

NENANA MUNICIPAL AIRPORT ALP UPDATE



MEETING SUMMARY

February 1, 2023

Project: Nenana Airport Layout Plan Update

Meeting Date: January 25th – 26th, 2023

Location: Nenana, Alaska Community Center

Attendees: **Public Open House** **January 25th, 6-8pm**

Name:

Organization:

Don and Ginger Charlie

-

Robb Wright Jr

Alaska Air

Shane Cerr

-

Ricky Turner

Resident

Sheryl Ann Turner

-

Josh Verhagen

Mayor of Nenana

Nichole Shreeve

City Administration

Lyndy White

-

Adam White

Pilot

David Clark

-

Wes Alexander Jr

-

Joe Forness

Nenana Fire Dept

Mary Alexander

Resident

David Poppe

Pilot

RD (Russell) Atwood

Union

Judd Rutledge

City

Dannie Rutledge

Resident

Nick Adkins

ACUASI

Olena Ellis

ACUASI

Project Team Lawson Bordley

FAA

Melissa Osborn

DOWL

Jason Anderson

DOWL

Ken Pyeatt

DOWL

Hannah Toomey

SALT

Advisory Committee:

<i>Name:</i>	<i>Organization:</i>
Josh Verhagen	Mayor of Nenana
Adam White	AAA/Tenant
Nick Adkins	ACUASI
David Clark	-
Aaron Burmeister	Resident/User
Brandon McMillan	Hanger Owner
Bill Larry	Dune Lake

Project Team:	
Lawson Bordley	FAA
Melissa Osborn	DOWL
Jason Anderson	DOWL
Ken Pyeatt	DOWL
Hannah Toomey	SALT

The purpose of these meetings was to discuss Nenana ALP project in both a Public Open House and Advisory Committee format. There are two sections of content, one for each respective meeting, both organized by the meeting agenda. NOTE: due to the similarity in the presentations, the Public Open House content contains most presentation-based information.

PUBLIC OPEN HOUSE

1. WELCOME AND INTRODUCTIONS

- a. Hannah Toomey, the Public Involvement Coordinator, introduced the project team:
 - Josh Verhagen, Nenana Mayor
 - Melissa Osborn, Project Manager, DOWL
 - Jason Anderson, Aviation Planner, DOWL
 - Kenneth Pyeatt, Aviation Designer, DOWL

2. AIRPORT LAYOUT PLAN PROCESS & SCHEDULE

- a. ALP Update: The timeline of the project was covered, discussing our status of investigation and solutions:
 - Investigation of issues, including airport inventory, aviation forecasts, and airport facility requirements is almost complete.
 - Moving into solutions: drafting alternatives, alternative evaluation, environmental review, and recommended alternative.

3. PUBLIC INVOLVEMENT AND DOT EXERCISE INTRO

- a. Meetings and ways to be involved:
 - Advisory Committee meetings: The second advisory committee meeting of three is scheduled for tomorrow, January 26th. The first was in June 2022, and the third is projected for fall of 2023.

- Public Open Houses: This is the second public open house of three total. The first was in June of 2022, and the third is projected to be in the fall of 2023.
- Project information can be found on the website, as well as a form to submit comments: www.portofnenana.gov.
 - i. Comments are accepted through February 28th, 2023

4. ALP UPDATE GOALS:

- a. Provide a map of existing airport features, future airport development and anticipated land use.
- b. Prepare a plan that addresses all relevant issues and satisfies local, state, and federal regulations
- c. Validate the plan through investigation of concepts and alternatives based technical, economic, and environmental grounds.
- d. Identify a realistic financial plan to support the development.
- e. Establish a realistic schedule for implementation of the proposed development.
- f. Establish a framework for a continuous planning process.

5. FORECAST REVIEW

- a. Introduction to the forecast: Who is using the Airport?
 - Tenants/Transients, Ski Planes, Float Planes, Turf Tire Ops
 - Government agencies, State of Alaska Fire Services (AFS), BLM/DNR & USFS, Military*
 - i. *FAA regulations prohibit the use of military operations in establishment of critical aircraft determination
 - University of Alaska Fairbanks (UAF) & Partners (ACUASI)
 - Medevac Services
 - A wide variety of aircraft use the facility as an alternative/divert
- b. FAA design standards are based on a “critical aircraft” -the largest and fastest aircraft using the facility, with at least 500 forecast operations annually.
- c. Airport Design Group
 - Traffic Flow Management System Counts (TFMSC) data is overwhelmingly driven by the capture of Instrument Flight Rated (IFR) related data. Most Visual Flight Rated (VFR) related flights are not represented within the data. It can be reasonably estimated that aircraft Airport Design Group (ADG) grouping data reflected within Table 26 (*see presentation, page 8*) represents 5% of the total number of operations by each of the aircraft ADG categories.
 - Table 26 also shows many aircraft identified in the “unknown” ADG category. Since the data in Table 26 shows the vast majority of known ADG groups proportionally falling within the A-I and B-II category, it can also be reasonably assumed that approximately 25% (123) of the 492 “unknown” ADG operations can be attributed to the B-II ADG (or above).
 - To determine an approximate number of B-II operations using the B-II ADG data described above and in Table 26, the following calculations apply:
 - i. B-II IFR (TFMSC) ops reported from 2001 thru 2021 = 570 (447 B-II ADG + 123 (25% of unknown ADG)
 - ii. $570 \div 20$ (years) = 28.5 (appx. number of B-II IFR ops per year, or appx. 5% of total B-II ops per year)
 - iii. $28.5 \div 0.05$ = 570 (appx. Total number of B-II operations per year)
- d. Forecast
 - VFR (estimated 95% of total B-II operations) = appx. 541.5 operations/year
 - IFR (estimated 5% of total B-II operations) = appx. 28.5 operations/year

