NENANA MUNICIPAL AIRPORT
ALP UPDATE

MEETING SUMMARY

Project: Nenana Airport ALP

Meeting Type   Open House #1

Meeting Date: June 22, 2022

Location: Nenana Civic Center

Participants: <u>Public Stakeholders</u>
Brandon McMillan
Adam White
Lyndy White
David Clark
David Poppe
Kat McElroy
Matt Sweetsir
Mary Alexander
Wes Alexander
Victor Lorel
Jaret Lawrence, ENN Airport Manager
Josh Verhagen, Nenana City Mayor

<u>Project Team</u>
David Sanches, FAA Northern Region Community Planner
Melissa Osborn, Project Manager, DOWL
Megan Jones, Lead Planner, DOWL
Michael Fredericks, Public Involvement, SALT

The purpose of the meeting was to discuss Nenana ALP project in an Open House format. The following items were discussed:

1. **PRE-MEETING DISCUSSION**
    Before the start of the formal meeting, Josh and Jaret gave updated the Airport:
    a. Airport Funding:
        i. Waiting on grant for lighting design
        ii. Local and FFA others advocating for funding
    b. Newest Additions to the Airport:
        i. Courtesy van – available for pilots use
            1. Pin on lockbox to access car
            2. Asked to refuel when finished
            3. Flight log
            4. Second one in the works
        ii. Pilots lounge
            1. Hope to find funding to renovate

2. A place for pilots to have amenities

2. **WELCOME AND INTRODUCTIONS**
   a. Melissa Osborn, the Nenana ALP Project Manager introduced the project team:
      i. Melissa Osborn, Project Manager, DOWL
      ii. Meg Jones, Lead Planner, DOWL
      iii. Michael Fredericks, Public Involvement, SALT
      iv. Jaret Lawrence, ENN Airport Manager
      v. Josh Verhagen, Nenana City Mayor
      vi. David Sanches, FAA Northern Region Community Planner

3. **WHAT IS AN ALP – Airport Master Plan**
   a. An ALP update is a comprehensive study of an airport that describes the short-, medium-, and long-term development plans to meet future aviation demand.
   b. It is required to have a current and future layout plan and needed to qualify for funding
   c. The steps of the plan include:
      i. Public Involvement: 3 public open houses, 3 advisory committee meetings throughout the project.
      ii. Inventory: an inventory of current airport conditions and pertinent data
      iii. Environmental Considerations: a big picture of environmental requirements needed to move forward with proposed projects in the alternative phase
      iv. Forecast: Forecast for aviation demand in the short, medium and long term time frame
      v. Facility Requirements: evaluate the ability of the existing facilities at Nenana to accommodate the aviation demand activity forecasts and to identify where and when facility additions and improvements may be needed.
      vi. Alternatives Development and Evaluation: During this phase we will identify a series of design alternatives to accommodate forecasted levels of demand. We will assess the expected performance of each alternative against a range of criteria including operational, environmental, financial, and forecasted growth. A recommended alternative will emerge from this and process and will further be defined in the following tasks.
      vii. Airport Layout Plan: An ALP is a set of drawings that depicts a graphic representation of the long-term development plan for the airport. This is one of the main products of the ALP Update and includes the preferred alternative development plan.
      viii. Facilities Implementation Plan: Provides a description of the recommended improvements and associated costs. The schedule of improvements depends on the demand for expansion.
      ix. Financial Feasibility Analysis: is an economic evaluation of the entire plan of development.

4. **AIRCRAFT EXISTING CONDITIONS**
   a. An Airport's Reference Code is the combination of its Airport Design Group and Aircraft Approach Category:

      i. Airplane Design Group determined by wingspan and tail height

      ii. Aircraft Approach Category determined by the aircraft approach speed

      iii. Nenana's current Airport Reference code is B-III.

         1. Determined by a record of aircraft that operates at least 500 itinerant operations on an annual basis

b. Airport Reference Code determines the design standards for the runway.

      i. Runway Existing Conditions based on B-III from FAA AC 150/5300-13B

      ii. Basis for design for dimensions, runway safety area, object free area, primary surfaces, approach slope, and protection zones.

c. Current Phase of ALP assesses the existing Airport Reference Code:

      i. Gathering information about aircrafts that frequent the airport

         1. Collected data

            a. June (to date) - 394 interactions with airports

               i. 5000 ft high

               ii. 5 miles wide

            b. Call 3 seconds or longer

            c. Captured with Radio ABSB

            d. Window collecting data – September

            e. Justifies reasoning for changes

5. **NEXT STEPS**

a. Ways to keep in touch and informed:

      i. Survey: https://www.surveymonkey.com/r/NenanaSurvey

      ii. Open Houses:

