



Big Lake Airport Master Plan

Big Lake Airport Master Plan Open House #2

Meeting Notes

Date: 5/8/17

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)

Rebecca Rauf (DOT)

Kimber Amundson (DOT)

Vickie Swain (DOT)

Allen Kemplen (DOT)

Public Open House #1 Summary:

On Monday, May 8, 2017, the Big Lake Airport Master Plan hosted its second public open house. The purpose of this meeting was to re-introduce the Master Plan Update project team; describe the master plan purpose, process, and public involvement opportunities; review the inventory of existing conditions, forecast of future activity; and discuss facility requirements and alternative improvement scenarios. From 7:00-7:30pm, the 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 04/11/17 and 05/02/17
- State of Alaska Online Public Notice--published 04/06/17
- Mat-Su Valley Frontiersman Classifieds – published 04/05/17 and 04/30/17
- Big Lake Community Council Notified—distributed 04/27/17
- Big Lake Times – published 5/3/2017



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Attendance

24 people signed in to the event. Email addresses for attendees not already on the project mailing list will be added.

Media Coverage

There was no media coverage for the event.

Meeting Materials

- Handouts (agenda, comment sheets)
- PowerPoint Presentation
- Station posters
 - Agenda
 - Schedule
 - Historical Data
 - Inventory
 - Aerial
 - Issues and Needs
 - Draft Preliminary Air Traffic Forecast
 - Development Alternatives A, B1, B2, C1, C2
 - Alternative Evaluation Tables (4)

Meeting Presentation:

Leah Henderson gave a presentation on the following topics:

1. Introductions
2. Agenda
3. Master Plan Purpose
4. Master Plan Process
5. Obligating the Airport
6. Aircraft Activity Forecast
7. Facility Requirements
8. Land Use Findings
9. Airport Development Alternatives A, B1, B2, C1, C2
10. Discussion/Questions and Answers
11. Next Steps
12. Contact Us



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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: *Two years ago DOT&PF said they were not accepting boundary crossing applications at Big Lake Airport. Are they now accepting them?*

Answer from the Master Plan Team: We are not sure how you were given that impression. DOT&PF staff in the room tonight confirms that they have been willing to consider boundary crossing applications and are happy to discuss them further with you tonight. However, applying for a boundary crossing permit does not guarantee that you will get one. DOT&PF has a standard review process they will use to evaluate whether a permit should be granted.

Question from the public: *Under Option C2 would the homes in the transitional surface need to be purchased?*

Answer from the Master Plan Team: Purchase would be one option. Another option might be to add hazard lights to the buildings. FAA would need to weigh in on an acceptable and safe way to deal with the potential hazard.

Question from the public: *Under Option B2, why are you shortening the runway?*

Answer from the Master Plan Team: To remove the hazard of having buildings in the Runway Protection Zone.

Question from the public: *Have you prepared costs for the alternatives?*

Answer from the Master Plan Team: We do not have developed detailed cost estimates yet, but we know that as you move from A to C2 each successive alternative is more expensive than the prior one. The Recommended Alternative will likely have elements of several of the alternatives.

Question from the public: *Are you doing anything to improve instrument approaches?*

Answer from the Master Plan Team: Once we get survey data we will be able to confirm what is needed to improve approaches. We believe we can improve minimums to $\frac{3}{4}$ mile with some obstacle removal.

Question from the public: *Will the location of existing buildings in the transitional surface prevent renovations of these existing building?*

Answer from the Master Plan Team: We will discuss that with the FAA.



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Alternative Evaluation Dot Exercise:

After the group discussion each attendee was given four red dots and four green dots to participate in an evaluation exercise. Attendees were asked to place one green dot on their favorite runway; taxiway, roads, ramps; tiedowns and lease areas; and other alternatives. Attendees were asked to do the same with their least favorite by using the red dot. Results are shown in the table below. Most attendees preferred Alternative C1 or C2 options. Between the two C Alternatives, there was a slight preference for the runway not to be shifted south, for the tiedown apron to be relocated and redeveloped as lease lots, and for a full perimeter fence.

Table 1. Public Open House Alternative Evaluation

		Alternative										
		A		B 1		B 2		C 1		C 2		Total votes
		Green	Red	Green	Red	Green	Red	Green	Red	Green	Red	
Runway		0	4	2	1	1	8	8	0	4	1	29
Taxiway, Roads, Ramps		0	10	1	2	1	2	9	0	9	0	34
Tiedowns and Lease Areas		0	8	4	0	4	0	3	0	6	0	25
Other		0	11	0	2	0	0	5	0	8	0	26
Total		0	33	7	5	6	10	25	0	27	1	

Green - Favorite Option
 Red - Least Favorite Option

Public Written Comments:

One written public comment was received during the POH. The comment suggested the master plan provide plenty of leasing space for businesses and access to fuel. This comment was logged by the Master Plan team.