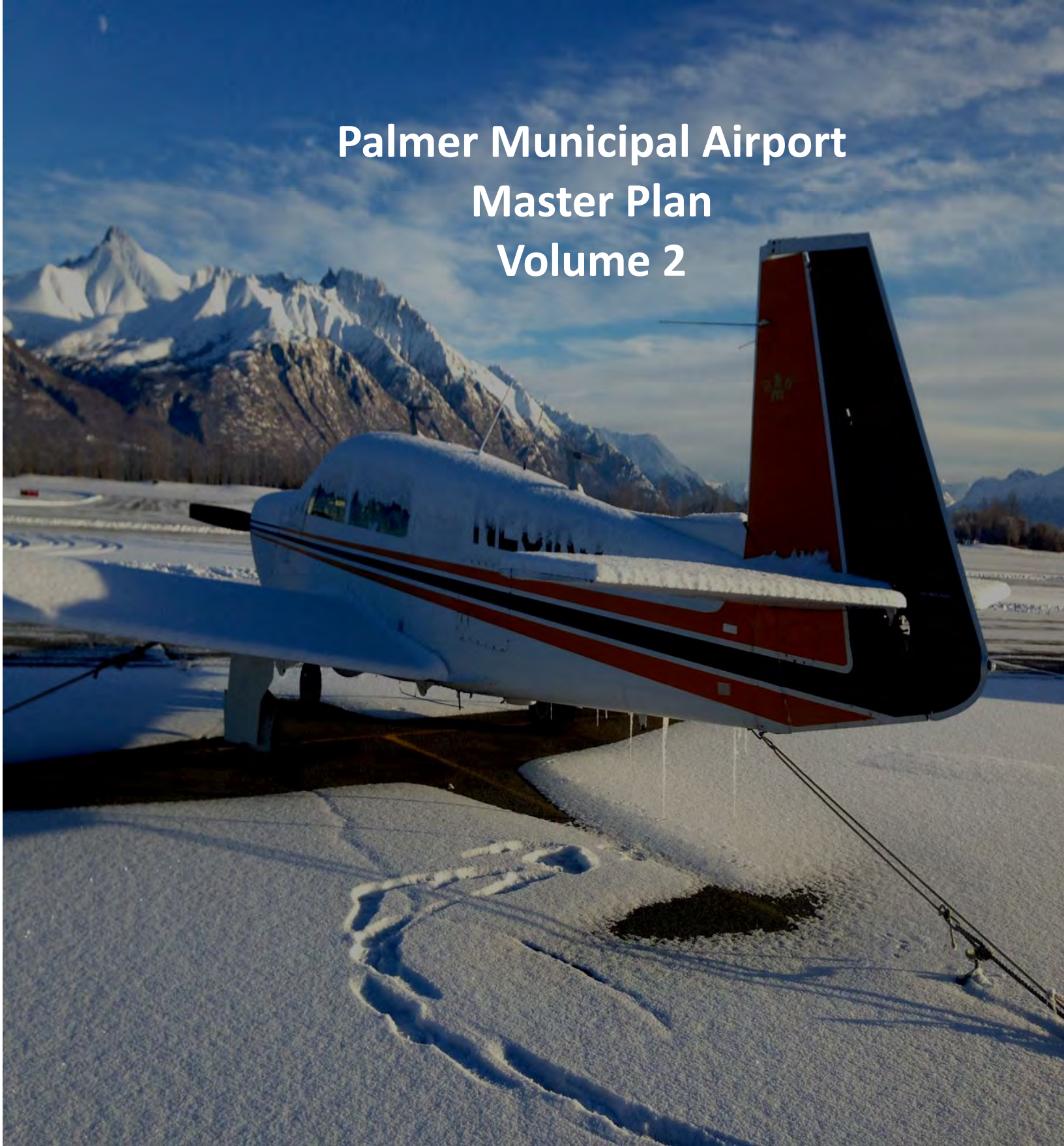


# Palmer Municipal Airport Master Plan Volume 2



City of Palmer  
231 West Evergreen Avenue  
Palmer, Alaska 99645

**HDL** ENGINEERING  
Consultants  
Palmer and Anchorage, Alaska

August, 2016

**APPENDIX K**  
**PUBLIC INVOLVEMENT**

**Appendix K, Public Involvement Documentation**

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## **City of Palmer Palmer Airport Master Plan Update**

# **Public Involvement Plan**

Prepared by  
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July 14, 2014

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## Introduction

The City of Palmer (City) wishes to update the Palmer Airport Master Plan (AMP) for the Palmer Municipal Airport (Airport). This Public Involvement Plan (PIP) was developed in collaboration with HDL, Anne Brooks and Associates and the City of Palmer, and is a key component of the master planning process.

The airport is one of the City's key assets and serves general, government, and commercial aviation activities. The primary Runway 16-34 was built in the 1970s and designed to support heavy aircraft. Its pavement is at the end of its service life and needs to be rehabilitated. In 2007, the crosswind Runway 9-27 was strengthened and its lighting system improved to support a Global Positioning System (GPS) instrument approach. The City maintains over 3 million square feet of pavement at the airport. Between 2003 and 2006, aviation activity at the Airport declined from 17,206 annual flights to 13,183 annual flights. Increased activity from larger aircraft calls requires a new look at the airport to update flight forecasts; appropriate design aircraft; and the project needs associated with both.

## Purpose

The purpose of this Public Involvement Plan (PIP) is to set forth strategies for communicating with the public, other interested parties, and regulatory and permitting agencies about the project. It defines the tools, timing, and strategies for obtaining public and agency input. The plan presents a range of strategies that may be used during the course of project scoping and development. The project team will use this document to guide the process of conducting public and agency outreach for the project.



*Figure 1. Palmer Airport Aerial*

Project Team	Name	Title	Address	Contact Information
City of Palmer: Owner	Tom Healy	Palmer Public Works Director	231 W. Evergreen Ave, Palmer, AK 99645	(907) 745-3400 thealy@palmerak.org
	Jeff Combs	Palmer Airport Manager	231 W. Evergreen Ave, Palmer, AK 99645	(907) 761-1334 jjcombs@palmerak.org
FAA	Leslie Grey	Lead Environmental Program Manager	222 West 7th Ave #14, Anchorage, AK 99513	(907) 271-5453 leslie.grey@faa.gov
	Mike Edelman	Planner / Project Manager	701 C St Box 14, Anchorage, AK 99513	(907) 271-5026 mike.edelman@faa.gov
Hattenburg Dilley & Linnell (HDL): Prime Consultant	Scott Hattenburg, P.E.	Project Manager	202 W. Elmwood Ave, Suite 1, Palmer, AK 99645	(907) 564-2120 shattenburg@hdlalaska.com
	Heather Campfield, B.A.	Environmental Lead	202 W. Elmwood Ave, Suite 1, Palmer, AK 99645	(907) 564-2120 hcampfield@hdlalask.com
Brooks & Associates (BA): Public Involvement Sub-consultant	Anne Brooks, P.E.	Public Participation Coordinator	1704 Rogers Park Court Anchorage, AK 99508-4070	(907) 272-1877 anne.brooksalaska@gmail.com
	Camden Yehle	Public Participation Associate	1704 Rogers Park Court Anchorage, AK 99508-4070	(907) 272-1877 camden.brooksalaska@gmail.com
Homestead Graphics (Web Design, Graphic Support)	Jan Hazen	Graphics Coordinator	9401 Homestead Trail, Anchorage, AK 99507	(907) 344-0410 homesteadgraphics@gmail.com
Sheinberg Associates	Barbara Sheinberg	Land Use	2401 N. Franklin St, Suite 1, Juneau, AK 99801	(907) 586-3141 barbara@sheinbergassociates.com
Northern Economics	Michael Fisher	Financial Analysis	880 H St, Suite 210 Anchorage, AK 99501	(907) 274-5600 michael.fisher@norecon.com
Lundeby Consulting	David Lundeby	Operations, Maintenance, and Leasing Analysis	3850 Doroshin Avenue Anchorage, AK 99516	907-317-6837 lundebyconsulting@gmail.com
Schilling Commercial	Paul Schilling	Revenue Enhancement	730 I St, Suite 101, Anchorage, AK 99501	(907) 561-7326 paul@schillingak.com
CRC	Mike Yarborough	Senior Archaeologist	3504 E. 67 <sup>th</sup> Ave, Anchorage, AK 99507	(907) 349-3445 mry@crcalaska.com



## Goals

- Provide timely and accurate information to the public regarding the project through a variety of means, such as public meetings, advertisements, email, telephone, written correspondence, and social media. In addition, make public meeting materials available on the project website prior to meetings.
- Acknowledge comments and concerns in the format received and provide feedback on how the input influenced project decisions.
- Share information in a transparent way so that members of the public become familiar with the issues and the team's response to them.
- Clearly state how, when, and where people can be involved in project decision-making.
- Clearly outline the project development process.
- Seek out and engage applicable federal, state, and local government entities in project development.

## Identifying Stakeholders

Creating and maintaining a project mailing list is an integral part of identifying stakeholders and obtaining public participation. Project mailings will typically be sent to stakeholders using a U.S. Postal Service "All Box Holders" mailing label to the Palmer zip code 99645 (approximately 7,356 residents and businesses).

Additionally, materials will be sent to the following key stakeholders. Others will be identified and added to outreach lists as the project develops.

### General Public

- Palmer residents
- Area aircraft owners
- Area licensed pilots/Airport leaseholders and tiedown holders
- Alaska Airmen's Association
- Business owners
- Property owners
- Residential and businesses tenants adjacent to airport
- Aircraft Owners and Pilots Association (AOPA)
- Transportation/cargo providers
- Alaska Fuel Haulers
- Bush Air Cargo

### Local Government Entities

- City of Palmer Airport Advisory Commission (AAC)
- Mat-Su Borough Aviation Advisory Board (AAB)
- Area legislators and elected officials
- City of Palmer Board of Economic Development
- City of Palmer Department of Public Safety
- City of Palmer Planning and Zoning Commission
- City of Palmer Department of Community Development
- Mat-Su Borough School District

### State Agencies

- Alaska Aviation Advisory Board
- Alaska Department of Environmental Conservation
- Alaska Department of Fish and Game

- Alaska Department of Natural Resources/State Parks-State Historic Preservation Officer
- Alaska Department of Transportation and Public Facilities
- Alaska Division of Forestry
- Alaska State Troopers
- State Agencies

#### Federal Agencies

- Federal Aviation Administration
- National Marine Fisheries Service
- National Park Service
- Transportation Security Administration and Department of Homeland Security
- U.S. Army Corps of Engineers/Regulatory
- U.S. Bureau of Land Management, Branch of Energy Minerals in Alaska
- U.S. Coast Guard
- U.S. Department of Homeland Security
- U.S. Department of Interior, Bureau of Land Management
- U.S. Fish and Wildlife Service
- U.S. Geological Survey Energy Resources Program
- U.S. Natural Resources Conservation Service

#### Tribal Entities

- Chickaloon Native Village
- Knik Tribal Council

#### FAA

- Airports District Office
- Air Traffic Organization
- Regional Technical Operations
- System Management Office
- Regional Flight Standards
- Runway Safety Office
- Flight Procedures Office
- NAS Implementation Center
- Flight Service Station

#### Media

- Anchorage Daily News
- Mat-Su Valley Frontiersman
- Mat-Su Edition

#### Utilities

- Alaska Communications System (ACS)
- ENSTAR Natural Gas Company (ENSTAR)
- GCI Telecommunications (phone, cable) (GCI)
- Matanuska Electric Association (MEA)

#### Hotels

- Alaska Choice Inn Motel
- Eagle Hotel
- Peak Inn

- Pioneer Motel
- Valley Hotel
- Valley View Colony Inn

Other

- Greater Palmer Chamber of Commerce

**Anticipated Issues**

Table 1 summarizes potential issues that may arise during the development of the AMP and outlines the approach to addressing the issue.

*Table 1 – Potential Public Participation Issues*

Issue	Public Involvement Approach
Noise	Develop noise contour map per FAA standards and display on the website and at public meetings for education and feedback.
Classifying the airport to a B-II from a B-III	Develop an FAA-approved forecast and design aircraft and present to the public how this affects development.
Need for more commercial lease lots and commercial apron	Quantify future tenants and their needs.
Helicopter operations	Quantify future helicopter operations in the forecast and noise contour map. Present to the public
Need for additional public facilities at airport including public restrooms	Public comments will be used to gauge public support for this.
Runway 16-34 Object Free Area (ROFA)	Eight hundred (800) feet of Palmer Golf Course fence is inside of the ROFA. Moving the fence would effectively close the golf course. Evaluate frangible fence systems and present to the FAA and public for approval.
Increase awareness of the project development process and why the airport master plan must be updated	Airport master plan updates are required by FAA as a condition of receiving federal funding for airport improvements. Explain need for updated ALP, forecast and design aircraft.
Wind	Consider hangars and wind shelters in the alternatives analysis. Public comments will be used to gauge public support.
Land Use	Analyze zoning changes needed to resolve conflicts with noise, airspace protection and non-compatible uses.

**Agency Scoping Methods**

Various regulatory agencies will be consulted during project development to determine issues and concerns, and give feedback on project alternatives to be addressed through environmental documentation.

**Public Involvement Tools**

Table 2 lists the tools to be used to reach the project stakeholders.

*Table 2 – Public Participation Tools*

<b>Tool</b>	<b>Description</b>
Chronological list of scoping and public involvement activities	Provide a comprehensive list of activities undertaken to deliver information and seek input from the public.
Comment and response summary	Provide a comprehensive list of issues brought forth by stakeholders and track their resolution during project development.
Facebook	Create Facebook page and target Facebook users by zip code and/or demographic to advertise public meetings. Direct official comments to the website and public meetings
Public Meetings	Provide three open-house style meetings that allow the opportunity to share information regarding the current status of the project, explain any developments or changes, and receive feedback.
Government-to-Government Consultation	Assist FAA with consultation with two nearby tribal entities: Chickaloon Native Village and Knik Tribal Council.
Small group meetings and briefings	Set up informal meetings to discuss issues related to a specific group, i.e., airport leaseholders, aircraft owners, adjacent businesses, residents, etc.
Informational factsheets, newsletters and postcards	Prepare and distribute to provide project background, give notice of public involvement opportunities. Delivered at meetings, via postal mailing list, email and website.
Interactive GIS Map	Using Google Earth, the team may develop a system to allow internet users to tie comments to a particular location by placing their comments on a map. This tool would be available on the project website.
Interviews	Conduct personal interviews with the AAC, airport leaseholders, and the aircraft operators that use the Palmer Airport or provide oversight on airport activities. The list may include: State of Alaska Division of Forestry, Mat-Su Borough, the Alaska Department of Natural Resources, and resource agencies.
Mailing and email lists	To allow the project team to inform interested entities, regulatory and environmental agencies, and the public about the project.
Present the project to groups that meet regularly	Provide briefings at regularly scheduled meetings of organizations in the area, such as the City AAC, Mat-Su Borough Aviation Advisory Board and the Palmer City Council.
Routine communications	Regular communications via telephone, email, and U.S. mail will be responded to in-kind according to established protocols in the Project Communications section of this PIP. All project communications will be archived for project records.  Project email address: <a href="mailto:comments.brooksalaska@gmail.com">comments.brooksalaska@gmail.com</a>
Comment/response summary	Archive and log a comment response summary to ensure completeness of project communications.

Tool	Description
Surveys	Conduct surveys of interested groups as determined by the City of Palmer, surveys could go to groups such as airport lessees, Greater Palmer Chamber of Commerce, Mat-Su Borough Planning Department, FAA Flight Service Station, local realtors, City of Palmer Planning and Zoning Commission, residents and businesses located adjacent to the airport, the downtown business district, and the local aviation community.
Website	Develop, maintain and update a website for contract duration. Post all project documents, project background, photos, schedule, and contact information.

**Website**

A website will be developed for the project ([www.palmerairport.com](http://www.palmerairport.com)) and it will be hosted at <http://www.brooks-alaska.com/PalmerAMP> with a link to the City of Palmer website. The site will be developed using the City of Palmer website template. The content will include:

- Home/Project Overview
- Schedule
- Public Involvement
- Documents
- Contact Us

**Meetings**

Three public meetings are planned at the time of this PIP development:

- Scoping
- Alternatives Analysis
- Proposed Development, (see Table 3).

*Table 3 – Public Involvement Meeting Schedule*

Public Involvement Event/Date	Purpose of Event/Agenda Items
Public Meeting #1, August 14, 2014	Public and agency scoping kick-off
Mat-Su Transportation Fair October 2014	Continue public scoping and awareness building
Public Meeting #2, January 2015	Public discussion of alternatives
Public Meeting #3, April 2015	Public discussion of proposed development

Public meetings will be held in an open house format. Informal meetings will be held with City and government officials, and other stakeholders as dictated by project needs. Meeting notes will be prepared that document all meetings for project records and will be posted on the project website. The records will indicate attendance, meeting materials, and outreach as well as written comments and a summary of oral comments.

Regularly-scheduled community meetings offer additional opportunities to present the project. Table 4 lists reoccurring monthly community meetings and is useful for participating in existing meetings and for avoiding conflicting days and times with other locally planned events.

