

Birchwood Airport Master Plan Update

Project No. CFAPT00354/AIP 3-02-0034-008-2018

Public Meeting #2

Prepared for Alaska Department of Transportation &
Public Facilities

*Presented and facilitated by HDL Engineering Consultants &
Agnew::Beck Consulting*

October 27, 2021; 6:00 – 8:00 PM



6:00 p.m. – 6:10 p.m.

Welcome & Introductions

About Our Team

The Alaska Department of Transportation and Public Facilities is leading the process with assistance from a consulting team:



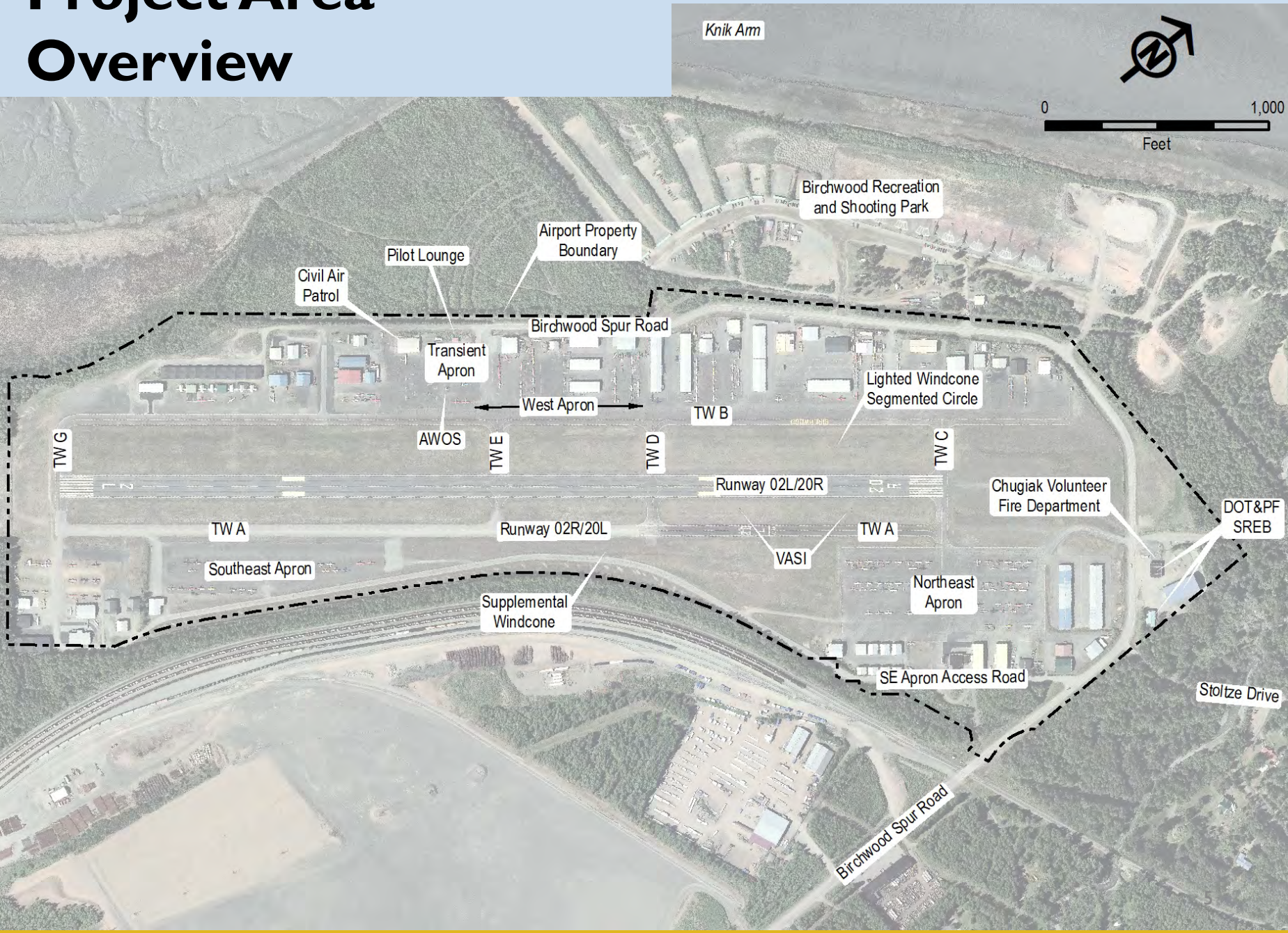
Land Acknowledgement

*Dena'inaq ełnen'aq'
gheshtnu ch'q'u yeshdu. (Dena'ina)*

Translation by J. Isaak and S. Shaginoff-Stuart

*I live and work on the
land of the Dena'ina. (English)*

Project Area Overview

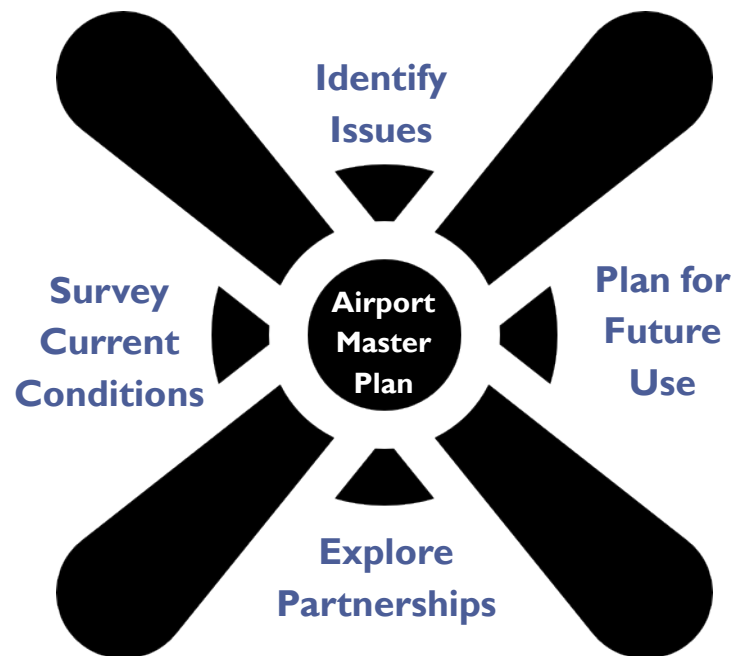


Land Ownership



Project Purpose

To determine how the airport can best serve the future interests and needs of the flying public, aviation community, Alaska Department of Transportation & Public Facilities (DOT&PF), and other stakeholders.