         1. November 2022: Present the facility requirements and discuss the identification of alternatives.

         2. May 2023: Report on the final recommendation for the preferred alternative with is selected.

      iii. Website: www.portofnenana.gov

         1. Receives comments and ideas

         2. Shows updates and information

      iv. Email: Info@portofnenana.gov

      v. Phone: Michael Fredericks, 907-223-3493

6. **QUESTIONS/COMMENTS**

- Public Access and Use
- Have not discussed closing any areas off
  - Need to ensure safety
- Access road from the south would allow for
  - Aviators to come in
  - Access to pond and float strip
  - Prevents cars from driving across runway
  - Try to encourage drivers and community to come in from needed side of the building
- Need better signage
  - Could help public know where they should and should not be

- o Daily occurrences of people crossing runway to get to another side
- Fairbanks has a park to camp and be in a safe place
- Trail at end of runway can't be blocked
    - o How do we make it safer for people to cross there without getting onto runway
    - o Used for skiers, dog mushers, snow machines etc.
    - o Runway has almost zero connections with the community outside of the trails
    - o Not an aviation community
    - o Experiencing different difficulties than other communities because most communities the airport is in the center of town
- Public vs Aviators
    - o Two different groups with two different opinions on the airport
    - o Most of the use of the runways are from out of towners
- Great benefits for safety and front line
- Significant issues with people crossing the runway
    - o Lots of people do not feel it matters
- Use for airport goes beyond recreational flying
    - o Used for groceries, testing, scientist studies
- Possibilities to engage with tourists through connecting transportation
    - o Tours
    - o Hot springs
    - o Boat → airport → downtown
    - o Grant applied for
    - o Unique experiences / authentic feel
    - o Events
        - ▪ Airshows/ feature aircrafts
        - ▪ Poker run
        - ▪ Flower drops
- Need safer ways to connect the community
- Two grants have been applied for drag lines
    - o A little money would go a long way
    - o Current option does not function properly
- DNR Permit
    - o With permit from DNR
    - o Per project can get 5000 yards with no royalty or fee
        - ▪ If you go beyond that it is 30-50 cents per yard
        - ▪ $3/ yard for commercial
- We want to reroute roads, prevent incursions.
- Lots of non-aviation use at the airport. Dog walking, berry picking, trails, jogging. Do not restrict access to the airport, this is a community airport.
- A new road from the south to access float pond and ski strip would help prevent incursions
- Issues with ATV's, sno-go's and vehicles on runway. Need better signage.
- Would like to explore an air camping park, like at FAI. Hunting season brings air campers.
- Old sled dog trails come through airport, cross it. These are historic trails. How do we make this safer for ski, dog mushing, snow machining?

- Runway/airport has no connection to the community, has a conflict with historic trails. Trails are more important to the community than the airport. Most airport use is by out of towners
- Airport benefit to community is forestry/fire attack, fuel sales tax, all weather runway for interior/
- Adam White tells people where to pick berries so ravens don't eat them, get berry drunk then stay at airport, as a nuisance.
- People who drive across runway think rules apply to everyone but them.
- This airport saved Nenana city from a fire in 2008. People forget how important this airport is.
- ACUASI uses the airport for drones, Nenana is a good test area, weather balloons and scientific research happen here.
- Less congested airspace than FAI.
- Training ground for clear/military RNAV practice approaches
- Pro-flight (flight school) relies on Nenana for students and uses airport regularly. Same with gliders.
- How can we safely improve this community's connection to the airport?
- Need more security cameras, patrols. Fuel gets siphoned from aircraft; people have bonfires in unsafe places (near aircraft).
  - Airport testing battery/solar cameras at boat launch, might be good for airport if proven.
  - FAA has 4 weather cams onsite, not for security though.
- Nenana's NDB is outdated.
- Airport needs connection to city water.
- 2 GPS approaches on one runway end cause lower mins for commercial pilots (Warbelows) – would like one GPS approach on opposite runway end to allow more low vis use of airport.
- ADF&G is happy with this airport
- How can we connect this airport and area villages?
  - Bring business to airport? Tax incentives/tax break for new businesses?
  - Aircraft painting business?
  - Authentic hot springs flight tour? Manley, Circle, Chena? Boat to Manley, fly out?
- Multi-modal grant applied for -connect local trails and add safe crossings
- What is planned for railroad? Will they reroute? Will it affect operations/airport?
  - If this happens, Nenana would get overpasses, funding is the issue.
- Lease lots are too big to develop. Need to be right size, right shape and ideally with fill and access to water/power connections.
- Apron needs power for a/c plug ins
- City can access gravel from river through DNR permit, 5 yards no fee for city projects per project After that 30-50 cents per yard or $3/yd commercial. Nenana needs a way to get material out, perhaps out of the float pond?
- What happens without a B-III critical aircraft determination?
- Nenana lost leisure/corp jet traffic when runway dropped to 4600'. Residents want to keep runway length. Need reasonable justification to keep this. Life med/Lear came into ENN a lot this spring
- Nenana is often described by visitors as an 'authentic' community