*Table 4 – Area Events Calendar*

<b>Week</b>	<b>Monday</b>	<b>Tuesday</b>	<b>Wednesday</b>	<b>Thursday</b>
1st	MSB Planning Commission	MSB Assembly	MSB Platting Board	
2nd		Palmer City Council		
3rd	MSB Planning Commission	MSB Assembly	MSB Platting Board Palmer Planning and Zoning Board	
4th		Palmer City Council		City of Palmer Airport Advisory Commission
Last			MSB Transportation Advisory Board	

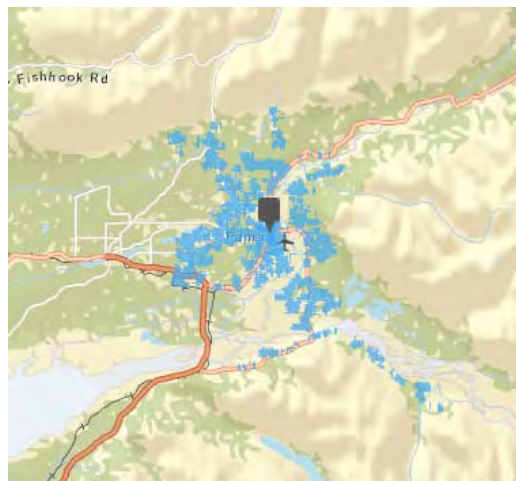
Other scheduling considerations include the Alaska State Fair, which is August 21 to September 1, 2014; and the Palmer Board of Economic Development that meets quarterly on Mondays.

**Mailing List**

A postal mailing list and an email list will be developed for the project. The postal mailing list will allow the project team to sort by location, business, or interested parties. Where possible, the list will be carrier-route certified to reduce costs when preparing bulk mailings. The initial list includes the local, state, and federal agencies listed above, property owners, businesses, and others as determined by HDL, BA and the City. The list will be updated throughout the project.

The initial list of agency contacts for local, state, and federal entities included in this PIP was compiled based on their special interests in the project, or their jurisdiction over resources within or near the project area.

The proposed public mailing list boundary for the project is shown in Figure 2. Because of the project’s regional effect, the mailing list zip code used will be 99645, which includes approximately 7,356 mailboxes for residents and businesses. The mailing area is shown in blue.



*Figure 2. Proposed Mailing List Boundary*

## **Project Communications**

This section outlines the protocols for the project including contacts with the client, public, project team, media, press, elected officials, sub-consultants, and local, state, and federal agencies.

### **Media Communications**

Regular media communication will keep the public informed throughout each phase of the project to encourage continued input during all project phases. The single point of contact for all external media communications is Jeff Combs, Palmer Airport Manager. Media communications will include telephone and in-person interviews.

### **Communications with the FAA**

Jeff Combs, Palmer Airport Manager with the City of Palmer and Scott Hattenburg, P.E., the HDL Project Manager, will review all communication with the FAA. The City of Palmer shall initiate communications (primarily email and phone) with the FAA. The project team will work closely with the FAA throughout the AMP.

### **Translation and Interpretation**

The need for translation and/or interpretation will be evaluated with the assistance of the Chickaloon Native Village Traditional Council.

### **Telephone Communications**

All public involvement telephone communications will be documented with copies distributed to the Airport Manager, the HDL Project Manager, and the Public Involvement Coordinator. Copies can be provided to other interested team members as appropriate. The original record of the telephone communication shall be located in the HDL files. The Airport Manager will document all agency telephone communications with copies distributed to the HDL project manager, BA and other team members.

### **Electronic Communications**

All public involvement electronic communications will be saved as PDF files with copies distributed to the Airport Manager, the HDL Project Manager, and the Public Involvement Coordinator. Copies can be provided to other interested team members as appropriate. The original record of the electronic communications shall be located in the HDL files. The Airport Manager will document all agency electronic communications with copies distributed to the HDL project manager, BA and other team members.

### **Communicating with the Public**

Following the protocols indicated above, we would respond promptly and in-kind to all communication from the public. For instance, if we receive a comment via email, we will respond by email. If we receive a letter, we will respond by letter.

### **Documentation of Public Involvement**

The Public Involvement Coordinator will be responsible for maintaining all public involvement documentation. The documents will be retained in their original form and filed as PDFs. Copies will be provided to the Airport Manager and/or HDL upon request.

## Plan Evaluation

Public dialogue is very important to the success of the project. The goals to inform, educate, solicit, and respond to input must be monitored to ensure that an appropriate level of input is being received, that we are answering the public's questions, and that we are resolving issues and conflicts. The City of Palmer, HDL, and BA and will monitor the public participation effectiveness and revise the plan if necessary.

## Record Keeping

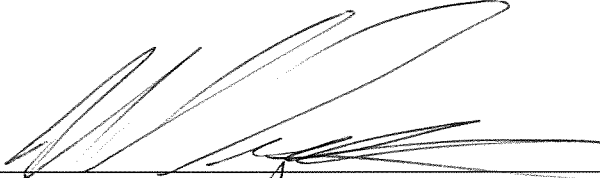
Throughout the project, all incoming and outgoing communications with the public and other project stakeholders will be filed electronically. The documents are coded to indicate how they were received. For example, an email from John Smith on Sept. 23, 2014, would receive a "20140923emSmith" file name. For consistency, the Airport Manager will use the same document coding for all incoming and outgoing agency communications. For all newsletters or postcard mailers, a snapshot of the ever-changing mailing list will be saved with the newsletter file. For each project mailing, we will track how many newsletters, flyers or surveys were mailed or distributed, and how many calls, surveys or comment sheets were returned in the period following the mailing or distribution. The website will feature a counter to track the number of hits (the number of times the site has been accessed).

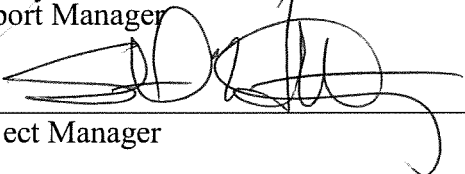
The Public Involvement Coordinator will discuss the public involvement activities with the Airport Manager and HDL Project Managers, and select other tools for involving the public if the feedback is considered insufficient.

## Effective Communication

One method for evaluating the PIP's effectiveness will be through our conversations with the public, agencies and potentially affected interests. If our plan is effective, we will see these indicators during the process: 1) we will not have to answer the same questions repeatedly — the public is getting the information and understanding the process; 2) we will receive a new level of input — the public will feel an issue is resolved and move on to another; 3) meetings and input will become less contentious; and 4) groups polarized on either side of the fence will begin to work through issues among themselves and offer suggestions.

## Approval

  
\_\_\_\_\_  
Airport Manager

  
\_\_\_\_\_  
Project Manager



# Palmer Municipal Airport Master Plan Update

## What are the final products?

The project team led by Hattenburg Dilley & Linnell, LLC, will produce an airport master plan document that includes the following components:

- Environmental Inventory
- Inventory of Existing Conditions
- Aviation Activity Forecast and Design Aircraft
- Facility Requirements
- Alternatives
- Implementation Plan
- Financial Analysis
- Airport Layout Plan (ALP)
- Master Plan Report

## Project Team

### Owner

City of Palmer

Tom Healy, Palmer Public Works Director  
Jeff Combs, Palmer Airport Manager

### Lead Federal Agency/Funding Partner

Federal Aviation Administration

Leslie Grey, Lead Environmental Program Manager  
Mike Edelmann, Planner / Project Manager

### Consultant

Hattenburg Dilley & Linnell (HDL)

Scott Hattenburg, P.E., Project Manager

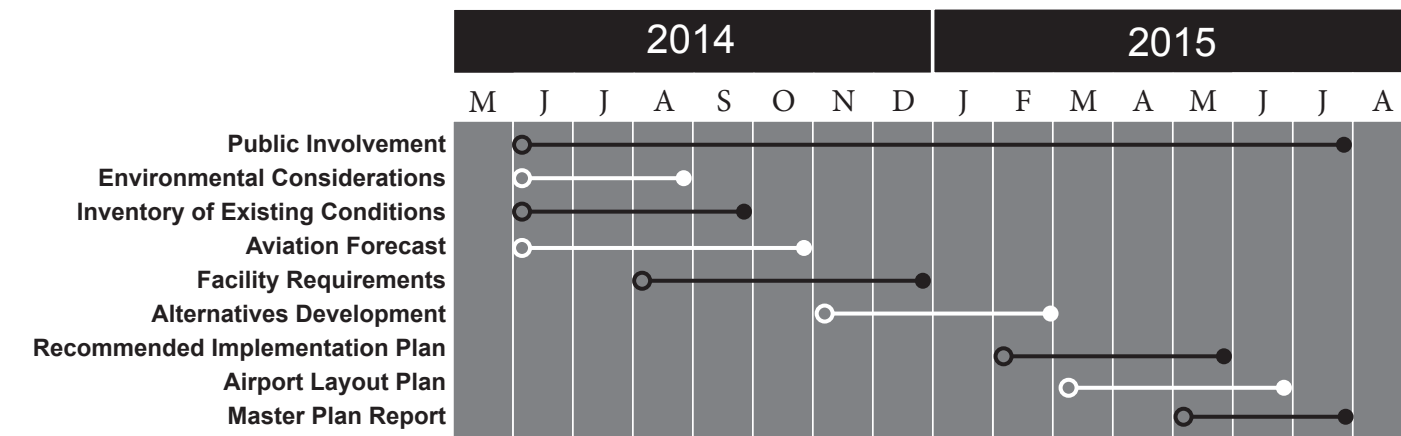
Heather Campfield, B.A., Environmental Lead

## What public concerns arose during the 2009 master plan update?

Below is a sample of the comments received at public meetings held in 2007. We encourage you to send comments based on your recent observations, experience, and current thoughts.

- Use airport for economic development and take advantage of overflow business from Anchorage.
- Select airport development compatible with adjacent residential development.
- Consider additional facilities, like a campground, picnic area, restrooms, etc., to attract transient users of the airport.
- Provide better way of enabling transient users to find fueling locations.
- Review and optimize existing runway approaches to the primary runway.
- Optimize tie down locations for transient users.
- Determine the stability of the Matanuska River near the airport.
- Lease lots should be bigger to account for vehicle parking and fueling facilities.
- Preferred arrival and departure flight paths should be mapped to enhance noise abatement.

## Project Schedule



## How will public comments be used in the update process?

Public comments are an important way for the project team to document and address key issues and concerns. Comments will be considered in conjunction with other airport needs including safety, security, capacity, airspace, access, environmental, and financial considerations. All of these will affect the identification, evaluation, and selection of development alternatives in the final airport master plan.

## How can citizens be involved in the airport master plan update?

- **Comment online** through our Interactive Map
- **Visit** the project website: [www.cityofpalmer.org](http://www.cityofpalmer.org)
- **Send an email** to [comments.brooks.alaska@gmail.com](mailto:comments.brooks.alaska@gmail.com)
- **Sign up** to receive information on the public involvement page of the website.

Join the Project Email List

Email:

- **Attend** a public meeting
- **Contact** our team  
 Scott Hattenburs, P.E., Project Manager  
 Email: [shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com)  
 Telephone: 907-564-2120  
  
 Anne Brooks, Public Involvement Coordinator  
 Email: [comments.brooks.alaska@gmail.com](mailto:comments.brooks.alaska@gmail.com)  
 Toll-free telephone: 866-535-1877

- **Like** the City of Palmer on Facebook



# Palmer Municipal Airport Master Plan Update



## Invitation to public meeting

**What: Public Open House**  
**When: August 14, 2014**

Stop by anytime between 4 p.m. and 7 p.m.

**Where: Palmer Community Center**  
 (Depot), 610 South Valley Way, Palmer

### Meeting Purpose:

Kick off the Palmer Airport Master Plan update and solicit from the public the issues, concerns, ideas and opportunities to be considered during planning. Introduce the project team, the process, and the schedule.

*Mark Your Calendars!*



## Background

The airport is one of the City's key assets and serves general aviation, government, and commercial aircraft. The primary Runway 16-34 was built in the 1970s and designed to support heavy aircraft. Its pavement is at the end of its service life and needs to be rehabilitated. In 2007, the crosswind Runway 9-27 was strengthened and its lighting system improved to support a Global Positioning System (GPS) instrument approach. The City maintains over 3 million square feet of pavement at the airport. Between 2003 and 2006, aviation activity at the airport declined, but is now on the increase. Increased activity from larger aircraft requires an update to aviation activity forecasts, the design aircraft, and the facility needs.

## Why does the City need to update the 2009 airport master plan?

The 2009 airport master plan did not update the ALP and the aviation activity at the airport is changing.

## What FAA's role in the planning process?

The FAA is the lead regulatory agency that oversees airport planning, design, and construction. The FAA may provide up to 93.75% in funding for approved future capital projects. The FAA will approve the aviation activity forecast, design aircraft, and ALP.

## What is an airport master plan?

An airport master plan is a comprehensive study of the airport that describes the development for a 20-year planning horizon. The study is funded by the Federal Aviation Administration (FAA). During the process, airport facilities are inventoried; current and future aviation activity forecast; environmental resources are reviewed; a financial plan is developed; public issues are identified and addressed; and future needs are identified. The master plan process will result in updates to key planning documents -- the aviation activity forecast, design aircraft, and Airport Layout Plan (ALP). These documents will help the City and the FAA define future development

## Just the facts....

- The year Palmer Municipal Airport was constructed:  
Sometime after World War II
- Existing runways/length:  
6,008-feet (Runway 16-34)  
3,617 feet (Runway 9-27)
- Historical Activity:  
13,000 to 17,000 flights per year
- Available Instrument Approaches:  
RNAV (GPS) Runway 9  
RNAV (GPS - A Circling)



Persons with hearing impairment can contact Relay Alaska at their Telephone Device for the Deaf (TDD/TTY) number, 800-770-8973 and they will assist in contacting the project team. We are able to offer, upon request, reasonable accommodations for special needs related to other disabilities.

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 Anchorage, AK 99538

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Wasilla, AK 99654

(907) 352-2250 ph  
(907) 352-2277 fax

**AFFIDAVIT OF PUBLICATION**

UNITED STATES OF AMERICA, STATE OF ALASKA, THIRD DIVISION  
BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC, THIS DAY  
PERSONALLY APPEARED BEFORE **CHERYL METIVA** WHO, BEING  
FIRST DULY SWORN, ACCORDING TO LAW, SAYS THAT SHE IS THE  
LEGAL AD CLERK OF THE **FRONTIERSMAN** AND THE **VALLEY SUN**  
PUBLISHED AT WASILLA, IN SAID DIVISION THREE AND STATE OF ALASKA  
AND THAT THE ADVERTISEMENT, OF WHICH THE ANNEXED IS A TRUE  
COPY, WAS PUBLISHED ON THE FOLLOWING DAYS:

**AUGUST 1, 2014**

AND THAT THE RATE CHARGED THEREIN IS NOT IN EXCESS OF  
THE RATE CHARGED PRIVATE INDIVIDUALS.

*Cheryl Metiva*  
\_\_\_\_\_  
SUBSCRIBED AND SWORN TO BEFORE ME  
THIS 18<sup>th</sup> DAY OF AUGUST, 2014.

*Laura Cox*  
\_\_\_\_\_  
NOTARY PUBLIC FOR STATE OF ALASKA

BROOKS & ASSOCIATES



## Palmer Municipal Airport Master Plan Update

The Palmer Airport Master Plan update team led by consulting firm Hattenburg Dilley & Linnell will conduct a public scoping meeting.

**Public Open House** | Stop by any time  
**Thursday, August 14, 2014** between 4 and 7 pm  
Palmer Depot, 610 South Valley Way, Palmer

The meeting is being held to gather issues, concerns, ideas, and needs from residents and users as the team begins to update the Palmer Municipal Airport Master Plan.

Watch for updated information on the City of Palmer website [www.cityofpalmer.org](http://www.cityofpalmer.org).

### For more information contact:

Scott Hattenburg, P.E., Project Manager  
Email: [shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com)  
Telephone: 907-564-2120

Anne Brooks, P.E., Public Involvement Coordinator  
Toll Free: 1-866-535-1877  
Email: [comments.brooks.alaska@gmail.com](mailto:comments.brooks.alaska@gmail.com)

[www.cityofpalmer.org](http://www.cityofpalmer.org)



Persons with hearing impairment can contact Relay Alaska at their Telephone Device for the Deaf (TDD/TTY), Dial 711 or 800-770-8973 and they will assist in contacting the project team. The City of Palmer is able to offer, upon request, reasonable accommodations for special needs related to other disabilities.

# Manager's Link ...

This newsletter will be published weekly as an update of City employee activities, government and community happenings, and an information portal from the City Administration. -Joe Hannan, City Manager

JULY 25, 2014 — Issue 9



**Palmer Pride Today at the Depot 4-6 pm ... Come Have Food and Fun with Your Neighbors!**

## Having the Best Summer at Palmer Public Library!

The Palmer Public Library officially concluded the popular Summer Reading Program on July 24, with a party attended by over 200 people to celebrate all the reading done over the past several weeks. Strong support was received from the Alaska Rail Road Corporation, Kettle Korn Express, Kiwanis, Lions Club, Matanuska Masons, Menard Sports Center, MTA Events Center, Beta Sigma Phi, Midnight Sun Yoga and the Mat Su Borough. Thank you to all of these terrific sponsors! Our day kicked off with Yoga Storytelling, compliments of Midnight Sun Yoga. Mr. Coulthard and Mr. Downs (*photo opposite, top right*) from the Matanuska Masonic Society presented the bikes, helmets, and bike locks that they donated. In all, the Palmer Public Library welcomed 1388 Summer Reading Program participants. It has been a great summer at the Library.



(See all photos of the final Summer Reading Party above and at left) - Submitted by Katie Schweisthal, Library Services Coordinator

## Airport Master Plan Public Meeting

The Palmer Airport Master Plan team led by consulting firm, Hattenburg Dilley & Linnell will conduct a public scoping meeting August 14, 4-7 pm at the Palmer Depot. The meeting is held to gather issues, concerns, ideas, and needs from residents and users. The planning team will notify the community via newsletter, advertising, public service announcements and website updates. Watch for updated information on the City of Palmer website. For information, contact Scott Hattenburg, ([shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com), 564-2111) HDL Project Manager or Anne Brooks (Email: [comments.brooks.alaska@gmail.com](mailto:comments.brooks.alaska@gmail.com) or 866-535-1877), Public Participation Coordinator.