- e. Airport Layout Plan Update proposes Runway 4L-22R be updated to a B-II runway.
- f. Current Critical Aircraft Beechcraft King Air

6. EXISTING CONDITIONS

- a. Three Runways:
 - Runway 4L-22R (Originally built as a B-III)
 - Runway 4R-22L (Grass/Ski Strip)
 - Runway 4W-22W (Water Lane)
- b. Dependable alternate for Fairbanks AND a good 'stepping off point' for backcountry aviation
- c. Mostly in good condition
- d. Main issues revolve around the deferred maintenance:
 - Maintaining pavement/markings
 - Replace lighting
 - Repair navigation aids (NAVAIDS)
 - Level and reinforce soft soils
 - Tree/brush clearing
- e. Ski Strip/Water Lane is not ALP eligible, but we are working with FAA for determination of eligibility to get FAA funding

7. FACILITIES REQUIREMENTS/ISSUES

- a. Jason covered the component, identified need or FAA standard, the existing condition, and corrective action needed for each runway, the taxiways, lighting/signage, airspace/obstructions, and landside improvements. See the presentation for the full tables of information, Attachment B
- b. Note: This is a 20-year plan with a 20-year Capital Improvement Plan (CIP). Some projects may not be included in the final plan if users and the City determine they are low priority or not affordable

8. PROJECT ALTERNATIVES

- a. Current Projects
- b. Maintaining Standards
- c. Airport Improvements

9. NEXT STEPS/NEXT MEETING DATES

- a. What's next?
 - Alternatives Evaluation
 - FALL 2023 Public Open House/ Advisory Committee
 - Final Comments and Airport Alternatives Decision
 - Airport Layout Plan (ALP) Integration
 - Capital Improvement Projects/
Facilities Implementation Plan
 - Financial Feasibility Study
- b. Submit comments and feedback through February 28th, 2023
 - Website: www.portofnenana.gov
 - Email: Info@portofnenana.gov
 - Phone: Hannah Toomey 907-317-7757

10. COMMUNITY DISCUSSION AND DOT EXERCISE

- a. Participation in discussion was high. Nearly all participants in the presentation stayed for the dot exercise, to discuss the projects, and ask questions
 - Community member Russell Atwood brought up concerns about how the jobs would be bid for, and if there would be opportunities for locals, specifically Alaska Natives, to bid for contracts.
- b. Dot exercise had high participation. See attachment

ADVISORY COMMITTEE MEETING

1. WELCOME AND INTRODUCTIONS

- a. Hannah Toomey, the public involvement coordinator, introduced the project team:
 - Melissa Osborn, Project Manager, DOWL
 - Jason Anderson, Aviation Planner, DOWL
 - Kenneth Pyeatt, Aviation Designer, DOWL
 - Josh Verhagen, Mayor of Nenana

2. ALP PROCESS & SCHEDULE

3. PUBLIC INVOLVEMENT AND DOT EXERCISE INTRO

- a. Role of the Advisory Committee:
 - Responsible and representative input is very important to the success of the ALP Update
 - Limited time commitment: 3 meetings
 - Identify Issues, Comment on Alternatives, Review Draft Report
 - Provide suggestions **AT ANY TIME**
 - Advisory Committee members will provide input that represents the views of their organization and equally consider the interests of the local community, the Airport, the city of Nenana, and the State of Alaska as a whole; seek common ground that serves the needs of all parties with a stake in the future of the Nenana airport.

4. EXISTING CONDITIONS

5. FORECAST REVIEW

6. FACILITIES REQUIREMENTS/ISSUES

7. PROJECT ALTERNATIVES

8. NEXT STEPS/NEXT MEETING DATES

9. FINAL COMMENTS/QUESTIONS/WRAP UP

- a. Submit comments by February 28th via:
 - www.portofnenana.gov
 - Info@portofnenana.gov
 - Phone: Hannah Toomey, 907-317-7757

10. DOT EXERCISE

- a. All advisory committee members in attendance stayed for the dot exercise, which was performed as a group. See Attachment E.
 - Long Term Rehabilitation
 - MAG VAR
 - Turf Surface Repair and Maintenance
 - Shoulder Use?