- o Nenana has a great history and is in a great location
- o Denali cannot compete-no locals running businesses, working, living.
- We want fly ins, airshows.
- Some people want to use this airport as a drag strip
- People want improved signage on airport to convince community to look up, start w/the schools. State has material to do this
- EMS-runway was needed last winter for medevac when roads were closed (ice/snow storm). Runway very important for this.
- Need better snow removal equipment at the airport, improve snow removal clearance times. 4 hours right now to clean runway in snow event.

7. **NEXT STEPS**
   a. Survey
      i. Fill out survey (4 minutes)
      ii. Send on to others who may find it relatable
      iii. Share to socials
   b. Attend the next meeting
   c. Continue to provide input through the channels provided.

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: Kyleen Freeburg, SALT

ATTACHMENTS
A: Open House Flyer
B: Presentation Boards
C: Comment Card
D: Sign-In Sheet
E: Open House Images

You Are Invited!

Nenana Airport Layout Plan (ALP) Update

The City of Nenana is working to update the 2003 Nenana Airport Layout Plan (ALP). This ALP utilizes existing conditions and other airport data to serve as a guide in the orderly development of the Nenana Municipal Airport (ENN) over the next 10 years.

Public Open House

Wednesday, June 22, 2022, 6-8pm

Nenana Civic Center

The purpose of the meeting is to introduce the community to the plan and the planning process and gather community input. Light refreshments will be provided. Come join us!

For more information, please feel free to contact Michael Fredericks at 907-223-3493 or reach out via email at info@portofnenana.gov

Take the Survey

Please scan the QR code to take our community input survey!