Project Schedule

Summer 2020

Reconnaissance

Current Conditions, Uses, Issues and Needs

Fall 2020-2021

Assessment

Airport Facilities, Airspace, Finances, Partnerships, Projected Use

Early 2022

Draft Plan Development, Release + Review

Preliminary Airport Master Plan Update, Layout, Aeronautical Survey

Summer 2022

Plan Refinement + Finalization

FINAL Airport Master Plan Update, Layout, Aeronautical Survey, 3P Analysis

Community involvement occurs throughout, including interviews, stakeholder working group meetings, and three public meetings

Progress Since March 2021

- Aviation Activity Forecast
- Financial Assessment
- Land Use Assessment
- Frequently Asked Questions

Meeting Purpose

- Review the project and purpose.
- Update on progress and gather input on:
 - Financial analysis
 - Land use assessment,
 - Aviation activity forecast
 - Preliminary alternatives.
- Discuss alternatives survey and next steps in the planning process

Meeting Agenda

Item	Timing
Welcome & Introductions <ul style="list-style-type: none">• Land Acknowledgement• Birchwood AMP Purpose & Schedule• Meeting Purpose	10 minutes
Financial Assessment <ul style="list-style-type: none">• How does the money work? What are Birchwood Airport's revenue and expenses?• How do Birchwood Airport finances and operations compare to similar AK airports?	5 minutes
Land Use Assessment <ul style="list-style-type: none">• What are the intended future land uses for the Birchwood Airport and adjacent lands?	5 minutes
FAA Framework & Context <ul style="list-style-type: none">• How do federal policies and criteria impact the Birchwood today and future operations?	5 minutes
Aviation Forecasts & Alternatives <ul style="list-style-type: none">• What is the historic use, and current and anticipated future demands at the Birchwood Airport?• What options are being considered to best preserve interests and meet needs at the Birchwood Airport?	1 hour 25 minutes
Next Steps and Wrap Up	10 minutes

General Meeting Guidelines

- Be respectful.
- Be positive and solutions oriented.
- Be clear and concise.
- Be specific.
- Avoid jargon and acronyms.
- Think creatively and strategically.

Online & Telephonic Meeting Guidelines

Please:

1. Follow Shelly's lead as the designated facilitator.
 - Throughout the meeting, participants will have several opportunities to comment or ask questions.
2. Mute your microphone when you are not talking.
3. If you have joined by video, don't forget – everyone can see you 😊.
4. We will do introductions, but please repeat your name when it is your turn to comment or ask a question.
5. Please limit use of the Zoom chat space, unless prompted by a guiding question, or you're having a technical issue.

6:10 p.m. – 6:15 p.m.

Financial Assessment

Where does Birchwood Airport revenue go?

- All profit from DOT&PF airports go to a general aviation fund.
- This money funds maintenance and operations for all DOT&PF airports.
- DOT&PF is required to provide access to all Alaska communities, so it prioritizes maintenance in communities off the road system.

Financial Assessment

- Northern Economics, Inc. prepared a comprehensive financial assessment of the Birchwood Airport.
- The assessment used data from 2015-2020.
- The assessment includes revenue, expenses and a comparison to two similar airports.

Birchwood Airport's Revenue and Expenses

The Birchwood Airport has had an operating profit over the last six years.

Table 2.1 Birchwood Airport Revenues, Expenses, and Operating Profits, \$, FY 2015–2020

Fiscal Year	Revenue	Expenses	Operating Profit
2015	208,165.98	66,793.98	141,372.00
2016	201,024.25	57,423.97	143,600.28
2017	200,555.79	134,124.85	66,430.94
2018	243,716.10	99,907.24	143,808.86
2019	258,990.50	97,672.78	161,317.72
2020	273,832.14	147,209.04	126,623.10

Source: DOT&PF (2021)

Excerpted from the May 2021 Birchwood AMP Update: Financial Assessment

Top Revenue Sources

FY2020 Revenue:

- 70% came from lease fees or “land use.”
- 25% came from tie-downs and parking.
- Fees and fuel permits make up the remaining 5%.

Top Revenue Sources

Revenue grew 36.5% from FY 2017 to FY 2020.

Table 2.2 Birchwood Airport Revenue Detail, \$, FY 2015–2020

Fiscal Year	Assigned Aircraft Tie-down/Transient Parking	Fuel Dispensing Permit	Interest/Late Fees	Application/Process Fees	Land Use	Total Revenue
2015						208,165.98
2016						201,024.25
2017	50,937.19	2,895.35	260.73	1,050.00	145,412.52	200,555.79
2018	68,718.00	4,721.14	243.28	4,225.00	165,808.68	243,716.10
2019	68,756.16	10,982.53	396.59	3,775.00	175,080.22	258,990.50
2020	68,723.00	5,137.15	212.52	8,025.00	191,734.47	273,832.14

Source: DOT&PF (2021)

Excerpted from the May 2021 Birchwood AMP Update: Financial Assessment

Top Expenses

- The Birchwood Airport's most significant expenses in FY 2020 were facilities and capital improvements.
- Historically, services were the largest expenses.

Table 2.3 Birchwood Airport Expense Detail, \$, FY 2015–2020

Fiscal Year	Personal Services	Services	Commodities	Capital Outlay	Facilities	Total Expenses
2015	24,630.88	6,289.18	35,873.92			66,793.98
2016	26,887.86	5,296.41	25,239.70			57,423.97
2017	74,387.00	51,310.18	8,427.67			134,124.85
2018	45,629.06	42,344.99	11,933.19			99,907.24
2019	42,399.96	46,883.01	8,389.81			97,672.78
2020	27,708.92	10,715.40	5,429.71	25,207.05	78,147.96	147,209.04

Source: DOT&PF (2021)

Excerpted from the May 2021 Birchwood AMP Update: Financial Assessment

Benchmarking

Northern Economics, Inc. compared the Birchwood Airport with similar facilities in Wasilla and Soldotna



Benchmarking

Table 4.2 Estimated Operations and Based Aircraft at Birchwood, Soldotna, and Wasilla Airports, 2020

Airport	Total Operations	Based Aircraft
Birchwood	67,047	308
Soldotna	21,100	169
Wasilla	42,660	168

NOTE: For Birchwood, includes touch-and-go landings.