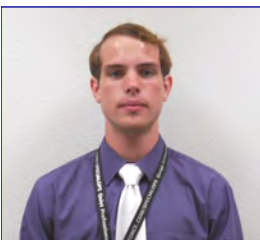
## Coming Up ...

- Month of July - Key Ingredients Exhibit at Palmer Museum
- July 25 Palmer Pride 4-6 pm at Depot
- July 27 Historical Society Picnic 12-4 pm at Mat River Park
- Aug 14 Airport Master Plan Community Meeting
- Aug 21 to Sept 1— Alaska State Fair
- Aug 23 Alaska State Fair Parade
- Sept 27 Green & Gold Gala—Mat Su College

## Recurring Events ...

Every Monday—Farmers Market at Depot  
 Every Wednesday—Chamber of Commerce  
 Every Friday—Friday Flings at Pavilion  
 Second & Fourth Tuesdays—City Council  
 Fourth Thursdays—Airport Advisory Comm.  
 First Mondays—Board of Ec. Development  
 Third Thursdays—Planning & Zoning Comm.  
 Second Saturdays—Art Walks

## Hails and Hires



Starting Monday July 28, Clint Lochrie will begin a Job Corps internship at the Palmer Airport as administrative assistant, working with Airport Superintendent Jeff Combs. Clint is studying at Job Corps in the administrative services program and serves as the Student Government Association President.

## Love a Parade?

Alaska State Fair Parade 2014 packets are available at City Hall, the Alaska State Fair, the Greater Palmer Chamber of Commerce, and on the City webpage now! Join in the fun and be a part of the parade on August 23! Learn more at [Cityofpalmer.org](http://Cityofpalmer.org)



**350 Days** Countdown to 35th Anniversary Celebration Sister City relationship between Saroma, Japan & Palmer, Alaska

If you or someone you know would like to subscribe, please contact Sandra Peterson at [speterson@palmerak.org](mailto:speterson@palmerak.org) or call (907) 761-1317.

If you would like to unsubscribe from this newsletter, please use the same contact information. Thank you!

POWERED BY **spingo**

**Frontiersman**

ADD EVENTS LOGIN

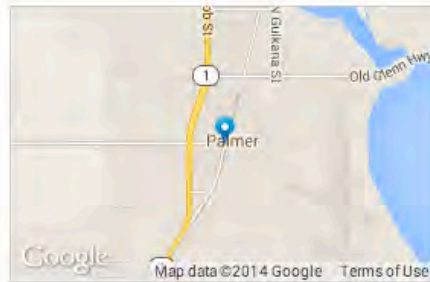
## EVENT DETAILS

Palmer Municipal Airport Master Plan  
Update  
at Palmer Train Depot  
Thu Aug 14, 2014 @ 4:00 pm  
**Approved**

EDIT EVENT

ADD MEDIA

PROMOTE EVENT



Contact us at **(877) 377-9642** or [promote@spingo.com](mailto:promote@spingo.com)

## Newspaper Clipping

Publication:	<i>Frontiersman</i>
Day/Date Published:	Tuesday, August 5, 2014
Section/Page No.:	2
B&A Project No.	3926.27
Project Name:	<i>City of Palmer Municipal Airport Master Plan</i>

Page 1 of 1

more information, contact 357-4563, Ext. 103.

### **Planning meeting for 'Palmer Airport Master Plan' is Aug. 14**

The Palmer Airport Master Plan update team led by consulting firm Hattenburg Dilley and Linnell will conduct a public scoping meeting from 4 to 7 p.m., Aug. 14 at the Palmer Depot, 610 South Valley Way. The meeting is planned to gather issues, concerns, ideas, and needs from residents and users as the team begins to update the Palmer Municipal Airport Master Plan. For more information, contact Scott Hattenburg at [shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com), or 564-2120; or Anne Brooks at 866-535-1877, or [comments.brooks.alaska@gmail.com](mailto:comments.brooks.alaska@gmail.com). Watch for project updates online at [cityofpalmer.org](http://cityofpalmer.org).

**Sept. 7 is deadline to register to vote in**



Camden Yehle &lt;camden.brooksalaska@gmail.com&gt;

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**(no subject)**

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**Scott L. Hattenburg** <shattenburg@hdlalaska.com>

Wed, Aug 6, 2014 at 1:56 PM

Cc: Jeffrey Combs &lt;jjcombs@palmerak.org&gt;, Anne Brooks &lt;anne.brooks.alaska@gmail.com&gt;, Tae Voight &lt;tvoight@hdlalaska.com&gt;, Camden Yehle &lt;camden.brooksalaska@gmail.com&gt;, "Katrina E. Beckman" &lt;kbeckman@hdlalaska.com&gt;

Dear Airport User:

Hattenburg Dilley & Linnell (HDL) is currently under contract with the City of Palmer to update the Palmer Municipal Airport Master Plan (MP). The MP, among other things, forecasts aviation activity and identifies needed airport developments for a 20-year planning horizon (2014 to 2034). As a part of the planning process, HDL is updating the aviation activity forecast (forecast). The forecast estimates the number of operations (landing or takeoff), based aircraft, and enplanements (a revenue passenger that boards a plane in Palmer). Details on the number of operations by aircraft type are needed to properly plan and fund future improvements.

By completing the attached one page survey form, you will be directly helping the City improve the airport. Please complete the attached form and return to me via email at [shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com) at your earliest convenience. You will also receive the same survey in the mail with a self-addressed envelope, and if you prefer, you can mail the response to me at: 202 West Elmwood Avenue, Palmer, Alaska, 99645.

Hope to see you at the Thursday, August 14th master plan public meeting (4:00 to 7:00 pm at the Depot). If you have questions, please call me at 564-2111.

Thank you for your time.

Scott

Scott Hattenburg, PE/Principal



3335 Arctic Boulevard Suite 100

Anchorage, Alaska 99503

[907-564-2111](tel:907-564-2111) (Direct)[907-244-7820](tel:907-244-7820) (Cell)[shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com)



# PALMER AIRPORT MASTER PLAN

## AVIATION ACTIVITY SURVEY

ENTITY: \_\_\_\_\_ DATE: \_\_\_\_\_

BY: \_\_\_\_\_

This survey will be used by the Planning Consultant, Hattenburg Dilley & Linnell to develop the aviation activity forecast, fleet mix, and design aircraft for the Palmer Municipal Airport. 1) Operations are defined as a landing or takeoff. 2) An enplanement is defined as a revenue passenger that boards an airplane at Palmer.

<u>Fixed Wing</u>	<u>Helicopter</u>	<u>Based in Palmer</u>		<u>Aircraft Make/Model</u>	<u>Annual Operations Calendar Year 2013</u>	<u>Estimated Annual Operations Calendar Year 2014</u>
		<u>Yes</u>	<u>No</u>			

Estimated number of annual enplanements: \_\_\_\_\_

Number of based aircraft: \_\_\_\_\_

Do you use/own/operate any facilities at the Airport? Yes      No      Would like to.

**Comments:** Please describe factors that may affect future operations, based aircraft, or enplanements. Add contact information if you would like us to contact you.

For any questions, please contact:  
 Scott Hattenburg @ 564-2111 or email: [shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com)





Camden Yehle <camden.brooksalaska@gmail.com>

## Reminder: Palmer Municipal Airport Master Plan Update - Open House, August 14

**Anne Brooks** <comments.brooksalaska@gmail.com>  
Reply-To: comments.brooksalaska@gmail.com  
To: camden.brooksalaska@gmail.com

Wed, Aug 13, 2014 at 8:00 AM



The Palmer Airport Master Plan update team led by consulting firm Hattenburg Dilley & Linnell will conduct a public scoping meeting.

The meeting is being held to gather issues, concerns, ideas, and needs from residents and users as the team begins to update the Palmer Municipal Airport Master Plan. Watch for updated information on the project website <http://bit.ly/1uQSmDg>.

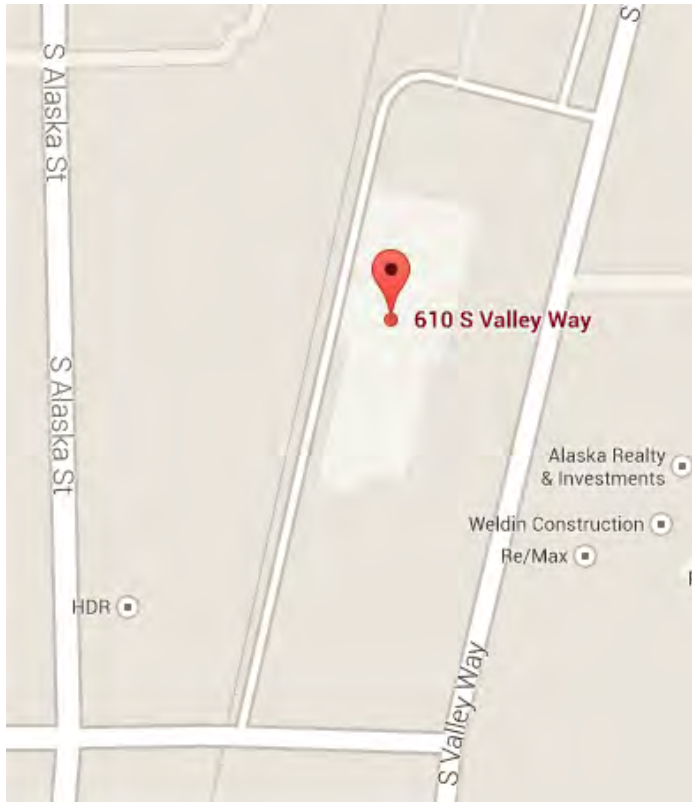
City of Palmer, 231 W. Evergreen Avenue  
Palmer, AK 99645, [907-745-3271](tel:907-745-3271)

### Open House

**Date:** Thursday, August 14, 2014

**Time:** Stop by anytime between 4 and 7 p.m.

**Location:** Palmer Depot, 610 South Valley Way, Palmer



Meeting Location

For more information contact:  
 Scott Hattenburg, P.E., Project Manager  
 Email: [shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com)  
 Telephone: 907-564-2120

Anne Brooks, P.E., Public Involvement Coordinator  
 Email: [comments.brooks.alaska@gmail.com](mailto:comments.brooks.alaska@gmail.com)  
 Toll Free: 1-866-535-1877

Persons with hearing impairment can contact Relay Alaska at their Telephone Device for the Deaf (TDD/TTY). Dial 711 or [800-770-8973](tel:800-770-8973) and they will assist in contacting the project team. The City of Palmer is able to offer, upon request, reasonable accommodations for special needs related to other disabilities.

**Forward email**



This email was sent to [camden.brooksalaska@gmail.com](mailto:camden.brooksalaska@gmail.com) by [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com) | [Update Profile/Email Address](#) | Rapid removal with [SafeUnsubscribe™](#) | [Privacy Policy](#).



Brooks and Associates | 1704 Rogers Park Court | Anchorage | AK | 99508

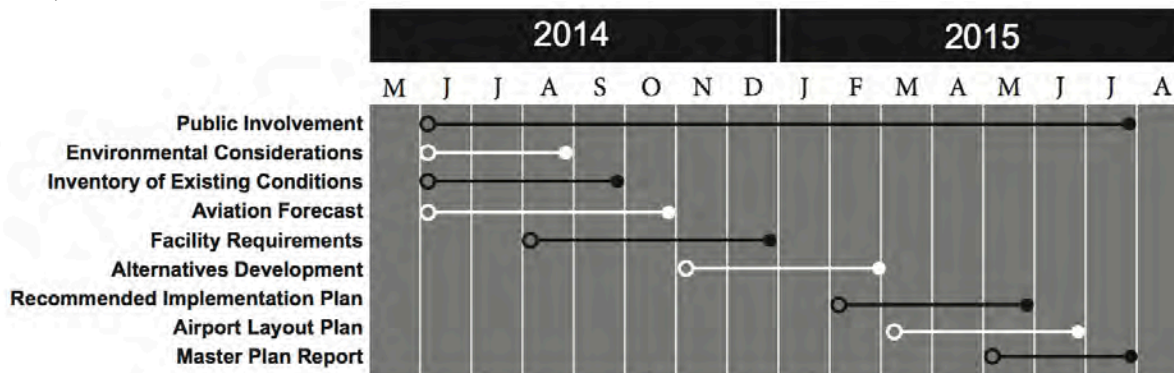
## Background

The airport is one of the City’s key assets and serves general aviation, government, and commercial aircraft. The primary Runway 16-34 was built in the 1970s and designed to support heavy aircraft. Its pavement is at the end of its service life and needs to be rehabilitated. In 2007, the crosswind Runway 9-27 was strengthened and its lighting system improved to support a Global Positioning System (GPS) instrument approach. The City maintains over 3 million square feet of pavement at the airport. Between 2003 and 2006, aviation activity at the airport declined, but is now on the increase. Increased activity from larger aircraft requires an update to aviation activity forecasts, the design aircraft, and the facility needs.

## What is an airport master plan?

An airport master plan is a comprehensive study of the airport that describes the development for a 20-year planning horizon. The Federal Aviation Administration (FAA) funds the study. During the process, airport facilities are inventoried; current and future aviation activity forecast; environmental resources are reviewed; a financial plan is developed; public issues are identified and addressed; and future needs are identified. The master plan process will result in updates to key planning documents -- the aviation activity forecast, design aircraft, and Airport Layout Plan (ALP). These documents will help the City and the FAA define future development.

## Project Schedule



## How will public comments be used in the update process?

Public comments are an important way for the project team to document and address key issues and concerns. Comments will be considered in conjunction with other airport needs including safety, security, capacity, airspace, access, environmental, and financial considerations. All of these will affect the identification, evaluation, and selection of development alternatives in the final airport master plan.

### To make a comment, call or email:

- **Scott Hattenburg, P.E.**, Project Manager  
[shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com), 907-564-2111
- **Anne Brooks, P.E.**, Public Involvement Coordinator  
[comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com), 1-866-535-1877



# Palmer Municipal Airport Master Plan Update

**Your Comments Please...** Use this form to provide feedback about the project.  
Thanks for your input!

Name	
Street Address or PO Box	
City, State, Zip	
Email	Phone

**Your comments:**

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
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We welcome your input. Please send written comments:

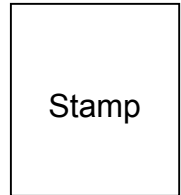
 **Mail**  
 Brooks & Associates  
 Attn: Palmer Municipal Airport Master Plan Update  
 1704 Rogers Park Court  
 Anchorage, AK 99508

 **Call**  
 Alaska Relay  
 TTY 800-770-8973 or  
 Toll Free: 1-866-535-1877

 **Email**  
[comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

**Project website: [www.cityofpalmer.org](http://www.cityofpalmer.org)**  
 (Look for *Palmer Municipal Airport* on the left hand menu)

Brooks & Associates  
1704 Rogers Park Court  
Anchorage, AK 99508



Brooks & Associates  
Attn: Palmer Municipal Airport Master Plan Update  
1704 Rogers Park Court  
Anchorage, AK 99508

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(To mail, fold here, tape lower edge, and affix first class stamp)

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Comments continued:

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**PUBLIC OPEN HOUSE**  
**AUGUST 14, 2014**

PALMER MUNICIPAL AIRPORT MASTER PLAN UPDATE



## MEETING PURPOSE

- Kick off the Palmer Municipal Airport Master Plan update and solicit from the public the issues, concerns, ideas and opportunities the team should consider during planning.
- Introduce the project team, the master planning process and the project schedule.