www.portofnenana.gov

Open House

WELCOME

Nenana ALP Update

June 22, 2022

DOWL
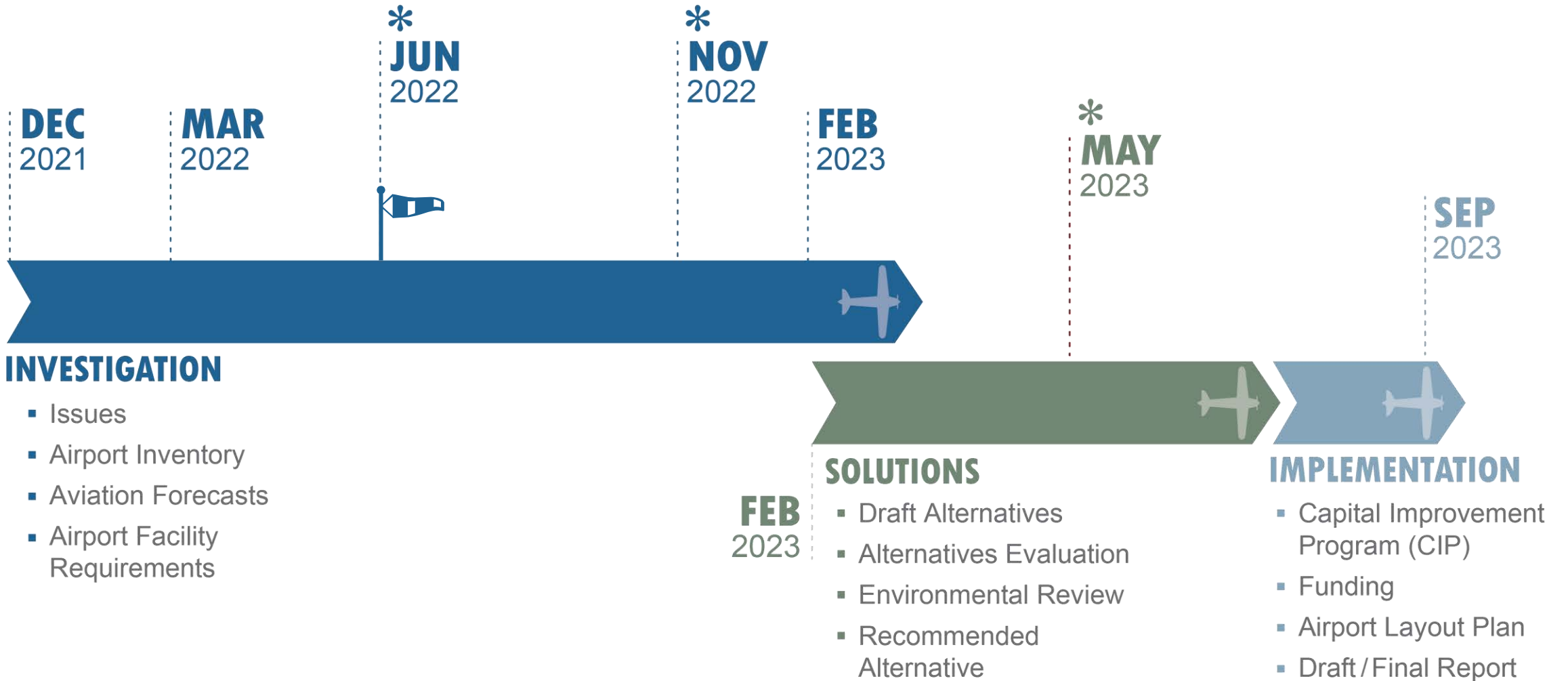
Airport Layout Plan Update

ALP Update Goals:

- Provide a graphic representation of existing airport features, future airport development and anticipated land use.

- Establish a realistic schedule for implementation of the proposed development.

- Identify a realistic financial plan to support the development.

- Validate the plan technically and procedurally through investigation of concepts and alternatives on technical, economic and environmental grounds.

- Prepare a plan to the public that adequately addresses all relevant issues and satisfies local, state and federal regulations.

- Establish a framework for a continuous planning process.

What are the steps?

Pre-planning – The pre-planning process usually includes an Initial Needs Determination, Request for Proposal and Consultant Selection, Development of Study Design, Negotiation of Consultant Contract, and Application for Study Funding.

Public Involvement – Once the project starts, a public involvement program is begun to identify and document the key issues for various stakeholders and solicit input.

Environmental Considerations – A clear understanding of the environmental requirements needed to move forward with proposed projects in the recommendations.

Existing Conditions – An inventory of all pertinent airport data.

Aviation Forecasts – Forecasts of aeronautical demand for short-, medium-, and long-term time frames.

Facility Requirements – Assess the ability of the existing airport infrastructure, both airside and landside, to support the forecast demand. Identify the demand levels that will trigger the need for facility additions or improvements, and estimate the extent of new facilities that may be required to meet that demand.

Alternatives Development and Evaluation – Identify options to meet projected facility requirements and alternative configurations. Assess the expected performance of each alternative against a wide range of evaluation criteria, including its operational, environmental, and financial impacts. A recommended development alternative will emerge from this process and will be further refined in subsequent tasks. This will also aid in developing the purpose and need for subsequent environmental documents.

Airport Layout Plans – One of the key products of an ALP Update is a set of drawings that provides a graphic representation of the long-term development plan for an airport.

Facilities Implementation Plan – Provides a summary description of the recommended improvements and associated costs. The schedule of improvements depends, in large part, on the levels of demand that trigger the need for expansion of existing facilities.

Financial Feasibility Analysis – Identifies a financial plan for the airport, describes how the sponsor will finance the projects recommended in the master plan, and demonstrate the financial feasibility of the program.

Aircraft Design Classifications

AIRCRAFT DESIGN CLASSIFICATIONS

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

Runway Existing Conditions

B-III DC-6

A-I Cessna 182

Item	Runway 4L-22R	Runway 4C-22C Gravel/Ski Strip	Water Lane 4R-22L
Design Group: Aircraft Approach Category Airplane Design Group	Category B Approach speed 91 knots but less than 121 knots. Group III Tail Height 30'- <45 , Wingspan 79'-<118'	Category A Group I Small Tail height <20', Wingspan <49'	Category A Group I Small Tail height <20', Wingspan <49'
Length	4,600'	2,520'	3,600'
Width	100'	60'	107'
Surface Type	Asphalt	Gravel/Ski	Water Lane
Weight Capacity	160,000 Single Wheel	12,500	N/A
Lighting	MED	MED	N/A
Pavement Markings	Non-Precision	Visual	N/A