Benchmarking

Birchwood Airport's operating expenses are lower than the city-owned comparable facilities, largely due to a lack of on-site staff.

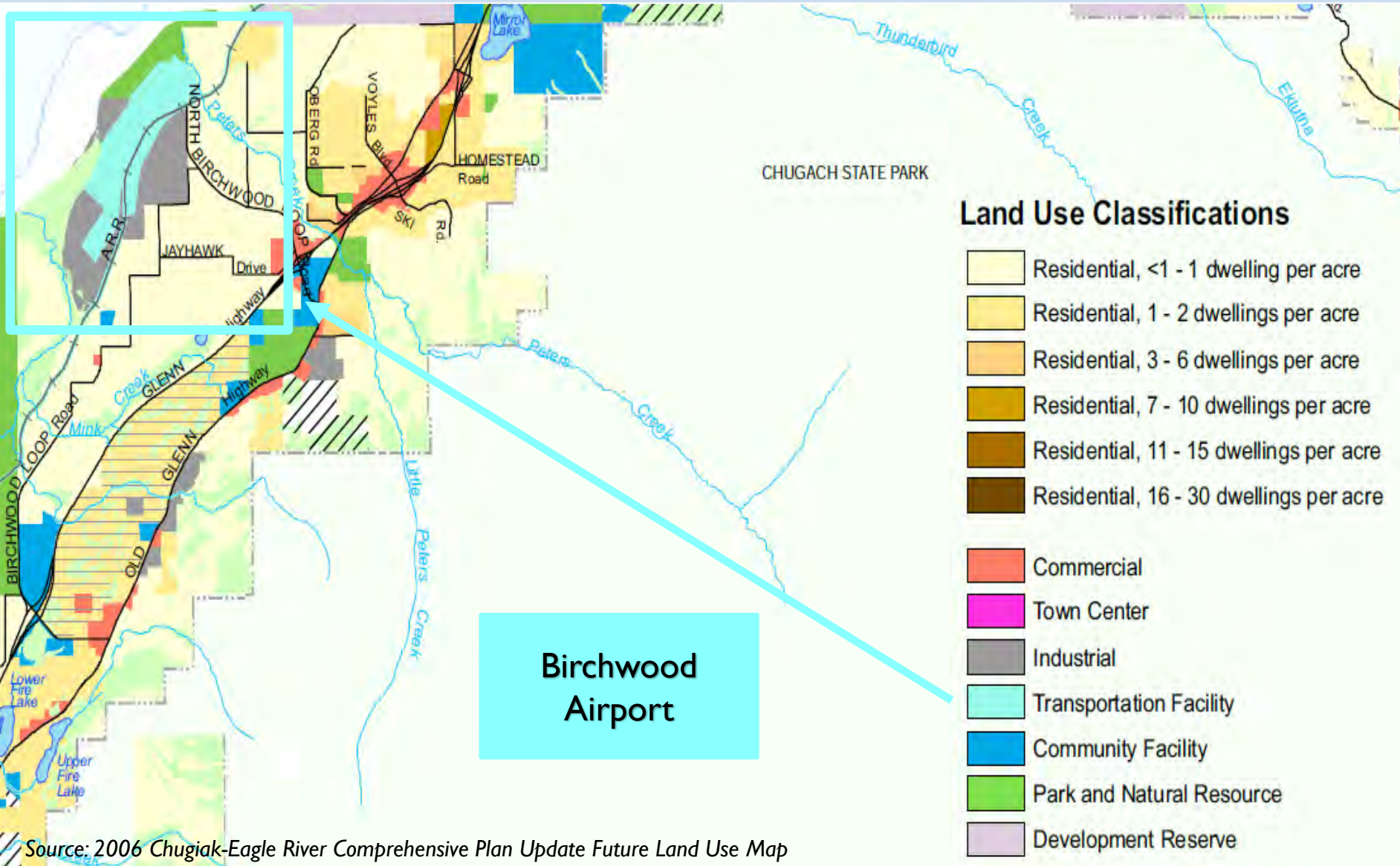
Total 2020 Operating Expenses		
Birchwood Airport	Soldotna Airport	Wasilla Airport
\$147,209	\$149,848	\$214,392

Excerpted from the May 2021 Birchwood AMP Update: Financial Assessment

6:15 p.m. – 6:20 p.m.