## PROJECT TEAM

### Owner, City of Palmer

Jeff Combs, Palmer Airport Manager  
Tom Healy, Palmer Public Works Director

### Lead Federal Agency/Funding Partner:

- Federal Aviation Administration:  
Leslie Grey, Lead Environmental Program Manager  
Mike Edelman, Planner/Project Manager

### Prime Consultant

- Hattenburg Dilley & Linnell (HDL)  
Scott Hattenburg, P.E., Project Manager  
Heather Campfield, Environmental Manager

### Sub-Consultants

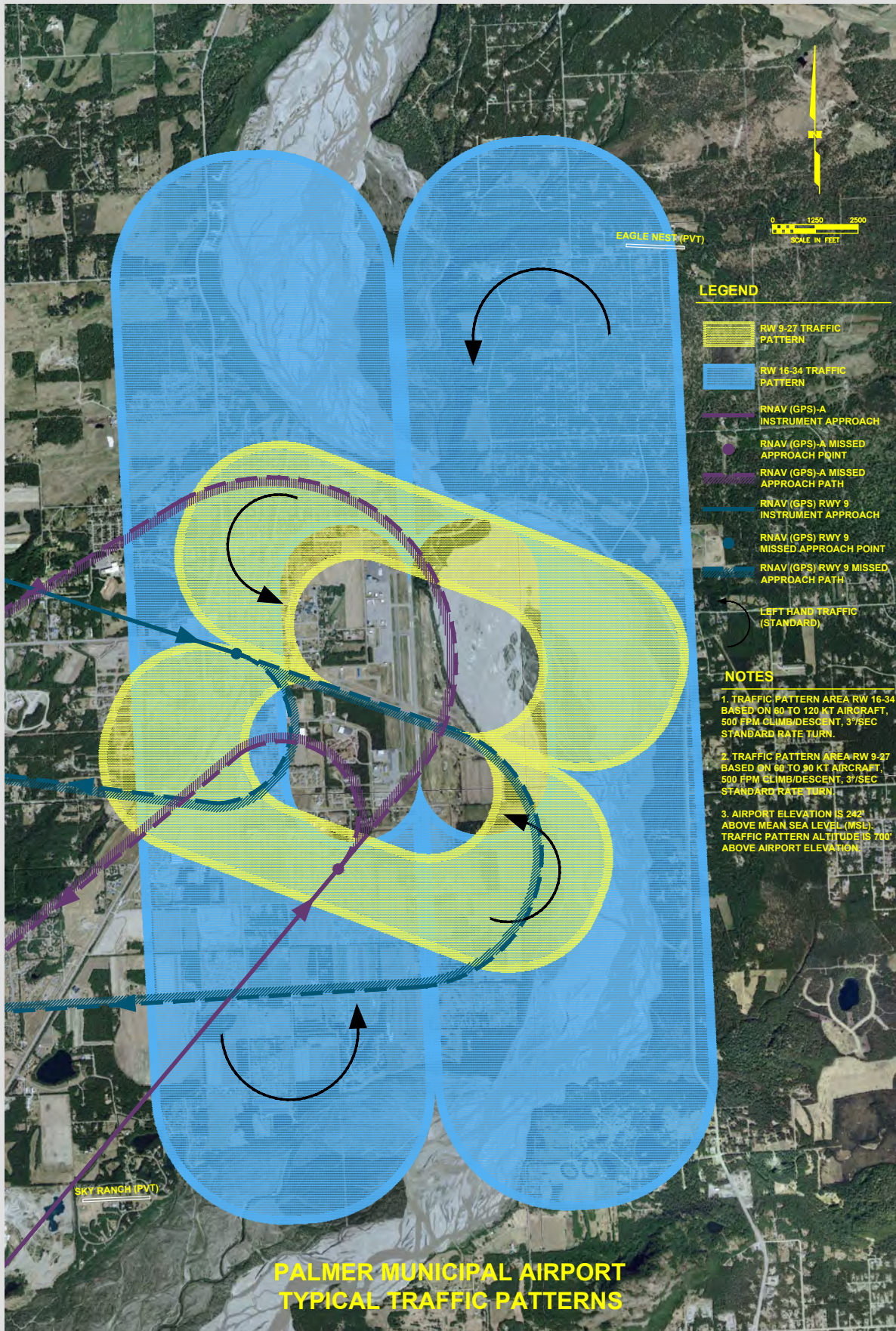
- Brooks & Associates (BA): Public Involvement
- Sheinberg Associates, Land Use
- Northern Economics, Financial Analysis
- Lundeby Consulting Operations, Maintenance and Leasing Analysis
- Schilling Commercial, Revenue Enhancement
- Cultural Resource Consultants



## WHAT IS AN AIRPORT MASTER PLAN?

- Federal Aviation Administration (FAA) funded comprehensive study of the airport.
- Describes development for a 20-year planning horizon.
- Includes:
  - Inventory of airport facilities.
  - Aviation activity forecast of future aviation activity.
  - Identification of airport design aircraft.
  - Noise exposure map.
  - Review of environmental resources.
  - Financial Plan
  - Airport Layout Plan (ALP) showing proposed development.







## FACTS ABOUT YOUR AIRPORT

- Palmer Municipal Airport was constructed sometime in the late 1940s to early 1950s.
- Existing runways and length:
  - Runway 16-34, 6,008 feet
  - Runway 9-27 (Crosswind), 3,617 feet
- Historical airport activity:
  - 13,000 to 30,000 flights per year
- Available Instrument Approaches:
  - RNAV (GPS) Runway 9
  - RNAV (GPS)-A Circling



## HOW IMPORTANT ARE PUBLIC COMMENTS?

- Public comments document and address key Palmer Municipal Airport issues and concerns.
- Comments are considered in conjunction with other airport needs including:
  - Safety
  - Security
  - Capacity
  - Airspace
  - Access
  - Environmental
  - Financial
- All affect identification, evaluation, and selection of airport development alternatives.




# COMMENTS HEARD IN 2009

- Use airport for economic development and take advantage of overflow business from Anchorage.
- Select airport development compatible with adjacent residential development.
- Consider additional facilities, like a campground, picnic area, restrooms, etc., to attract transient users of the airport.
- Provide better way of enabling transient users to find fueling locations.
- Review and optimize existing runway approaches to the primary runway.
- Optimize tie down locations for transient users.
- Determine the stability of the Matanuska River near the airport.
- Lease lots should be bigger to account for vehicle parking and fueling facilities.
- Preferred arrival and departure flight paths should be mapped to enhance noise abatement.


*What are your thoughts today?*

*Please let us know by filling out a comment sheet or comment online at*

*[www.cityofpalmer.org](http://www.cityofpalmer.org).*



## COMMENT ON OUR ONLINE MAP




**Palmer Airport Master Plan**

How to Post Comments

1. Double-click on your area of concern.
2. Enter your comments in the form and submit.

Contact information will ONLY be visible to the project team.  
Comments containing profanity will not be shown on this map.



## SCHEDULE

PROJECT TASK	DURATION	MEETINGS
Public Involvement	Throughout	
Environmental Considerations	June - September 2014	#1
Inventory of Existing Conditions	June - September 2014	#1
Aviation Forecast	June - October 2014	
Facility Requirements	August - December 2014	
Alternatives Development	November 2014 - January 2015	#2
Recommended Implementation Plan	February - May 2015	
Airport Layout Plan	September 2014 - June 2015	
Master Plan Report	Mar - July 2015	#3

Three meetings are planned: #1 at Project Kickoff; #2 to present Alternatives and #3 to review Draft Airport Master Plan and Airport Layout Plan



## HOW TO STAY INVOLVED?



- **Comment online** through our Interactive Map
- **Visit** the project website: [www.cityofpalmer.org](http://www.cityofpalmer.org)
- **Sign up** to receive information on the public involvement page of the website
- **Attend** a public meeting.
- **Contact** our team.

Join a Project Email List  
Email:

Scott Hattenburg, P.E., Project Manager  
Email: [shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com)  
Telephone: 907-564-2111

Public Involvement Coordinator  
Anne Brooks  
Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)  
Toll free telephone: 866-535-1877

- **Like** the City of Palmer on Facebook





## Meeting Notes

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SUBJECT:	Palmer Municipal Airport Master Plan Update
PROJECT NO.:	City of Palmer Project No. 14-015
GROUP:	Public
DATE:	Thursday, August 14, 2014
LOCATION:	Palmer Community Center (Depot), Palmer, 4 p.m. to 7 p.m.
MEETING OUTREACH:	See Table 1. Meeting Outreach
MEETING ATTENDANCE:	42 people signed in
MEETING MATERIALS:	Fact sheet, comment sheet, sign-in sheet, informational boards about the meeting purpose, project team, labeled aerial photo of the airport, explanation of an airport master plan, facts about the airport, importance of public comments, project schedule, contact information, and traffic patterns
STAFF PRESENT:	<i>City of Palmer:</i> Tom Healy, Jeffrey Combs, Sandra Garley <i>HDL:</i> Scott Hattenburg, Heather Campfield, Tae Voight, Angela Smith, Danny Koch <i>Brooks &amp; Associates:</i> Anne Brooks, Camden Yehle

### MEETING INFORMATION:

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The project team greeted attendees at the door and asked them to sign in. The purpose of the meeting was twofold. The first reason was to launch the project by explaining the purpose and need of the project. The second reason for the meeting was to begin collecting comments about existing and future concerns. The format of the meetings was open house with a series of display boards explaining the project scope, schedule and budget. The team answered many informal questions.

People submitted the following written comments the meeting. Any emphasis was the commenter's own.

- I would like to see the airport utilized to its potential, yet as use increases, I would like to see a reliable monitoring system for concerns that may arise with increased use such as noise, safety, etc...
- Home is located across the street from RW [runway] 16-34 off of Springer Loop by golf course. Can smell av [aviation] gas @ large cargo plane startup. Has asked in past that craft be relocated. Manager responded by moving planes on RW to a new location. This has worked! Please continue these practices.
- Will/is there a plan to groove pavement for new main RW surface? It would help with drainage and eliminate hydroplaning.
- I know its possible to reduce the noise from take off and landings, but very little is done.



- Airport needs “business friendly” leases if city wants/desires economic engine on airport.
- Unfortunate that one cannot drive from the N side of AP to the south side of AP without going through or around Palmer. Gulkana Street ext. needs to happen. People stop into the City of Palmer office asking how to get to the forest service office about once every couple of weeks.
- I’m not seeing an economic impact assessment in your plan. Having one might engender a greater amount of funding options and community support.

The following are verbal comments given at the meeting. Team responses are in *italics*.

- One commenter asked if an extra 1000 feet of runway could be built. *This was probably intended as a joke, but the answer is no.*
- More aircraft tie-downs off the end of Runway 9. *This would probably violate the Runway Protection Zone (RPZ), but the team will look into it.*
- A commenter recommended adding RV campsites in the forested area southwest of the runways as a money-generating venture for the airport.

The following are phone and email comments submitted in response to meeting outreach. All email correspondence is verbatim with names removed and any emphasis is the commenter’s own. Team responses are in *italics*.

---

Scott a couple of ideas we had that may help some maintenance some just ideas that you most likely have already.

Compass Rose realign and repaint. Fund the repaint active surfaces, then set aside funds each year to do sections.

Set aside funds each year to apply 6750 pounds of crack sealant in conjunction with streets. About \$20,000 for airport if city funded = the 6750 pounds of crack sealant supply and application.

Remove trees and vegetation from all fence lines apply application of herbicide (manpower maybe city if a full time person for airport were to be budgeted or contract.) along the same lines budget for a full time airport maintenance person to keep up with maintenance needs as P.W. Is short staffed.

Consolidate small aircraft to the one large apron in winter to reduce snow removal cost.

Look towards future projects to change all lighting to LED and reduce KW of regulators to save energy = reduced O&M cost.

Convert city and FAA side of flight service facility from electric heat to natural gas to save on O&M cost. Install indoor restroom facility at flight service building city side.

Provide additional funds to keep up with building maintenance not the shoe string approach

---

buildings have a lot of needs.

Budget for manufacturer recommended spare lighting parts REIL, PAPI, directional lighting etc.

Very near future budget for snow blower replacement and loader with some attachments as each are 16 + years old with thousands of hours on each.

Gain FAA approval to use runway protection zone by arboretum for community garden in field area to keep vegetation (trees) from growing.

Gain FAA approval to remove small aircraft parking just south of forestry hanger and turn into two large aircraft lease lots for large hangers and easy access to 16/34. *Thanks [redacted]. All good stuff. We will get this into the inventory and facility needs.*

---

*Your name, and your ARRC planning role, came up last week during a public meeting about the Palmer Municipal Airport master plan update. I've attached a copy of the newsletter that went out to the public announcing the beginning of our project, the team, scope and schedule.*

*The Alaska Railroad has a spur into the airport and the planning team would like some input on its condition, use and future.*

*I've copied the airport manager, Jeffrey Combs, and HDL's project manager, Scott Hattenburg. Feel free to reply to this message or give them a call to discuss further.*

*Thanks,*

---

*Thanks for the call this morning. I've attached a copy of the newsletter that was mailed to area residents. I appreciate that you called to verify your address. We have updated our files with your accurate address: 3480 N. Old Glenn Highway, Palmer, AK 99645.*

*I understand you have a history with the City of Palmer and pending litigation. It is not unusual for cities to continue long range planning when litigation is pending as I mentioned over the telephone.*

It is unusual for a City to claim they reduced their Airport when they in fact enlarged it. As Airport Enlargement, when will the city be doing a new environmental assessment, or are they going to try to use the old files again?

*I also understand from our conversation you have issues with noise and size of aircraft operating at the airport.*

NO, the airport is "Built in our yard", and continues to violate our property rights, doing straffing runs on our house, and committing CERCLA Violations with their "Non-Existant" Large Aircraft.

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*The meeting next week will ask area residents to provide the team just such issues for*

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*consideration in our planning effort.*

*I will look forward to meeting you next week.*

*FYI. Mr. [redacted] comments are interspersed with my notes.*

---

People near the Palmer Airport have been forced to suffer the sonic whine of long-bladed Cessna 185 Thunderscreeches flown by overzealous pilots. This sonic whine is totally unneeded, completely preventable, and is not the practice of good-neighbor pilots. Please help put an end to it.

I have lived near this Airport for over 50 years. I don't mind the noise from most planes, including most small aircraft, the Convair 580's, DC-3's, 4's and 6's, C130's, C-17's, etc. But, long-bladed Cessna 185's, 206's, and a few other planes occasionally make a horrible racket, apparently when flown so that their propeller tips approach or exceed the speed of sound, i.e., transonically or supersonically. According to long-time pilot [redacted], there is virtually no need on our strips for a pilot to fly these planes in this manner. Simply by reducing the RPMs a bit, these planes can take off perfectly safely without the sonic whine. Of course, in the event of emergency, I have no objection to a plane making as much noise as the pilot wants.

There must be a way to stop this unneeded, horrible screeching. At the Public Meeting on August 14, Mr. Hattenburg first suggested changing the Airport's flight pattern to a non-standard one like Birchwood has. However, after listening to [redacted] and others, Mr. Hattenburg then suggested adopting noise abatement procedures like Merrill Field has and he did not object to the installation of noise detectors and the issuance of tickets to violators. By coincidence, two current members of our Airport Advisory Commission have received aircraft noise tickets from outside airports, so this method is used by municipalities in other places.

Please help pilots using our Airport to be good neighbors. Thank you.

*Thank you for your comments contained in your letter dated August 15, 2014. Your input is appreciated.*

*The purpose of this email is to clarify our discussion on noise. To be clear, I did not suggest, nor do I recommend installation of noise detectors and the issuance of tickets at the Palmer Airport. At the above referenced meeting, I suggested that your noise concerns could be improved by changing to a non-standard traffic pattern, or by using a noise abatement program similar to Merrill Field's "Fly Friendly" program. See Merrill Field's website at [www.muni.org/Departments/merrill\\_field](http://www.muni.org/Departments/merrill_field). Merrill Field's Fly Friendly program provides voluntary pilot guidelines that do not involve noise detectors and writing tickets. There was a discussion between you and another participant about the idea of developing a noise ordinance, enforcement, and writing tickets - which I would not recommend.*

*Thanks again for your feedback, and give me a call if you have any questions.*

---

Table 1. Meeting Outreach

<b>Date</b>	<b>Outreach Method</b>
07/25/2014	Meeting notice in City of Palmer <i>Manager's Link</i> newsletter for city employees
07/28/2014	Meeting notice to City of Palmer Municipal Airport Master plan update website
07/28/2014	Postcard Mailer to project mailing list that includes residents, businesses, local government and elected officials, tribal entities, utilities, and local media (3,571 total)
07/31/2014	Public Service Announcement request sent to local radio and television stations
07/31/2014 08/13/2014	Email notice and reminder via Constant Contact
08/01/2014	<i>Mat-Su Valley Frontiersman</i> display advertising

Documents on file:

- Fact Sheet
- Comment sheet
- Sign-in sheet
- Meeting display boards

# Palmer Municipal Airport Master Plan Update

## August 14, 2014 – Open House Sign-in Sheet

<b>NAME</b> Sandra Garley
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20140814-Scanned Signin

August 14, 2014 – Open House Sign-in Sheet

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August 14, 2014 – Open House Sign-in Sheet

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# Palmer Municipal Airport Master Plan Update

## August 14, 2014 – Open House Sign-in Sheet

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**Make tracks to the Transportation Fair to learn about the many transportation projects under way in the Mat-Su Borough!**



**Wednesday, October 22, 2014**  
**Stop by anytime between 4 and 8 pm.**  
 Raven Hall, Alaska State Fairgrounds  
 2075 Glenn Highway, Palmer

*Bring the family for children's activities, food and fun!*

The Alaska Department of Transportation & Public Facilities, City of Palmer, City of Wasilla, City of Houston, the Alaska Railroad Corporation, Mat-Su Transit, and the Mat-Su Borough have teamed up to bring you the latest on roads, rails and trails at this one-stop information destination.

**Stop by anytime to find out more about:**

- ✦ Fairview Loop Rehabilitation
- ✦ Glenn Highway Projects
- ✦ Knik Arm Crossing
- ✦ Palmer-Wasilla Highway
- ✦ Palmer Municipal Airport Master Plan Update
- ✦ Parks Highway Alternative Corridor
- ✦ Parks Highway Projects
- ✦ Port Projects
- ✦ Seldon and Lucille Improvements
- ✦ Wasilla Main Street Project
- ✦ And many more...

**Event Blog: [matsutranspofair.blogspot.com](http://matsutranspofair.blogspot.com)**

**For more information contact:**

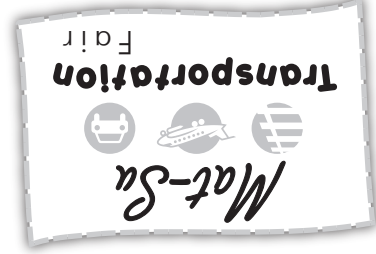
Anne Brooks, Brooks & Associates  
 Toll Free: 866-535-1877, E-mail: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

You are receiving this postcard because you are on the project mailing list for one of the projects that will be represented at the fair. Not all projects are listed here.

DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: [dot.alaska.gov/tvi\\_statement.shtml](http://dot.alaska.gov/tvi_statement.shtml). To file a complaint go to: [dot.alaska.gov/cvlrts/titlevi.shtml](http://dot.alaska.gov/cvlrts/titlevi.shtml). DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this event should contact Anne Brooks at (907) 272-1877 to make necessary arrangements. Individuals with a hearing impairment can contact Relay Alaska at 711 for assistance.