- Needs to be fixed for summer use
- RWY 4R-22L Lighting Rehab
 - What happens to the Ski Strip Lights when the main runway is repaved?
- RWY 4W-22W Dredging/Vegetation Removal
 - Life/safety issue
- Reroute Service Roads From 4L-22R RSA
 - No specific AC comments
- Segmented Circle and Wind Cone Replacement
 - Lighted socks not needed at water lane, but a service loop should be put in at the East end
 - Need good, bright socks, full rehab not super important, might be able to do mostly in house with maintenance
- RSA Grading and Shoulder Reinforcement
 - Higher priority, Life Safety Issue
 - Mainly needs blade work, costs are not a good indicator
 - Level out and use for hay harvesting
- Tree and Vegetation Removal
 - All ranked green
- RWY 4L-22R Parallel Taxiway Construction
 - Medium priority, add elephant ears as an interim solution
- Construct Helicopter Pad/Landing Area
 - Should be a high/med priority, EVTOL Pad for Advanced Air Mobility
 - Altering location to either same site but larger, or a different location for more room and better access.
- Lease Lot Improvements
 - High priority, but a lot of money.
 - Prioritize lots
- Pilot Lounge Improvements
 - Higher priority (but not too high)
 - Important for Transient Pilots/Female Pilots (needs a women's restroom)
 - Pilot van is used a lot
 - Water/Sewer/C St extension should be separate project (See Below)
 - High cost, but high priority
- SREB Expansion
 - How many pieces are needed? What is eligible? Grader? When new building in constructed move to new location
- Apron Improvements and Access Road Lighting
 - Med-High Priority
 - Power for preheat is important
 - Change the color temperature/intensity to FAA Reg/shielding
 - a. It's blinding
- Fencing, Electronic Gates, and Cameras
 - Cameras should be priority in this project, followed by automatic gates that allow passage but closed to wanderers/animals
 - Concern about vandalism, how well they work in the cold climate
- Aviation Campground
 - Remove North Option, double width of float pond for access (see below)

- Float Pond Fuel System
 - No comments
- Float Plane Slip Construction
 - Combine w/ Dredge...no docks, just more parking basin/parallel water taxi lane
- Float Pond Entrance and Road Reconfiguration
 - Higher priority, reuse temporary bridges and put in footers for permanent install
- Water/Sewer/C St Extension
 - High Priority, but a lot of money

The information contained herein represents our understanding of items discussed and decisions made at this meeting. We will assume this summary is correct unless notice to the contrary is brought to our attention within seven (7) days of the date of this summary.

SALT

Prepared by: Hannah Toomey, SALT

ATTACHMENTS

Public Open House

A: Flyer

B: Presentation

C: Sign-In Sheet

D: Open House Images

Advisory Committee

E: Dot Exercise

F: Sign-In Sheet



Welcome

Nenana ALP Update Public Open House Meeting #2

January 25, 2022



INTRODUCTIONS



Josh Verhagen, Nenana Mayor

Melissa Osborn, Project Manager, DOWL

Jason Anderson, Aviation Planner, DOWL

Kenneth Pyeatt, Aviation Designer, DOWL

Hannah Toomey, Public Involvement SALT

THE AGENDA



1. Introductions

2. ALP Process/Schedule

3. Public Involvement/Dot Ex Intro

4. Existing Conditions

5. Forecast Review

6. Facilities Requirements/Issues

7. Project Alternatives

8. Next Steps/Next Meeting Dates

9. Final Comments/Questions/Wrap-Up

10. Dot Exercise



AIRPORT LAYOUT PLAN UPDATE



WE ARE HERE



PUBLIC OPEN HOUSE/ADVISORY COMMITTEE MEETING



PUBLIC INVOLVEMENT



3 Advisory Committee Meetings

- November 2022
- January 2023
- Fall 2023 (TBD)



3 Public Open Houses

- November 2022
- January 2023
- Fall 2023 (TBD)

A light blue silhouette of a commercial airplane, facing right, positioned behind the text.

**Project Information + Submit
Comments**
www.portofnenana.gov

A light blue silhouette of a commercial airplane, facing right, positioned behind the text.

**Comments and Feedback
Accepted through**
[February 28, 2023](#)

ALP UPDATE GOALS



1. Provide a map of existing airport features, future airport development and anticipated land use.
2. Prepare a plan that addresses all relevant issues and satisfies local, state, and federal regulations
3. Validate the plan through investigation of concepts and alternatives based technical, economic and environmental grounds.
4. Identify a realistic financial plan to support the development.
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FORECAST REVIEW

Who is using the Airport?

- Tenants/Transients
 - Ski Planes, Float Planes, Turf Tire Ops
- Government agencies, State of Alaska Fire Services (AFS), BLM/DNR & USFS, Military*
- University of Alaska Fairbanks (UAF) & Partners (ACUASI)
- Medevac Services
- A wide variety of aircraft use the facility as an alternative/divert



FAA design standards are based on a “critical aircraft” - the largest and fastest aircraft using the facility, with **at least 500** forecast operations annually.