Land Use Assessment

Future Land Use

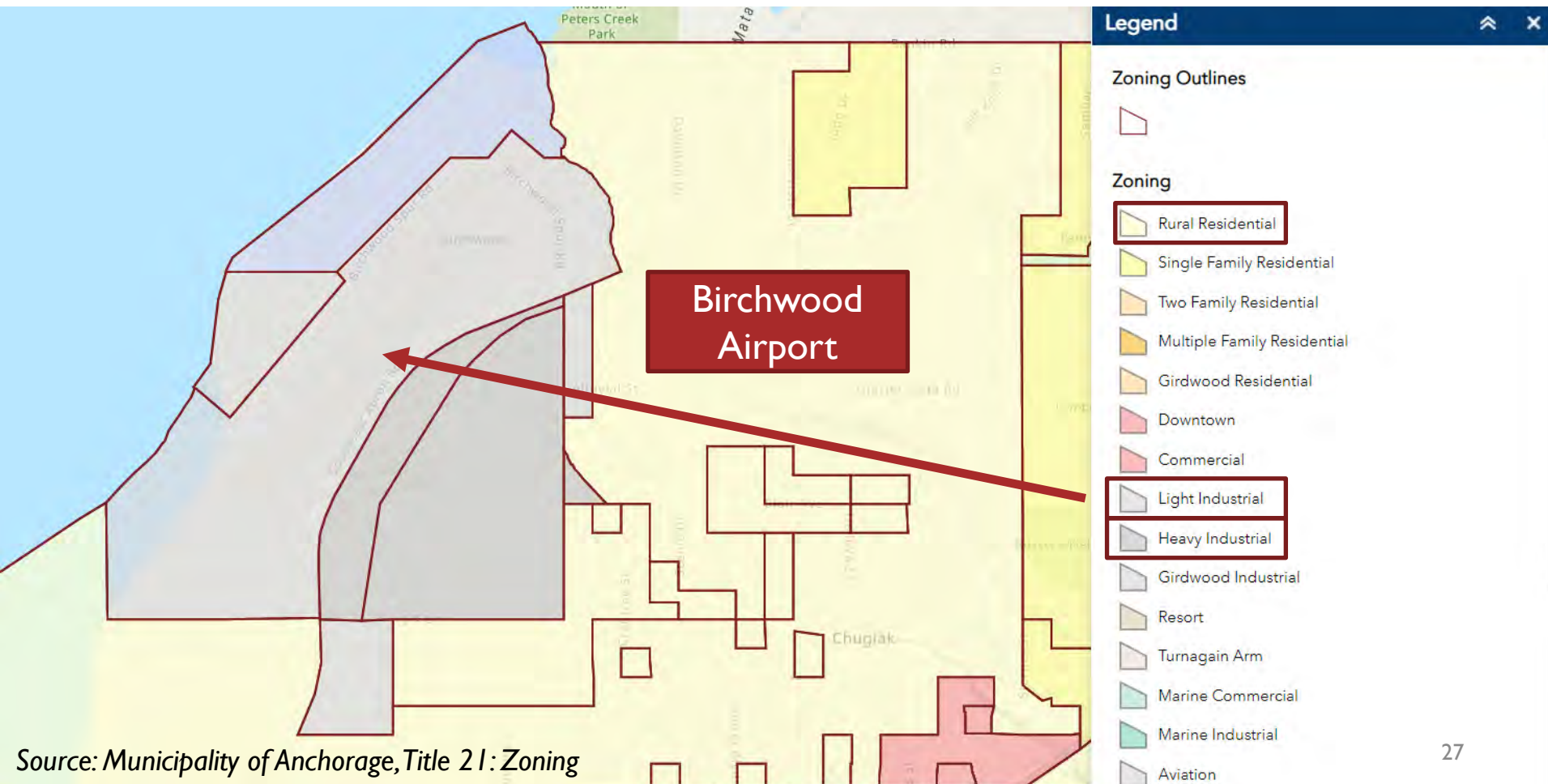


Future Land Use

- Past and current versions of future land use maps continually show the Birchwood Airport and surrounding areas as predominantly transportation, industrial, recreation, and low density residential.
- Adjacent landowners reported no plans that conflict with airport operations.

Existing Zoning

The Birchwood Airport is zoned as “light industrial.” Adjacent land is mostly industrial and low-density residential.



Birchwood Airport Inventory

- In 2020, 308 aircraft were based at the airport.
- The airport includes 67 lease lots and 119 tie-downs.
 - Lease lots and tie-downs are generally all occupied.


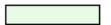
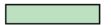
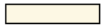


Adjacent Lands

- Eklutna, Inc. is the largest nearby landowner, owning several parcels to the north and south.
- The Alaska Railroad owns 174 acres to the east.
- The Birchwood Recreation Shooting Park sits on 72 acres to the west.

Expansion Opportunities



LEGEND

-  STATE OF ALASKA
-  MUNICIPALITY OF ANCHORAGE
-  MUNICIPAL AND STATE PARKS
-  ALASKA RAILROAD
-  EKLUTNA, INC
-  PRIVATE

Expansion Opportunities

- The Airport is framed by Cook Inlet to the west, the railroad to the east and Peter's Creek to the north.
- The most feasible expansion would be through acquisition of Eklutna, Inc. land to the south.
 - **IMPORTANT:** The Eklutna Tribe would assess any Eklutna, Inc. lands for cultural and archaeological assets prior to selling.

6:20 p.m. – 6:25 p.m.

FAA Framework & Context

FAA roles during planning process

The recommendations contained in an airport master plan represent the views, policies and development plans of the airport sponsor and do not necessarily represent the views of the FAA.

FAA advises on standards, eligibility/requirements for projects, sound planning practices, and other matters as needed.

Ultimately, FAA:

- Accepts the overall master plan
- Approves the forecast and critical aircraft determination
- Conditionally approves the Airport Layout Plan (ALP)

FAA acceptance/approval of the above does not constitute a commitment to participate in any development depicted in the plan, nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public law.

Airport Improvement Program

Historically, \$214M annual avg (within Alaska)

- Approximately \$8.3M at BCV in past 10 years

Projects to preserve/enhance airport safety, capacity, security, and environmental concerns.

A few requirements for AIP projects:

- Eligible for AIP program
- Justified by civil aeronautical demand (e.g., critical aircraft)
- Meet FAA standards
- Depicted on approved ALP

Needs within the system exceed available funds.

6:25 p.m. – 7:50 p.m.

Aviation Forecast & Alternatives

Results from Aviation Activity Forecast

- The Aviation Activity Forecast for operations is **based on observed and recorded aviation activity.**
- Aviation activity data was **recorded using a General Audio Recording Device (G.A.R.D.)*** between July 21 and August 16, 2020, and September 2 and October 2, 2020.
- **FAA Approval – September 15, 2021**

**The G.A.R.D. records radio transmissions and operations through radar surveillance based on active aircraft transponders and cross-references transponders with the FAA's Automatic Dependent Surveillance-Broadcast (ADS-B) registry to identify the make and model of the aircraft.*

Results from Aviation Activity Forecast

- Critical Aircraft A-I (small) (Cessna 172/182).
- No changes to current uses have been forecasted.
- 80% are training operations.

	Current (2020)	Forecasted (2040)
Total Airport Operations and Training Operations	~67,000	~76,300
Tie-downs	119	157
Lease lots	67	92