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**Wednesday, October 22, 2014**  
*Everyone Welcome!*



Brooks & Associates  
 174 Rogers Park Court  
 Anchorage, AK 99508

# Mat-Su



## Transportation

matsutranspofair.blogspot.com Fair

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to learn about the many  
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- ◆ Parks Highway Alternative Corridor
- ◆ Parks Highway Projects
- ◆ Port Projects
- ◆ Seldon and Lucille Improvements
- ◆ Wasilla Main Street Palmer Municipal Airport Master Plan Update

### **For more information contact:**

Anne Brooks, Brooks & Associates, Toll Free: 866-535-1877  
E-mail: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

**Event Blog: [matsutranspofair.blogspot.com](http://matsutranspofair.blogspot.com)**

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# Frontiersman

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Wasilla, AK 99654

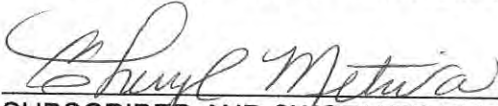
(907) 352-2250 ph  
(907) 352-2277 fax

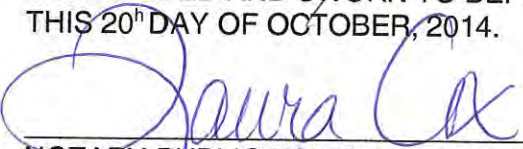
### AFFIDAVIT OF PUBLICATION

UNITED STATES OF AMERICA, STATE OF ALASKA, THIRD DIVISION  
BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC, THIS DAY  
PERSONALLY APPEARED BEFORE **CHERYL METIVA** WHO, BEING  
FIRST DULY SWORN, ACCORDING TO LAW, SAYS THAT SHE IS THE  
LEGAL AD CLERK OF THE **FRONTIERSMAN** AND THE **VALLEY SUN**  
PUBLISHED AT WASILLA, IN SAID DIVISION THREE AND STATE OF ALASKA  
AND THAT THE ADVERTISEMENT, OF WHICH THE ANNEXED IS A TRUE  
COPY, WAS PUBLISHED ON THE FOLLOWING DAYS:

**OCTOBER 10 & 12, 2014**

AND THAT THE RATE CHARGED THEREIN IS NOT IN EXCESS OF  
THE RATE CHARGED PRIVATE INDIVIDUALS.

  
SUBSCRIBED AND SWORN TO BEFORE ME  
THIS 20<sup>th</sup> DAY OF OCTOBER, 2014.

  
NOTARY PUBLIC FOR STATE OF ALASKA

CITY OF WASILLA



# Mat-Su Transportation Fair

matsutranspofair.blogspot.com

The Alaska Department of Transportation & Public Facilities, City of Palmer, City of Wasilla, City of Houston, the Alaska Railroad Corporation, Mat-Su Transit and the Mat-Su Borough have teamed up to bring you the latest on Valley roads, rails and trails at this one-stop information destination.

## Stop by anytime to find out more about:

- ◆ Fairview Loop Rehabilitation
- ◆ Glenn Highway Projects
- ◆ Knik Arm Crossing
- ◆ Palmer-Wasilla Highway
- ◆ Palmer Municipal Airport Master Plan Update
- ◆ Parks Highway Alternative Corridor
- ◆ Parks Highway Projects
- ◆ Port Projects
- ◆ Seldon and Lucille Improvements
- ◆ Wasilla Main Street Project ◆ And many more...

Make tracks to the Transportation Fair  
to learn about the many  
transportation projects under  
way in the Mat-Su Borough!

Wednesday, October 22, 2014  
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Raven Hall, Alaska State Fairgrounds  
2075 Glenn Highway, Palmer

Bring the family for children's activities,  
food and fun!

## For more information contact:

Anne Brooks, Brooks & Associates, Toll Free: 866-535-1877  
E-mail: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

Event Blog: [matsutranspofair.blogspot.com](http://matsutranspofair.blogspot.com)

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# Mat-Su



## Transportation Fair

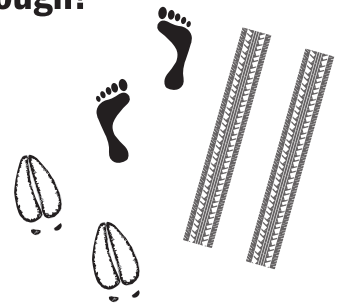
Make tracks to the transportation fair to learn about the many transportation projects under way in the Mat-Su Borough!

### Wednesday, October 22, 2014

Save the date!

4 - 8 pm

Raven Hall, Alaska State Fairgrounds  
2075 Glenn Highway, Palmer



Bring the family for children's activities, food and fun!

The Alaska Department of Transportation & Public Facilities, Cities of Palmer, Wasilla, and Houston, the Alaska Railroad Corporation, Knik Arm Bridge and Toll Authority, and the Mat-Su Borough have teamed up to bring you the latest on Valley roads, airports, rails and trails at this one-stop information destination.

#### Stop by anytime to find out more about:\*

- ◆ Alaska Railroad Projects
- ◆ Bogard Road Extension
- ◆ Fairview Loop Rehabilitation
- ◆ Glenn Hwy Reconstruction: Parks Highway to Old Glenn Highway
- ◆ Highway Safety Corridors Status Update
- ◆ Houston Comprehensive Plan
- ◆ Mat-Su Community Transit (MASCOT)
- ◆ MSB Planning Efforts
- ◆ Palmer-Wasilla Highway Eastern Terminus
- ◆ Parks Highway Alternative Corridor
- ◆ Parks Highway Connector: Museum Drive
- ◆ Parks Hwy Milepost 44-52, Wasilla to Houston
- ◆ Port Mackenzie Rail Extension
- ◆ Seward Meridian Phase II
- ◆ South Big Lake Road Realignment
- ◆ South Mack Drive Extension (Clapp Road)
- ◆ Statewide Transportation Bond Projects
- ◆ Valley Mover
- ◆ vRide Vanpools
- ◆ Wasilla Main Street Couplet

**And many more projects...**

#### \*Tentative list of projects

**To include your project, please contact the event organizer.**

#### For more information about the transportation fair, contact event organizer:

Anne Brooks, Brooks & Associates, Tel: (907) 272-1877, E-mail: [anne.brooksalaska@gmail.com](mailto:anne.brooksalaska@gmail.com)

### SPONSORS

Alaska Department of Transportation



Mat-Su Borough



City of Houston



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Alaska Railroad Corporation



## 7<sup>th</sup> Annual Mat-Su Transportation Fair

**(Palmer, Alaska)** – The Alaska Department of Transportation & Public Facilities, City of Palmer, City of Wasilla, City of Houston, the Alaska Railroad Corporation, Mat-Su Transit, and the Mat-Su Borough have teamed up to bring you the latest on roads, rails and trails at this one-stop information destination.

The 2014 Mat-Su Transportation Fair will take place **Wednesday, October 22nd, from 4 p.m. to 8 p.m. at Raven Hall, Alaska State Fairgrounds, 2075 Glenn Highway, Palmer, Alaska.**

Over 50 Mat-Su transportation projects, agencies, and transportation providers will be represented. Families and businesses will be able to talk to project team members, get information, updates, and see the big picture of the future of transportation in the Valley. There will be activities for children, and light snacks will be provided. This is the 7th Mat-Su Transportation Fair and attendance has steadily increased to about 400 folks from around the valley attending last year.

Projects include:

DOT&PF projects:

- DOT&PF Planning and Programming
- Fairview Loop Rehabilitation
- Flashing Yellow Arrows
- Glenn Highway projects
- Knik Arm Crossing
- Lucus Road, Parks Highway to Spruce Street
- Palmer-Wasilla Highway
- Parks Highway Alternative Corridor
- Parks Highway projects
- Seward Meridian, Phase II
- Trunk Road Reconstruction
- Willow Airport Master Plan

City of Palmer projects:

- Palmer Municipal Airport Master Plan Update

City of Wasilla projects:

- Main Street Couplet (links to Wasilla Main Street)
- South Mack Drive (Clapp Road) Extension & South Mack Grade Separation

Mat-Su Borough projects:

- Big Lake Road Intersection Improvements
- Bogard Road Extension East (BREE)
- Caswell Lakes Road Upgrade
- Hawk Lane Upgrade & Paving
- Mat-Su Borough Long Range Plan
- Mat-Su Borough Trails and Parks Foundation
- Old Glenn Highway Paved Pathway
- Parks Connectors: Machen Road and Museum Drive
- Port MacKenzie Master Plan
- Safe Routes to Schools
- Seldon Road & Lucille Street Improvements
- Seldon Road Extension & Beverly Lake Road Upgrade
- South Big Lake Road Realignment
- Sullivan Avenue and Caudill Road Upgrade
- Sutton Elementary to Glenn Highway Paved Pathway
- Trunk Road Extension South
- Vine Road Upgrade
- Willow Lake Drive Upgrade

Additional participants include:

- Alaska Mobility Coalition
- Chickaloon Area Transit System (CATS)
- MASCOT
- Sunshine Transit
- Valley Mover
- vRide

**For more information contact:**

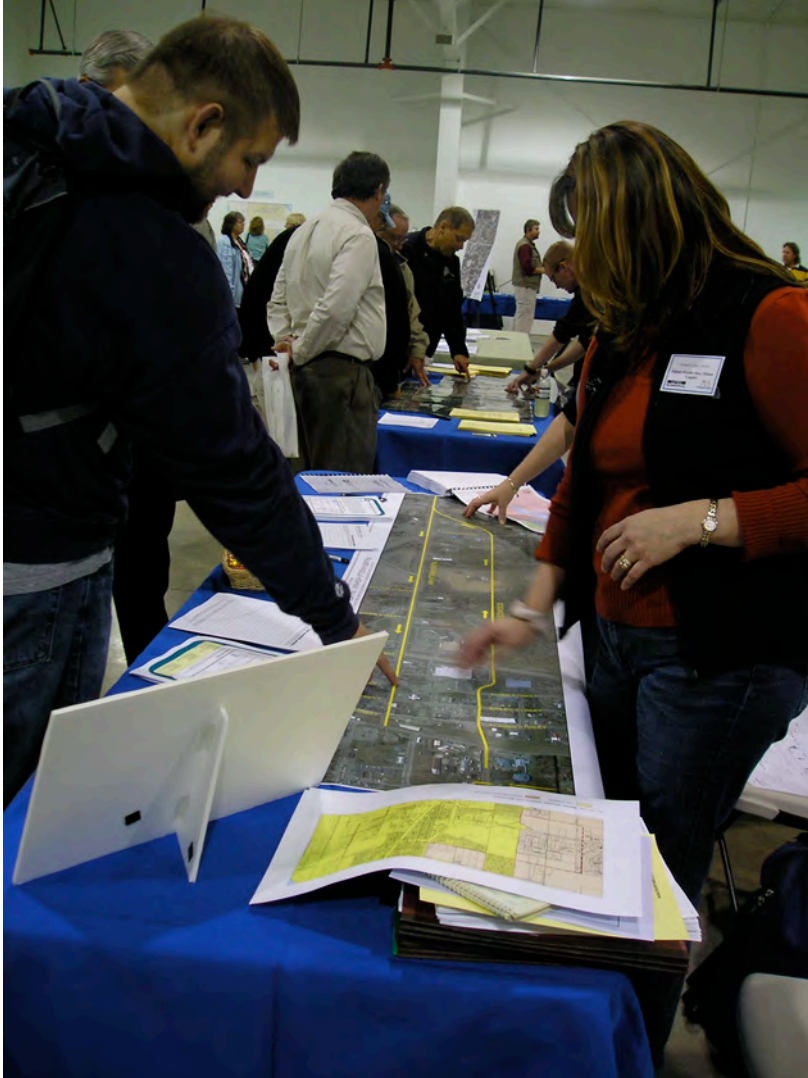
**Anne Brooks, P.E.**, Public Involvement Coordinator  
Brooks & Associates  
Toll Free: (866) 535-1877, Email: [anne.brooksalaska@gmail.com](mailto:anne.brooksalaska@gmail.com)

Or visit the blog at <http://matsutranspofair.blogspot.com/>

Photos from past Mat-Su Transportation Fairs:









Camden Yehle &lt;camden.brooksalaska@gmail.com&gt;

---

## Mat-Su Transportation Fair - October 22, 2014, Raven Hall at the Fairgrounds

---

**Anne Brooks** <comments.brooksalaska@gmail.com>

Thu, Oct 9, 2014 at 11:02 AM

Reply-To: comments.brooksalaska@gmail.com

To: camden.brooksalaska@gmail.com

Hi, you're receiving this email because you have expressed an interest in receiving information about a Mat-Su area Brooks & Associates project.

You may [unsubscribe](#) if you no longer wish to receive our emails.



### The 2014 Mat-Su Transportation Fair is coming your way!

Click [here](#) for the full list of projects.

Mark your calendars, the Transportation Fair is coming up and provides you an opportunity to learn about important projects in the Mat-Su. Close to 400 hundred people showed up last year to learn about projects at our multi-project open house. There are already over 60 projects signed up to attend this year.

WHEN: Wednesday, October 22, 2014, 4-8 p.m.  
LOCATION: Raven Hall, Alaska State Fairgrounds  
2075 Glenn Highway, Palmer

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- Glenn Highway projects
- Knik Arm Crossing
- Mat-Su Trails and Parks Foundation
- Palmer-Wasilla Highway
- Palmer Municipal Airport Master Plan Update
- Parks Highway projects
- Seldon Road projects
- And many more...

Check out the transportation fair [blog](#) for a more information.

To contact the event organizer:

**Brooks and Associates**

**Newspaper Clipping**

Publication:	<i>Mat-Su Frontiersman</i>
Day/Date Published:	Sunday, October 19, 2014
Section/Page No.:	A-2
B&A Project No.	3926.19
Project Name:	<i>Various</i>

B&A Project No. 3926.15 and others

sports@frontiersman.com

**CLASSIFIEDS  
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907-352-2264

**PRESS FOREMAN**  
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ryan.sleight@frontiersman.com

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Myrl Thompson  
907-352-2251  
circ.manager@frontiersman.com

Frontiersman  
10-19-14

**'Mat-Su Transportation Fair' is  
Wednesday**

The Mat-Su Transportation Fair is planned from 4 to 8 p.m., Oct. 22 in Raven Hall on the Alaska State Fairgrounds in Palmer. The Alaska Department of Transportation and Public Facilities, cities of Palmer, Wasilla, and Houston, the Alaska Railroad Corporation, Mat-Su Community Transit, and the Mat-Su Borough have teamed up to bring you the latest on roads, rails and trails at this one-stop information destination. In 2013, close to 400 people showed up to learn about projects in the Mat-Su. For more information, visit [matsutranspofair.blogspot.com/](http://matsutranspofair.blogspot.com/).

**Newspaper Clipping**

Publication:	<i>Frontiersman</i>
Day/Date Published:	Tuesday, October 21, 2014
Section/Page No.:	2
B&A Project No.	3926.15 and others
Project Name:	<b><i>Mat-Su Transportation Fair</i></b>

B&A Project No. 3926.15 and others





Camden Yehle &lt;camden.brooksalaska@gmail.com&gt;

---

**Reminder: Mat-Su Transportation Fair - Tomorrow, October 22, 2014, 4 - 8 p.m.**

---

**Anne Brooks** <comments.brooksalaska@gmail.com>

Tue, Oct 21, 2014 at 8:00 AM

Reply-To: comments.brooksalaska@gmail.com

To: camden.brooksalaska@gmail.com

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- Palmer-Wasilla Highway
- Palmer Municipal Airport Master Plan Update
- Parks Highway projects
- Seldon Road projects
- And many more...

Check out the transportation fair [blog](#) for a more information.

To contact the event organizer:

**Brooks and Associates**

## Newspaper Clipping

Publication:	<i>Alaska Dispatch News</i>
Day/Date Published:	Wednesday, October 22, 2014
Section/Page No.:	B-5
B&A Project No.	3926.15 and others
Project Name:	<b><i>Mat-Su Transportation Fair</i></b>

Page 1 of 1

B&A Project No. 3926.15 and others

a publication from a concert or

### MAT-SU EVENTS CALENDAR

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**WEDNESDAY**

**Mat-Su Transportation Fair,**  
4-8 p.m., Alaska State Fairgrounds,  
2075 Glenn Highway, Palmer. The  
Alaska Department of Transportation  
& Public Facilities, City of Palmer, City  
of Wasilla, City of Houston, the Alaska  
Railroad Corporation, Mat-Su Transit,  
and the Mat-Su Borough have teamed  
up to bring you the latest on roads,  
rails, and trails at this one-stop infor-  
mation destination. Bring the family  
for children's activities, food and fun.  
Free. (866-535-1877, [matautranspoalaska.blogspot.com](http://matautranspoalaska.blogspot.com))

**Home Market Bake/Decor Sale**  
9 a.m.-2 p.m., 1301 S. Century Circle,  
Wasilla. Crafts, decor, and baked  
goods. Enjoy a pasty lunch from  
11 a.m.-2 p.m. All proceeds benefit  
Alaska Luthstadian Lutheran Church.  
(715-7886, [www.facebook.com/ak-home-market](http://www.facebook.com/ak-home-market))

**Ididachais Crochet Guild of Alaska,**  
10 a.m.-noon, Craft 2001 E. Pal-  
mer-Wasilla Highway, Wasilla. Come  
and meet with the neighborhood group

**F R I D A Y**

## Transportation fair Wednesday

**Posted: Saturday, October 18, 2014 11:01 pm**

PALMER — Transportation can mean getting the ice cream home from the store before it melts, or getting the ice cream to the store at all.

Exhibitors from almost 70 different transportation projects — the Moose Creek re-alignment in Chickaloon and Knik-Goose Bay Road improvements, for example — and area service providers will attend the 2014 Mat-Su Borough Transportation Fair this Wednesday at the Alaska State Fairgrounds.