*FAA regulations prohibit the use of military operations in establishment of critical aircraft determination

AIRCRAFT DESIGN GROUP

Aircraft Approach Category

- A Approach speed less than 91 knots.
- B Approach speed 91 knots but less than 121 knots.**
- C Approach speed 121 knots but less than 141 knots.
- D Approach speed 141 knots but less than 166 knots.
- E Approach speed 166 knots or more.

Airplane Design Group

#	Tail Height [ft.(m)]	Wingspan [ft.(m)]
I	<20' (<6m)	<49' (<15m)
II	20' - <30' (6m - <9m)	49' - <79' (15m - <24m)
III	30' - <45' (9m - <13.5m)	79' - <118' (24m - <36m)
IV	45' - <60' (13.5m - <18.5m)	118' - <171' (36m - <52m)
V	60' - <66' (18.5m - <20m)	171' - <214' (52m - <65m)
VI	66' - <80' (20m - <24.5m)	214' - <262' (65m - <80m)

Example Aircraft



A-I Cessna 182*



A-II Cessna 208*



B-I Cessna 340*



B-II Beechcraft King Air 90*



B-III DC-6



C-II Bombardier Challenger 600



C-III Gulfstream V



D-III Gulfstream G650

*intended for aircraft weighing 12,500lbs or less

447 B-II ADG
 +123 25% of unknown ADG
 570 Annual B-II Ops

- Airport Layout Plan Update proposes Runway 4L-22R be updated to a B-II runway
- Current Critical Aircraft Beechcraft King Air



EXISTING CONDITIONS

- Three Runways:
 - Runway 4L-22R (Originally built as a B-III)
 - Runway 4R-22L (Grass/Ski Strip)
 - Runway 4W-22W (Water lane)
- Dependable alternate for Fairbanks AND a good 'stepping off point' for backcountry aviation.
- Mostly in Good Condition
- Main Issues Revolve Around Deferred Maintenance:
 - ✓ Maintaining Pavement/Markings
 - ✓ Replace Lighting
 - ✓ Repair NAVAIDS
 - ✓ Level and Reinforce Soft Soils
 - ✓ Tree/Brush Clearing

FACILITY REQUIREMENTS...RUNWAYS

● Good Condition
 ● Opportunities for Improvement / Not Safety or Regulation Related
 ● Critical Work

Component	Identified Need or FAA Standard	Existing Condition	Corrective Action
Runway 4L-22R - RDC B-II, Greater Than ¾ Mile			
Alignment	95% Crosswind Coverage At 16kts	99.9% Crosswind Coverage	None
Length	3,900'	4,600'	Maintain Existing
Width	75'	100'	Maintain Existing
Condition	PCI 70-100	PCI 80.4	Fix Longitudinal Cracking, Preventive Maintenance, Long Term Rehabilitation
Safety Area Width	150'	300'	Level And Reinforce
Safety Area Length Beyond Runway End	300'	600'	Reroute Service Road
Object-Free Area Width	500'	800'	Remove Trees
Object-Free Area Beyond Runway End	300'	600'	Remove Trees
Runway Protection Zone	1,700'x1,000'x1,510'	1,700'x1,000'x1,510'	Remove Trees, Address Powerlines

FACILITY REQUIREMENTS...RUNWAYS

● Good Condition
 ● Opportunities for Improvement / Not Safety or Regulation Related
 ● Critical Work

Component	Identified Need or FAA Standard	Existing Condition	Corrective Action
Runway 4R-22L - RDC A-I, Visual			
Alignment	95% Crosswind Coverage At 13kts	99.9% Crosswind Coverage	None
Length	830'	1,980'	Maintain Existing
Width	60'	60'	Maintain Existing
Condition	Graded, Drained	Soft, Poor Drainage	Level And Reinforce
Safety Area Width	120'	120'	Add Shoulders
Safety Area Length Beyond Runway End	240'	240'	Maintain Existing
Object-Free Area Width	250'	250'	Remove Trees
Object-Free Area Beyond Runway End	240'	240'	Remove Trees
Runway Protection Zone	1,000'x250'x450'	1,000'x250'x450'	Remove Trees

FACILITY REQUIREMENTS...RUNWAYS

● Good Condition
 ● Opportunities for Improvement / Not Safety or Regulation Related
 ● Critical Work

Component	Identified Need or FAA Standard	Existing Condition	Corrective Action
Runway 4W-22W - RDC A-I, Visual			
Alignment	95% Crosswind Coverage At 13kts	99.9% Crosswind Coverage	None
Length	3,500'	3,601'	Maintain Existing
Width	Preferably 200'	100'	Maintain Existing
Condition	4-6' Depth	Debris And Shallow Vegetation	Dredge And Clear Vegetation
Safety Area Width	120'	120'	Maintain Existing
Safety Area Length Beyond Runway End	240'	240'	Maintain Existing
Object-Free Area Width	250'	160'	Remove Trees
Object-Free Area Beyond Runway End	240'	200'	Remove Trees
Runway Protection Zone	1,000'x250'x450'	1,000'x250'x450'	Maintain Existing