B-III Design Standards

B-III DC-6

Runway	
Length	Variable
Width	100
Blast Pad Width	140
Blast Pad Length	200
Crosswind Component	16 Knots
Runway Safety Area (RSA)	
Length Beyond Departure End	600
Length Prior to Threshold	600
Width	300
Runway Object Free Area (ROFA)	
Length Beyond Runway End	600
Length Prior to Threshold	600
Width	800
Primary Surface	
Width	500
Length	RWY +400
Approach Slope	
Widths	3,500
Length	10,000
Slope	>34:1
Runway Protection Zone	
Length	1,000
Inner Width	500
Outer Width	700

ENN Aviation Activity Jan1-June 9, 2022

Physical Class	Total Operations
Turbine	12
Jet	4
Piston	273
Unknown	129
Helicopter	123
Non-ADSB	500
*Total	1,041
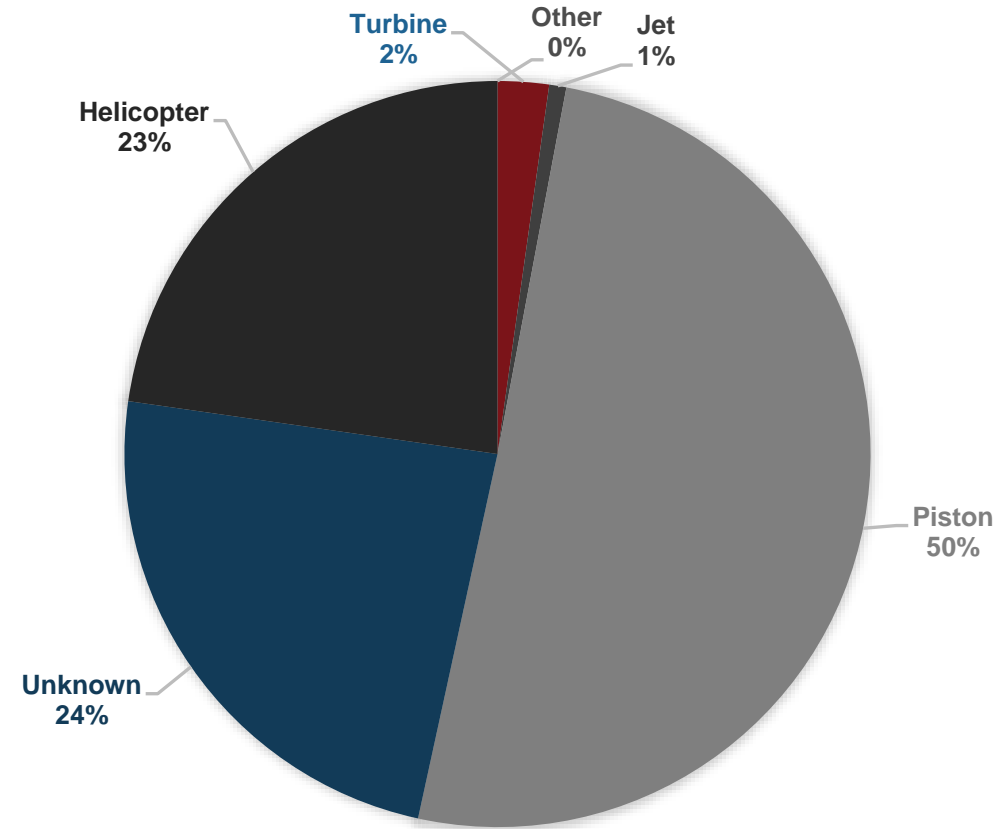
*ADSB Aircraft by Type Jan 1-June 9 , 2022
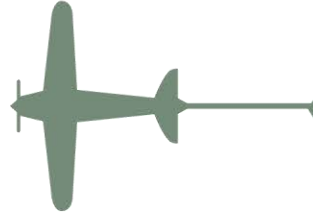
Total Operations in 2022