Transportation projects affect large numbers of Valley consumers, either during the workday or on weekends, said Anne Brooks of Brooks and Associates, a public outreach firm that has helped organize the state's oldest transportation fair since the event began in 2007.

“If people commute in the Mat-Su, if they recreate in the Mat-Su, they're using one of these corridors that's in the process of being upgraded,” she said.

Attendance for the event has risen every year, transportation officials and organizers said. Last year, about 400 people attended the event.

Given the number of transportation projects in the Valley — almost \$50 million this year with \$30 million to \$40 million slated for next year in borough projects alone, with almost an equal value in state-managed transportation projects, according to borough officials — bringing the projects together under the roof of Raven Hall is all about convenience, Brooks said.

“Instead of going to 68 different meetings, they can come to one event and get a really good sense of what's happening throughout the borough,” she said.

Many of the projects presented are smaller-scale pavement preservation project, according to Brooks.

Others are more all-encompassing, like the State's 511 traveler information system, which updates road conditions and construction project statuses in real time via a mobile phone application, website and automated voice call-in system.

“The borough is going to have a big planning table there about their long-range transportation project they're currently working on,” she said.

Nor are transportation projects limited to motor vehicles. For example, improvements along a road leading out to Port Mackenzie will include more options for hiking and biking, Brooks said. Other non-motor-oriented projects listed on the transportation fair website include the commuter ride service vRide, Mat-Su Community Transit, the Alaska Railroad, the Mat-Su Valley Aviation Advisory Committee, and the Safe Routes To Schools projects.

Whatever the mode of travel, the goal is transportation improvement, Brooks said.

“In the end, we’ll have a safer, smoother corridor to travel on,” she said.

Contact Brian O’Connor at 352-2269 or [brian.oconnor@frontiersman.com](mailto:brian.oconnor@frontiersman.com).



**Newspaper Clipping**

Publication:	<i>Mat-Su Frontiersman</i>
Day/Date Published:	Sunday, October 19, 2014
Section/Page No.:	A-1
B&A Project No.	3926.19
Project Name:	<i>Various</i>

B&A Project No. 3926.15 and others

# Transportation fair Wednesday

## Seventh annual event to feature dozens of projects

**BY BRIAN O'CONNOR**  
Frontiersman.com

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**IF YOU GO**

**What:** Mat-Su Transportation Fair.

**Where:** Raven Hall, Alaska State Fair

**When:** 4 p.m. to 8 p.m. Wednesday

Refreshments and a coloring table will be provided.

that has helped organize the state's oldest transportation fair since the event began in 2007.

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*See TRANSPORTATION, Page A3*

*Continued from Page A1*

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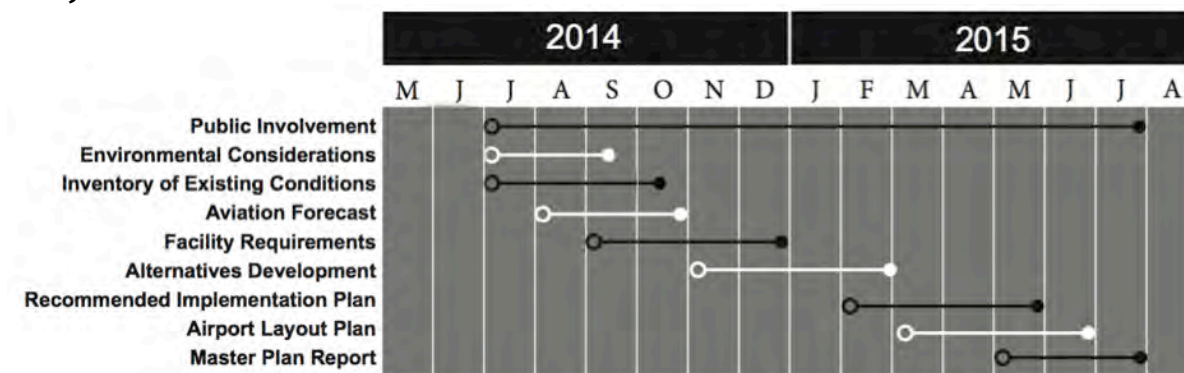
## Background

The airport is one of the City’s key assets and serves general aviation, government, and commercial aircraft. The primary Runway 16-34 was built in the 1970s and designed to support heavy aircraft. Its pavement is at the end of its service life and needs to be rehabilitated. In 2007, the crosswind Runway 9-27 was strengthened and its lighting system improved to support a Global Positioning System (GPS) instrument approach. The City maintains over 3 million square feet of pavement at the airport. Between 2003 and 2006, aviation activity at the airport declined, but is now on the increase. Increased activity from larger aircraft requires an update to aviation activity forecasts, the design aircraft, and the facility needs.

## What is an airport master plan?

An airport master plan is a comprehensive study of the airport that describes the development for a 20-year planning horizon. The Federal Aviation Administration (FAA) funds the study. During the process, airport facilities are inventoried; current and future aviation activity forecast; environmental resources are reviewed; a financial plan is developed; public issues are identified and addressed; and future needs are identified. The master plan process will result in updates to key planning documents -- the aviation activity forecast, design aircraft, and Airport Layout Plan (ALP). These documents will help the City and the FAA define future development.

## Project Schedule



## How will public comments be used in the update process?

Public comments are an important way for the project team to document and address key issues and concerns. Comments will be considered in conjunction with other airport needs including safety, security, capacity, airspace, access, environmental, and financial considerations. All of these will affect the identification, evaluation, and selection of development alternatives in the final airport master plan.

### To make a comment, call or email:

- **Scott Hattenburg, P.E.**, Project Manager  
[shattenburg@hddlaska.com](mailto:shattenburg@hddlaska.com), 907-564-2111
- **Anne Brooks, P.E.**, Public Involvement Coordinator  
[comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com), 1-866-535-1877

**Your Comments Please...** Use this form to provide feedback about the project.  
 Thanks for your input!

Name	
Street Address or PO Box	
City, State, Zip	
Email	Phone

**Your comments:**

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We welcome your input. Please send written comments:

 **Mail**

Brooks & Associates  
 Attn: Palmer Municipal Airport Master Plan Update  
 1704 Rogers Park Court  
 Anchorage, AK 99508

 **Call**

Alaska Relay  
 TTY 800-770-8973 or  
 Toll Free: 1-866-535-1877

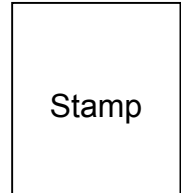
 **Email**

[comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

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**Project website: [www.cityofpalmer.org](http://www.cityofpalmer.org)**  
 (Look for *Palmer Municipal Airport* on the left hand menu)

Brooks & Associates  
1704 Rogers Park Court  
Anchorage, AK 99508



Brooks & Associates  
Attn: Palmer Municipal Airport Master Plan Update  
1704 Rogers Park Court  
Anchorage, AK 99508

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(To mail, fold here, tape lower edge, and affix first class stamp)

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Comments continued:

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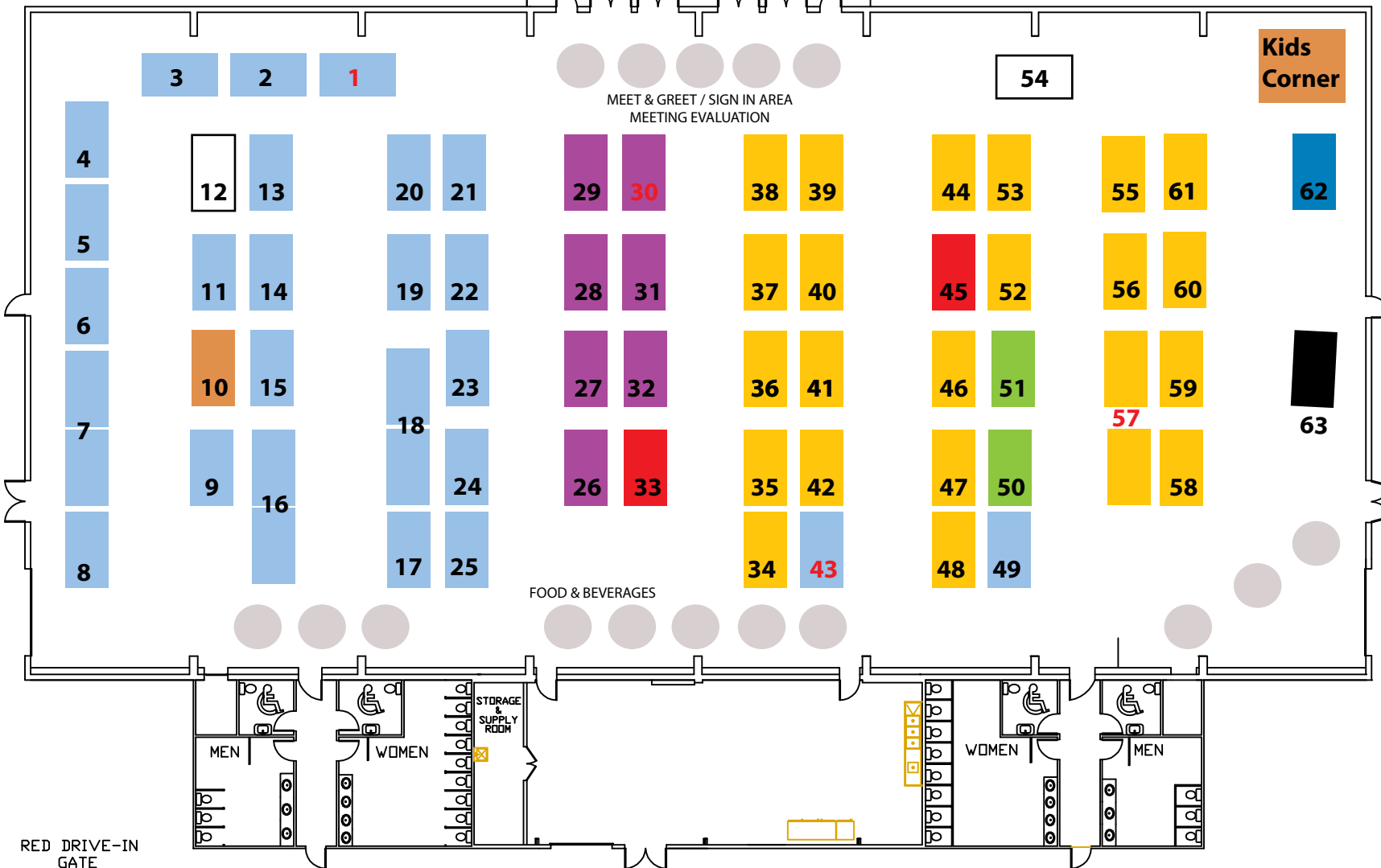
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PIONEER PLAZA

FRONT ENTRANCE

Where do I find the project I'm interested in?



## 2014 Mat-Su Transportation Fair Booth Layout

Let us know what you think of the event on Twitter or Facebook by using the hashtag #matsustransportationfair

**DOT&PF PROJECTS**

- 1 Central Region Planning
- 2 Parks Hwy Alternative Corridor
- 3 DOT&PF Aviation
- 4 Glenn Hwy – Parks Hwy Interchange Ramps  
Parks Hwy: MP 35 to 40 Pavement Preservation
- 5 Mat-Su Area Rds Pavement Preservation (Group A, B, & C)  
Schrock Rd Pavement Preservation
- 6 Lucus Rd Improvements: Parks Hwy to Spruce Street
- 7 Glenn Hwy Continuous Lighting, MP 27 to 31  
Flashing Yellow Arrows  
Parks Hwy and Petersville Rd OH Beacon  
Bogard and Seldon OH Beacon
- 8 DOT&PF Traffic and Safety
- 9 Seward Meridian Rd, Phase II: Palmer Wasilla Hwy to Seldon Rd
- 10 Glenn Hwy, MP 66.5 to 92 (Western Federal Lands)
- 11 Parks Hwy MP 90 to 99 – Rehabilitation  
Parks Hwy Systemic Passing Lanes, MP 83 to 163  
Parks Hwy MP 123.5 to 146 – Rehabilitation  
Parks Hwy MP 99 to 123.5 – Rehabilitation
- 13 Knik Goose Bay Rd Reconstruction: Centaur Avenue to Vine Rd
- 14 Palmer - Wasilla Hwy - Eastern Terminus
- 15 Parks Hwy/Talkeetna Spur Rd Pedestrian Improvements
- 16 Parks Hwy, MP 44 to 52 Reconstruction
- 17 Glenn Hwy: MP 34-42 Reconstruction - Parks to Old Glenn Hwy
- 18 Fairview Loop Rehabilitation
- 19 Palmer-Wasilla Hwy, Center Left Turn Lane Widening
- 20 Glenn Hwy: MP 49, Erosion
- 21 Glenn Hwy, MP 53 to 56 Reconstruction – Moose Creek Canyon
- 22 Glenn Hwy: Hiland to Artillery Capacity Improvements
- 23 Alaska 511 - Traveler Information
- 24 Northern Region Parks Hwy Construction
- 25 Knik Arm Crossing

**PUBLIC TRANSPORTATION PROVIDERS**

- 26 Chickaloon Area Transit System (CATS)
- 27 Alaska Mobility Coalition
- 28 Valley Mover
- 29 Sunshine Transit
- 30 Mat-Su Community Transit (MASCOT)
- 31 vRide
- 32 Mat-Su Senior Services
- 33 Mat-Su Borough Public Works: Bridges

**MAT-SU BOROUGH**

- 34 Mat-Su Borough Public Works: Fish Passage

- 36 Mat-Su Borough Public Works: Rd Service Area Board  
Mat-Su Borough Maintenance & Operations
- 38 Trunk Rd Connector  
Seldon Rd/Lucille Street Upgrades
- 39 Vine Rd Upgrade  
Trunk Rd Extension South
- 40 Caswell Lakes Rd Upgrade  
Willow Lake Drive Upgrade and Paving
- 41 Seldon Rd Extension & Beverly Lake Rd Upgrade
- 42 Stormwater Management
- 43 Big Lake Intersection Improvement
- 44 South Big Lake Rd Realignment
- 45 Wasilla Main Street
- 46 Sullivan Avenue and Caudill Rd Upgrade
- 47 Old Glenn Hwy Paved Pathway
- 48 Museum Drive Extension
- 49 Knik-Goose Bay Rd Reconstruction: Vine Rd to Settler's Bay  
Bogard Rd Extension East
- 50 City of Palmer Public Works
- 51 Palmer Municipal Airport Master Plan Update
- 52 Mat-Su Borough Trails
- 52 Mat-Su Borough Traffic Count Maps
- 53 Mat-Su Trails and Parks Foundation
- 55 Mat-Su Borough Aviation Advisory Board
- 56 Mat-Su Borough Transportation Advisory Board
- 57 Port MacKenzie Railroad Extension
- 58 Port Master Plan Update/Port to Parks/LNG
- 59 Big Lake Community Impact Assessment  
Mat-Su Borough Build Out Model  
Regional Transportation Planning  
Lake Management & Aviation  
Mat-Su Borough Long Range Transportation Plan
- 60 Permits, Standards for work in Public Easements & Rights of Way
- 61 Safe Routes to Schools

**ALASKA RAILROAD CORPORATION**

- 62 Track Rehabilitation, Bridge Rehabilitation, Grade Crossings,  
Positive Train Control, Port Mackenzie Rail Extension, Commuter Rail

**CITY OF WASILLA**

- 37 South Mack Drive Extension (Clapp Street)
- 62 City of Wasilla Public Works Projects

**MATANUSKA ELECTRIC ASSOCIATION**

- 63 Matanuska Electric Association
- 64 Kids Corner/Coloring and Face Painting



## Meeting Notes

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SUBJECT: Palmer Municipal Airport Master Plan Update  
PROJECT NO.: City of Palmer Project No. 14-015  
GROUP: Public  
DATE: October 22, 2014  
LOCATION: 4:00 to 8:00 p.m.  
MEETING OUTREACH: Alaska State Fairgrounds, Raven Hall,  
2075 Glenn Highway, Palmer, Alaska  
MEETING ATTENDANCE: See Table 1 Meeting Outreach  
MEETING MATERIALS: Fact sheet, comment sheet, labeled aerial photo of the airport,  
and traffic patterns  
STAFF PRESENT: *HDL*: Scott Hattenburg, Tae Voight  
*Brooks & Associates*: Anne Brooks, Camden Yehle

### MEETING INFORMATION:

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Attendees were greeted at the door and asked to sign in. They were then provided with a diagram showing the layout of the event. Over 70 Mat-Su transportation projects, agencies, and transportation providers were represented. Community members were encouraged to ask questions of the project teams and to provide written comments. These comments are provided below. All specific questions submitted will receive an individual response from the project team.

The following written comments were received at the Transportation Fair.

- Needs a buffer of trees between Mt. Rose Estates and future development to the east – on Thuma St.
- I think there should be commuter planes to Fairbanks.
- New hanger, next to flight service station. What is in all those underground tanks, under and around the hangar?

*Team response: This email is in response to your question at the Transportation Fair regarding underground tanks at the new Cruz hangar located southwest of the flight service station at the Palmer Municipal Airport.*

*There are no underground tanks on this lease lot. The deep excavations were to remove undesirable silty soils from under the improvements. The contractor removed the silt and backfilled the areas with clean gravel to support the improvements. The yellow pipes are bollards that will protect a fuel island where they will install a double-walled above ground fuel tank.*

*Hope this has been helpful. Call me if you have any questions.*

The following is a summary of verbal comments made to Project Manager, Scott Hattenburg, at the meeting.

