots a benefit for this airport or going to cost more for DOT?

**Answer from the Master Plan Team:** *Both. New lease lots would generate additional revenue for the airport but maintenance costs would also be expected to rise.*

**Comment from the public:** 12 months seems like a pretty aggressive schedule.

**Question from the public:** Can you tell me about adverse possession?

**Answer from the Master Plan Team:** *According to Wikipedia, adverse possession is a method of acquiring title to real property by possession for a statutory period under certain conditions. We are not lawyers. However, it is our understanding that in some cases a governmental entity can acquire property from an individual by contending adverse possession, or an individual can acquire property in the manner from another individual, but an individual cannot acquire property in this manner from a governmental entity.*