Development of Alternatives

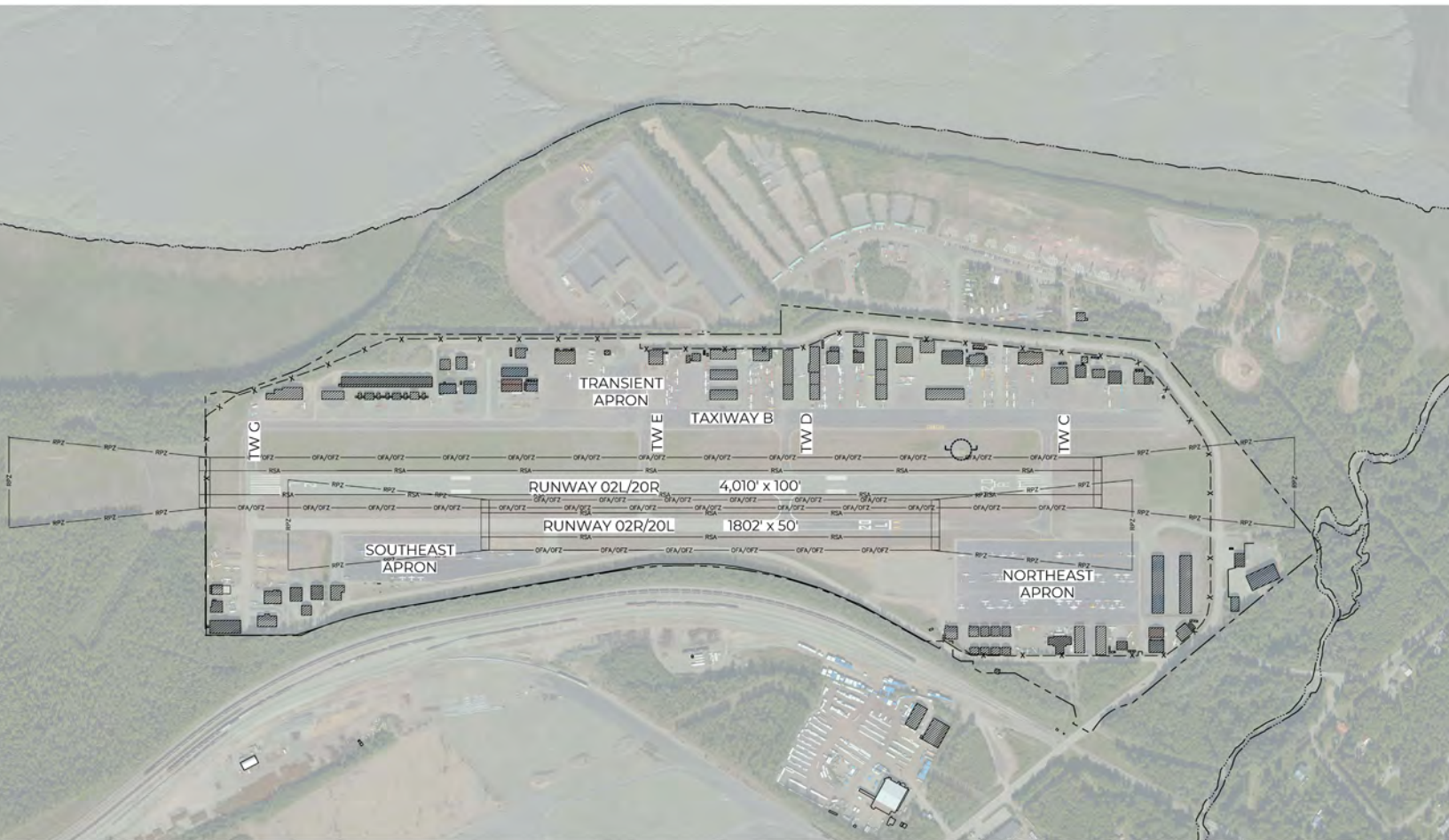
Four potential Alternatives have been developed.

Alternatives are based on:

- Critical aircraft.
- Facility requirements identified during interviews and inventory.
- Future gravel/ski strip location.
- Forecasted need for more tie-down permits and lease lots.

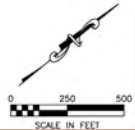
Proposed Alternative One

ALTERNATIVE 1 - NO BUILD



LEGEND

- RUNWAY SAFETY AREA
- OBJECT FREE AREA/ZONE
- RUNWAY PROTECTION ZONE



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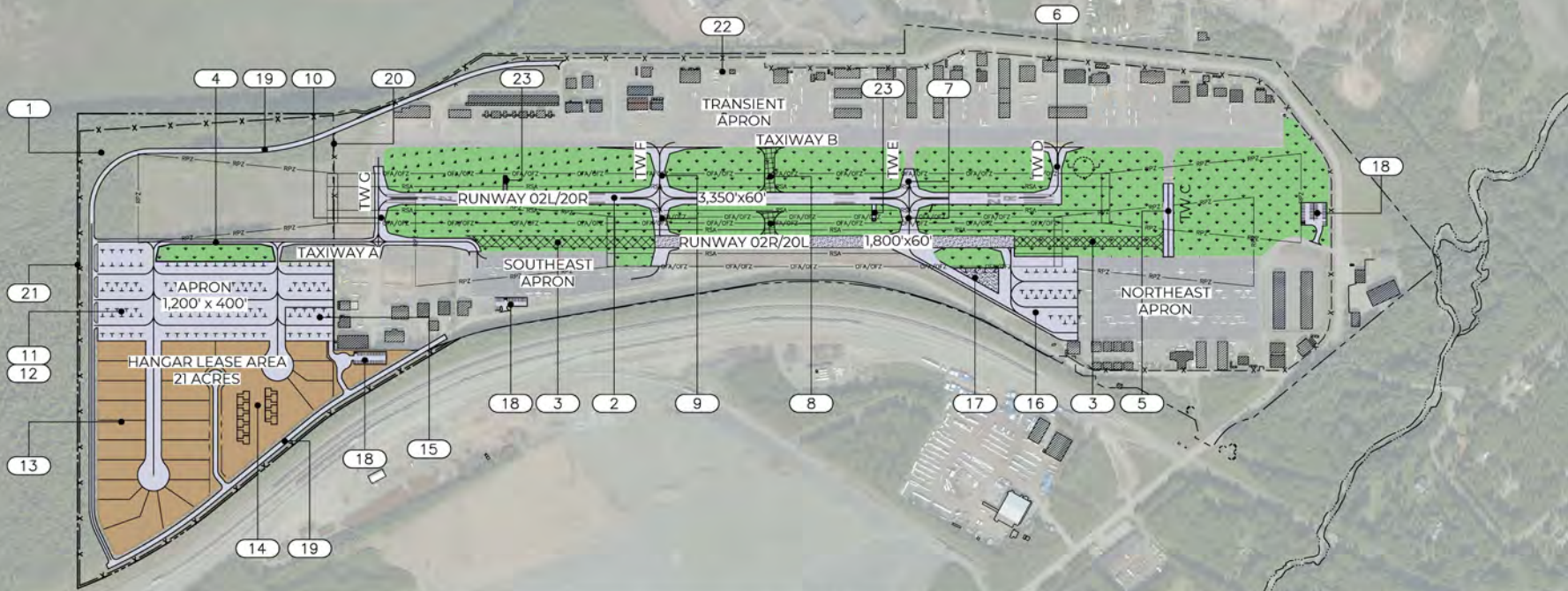
BIRCHWOOD AIRPORT MASTER PLAN
EXHIBIT - ALTERNATIVE 1
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES/CR
 BIRCHWOOD, ALASKA