- I had a good discussion with [redacted]. We talked about the management of his adjacent farmlands. He indicated he has changed his crops from a grain to grass to reduce attraction of migratory waterfowl.
- I had a good discussion with Mayor Johnson about improvements at the airport. She indicated that if the woodlands south of Runway 9-27 are cleared for new commercial lease lots that a tree buffer could be maintained along Cope Industrial Way for visual and wind break reasons.
- I had a good discussion with [redacted] about providing power to the Fuel Haulers as well as the other tenants on the large aircraft apron, and we talked about the master lease agreement.
- I also talked to [redacted] who represents [redacted]. He talked about the helicopter operation they are setting up in the old gravel pit west of the airport. [Redacted] indicated they are intentionally not setting up their helicopter operation at the airport because of the potential for noise issues and they want to be a good neighbor. The entity has potential interest in a lease lot for a future DC-3, and potentially a small business jet. He was interested in getting a commercial lease lot at the airport. He expressed interest in New Horizon's warehouse and lot on the southwest corner of the large aircraft apron and also expressed interest in the "old" Woods Hangar and the lease lot to the east of the old Woods Hangar off Taxiway H and B north of Runway 9-27. We discussed the wooded undeveloped area south of Runway 9-27. We talked about the taxiway strength deficiencies and the general idea of keeping larger aircraft over on the large aircraft apron. He asked about the Runway 9-27 weight restriction and I indicated that the structural section is designed for greater than 12,500-pound aircraft. Runway 9-27 can be used by heavier aircraft, depending on the weight, on a case-by-case basis with approval from the City.

The following correspondence was submitted in response to the meeting or the meeting outreach. Team responses are in *italics*.

- It appears to me that Palmer airport is way under used and there should be effort to expand business utilization of the airport.

How about an industrial park for aviation to put more of the aviation businesses on the airport? How about a restaurant for pilots who fly in? Rental car availability? Airport camping like there is in Fairbanks.

Must do what the City can to get all the personal and small business or corporate aviation possible as commercial aviation pushes them out of Anchorage area.

*[Redacted] - thank you for your comment. I have passed it along to the design team.*

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- Mr. Hannan: I completed a comment form on the section of the municipal web site



dedicated to the management of the Palmer airport. It was not clear from the site whether my comment had actually been sent to the right place. In fact, the page behaved very much like it was still being put together and I did not receive any notice that my correspondence was being delivered. So, I am sending a copy of the same comment to you for your consideration and response and ask that you direct it to the appropriate person:

Do you have any plans for eliminating noise from aircraft using the Palmer airport?

It seems like airport traffic is increasing. Unfortunately, there are many thoughtless pilots in aircraft without engine mufflers who give no thought to putting on their noise-cancelling headphones and then feel free to ignore their noise and fly over residential areas - in my case, a subdivision a mile south of the airport. Moreover, there are flyers who not only behave this way, they do it repeatedly in a short period of time.

I understand that you do not have authority over all aspects of aircraft use. However, I understand that you can influence this by possibly directing access paths, restricting hours of access by unmuffled aircraft (except possibly emergencies), and instituting substantially higher fees for each take-off and landing by an aircraft with an engine that is not silenced with a muffler.

Such noise suppression and noise-suppression requirements have been done in Europe for decades and have also been implemented in other locations in the U.S. The fact of the nuisance and harm caused by noise is undisputed and has been concisely set forth in ordinances like Anchorage's ordinance 15.70.020 A. No one would even try to excuse the behavior and use of unmuffled, unsilenced aircraft of flyers using the Palmer airport if they were instead doing this in their cars. There is really no excuse or justification for allowing flyers to have noisy aircraft using a municipal airport like Palmer's, let alone flying noisy aircraft over residential areas a mile and more away from the airport. Thank you for your attention.

Table 1. 2014 Mat-Su Transportation Fair Outreach

<b>Date</b>	<b>Outreach Method</b>
09/03/2014	Mat-Su Transportation Fair logo showing dates on the following Mat-Su area websites: Palmer Municipal Airport Master Plan Update
09/08/2014	Notice in Alaska Mobility Coalition monthly newsletter and posted on website
09/08/2014 10/09/2014 10/21/2014	Save the Date email notice and reminder via Constant Contact to the following project lists: Palmer Municipal Airport Master Plan
09/10/2014	Display advertising in <i>Make a Scene</i> , September – October edition
09/17/2014	Request sent to the online calendars at Cities of Wasilla, Palmer, and Houston, the Mat-Su Borough, <i>Frontiersman</i> , <i>Anchorage Daily News</i> , and <i>Make a Scene</i>
10/01/2014	Press release by Mat-Su Borough
10/07/2014	<i>Frontiersman</i> display advertising

<b>Date</b>	<b>Outreach Method</b>
10/10/2014	Radio ad on local stations run by Mat-Su Borough
10/16/2014 10/21/2014	Notices posted on the DOT&PF and Mat-Su Borough Facebook pages
10/16/2014 10/21/2014	Meeting notice via DOT&PF Twitter feed
10/18/2014	<i>Frontiersman</i> article “Transportation fair Wednesday”
10/18/2014	Event fliers around town by City of Palmer
10/19/2014	<i>Frontiersman</i> article “Transportation fair Wednesday, Seventh annual event to feature dozens of projects”
10/19/2014 10/21/2014 10/22/2014	<i>Frontiersman</i> calendar item
10/20/2014	City of Palmer sponsored Robo call to all Palmer residents and businesses
10/22/2014	DOT&PF live tweet of event

Documents on file:

- Fact Sheet
- Comment sheet
- Sign-in sheet
- Meeting display boards

\*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.



**ALASKA DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES**



**PUBLIC MEETING**

**SIGN IN SHEET**

**PROJECT NAME: 2014 Mat-Su Transportation Fair (various projects)**

**DATE: October 22, 2014, 4-8 p.m**

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
STAN Gilberg	STAN Gilberg	907-315-5530	M	
David Kolberg	dave.kolberg@denstar-naturalgas.com	907-352-7125	M	
JAMES A. KEENE	jakeene@mtaonline.net	907-746-4238	M	
Conn, Stromberg	gstromberg@AH.net	907-346-2527	M	W
John & Jeanne Novosad	<del>1370</del> P.O. Box 3844	746-1553	M + F	
Pam Nelson				

3904.06 PI Docs:3909.06 Meetings:3906.06 060329 Meeting:3904.06\_060329 Title VI Sign-In.doc

\*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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**PROJECT NAME: 2014 Mat-Su Transportation Fair (various projects)**

**DATE: October 22, 2014, 4-8 p.m**

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Art + Debra Robinson	12000 Woodstock, Palmer debrawynn@yahoo.com	746-0891	M+F	W
CHARLES DEFREEST	CILSCISIE 20450 PO BOX 1110 CHICKALASKAN 99674 CILLIAN@MTAOnline.net	745-1022	M	W
Linda, Julie, Bruce DeVore	3650 S Sky Circle Wasilla	631-0254	M FF	W/Hsp
JOE CRIST	2830 Mountain CROSS WASILLA	950 1513	M	W
Wayne Martin			M	W
DAVID A + JEANNETTE JENKINS	127016 ERID CT. PALMER	-	M+F	YEP
Caryl C. CHRISTENSEN	2040 N NEARINE ST Palmer 99645			
T.R Johnston	Palma 99645 1100 N. Shoreland Dr		M	W
Joe Carr	4400 S. Center Cir Wasilla, AK 99654			
Mike Bourasaw	m.bourasaw@craytek.org		M.	

\*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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**PROJECT NAME: 2014 Mat-Su Transportation Fair (various projects)      DATE: October 22, 2014, 4-8 p.m**

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Dale Busbey	3035 S. MARK RD Palmer AK	745-3348	M	W
Sarah Wilton	PO Box 870725	376-8577	F	C
Kelly Linn	1003 D St. ANCH, AK 99501	350 9223	M	C
Amy T Wade Faeklam	8300 W Glenn Highway Palmer, AK	/	F/M	
LINDA Kelley + Bob Kelley	Palmer AK	—	F/M	—
Megan Dauphinee	1001 E. Snohomish #1 Wasilla, AK	—	F	—
Carl Scheibl	12205 E. Outer Springer loop		M	C
Roselle Scheibl	11		F	C
JACK ZERBEL ETUX	1720 W HARVEST LOOP WASILLA AK 99654		m/f	
Eila Raisanen	1931 S Bay View Dr Wasilla			

\*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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**PROJECT NAME: 2014 Mat-Su Transportation Fair (various projects)**

**DATE: October 22, 2014, 4-8 p.m**

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
GREG & WENDY BROOKER	3544 E WANAMINGO DR WASILLA, AK 99654	373-3977		
Leeann Schlotfeldt	665 10th Ave # 302 Fairbanks, AK 99701		F	
K LESTER				
Michael Johnson	15037 E LAZY LADY LN Palmer, AK 99645		M	
Charles O. Alkumaw	113@mitaonline.net 7362 West Parks Hwy 513 Wasilla, AK 99623		M	
<del>Sandra</del> Barbara Adams	1361 S. Downwood Palmer		M F	
Les Lee	11740 E Erica		M	
Jennifer Witt	jennifer.witt@alaska.gov 700 E. Glenwood Ave			
ALFRED DOMEY	adomeywardly@gmail.com		M	
Kirsten Laulainen				

\*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

4 of 40

revised: March 2005

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**PROJECT NAME: 2014 Mat-Su Transportation Fair (various projects)**

**DATE: October 22, 2014, 4-8 p.m**

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Paul Maurits	10701 MAR (Yuyuplady) Ave. Coe	844-6276	M	
Wes Kelle	4501 E Foxmet Ave	907 373-1842	M	W
A Jackson	1035 Woodstock Dr Palmer	227-9799	M	B
Chuck + Brodew Gerwig + Zac	gerwig@mtaonline.net	746 2292	M/F/M	W
Margaret Brockman	5125 E Sam's Cir, Wasilla	376-3955	F	Cauc.

\*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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**PROJECT NAME: 2014 Mat-Su Transportation Fair (various projects)      DATE: October 22, 2014, 4-8 p.m**

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
<del>FRY</del> Beal	beal@MTAonline.net	201-7545	M	
TRENT Mullins	tmullins@RIMARCHITECTS.COM	280-8252	M	✓
<del>PROTC</del> River Matheta	Matheta.river@gmail.com	—	M	W
<del>PROTC</del> James Siegrist	jsiegrist3@gmail.com	618-232-6456	M	W
<del>PROTC</del> Alex Alvarado	Jalfpad2@gmail.com	(951)-4915416	M	W
<del>PROTC</del> Spencer Edinger			M	W
Marcia Healy	POBox 311 Palmer	7464453	F	W
Tom Adams	3050 E COHLE WASILLA AK			
Jerry Baker	jb@alaskastatefair.org	746-7155	F	W
Ed Bostrom	edbostrom@gmail.com	7451677	M	W

\*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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Dan Tucker	4330 Wickersham Way Wasilla 99654 TUCKER@MTAADMIN.ASP	982 9716	M	
Robyn Schroeder	720 Cascade Palmer		F	W
Janice Jutzwaite			F	W
David Michael	DW1Michael@GMail.com	(907) 350- 3418	M	W
James Michael	JD1Michael@aol.com	(907)557- 1219	M	W
John Pagel	john.pagel@outlook.com	715 4801	M	W
Sally Peeler				
Barney Eberhardt	Box 682 Palmer			
Lisa Ameen	3433 Whispering Willows Dr., Wasilla	357- 3514	F	W
Matt Kerthum	590 S. Stamer Dr.		M	W

\*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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ZACK STEER	zack@internet.com	-	-	-
Don Bolles	donbolles@hotmail.com	907 952-0244	M	
Jesse Tanner	Jesse Tanner006MAY@			
Randy Geringer	Randy.l.geringer@gmail	-		
Tom Brooks	TBROOKS@GCI.NET		M	
JIM SAWHILL	J.Sawhill@lowsbymyinc.com	272-5451	M	
Wanna Foster	wannafoster@hotmail.com	661 615-0451	M	
Kevin Sumner	121 E Anklek Ave	907 746-7378	M	
S GARY	GARY1982@MTAONLINE.NET		M	
Larry Vasanoja	PALMER		M	

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Steve Reuner	stee@jreuner@gmail.com		M	W
Delena Johnson	johnson.delena@gmail.com		F	W
Elijah Cook-Farn	elijahsbrook@yahoo.com		M	W
Peter Houston	akpeter.houston@gmail.com		M	W
Tracy Moffitt	tamoffitt78@gmail.com	355-3384	M	W
Karen Stuart	karenstuart@hotmail.com		F	W
Richard Best	1150 W. Josselin Way Palmer	715-4317	M	W
Scott Wells	4128 S. Glenview Way Palmer	715-7140	M	W
Clinton White	clinton@craigstaylor.com	304-6150	M	
TIM BRIER	tbrier@rmeconsult.com	522-1707	M	W

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THOMAS O'HARE	TOM.OHARE@MEA.COM	761 9281	M	W
Steve Baker	Wasilla 620 W Schrock 99654	376-7480	M	W
WARREN KEOGH	PO Box 1166, Chickaloon, AK	745-1155	M	
(i)				
Jennifer Tew	jennifer@valleymon.org	842-802	F	W
Lendra Zimmar	Chickaloon AK	—	F	W
Roger Endell	11511 Crimsonview, Palmer AK	745-6533	M	W
Karen Jennings-Risat-Duncan	10430 Olive wood Palmer AK 99645	373- 3722	F	W
Matt Smith	matt780@gei.net	631-2165	M	W
Bill Jensen	405 W Pioneer Parkway Palmer	745-0444	M	W

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AMANDA TRUE	820 E 15 <sup>th</sup> Ave., Anch, AK 99501	907- 269-6698	F	W
Sue Granath	906 S. Lucas Way Palmer		F	W
Tom Marshall	Anchorage AK 99508 1569 Birchwood St.	907 279 4705	M	W
Sheep Mountain Lodge Zach Stear	17701 W. Glenn Hwy	445-5121	F	W
Sarah Wilber	ADFG Habitat Palmer	907-861 -3206		
STEFFEN J FROMMER	SFROMMER@FASTFWDENT T.COM	441-7724	M	W
Dan Kennedy	Kennedy@Kennedycpas.com	(907) 357-8510	M	
Suzanne Roberts	505 W. Quicksilver Palmer 99645		F	W
Ron Cole	Box 872961 Wasilla. 99687	376- 5766	M	W
Patricia V. Posey	250 N Wilderness Dr Palmer AK 99645	376- 7763	F	W

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
KELSEY CREASMAN	kcreasman@hdalaska.com	564-2124		
JEFF FJOLESTAD	Jfjolestad@hdalaska.com	564-2120		
BJill Reese	jill.reese@alaska.gov	209, 0778	F	W
Shannon McCarthy	shannon.mccarthy@alaska.gov	269 0448	F	
Jessica Smith	jsmith@crweng.com	562-512	F	W
Jim Amundson	JamesAK2001@gmail.com	269-0566	M	O
Elinor HARRINGTON	elinor.harrington@vrde.com	264-6732	F	
Taylor Nuffer	taynuf@hotmail.com	982-3754	M	W
Bill Kendig	billydoe56@hotmail.com	341-8291	M	W
DEBRA MCGHAN	dmeghan@alaskasmow.org	982 0332	F	W

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Bill Johansen	aar@mtaonline.net	845190	m	
James Kichak	P.O. Box 1965 Palmer	746-8003	M	
Sheila Armstrong	aksweetpea@yahoo.com		F	
Pete LaFrance	plafon@hotmail.com	775-7844	m	
Dave King	<del>DB</del> helicopter@LFAV.com	7455701	m	
Dobbie King	dobbie@LFAV.com	7455701	F	
Craig Saunders	Box 982 Palmer	232-6773	m	
Larry DeWibbiss	canote@mtaonline.net	7466593	M	
Rick Antonio	rantonio@matse.gov.us	861-7728	m	
DAVID DRISCOLL	david.driscoll2@googlemail	982 2 <sup>nd</sup>	m	

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KENNETH ANDERSON	1085 ROUND A WAY PALMER	746-7448	M	W
A.P. Shower	14090 E outer springs			
Herb Shower	" " "			
Anne Dollard			F	
Rich Bosela	PO Box 3470 PALMER AK	360-8585	M	
Richard Buzby	2048 S Creekside Dr Wassilla 99694	631-4969	m	W
Sandra Buzby	✓	350-6014	F	W
Pam Goode	_____			
Dan Mayfield	DAN.MAYFIELD@mtaon Line.net		m	
D. TEALL	glenneden1@gmail.com			

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Dennis G Smith	3332 Tanayak Ave Wasilla AK 99654	(907) 355-1493	M	W
Steve Connelly	Stephen.Connelly@gcinc.com			
David Thompson	dthompson@mta-telco.com	761-2715	M	W
A. S. Bluma	1065 E. Chugach View Dr Wasilla, AK 99654			
Kevin Luca + Jennifer	kevinluca@bci.net		Mr F	W
EDWIN WANNER	BOX 2723	749-3752	M	
SHERI A. MATTSAN BRAUNHEIS	ON FILE			
Shannon Connelly	PO Box 172 Palmer, AK 99645	907- 745- 7046	F	W
Robert Huppert	4200 N. Engstrom WASILLA AK	355 3241	M	W
Jim Partridge	189 E Nelson Ave #182 WASILLA	503 320-9841	M	W

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Chad Wallace	980 Edinborough Dr Palmer AK 99645		m	white
Steve Banse	25836 E. Justin Rd Palmer AK		M	w
HARRY ROBERTS	505 QUIKKSILVER CR PALMER AK		m	w
Joanne Rehn	4360 E Snider Jr Wasilla AK		F	W
Gary Katsion	880 H Street Suite 202 Anchorage AK 99501		M	w
Janette Hull	5500 N. Tazlina Dr. Palmer, AK 99645		F	w
Jim Kaufman	260 N. Cloria St Palmer AK 99645		M	w
Alexa Metzger	P.O. Box 4013, Palmer	6340 907 745	F	w
Linda Myers-Steep			F	w
Maree Carr	1741 Maree Red Wasilla, 99654		F	w