FACILITY REQUIREMENTS...TAXIWAYS

● Good Condition
 ● Opportunities for Improvement / Not Safety or Regulation Related
 ● Critical Work

Component	Identified Need or FAA Standard	Existing Condition	Corrective Action
Taxiway Width			
TDG-II Taxiways Twy A And B	35'	50'	Maintain Existing
TDG-I Taxiways Twy C	25'	25'	Maintain Existing
Taxiway Safety Area			
ADG -II Taxiways	79'	118'	Maintain Existing
ADG -I Taxiways	49'	49'	Maintain Existing
Taxiway OFA			
RDC-II Taxiways	124'	186'	Maintain Existing
RDC-I Taxiways	89'	89'	Maintain Existing
Other Taxiway Needs	Limited Taxi Conflicts, Minimize Runway Crossings	No Full Length Parallel Twy, Twy C Conflicts with Approach	Construct Full Length Parallel Taxiway, Realignment of Taxiway A & B



FACILITY REQUIREMENTS... LIGHTING/SIGNAGE

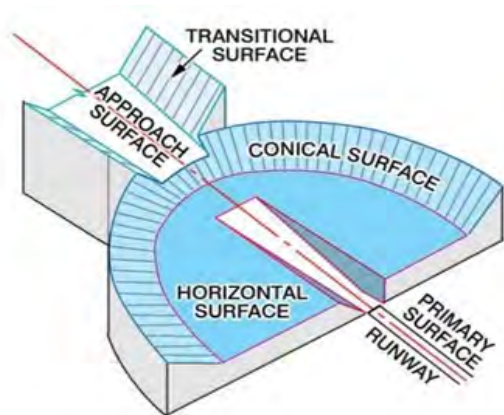
● Good Condition ● Opportunities for Improvement / Not Safety or Regulation Related ● Critical Work

Component	Identified Need or FAA Standard	Existing Condition	Corrective Action
Runway Edge Lighting			
4L-22R	MIRL, REILS	MIRL, REILS	Rehab or Replace
4R-22L	MIRL	MIRL	Rehab or Replace, Add Markers for Winter Operations
Runway Markings (4L-22R)	Non-Precision Approach Markings	Non-Precision Approach Markings	Repaint Markings
Airfield Signage	Standard Signage	Standard Signage	Rehab Or Replace, Improve Wayfinding

FACILITY REQUIREMENTS... AIRSPACE/OBSTRUCTIONS

● Good Condition ● Opportunities for Improvement / Not Safety or Regulation Related ● Critical Work

Component	Identified Need or FAA Standard	Existing Condition	Corrective Action
Helicopter Ops	Helipad Away from Fixed Wing	Helicopters Use Apron	Identify Future Landing and Parking Areas for Helicopters
Instrument Approach	Non-Precision	Non-Precision; RNAV 4L (500', 1mi)	Request FAA Perform Study to Add More Approaches. LPV, To Lower Mins.
Part 77 Surfaces	Free Of Obstacles or Otherwise Marked	Obstacles In Horizontal, Primary, And Transitional Surfaces	Remove Trees
On-Airport Nav aids	Various	PAPI On Runway 4L-22R, NDB, Beacon, Seg Circle, Windsocks	Repair Segmented Circle, And Windsocks (add Windsock Lighting)



Part 77 Surfaces
Imaginary surfaces need to be protected for safe approaches and departures.



Segmented Circle and Windsock
Deferred Maintenance and overgrown brush effect the performance and reliability or NAV AIDs

FACILITY REQUIREMENTS...LANDSIDE IMPROVEMENTS

● Good Condition ● Opportunities for Improvement / Not Safety or Regulation Related ● Critical Work

Component	Identified Need or FAA Standard	Existing Condition	Corrective Action
Lease Lots	Expand With Aprons	19 Vacant Lots, Other Underused Lease Lots	Look For Opportunities to Help with Lease Lot Development. Reconfigure lease lots to appropriate size, Fill/Grade, Add road and aircraft access infrastructure
Terminal Building	Preserve Option for Future Public Terminal	Pilots Lounge near Fuel Depot	Identify And Reserve Space for Future Public Terminal
Parking	Adequate Vehicle Parking	Adequate Vehicle Parking Needed	Identify And Reserve Space for Future Public Parking
Access Roads	Safe, Efficient Access	Separate Access Roads for North and South, Traversing/Crossing Taxiways, No Signage for Direction Finding or Safety	Improve and/or Re-Route Pedestrian and Vehicular Access to Gain Access to Lease Lots Without Accessing Movement Areas. Install Signage So People Know What Is Authorized
Facilities and Equipment	Adequate Facilities and Equipment	Needs Better Mowing and Snow Equipment	Acquire additional SRE and Large Area Mower
Snow Storage	Adequate Space	Adequate Space	Expand SREB As Needed
Utilities			
Water	Potable Water	No Water	Investigate Piped Water Service
Wastewater	Municipal Sewage System	Flush-Haul System	Investigate Piped Sewer System
Comms	Available At All Lease Lots	No Comms	Investigate Telecom Service
Electric	Available At All Lease Lots; Backup Generation for Runway Lights and Nav aids	No Electrical at Most Lease Lots	Expand To Parking Aprons, And Lease Lots
Fencing And Security / Wildlife Control	Secure Airport Perimeter Fencing; Adequate Lighting	No Fencing along River, Multiple Public Trails Entering AOA, Manual Gates, No Definitive Separation of Airside and Land Side Areas	Ensure Landside and Airside Are Marked and Secured. Install Camera System and Electronic Gates. Ensure Fence Line Is Accessible for Inspection. Install Lighting for Apron and Common Use Areas.