DATE: 10-26-2021	DRAWN BY: TA/TC	SHEET: 1
SCALE: 1" = 500'	CHECKED BY: MS	JOB NO: 20-014

Proposed Alternative Two

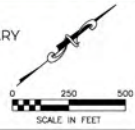
ALTERNATIVE 2

- | | | |
|--|---|--|
| 1 ACQUIRE AIRPORT PROPERTY (APPROX. 61 ACRES) | 10 RECONSTRUCT EXISTING TAXIWAY G | 18 DEVELOP NEW VEHICLE PARKING AREA WITH PORTABLE PUBLIC RESTROOM FACILITIES |
| 2 RECONSTRUCT RUNWAY 02L/20R | 11 CONSTRUCT NEW APRON (122 TIE-DOWNS) | 19 CONSTRUCT ACCESS ROADS |
| 3 REMOVE TAXIWAY A SEGMENTS | 12 INSTALL ELECTRICAL OUTLETS AT NEW TIE-DOWN SPACES | 20 REMOVE EXISTING FENCING |
| 4 CONSTRUCT TAXIWAY A EXTENSION | 13 NEW HANGAR LEASE LOT AREA | 21 CONSTRUCT NEW PERIMETER FENCING |
| 5 RECONSTRUCT TAXIWAY C | 14 NEW T-HANGAR LEASE LOT AREA | 22 CONSTRUCT NEW SEPTIC SYSTEM AT PILOT BRIEFING SHELTER |
| 6 CONSTRUCT NEW TAXIWAY D | 15 CONSTRUCT NEW TRANSIENT AIRCRAFT PARKING APRON (10 TIE-DOWNS) | 23 CONSTRUCT NEW PAPI |
| 7 RECONSTRUCT EXISTING TAXIWAY D AND RENAME TO TAXIWAY E | 16 EXPAND NORTHEAST APRON (25 TIE-DOWNS) | |
| 8 REMOVE EXISTING TAXIWAY E | 17 CONSTRUCT SUMMER AIRCRAFT TIE-DOWN AREA/WINTER SNOW STORAGE AREA (4 TIE-DOWNS) | |
| 9 CONSTRUCT NEW TAXIWAY F | | |



LEGEND

- | | |
|-------------------------------------|------------------------------------|
| HANGAR DEVELOPMENT AREAS | PROPOSED AIRPORT PROPERTY BOUNDARY |
| NEW GRASS AREA | NEW FENCE |
| NEW PAVEMENT | RUNWAY SAFETY AREA |
| NEW GRAVEL SURFACE | OBJECT FREE AREA/ZONE |
| PARKING & PORTABLE PUBLIC RESTROOMS | RUNWAY PROTECTION ZONE |
| AIRCRAFT TIE-DOWN | |



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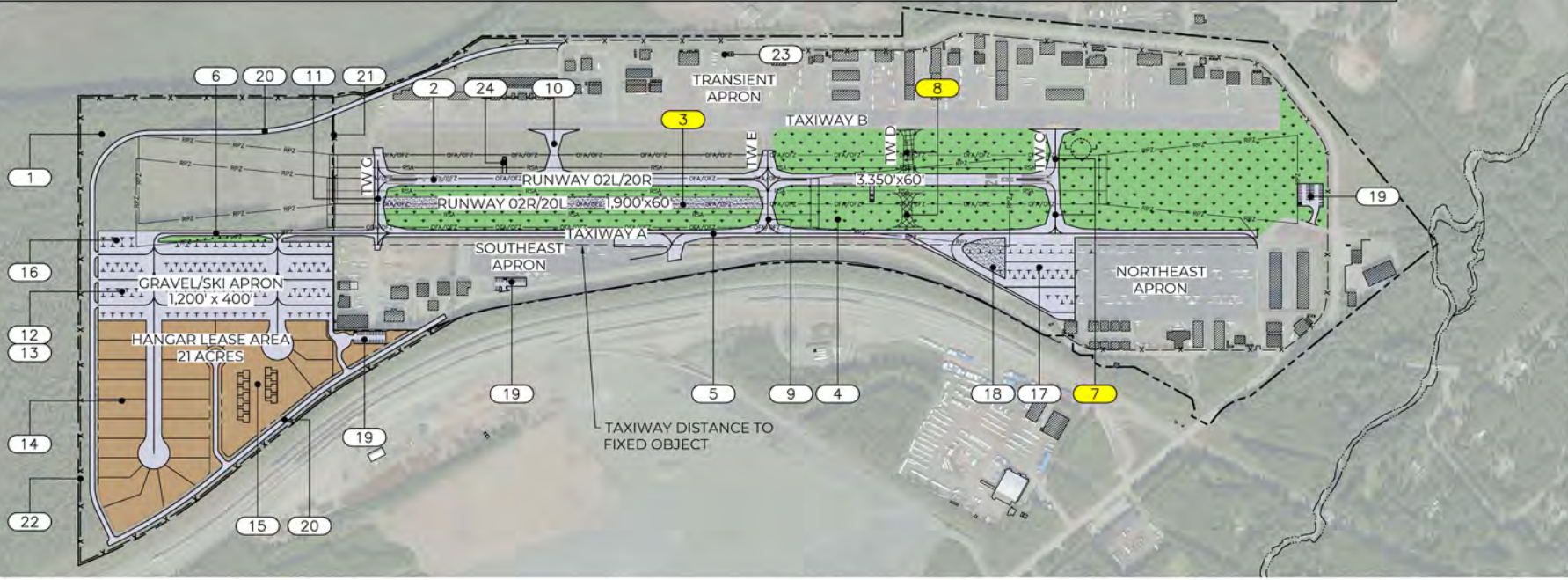
**BIRCHWOOD AIRPORT MASTER PLAN
 EXHIBIT - ALTERNATIVE 2
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES/CR
 BIRCHWOOD, ALASKA**