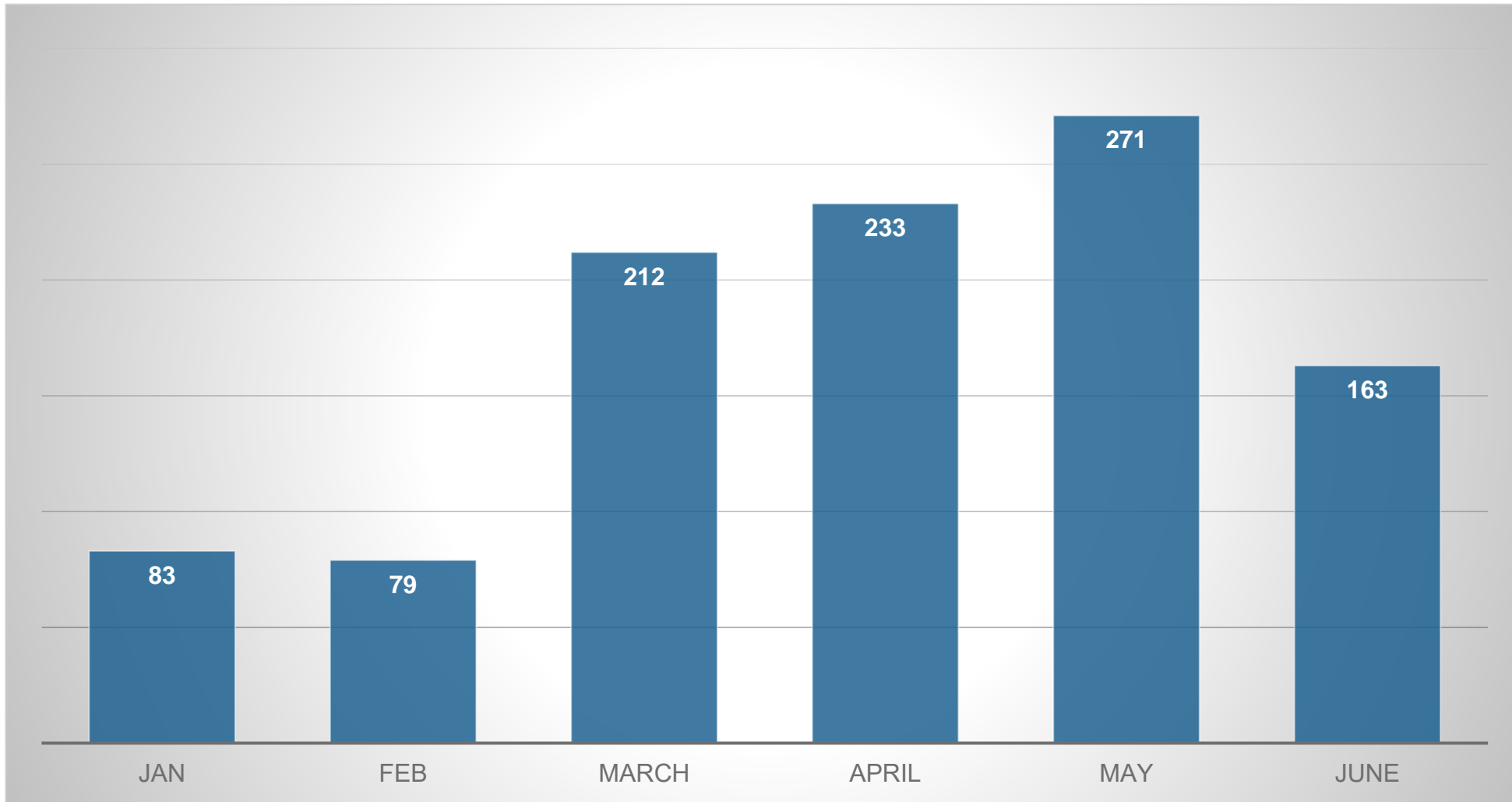
Next Steps

- What's Next
- Public Open House Dates
  - November 2022
  - May 2023

Contact Us

- Website: portofnenana.gov
- Email: Info@portofnenana.gov
  - Melissa Osborn, Project Manager, DOWL
  - Meg Jones, Lead Planner, DOWL
  - Michael Fredericks, Public Involvement, SALT
- Telephone: (907) 223-3493

Take the Survey

Please scan the QR code to take our community input survey!

COMMENT CARD

NENANA MUNICIPAL AIRPORT

Have any thoughts? We'd love to hear them...

1. Bush Clean f
2. fil & electric to lease lots/Apron
3.

Thank you!

Website: portofnenana.gov
Email: info@porofnenana.gov

Please Sign In

NENANA MUNICIPAL AIRPORT

PRINT NAME	ORGANIZATION	TELEPHONE	E-MAIL
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Mes Jones			
Michael Fredericks			

SALT
www.salt-ak.com