DOT EXERCISE

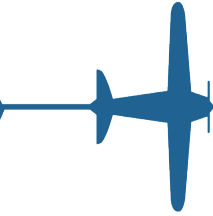
Project	High Priority	Medium Priority	Low Priority
Turf Surface Repair			
4W-22W Dredging			
Windsock Replacement			
Reroute Service Roads			
Tree Removal			
Lease Lot Improvements			
Helicopter Pad			

The Dot Exercise allows you to rank a proposed projects' priority – **High**, **Medium**, and **Low**.

- Everyone is given **5** Red, **5** Yellow, and **5** Green Dots
- Your ranking will help us determine the priority and schedule for the projects

Keep these rankings in mind as we begin reviewing the project details

PROJECT ALTERNATIVES



Project Alternatives are based on 3 categories:

1. Current Projects

2. Maintaining Standards

3. Airport Improvements

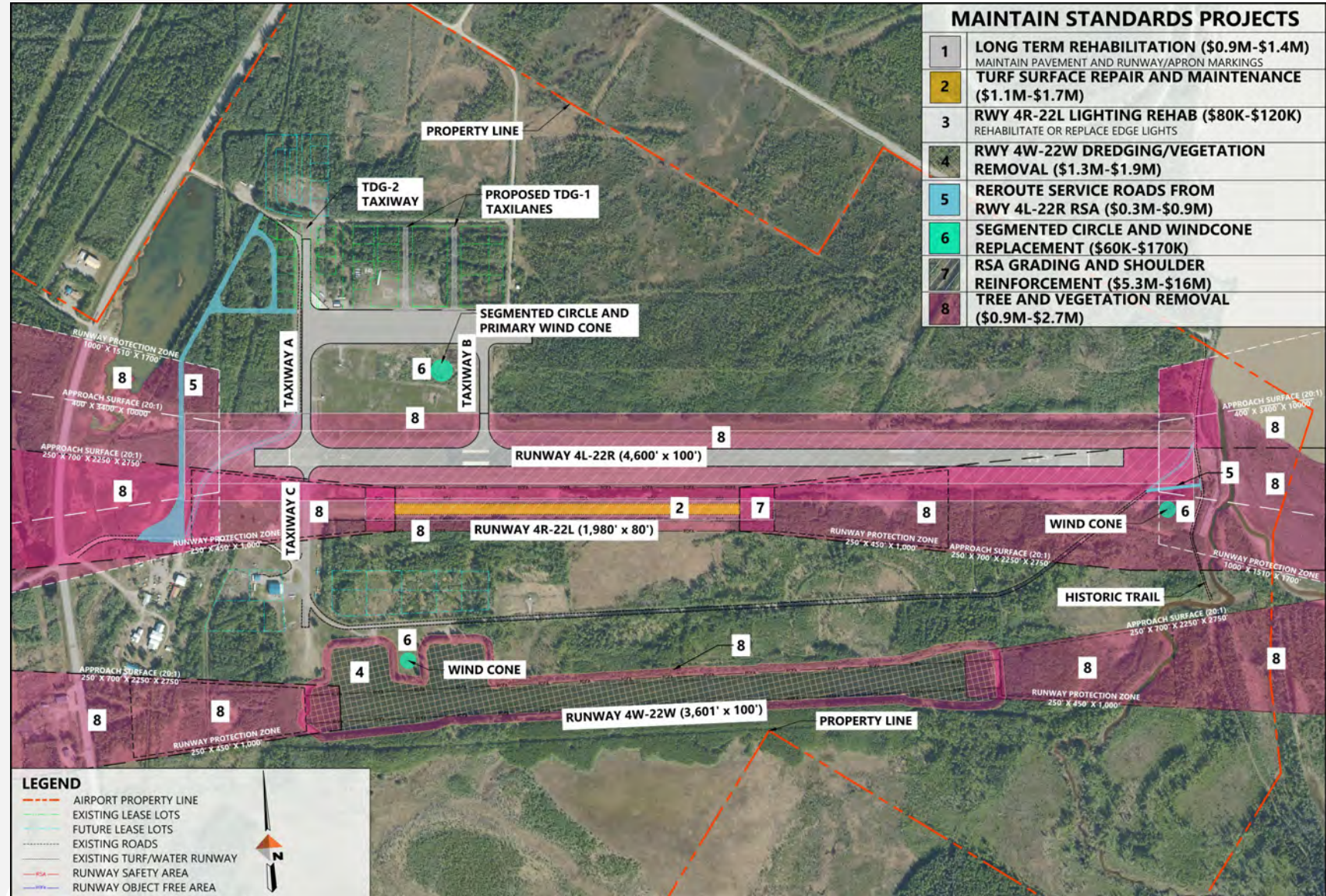
NENANA AIRPORT OVERVIEW



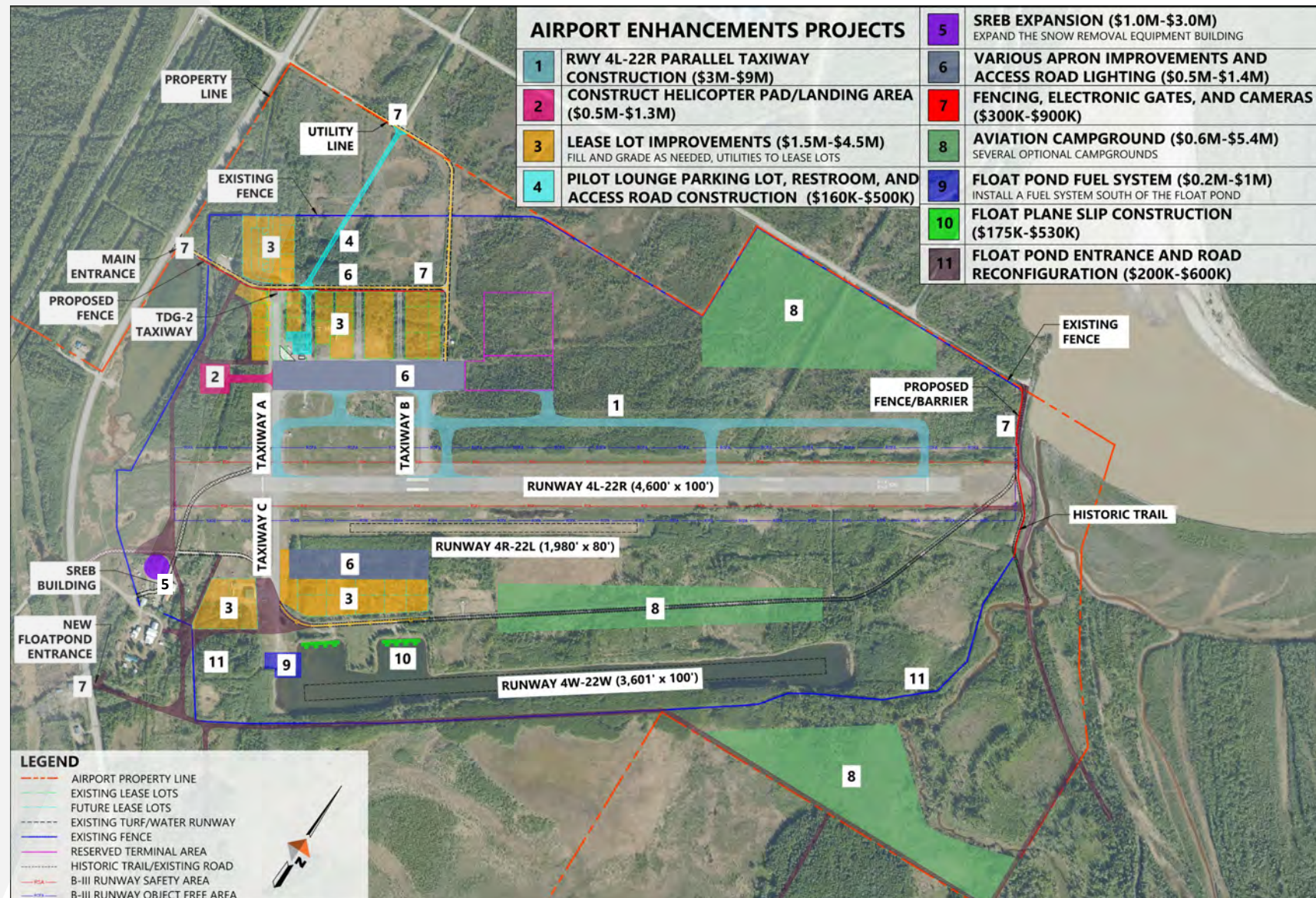
CURRENT PROJECTS



MAINTAINING STANDARDS



AIRPORT ENHANCEMENTS



NEXT STEPS

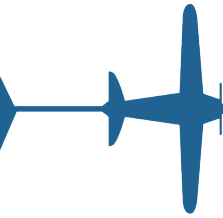


Comments and Feedback
Accepted through
February 28, 2023

What's next?