DATE: 10-26-2021	DRAWN BY: TA/TC	SHEET: 2
SCALE: 1" = 250'	CHECKED BY: MS	JOB NO.: 20-014

Proposed Alternative Three

ALTERNATIVE 3

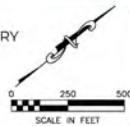
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|--|--|---|
| 1 ACQUIRE AIRPORT PROPERTY (APPROX. 61 ACRES) | 9 EXTEND EXISTING TAXIWAY E | 18 CONSTRUCT SUMMER AIRCRAFT TIE-DOWN AREA/WINTER SNOW STORAGE AREA (5 TIE-DOWNS) |
| 2 RECONSTRUCT RUNWAY 02L/20R | 10 CONSTRUCT NEW TAXIWAY F | 19 DEVELOP NEW VEHICLE PARKING AREA WITH PORTABLE PUBLIC RESTROOM FACILITIES |
| 3 CONSTRUCT NEW "SHOULDER" GRAVEL/SKI RUNWAY 02R/20L | 11 RECONSTRUCT EXISTING TAXIWAY G | 20 CONSTRUCT ACCESS ROADS |
| 4 REMOVE EXISTING RUNWAY 02R/20L | 12 CONSTRUCT NEW APRON (114 TIE-DOWNS) | 21 REMOVE EXISTING FENCE |
| 5 RELOCATE AND RECONSTRUCT TAXIWAY A TO PROVIDE REQUIRED RUNWAY SEPARATION | 13 INSTALL ELECTRICAL OUTLETS AT TIE-DOWN SPACES | 22 CONSTRUCT NEW PERIMETER FENCING |
| 6 CONSTRUCT TAXIWAY A EXTENSION | 14 CONSTRUCT NEW HANGAR LEASE AREA | 23 CONSTRUCT NEW SEPTIC SYSTEM AT PILOT BRIEFING SHELTER |
| 7 RELOCATE AND RECONSTRUCT TAXIWAY C | 15 CONSTRUCT NEW T-HANGAR LEASE AREA | 24 CONSTRUCT NEW PAPI |
| 8 REMOVE EXISTING TAXIWAY D | 16 CONSTRUCT NEW TRANSIENT AIRCRAFT PARKING APRON (10 TIE-DOWNS) | |
| | 17 EXPAND NORTHEAST APRON (30 TIE-DOWNS) | |



LEGEND

- HANGAR DEVELOPMENT AREAS
- NEW GRASS AREA
- NEW PAVEMENT
- NEW GRAVEL SURFACE
- PARKING & PORTABLE PUBLIC RESTROOMS
- AIRCRAFT TIE-DOWN

- PROPOSED AIRPORT PROPERTY BOUNDARY
- NEW FENCE
- RUNWAY SAFETY AREA
- OBJECT FREE AREA/ZONE
- RUNWAY PROTECTION ZONE
- CHANGES COMPARED TO ALTERNATIVE 2



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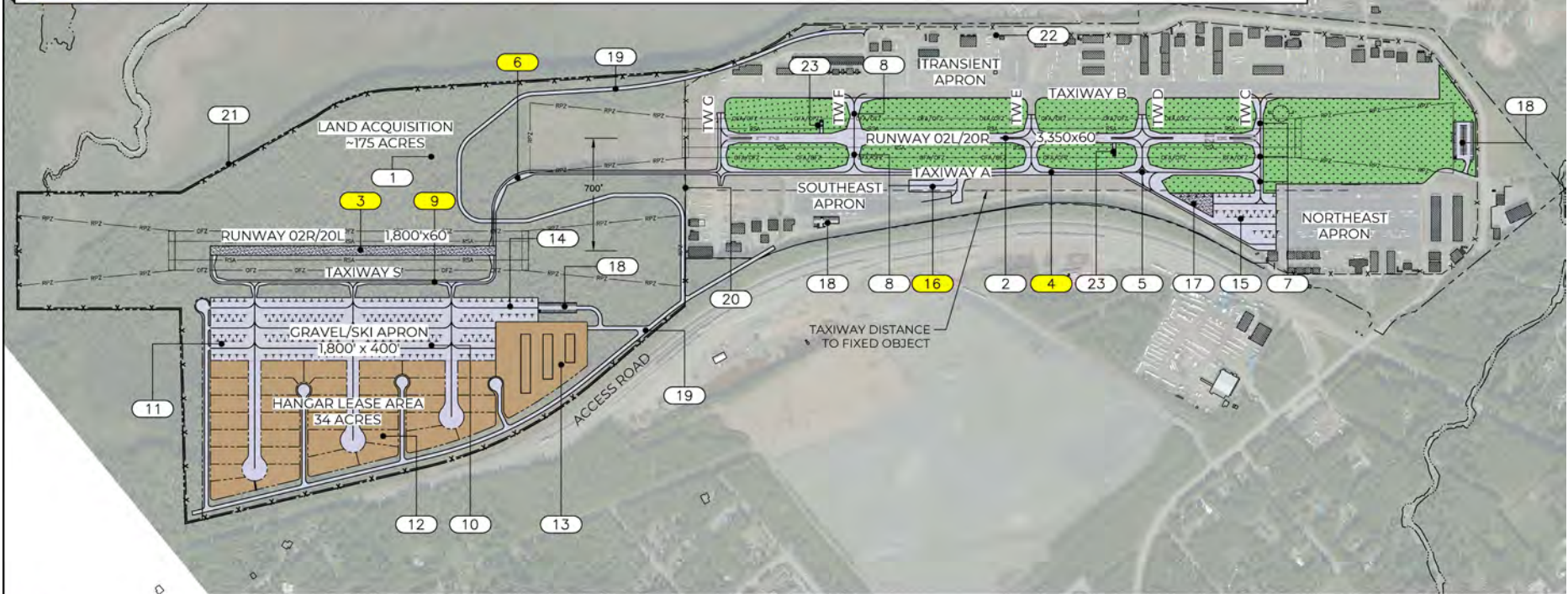
BIRCHWOOD AIRPORT MASTER PLAN
EXHIBIT - ALTERNATIVE 3
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES/CR
BIRCHWOOD, ALASKA