- Alternatives Evaluation
 - FALL 2023 Public Open House/ Advisory Committee
 - Final Comments and Airport Alternatives Decision
- Airport Layout Plan (ALP) Integration
- Capital Improvement Projects/
Facilities Implementation Plan
- Financial Feasibility Study

NEXT STEPS



**Comments and Feedback
Accepted through
February 28, 2023**

How you can stay involved:

Advisory Committee/Public Open House

- FALL 2023 (TBD)

Contact Us



portofnenana.gov



Info@portofnenana.gov

- Melissa Osborn, Project Manager, DOWL
- Jason Anderson, Aviation Planner, DOWL
- Hannah Toomey, Public Involvement, SALT



(907) 317-7757



Thank You



DOT EXERCISE

Project	High Priority	Medium Priority	Low Priority
Turf Surface Repair			
4W-22W Dredging			
Windsock Replacement			
Reroute Service Roads			
Tree Removal			
Lease Lot Improvements			
Helicopter Pad			

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NENANA MUNICIPAL AIRPORT

SIGN UP SHEET

THU Public Open House #2 AC
 Wednesday, January 26, 2023
 Civic Center, Nenana, AK

PRINT NAME	ORGANIZATION	EMAIL ADDRESS
Adam White	PANN GUY	14289@gmail.com
Nick Adkins	ACUAST	nadkins@alaska.edu
David Chast		AK David10@gmail.com
Lawson Bordley	FAA	lawson.s.bordley@FAA.gov
M Osborn	DOWNL	MOSBORN@DOWNL.COM
BILL LARRY	DONE LAKE & Mudd LAKE FAS	907 251 8098
Aaron Barmister	PANN-resident-user	abarmister@turnet.com
BRANDON McMILLAN	PANN-HANGER OWNER + USER	BRANDON.MCMILLAN1@YAHOO.COM

Project	High Priority	Medium Priority	Low Priority	Notes (AAC)
Long Term Rehabilitation (\$.9M-\$1.4M) Maintain Pavement and Runway Apron Markings	0	5	0	Maintaining the pavement is important for long term care, funds should be reserved to ensure preventative maintenance
Turf Surface Repair and Maintenance (\$1.1M-\$1.7M)	2	2	0	Needs to be fixed for summer use
RWY 4R-22L Lighting Rehab (\$80k-\$120k) Rehabilitate or replace edge lights	4	2	0	What happens to the ski strip lighting when the main runway is worked on/complete? Compatible systems?
RWY 4W-22W Dredging/Vegetation Removal (\$1.3M-\$1.9M)	5	0	0	Life Safety Issue
Reroute Service Roads From 4L-22R RSA (\$0.3M-\$0.8M)	4	2	1	
Segmented Circle and Wind cone Replacement (\$60k-\$170k)	2	3	0	Lighted socks not needed at Waterlane, but a service loop should be put in at the East end Need good bright socks, full rehab not super important, might be able to do mostly in house with maintenance
RSA Grading and Shoulder Reinforcement (\$5.3M-\$16M)	0	2	1	Needs Higher Priority, Life Safety Issue, Manily needs blade work, costs are not a good indicator. Level out and use for hay harvesting
Tree and Vegetation Removal (\$0.9M-\$2.7M)	5	0	0	
RWY 4L-22R Parallel Taxiway Construction (\$3M-\$9M)	4	0	1	Medium Priority, add elephant ears as an interim solution
Construct Helicopter Pad/Landing Area (\$.5M-\$1.3M)	2	5	4	Should be a high/med priority, EVTOL Pad for Advanced Air Mobility, Altering location to either same site but larger, or a different location for more room and better access.
Lease Lot Improvements (\$1.5M-\$4.5M) Fill and grade as needed, utilities to lease lots	5	0	0	High priority, but a lot of money. Prioritize lots
Pilot Lounge Improvements (\$160k-\$500k) Construct parking lot, and restrooms	0	3	0	Higher priority (but not too high) Important for Transient Pilots/Female Pilots, Pilot van is used A LOT, Economic impact (Water/Sewer/C St extension should be separate project (See Below)
SREB Expansion (\$1M-\$3M) Expand the Snow Removal Equipment Building	4	2	0	How many pieces are needed? What is eligible? Grader? When new building in constructed move to new location
Apron Improvements and Access Road Lighting (\$.5M-1.4M) Rehabilitate apron lighting and add tiedown outlets, Install Road lighting	3	3	0	Med-High Priority Power for Preheat is important Change the color temperature/intensity to FAA Reg/Sheilding Its Blinding
Fencing, Electronic Gates and cameras (\$300-\$900k)	2	1	2	Cameras should be priority in this project, followed by Automatic gates that allow passage but closed to wanderers/animals
Aviation Campground (\$.6-\$5.4M)	2	3	4	Remove North Option, double width of Floatpond for access (See Below)
Float Pond Fuel System (\$.2M-\$1M) Install Fuel System near Float Pond	4	2	0	
Float Plane Slip Construction(\$175k-\$530k) Install parking dockage for float planes	1	1	0	Combine w/ Dredge...no docks, just more parking basin/ parallel water taxi lane
Float Pond Entrance and Road Reconfiguration (\$200K-\$600K)	0	6	0	Higher priority, Reuse temporary bridges and put in footers for permanent install
Water/Sewer/C St Extension				high priority, but a lot of money.