DATE: 10-26-2021	DRAWN BY: TA/TC	SHEET: 3
SCALE: 1" = 250'	CHECKED BY: MS	JOB NO.: 20-014

Proposed Alternative Four

ALTERNATIVE 4

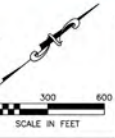
- | | | |
|--|--|---|
| 1 ACQUIRE AIRPORT PROPERTY (APPROX. 175 ACRES) | 10 CONSTRUCT NEW GRAVEL/SKI APRON (184 TIE-DOWNS) | 17 CONSTRUCT SUMMER AIRCRAFT TIE-DOWN AREA/WINTER SNOW STORAGE AREA (5 TIE-DOWNS) |
| 2 RECONSTRUCT RUNWAY 02L/20R | 11 INSTALL ELECTRIC OUTLETS AT NEW TIE-DOWNS | 18 DEVELOP NEW VEHICLE PARKING AREA WITH PORTABLE PUBLIC RESTROOM FACILITIES |
| 3 CONSTRUCT NEW GRAVEL/SKI RUNWAY 02R/20L | 12 NEW HANGAR LEASE LOT AREA | 19 CONSTRUCT ACCESS ROADS |
| 4 CONVERT EXISTING RUNWAY 02R/20L TO TAXIWAY A | 13 NEW T-HANGAR LEASE AREA | 20 REMOVE EXISTING FENCE |
| 5 RECONSTRUCT TAXIWAY A | 14 CONSTRUCT NEW TRANSIENT AIRCRAFT PARKING APRON (10 TIE-DOWNS) | 21 CONSTRUCT NEW PERIMETER FENCING |
| 6 CONSTRUCT TAXIWAY A EXTENSION | 15 EXPAND NORTHEAST APRON (29 TIE-DOWNS) | 22 CONSTRUCT NEW SEPTIC SYSTEM AT PILOT BRIEFING SHELTER |
| 7 RELOCATE TAXIWAY C | 16 EXPAND SOUTHEAST APRON | 23 CONSTRUCT NEW PAPI |
| 8 CONSTRUCT NEW TAXIWAY F | | |
| 9 CONSTRUCT NEW TAXIWAYS S | | |



LEGEND

	HANGAR DEVELOPMENT AREAS
	NEW GRASS AREA
	NEW PAVEMENT
	NEW GRAVEL SURFACE
	PARKING & PORTABLE PUBLIC RESTROOMS
	AIRCRAFT TIE-DOWN

	PROPOSED AIRPORT PROPERTY BOUNDARY
	NEW FENCE
	RUNWAY SAFETY AREA
	OBJECT FREE AREA/ZONE
	RUNWAY PROTECTION ZONE
	CHANGES COMPARED TO ALTERNATIVE 3



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BIRCHWOOD AIRPORT MASTER PLAN
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DATE: 10-26-2021	DRAWN BY: TA/TC	SHEET: 4
SCALE: 1" = 300'	CHECKED BY: MS	JOB NO.: 20-014

Alternatives Comparison

	Alt 1 – No Build	Alt 2 – Remove In-Line Taxiways	Alt 3 – Shoulder Gravel/Ski Runway	Alt 4 – Relocated Gravel/Ski Runway
Meets FAA parallel runway separation requirements for runways with simultaneous operations	No	No	No	Yes
Does not require a Modification to Standards (MOS) for Runway Separation	No	No	No	Yes
Future Runway improvements are AIP eligible if MOS is attained	No	Yes	Yes	Yes
Removes in-line taxiways and improves airport safety	No	Yes	Yes	Yes
Provides leasable land and apron space to accommodate growth	No	Yes	Yes	Yes
Apron areas are located outside of RPZs	No	No	Yes	Yes
Does not require FAA HQ approval for development justification for ski/gravel runway development	N/A	No	No	No
Maintains current runway operations	Yes	Yes	Yes	No
Establishes a parallel taxiway on the east side of the airport	No	No	Yes	Yes
Separation between the runways makes it clear to pilots that simultaneous operations are or are not allowed	No	No	Yes	Yes

7:50 p.m. – 8:00 p.m.

Next Steps and Wrap Up

Potential Public/Private Partnership (“3P”)



Today the airport is operated and managed by the Alaska Department of Transportation & Public Facilities (DOT&PF).



Third party private management is being considered as part of this Master Plan Update.



IMPORTANT: This part of the AMP Update process has not happened. This task is expected to be completed in Summer 2022.

Our Scope of Work for this FUTURE TASK: Potential Public/Private Partnership Exploration

1

Build from the **Financial Plan** component of the AMP which will:

- Address projected growth, funding needs and sources, and any proposed changes to lease rates or user fees.
- Identify gaps in revenue and provide a foundation for how to fill those gaps (a financial model or proforma).

2

Determine **possible management options** for a **possible public-private partnership** (“3P”) between DOT&PF and any other 3rd party interest.

3

Compare management options and prepare a detailed **Strengths, Weaknesses, Opportunities and Threats** and **feasibility analysis of a privately managed airport**. This analysis will:

- Consider financial and other information about each management option as it relates to the AMP Vision and Goals.

Birchwood AMP: Our Timeline

Summer 2020

Reconnaissance

Current Conditions, Uses, Issues and Needs

Fall 2020-2021

Assessment

Airport Facilities, Airspace, Finances, Partnerships, Projected Use

Early 2022

Draft Plan Development, Release + Review

Preliminary Airport Master Plan Update, Layout, Aeronautical Survey

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Plan Refinement + Finalization

FINAL Airport Master Plan Update, Layout, Aeronautical Survey, 3P Analysis

Community involvement occurs throughout, including interviews, stakeholder working group meetings, and three public meetings

Immediate Next Steps

- Post Stakeholder Advisory Group #2 and Public Meeting #2 recordings and notes.
- Develop and distribute survey – the survey will give everyone a chance to share their levels of support for the different alternatives.
 - Launch – early to mid-November and open for at least 30 days.

Learn More & Contact Us

For the Birchwood Airport Master Plan Update

<http://www.dot.state.ak.us/creg/birchwoodamp/>

Jessica Wuttke-Campoamor, DOT&PF Project Manager

Email: jessica.wuttke-campoamor@alaska.gov

Phone: 907-269-0519

Shelly Wade, Public Involvement Lead

Email: shelly@agnewbeck.com

Phone: 907-242-5326

For Airport Operations:

Kayce Eliason, Airport Manager

Email: kay.eliason@alaska.gov

Phone: 907-338-1466