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Gary Stevens	garys@chireka.com	907-745-0854	M	AN
Norman Stadem	normstadem@aol.com	907 272-0968	M	H
Murph O'Brien	murph.obrien@hdvirc.com	644-2138	M	W
David Lundin	dlundin@hka.alaska.gov	244-7745	M	W
Tom Ruggel	P.O. Box 870381 Wasilla, AK 99687	376 3010	M	C
John Yost	john.yost@alaska.gov	864-8220	W	
Mike Taylor	taylor_s_ak@hotmail.com	441-2420	M	W
David Gray	—	—	M	W
LS Larson	nosrhal@mtaonline.net	—	M	H
Yukon Tanner	yukon.tanner@mea.coop	7619297	M	

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Mat-Su Trails and Parks Foundation Kim Ryals	getoutside@matsustrails.org	746- TRLS	F	W
STANTEC CHARLES HAKARI	charles.hakari@stantec.com	223-3721	M	W
Rebecca Campbell	rcampbell@crweng.com	646-5614	F	W
<del>Jessica</del>				
LEWIS D. WATKIN	AKLAST24@yahoo.com	745-6690	M	
RICK + BOBBIE ACKLEY	rick479@mtaonline.net	376-0930	M, F	W
THOMAS M MURPHY	wkfor me 2401mta1.com	746-2366	M	B
R. Castor	Box 1483 Palmer			
<del>Shirley Ann DAVIS</del>	WASILLA P.O. Box 87009 AK	715-6190	M / F	W / I
BONNIE DINKEL			F	W

\*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Allen Breck	abreck@oci.net	907 355 1588	M	
Scott Brown	scottnotyet@yahoo.com	355-2239	M	W
ELEANOR ANDERSON	AKKENEL@gmail.com	907 746-3448	F	W
DAVE Alley Jr.	Silverfox-2 @hotmail.com mile 50 parks Hwy	907-892-6179	M	W
John Eng	glenden1@gmail.com	907-745-4176	M	
Pam OCKER/ander	3720 W Chestnut	907-376-1312	F	W
George Strother	5935 E Tex Al Dr Wasilla, AK 99654	376-3865	M	W
RON BLESSING	501 WOLF DRIVE EAGLE RIVER 99579	907-2820	M	W
Dustin Renner	dusrh@dusrenner.com	841 6128	M	W
Lisbeth Jackson	copperliz@hotmail.com	745- 6788	F	W

\*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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Kathryn Schreckenghost			F	W
Fred Mortimer	fmortimer@drydenlarve.com	907.666.5128	M	W
Pam Payton	dowjpa@mtaonline.net	373-1671	M	W
JOHN BAIRFIELD	425 E DAZIA	7458379	M	W
LARRY LONGENECKER	2015 S. GLENWAY	841-3709	M	W
Barbara Hunt	bhunt@mtaonline.net		F	W
Terry Walker	<del>#</del> 12151 E Helen Dr Palmer AK		F	W
DAVID WALKER	12151 E. Helen Dr Palmer, AK 99645		M	W
Monty Hotchkiss	14934 E Outer Springer Palmer		M + F	W
Janetta Pritchard	3011 N Gunflint Trail Wasilla 99623	3572070	F	W

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Jessica Carlson	jcarlson@hdal.alaska.com	504-2133		
River Mabeta	mabeta_river@gmail.com	—	M	W
Spencer Edinger		—	M	W
James Siequist	jsiequist3@gmail.com	618- <del>842</del> 232- 6456	M	W
DONOVAN TAYLOR	Box 1532 PALMER	745-3056	M	W
HIRAM PENDERGRASS	1521 S Bonanza St Palmer, AK 99645	745-2057	m	HUMAN
Helen Woodings	1745 Heritage Cir - A	745-3487	F	white
Andrew Meyer			M	white
Carl Linkner	1893 Wardsburg Rd 99654	644-762	M	W
C.J. Glassek	6931E Squadron, Wasilla		F	W

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Paul Hesson	Wasilla AK 99654 2201 S. Corn St.	376-2505	M	W
Virginia Tabor	Palmer 475 Melissa Rose	746-7752	F	W
RONALD W. ABBOTT	975 EDINBOROUGH DR	745 8176	M	W
Rich Hull	3707 Wilson St. Anch., AK 99503	563-6344	M	W
Teresa Hull	3707 Wilson St. Anch AK <sup>99503</sup>	563-6344	F	W
DWH WANKE	99645 236 EISENER	745 2809	M	—
Terry ELLIS	Terry@terryellisalaska.com	232-6824		
Daniel & Shirley Shaw	shaweds@webtv.net AK Dept of Fish & Game		M/F	W
Todd Rinaldi				
Kathleen Jones	wjones@mtaonline.net	—	F	W

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Johnny Bonaventura	15037 E. Lazy Lady LANE Palmer AK	745- 0175	F	W
Owen Dicks	P.O. Box 298134 Wasilla, AK 99629	354- 2457	M	W
Tresa Steven	6000 W. Starr Rd Wasilla, AK 99623	357- 3592	F	W
BERT Cottle	City of Wasilla	373- 9030		
Sharon Groomer	P.O. Box 874045 Wasilla, AK 99687	376-5604	F	W
Wayne Groomer	Pobox 874045 Wasilla AK 99687	5765604	M	W
Audrey Webster	660 Coville Ln Palmer amwebster@pci.net	745-5033	F	W
Chuck Miller	550 Barra Loop Wasilla AK 99654		M	W
Becca Nyburg	421 Grd Key Ln Palmer 99645	745 1502	F	W
Eileen Probasco	350 E Dahlia Palmer		F	W

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Jesse Peterson	jpeterson@hamil.com	746-5328	M	W
Bernie Willis	arcticarrow@gmail.com	357-4233	M	W
Les Dawson	1150 So. Colony Way Przma	None	M	None or Term Business
CARL SEAVER	6326 S. ADELROSA WASSILLA	357-8783	M	—
MIKE MILLER	9411 KYLIE ANCHORAGE	279-7838	M	—
Jim Rayl	PO Box 520265 Big Lake	892-5735	M	W
Tony ZASTROW	4751 N. Baron St Wasilla AK-99654	250-8188	M	W
SHANE DURAND	SHANE@CEI-ALASKA.com	561-0125	M	W
Noam Bailey	nbailey@drydenlarsue.com	646-5192	M	—
Matilda L Payton	1582 N Kerry Lynn Lynn	373-1671	F	W

\*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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revised: March 2005

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**PROJECT NAME: 2014 Mat-Su Transportation Fair (various projects)**

**DATE: October 22, 2014, 4-8 p.m**

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Bonnie Bungen-Kelly	kellconno@mtaonline.net	745- 5046	F	W
Alex Reeve	areeve@mtaonline.net	376-7690	M	W
Bob Schlosse	rschlosse@mtaonline.net	746-5009	M	W
John Vinduska	J.Vinduska@hotmail.com	745-4054	M	W
Mary Olson	olson1@mtaonline.net	745-6382	F	W
Jim Sykes	jim.sykes.district1@gmail.com	354- 6962	M	W
STU GRAHAM	STUGRAHAM907@GMAIL.COM	355 8706	M	W
Sarah Downing	sbrettrager@gmail.com	745 8595	F	✓
Danielle Fay	daniellefay@kinneyeng.com	707-1203	F	W
Bill Campbell	billdawn@hotmail.com	745-0573	M	W

\*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
MORGAN R WELCH	mwelcher@mconsult.com	907-646-9646	M	W
PATRICK WILLIAMS	BROKENTREEBUILDERS@YAHOO.COM	907 264-0559	M	W
Dot Helen	aktrailrun@gmail.com	745-5740	F	
Beth Freed	you have Beth Beth's Ballcap.com	354 7959	F	W
KATHY MACNEIL	kjmacneil305@gmail.com	864-4460	F	W
A. Geri Hemmer	dghemmer@mtaonline.net 3354 Melissa Rose Cir	746 6591	F	W
Liz Allard	8753 E Adobe Cir #11 Palmer	746-9047	F	W
Anna Witt	4571 N Charley Dr Wasilla 99654		F	W
Rolf Dagg	2018 N Tabasco Palmer AK 99645		un	
Dawn Campbell	P.O. Box 1309 Palmer, AK 99644	745-0573	M	W

\*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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JOHN ROZZI VALLEY CHARITIES, INC	johnrozzi@gmail.com	907-376-5740	M	W
Drew Ford OFFICE OF Rep. Gattis	andrew.ford@akleg.gov	907-373-6885	M	W
Earl Bragg	notyourhardyman@gmail.com	841 5255	M	W
Ramona Rayl	mirayl@hotmail.com	907 892 5775	F	W
Hans Brinke	hans.brinke@alaska.gov	745-2131	M	
Michelle Johnson	flagstone@gci.net	3736900	F	
H LeRoy Johnson	W	373 6900	M	
Sarah Brandt	SBrandt@gsrp.net	646 5160	F	W
John Northcott	johnnie@mtaonline.net	376-8836	—	—
Craig Lisowbee	lisowbee@mtaonline.net	907 740 7136	MA	—

\*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
G.M. D. Hingsham	Mt. Kogi - 27470 <sup>outlook.com</sup>		M	W
Daphne Barbosa	1035 Woodstock Dr		F	H
Jane Ringler	1415 Badger Rd. Palmer		F	W
Chris Kogler	1251 S Jewel St Palmer		M	W
Kevin Sorensen	KSUREN@MTAONLINE.NET		M	
ORAL SCOTT	OScott@mtaonline.net		M	
Heidi Scott	hds@mtaonline.net		F	
Quay Rena	—		M	W
Cindy Bettne	Cindybettne@mtaonline.net		F	
Natalie Partner / <sup>DAN</sup> Partner			F	W

\*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
JOHN MOOSEY			M	W
MIKE MCCLAY	mikedmccalay@gmail.com		M	W
Jane Hammond	JHH85@mtaonline.net		F	W
Stacey Buzby	stbuzby@gmail.com		F	N/A
Calvin & Yoshiko Harvey	WASILLA AK. 99654 3700 E. WICKERHAM WAY	(907) 376-3911	M/f	W/A
DOUG GROSS	99654 2311 S. CARR WASILLA	376-9220	M	W
Matt Morrow	matthew.morrow@alaska.gov	269-0466	U	W
KEN PYSZ	8161 E. COTTRELL CAMPUS DR PALMER 99645 KSPYSZ@MTAONLINE.NET	746-5288	M	W
DERALD CARR	1741 E MARY RED CIRCLE MARY RED@MTAonline		M	W
Elwood Brehmer	elwood.brehmer@alaska journal.com		M	

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Mary Ann Bond	1065 Ramble Way Palmer	745- 3652	F	White
Don Corney	MSBSD	354 4117	M	"
Lynn Lowman	Vine Rd Wasilla	357-7988	F	
Dick Lowman	Vine Rd Wasilla	"	M	
Timothy DePriest	16020 East Outer Springs Loop Road	745 3927	F	white
VINETA HESSON	CARR ST. WASILLA	376 2505	F	
JAMES SMITH	242 S. MEGAN WAY		M	
Maria Doney	mtdoney@gmail.com	414 4820	F	W
Mark & Debbie Passmore	Molly Branne Circle	373 7148	M/F	w/w
Anne Brooks	o file		F	w

\*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Camden Yehle	camden.brooks@alaska@gmail.com		F	W
Rob Dun	rdun@alaska.com		M	W
Jerald M. Pendergrass	Po Box 3591, Palmer, AK		M	W
Jim WARDMAN	17655 RAGOSA, PALMER		M	W
RAYmond Theodore		OFFICE 376-2845	M	AN
Ken Chapman	Ken.chapman@alaska.gov	269-0586	M	W
James Banks	BANKSJT@yahoo.com	992-650-	M	W
Dave Rose	DAVIDROSEALASKA@gmail.com	841-6861	M	W
Allan Ling	Box 276, PALMER	745- 3445	M	W
Robert Helen Sedlacek	hseolacek@alaska.gov 3309 Cottonwood AIA	277 5932	M/F	W

\*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Sonya Wablen	2778 N Azurde Circle	4144781	F	W
Brian Winnestaff	Box 1105 Chickaleon	354-7477	M	W
John Peka	johnpeka@kinneyeng.com	344-7580	M	W
Bruce Zmuda	BRUCE.ZMUDA@ ENSTARNATURALGAS.COM	352-7403		
Rex J. Close	GLACIER VIEW MP 102.1 DENNY HWY	745-8886		
Anne Winckler	POB 877378 Wasilla 99687	376 8596	F	
Bob Winckler	WINCKLER@MTADONLINE.NET		M	
Charlie Marshall	2820 PAXSON W. #1 Anch - AK 99504		M	W
Gretchen O'Barr	POBox 873981 Wasilla 99687	373-2569	F	W
Bill and Dawn Caswell	2400 Vickaryous St	3762711	F	W

\*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
JESSE WALZ	JESSE@JESSEWALZ.CO	907 755 8508	M	W
WILLIAM O. SCHULZ	WILLIAM.SCHULZ2358@GMAIL.COM	232-7077	M	W
Russell Joyce	rjoyce@emtaonline.net	232-4895	M	W
TUCKER RAISSA	1931 S Bay View Dr Wasilla			
Robert Hines		373 6555		
Sonja Mack	PO BOX 870788 Wasilla AK 99607		F	W
Tori Mack	X	X	X	X
Wayne Perce	X	X	M	W
Math Haapala				
Kang Ed Amundsen	4021 W. Kertulla Ct	3579237	M/F	W

\*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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Don Stevens	6200 W Starr Way	357 3592	M	W
✓ Mary Simis	POB 521752 Big Lake	892- 4795	F	
Mark Inghram	POB 521752 Big Lake	892- 4795	M	
Ann Buzby	PO Box 2722 Palmer			
Ismael Herrera	3401 W SAKAI ST WASILLA.	315- 9658	M.	H, I
Douglas Gruthers	1006 South Lucas Way Palmer	745 120	M	H, I
BRIAN & EVAN TAYLOR	570 S. WARMWOOD WAY PALMER	746 7671	M	
TOM HEALY	trhealy@gci.net	746 4453		
Emily Tiller	1214 N. Willow way wasilla	575 8048	F	W
Allyssa Davis	allyssamariedavis@gmail		F	W

\*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
FRIT MEYER		746-7522		
ARION MEYER		227-1186		
Doug Olson		7456382	M	-
JOHN HARRIS	JOHN.HARRIS@MATSU.GOV.US			
Bud Koffland				
Randy Holt				
Mick & Susan Mircevic	12151 E Lady Shippe			
Robert Wilson		707 6305		
DOROTHY VANROTEA				
Alan Cutler				

\*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Jim Brooks	NA	699 7910	M	W
Wes Lindsey	Wesley.Lindsey@mea.coop	982- 9630	M	—
KEVIN CROZIER	Box 871052 WASILLA 99683	376 - 7649	m	W —
GAREN McIVER	NA	745 2136	M	W
KARL Kopperud	NA	745-0645	M	W
Paul Miller	M513			
Janne Raisenon	1931 S Bay View Dr Wasilla		F	W
Lori Restad	Lori.Restad@gmail.com		F	
Linda Combs	lcombs@mtaonline.net	746-0367	F	W

\*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Amos Stephens	amos@settlersbay.com	355-1897	M	W

\*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Gary L. Leffler	250 N wilderness dr. Palmer AK 99645	NA	M	<u>W</u>
Mary Kluis	3011 N. Gunflint Trl Wasilla 99623	—	F	W
Chris & Lisa Gossett	4200 E MANIAH dr WASILLA 99654		M/F	F

\*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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JOPLIN				
CHEYENNE GUARD	10390 E SHERROD <sup>Dr</sup>	746-2768	M	W

\*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Alan R. Prosser	alanprosser@mtaonline.net	907 - 745 2526	M	AW
Michael Rovito	michaelrovitsak@gmail.com	907-775- 4387	M	W
Melanie Glatt	mica@mtaonline.net	746-6306	F	W
Mark Glatt	"	"	M	W
Mike Gillson	mike@michaelgillson.com	357-1146 10.4	WM	2W

\*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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revised: March 2005

# Palmer Airport Master Plan Update



*You are invited!*



City of Palmer Project No. 14-015

The City of Palmer is in the process of updating the Airport Master Plan for the Palmer Municipal Airport. The last update occurred in 2009. This master planning process is needed to update three important documents that are approved by the Federal Aviation Administration (FAA): the aviation activity forecast, the design aircraft, and the Airport Layout Plan. The updated master plan will guide future development and federal funding of future projects.

## Meeting Purpose:

- 1) Present and receive feedback on preliminary airport development alternatives.
- 2) Discuss the airport Noise Exposure Map being developed.
- 3) Document noise concerns.
- 4) Present airport inventory and aviation forecast.
- 5) Show the next steps in the master planning process.

## How can citizens be involved?

- COMMENT online through our Interactive Map.  
Website: <http://comments.hdlalaska.com/m/palmer-airport-master-plan>
- ATTEND a public open house.
- CONTACT our team.  
Anne Brooks, Public Involvement Coordinator  
Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com), Toll free telephone: 866-535-1877

Persons with hearing impairment can contact Relay Alaska at their Telephone Device for the Deaf (TDD/TTY) number, 800-770-8973 and they will assist in contacting the project team. We are able to offer, upon request, reasonable accommodations for special needs related to other disabilities.

## Public Open House

WHEN: **Wednesday,  
February 11, 2015**

**Stop by anytime  
between 4 and 7 pm**

WHERE: Palmer Community Center (Depot)  
610 South Valley Way, Palmer



(case sensitive) WEBSITE: [bit.ly/1CM4A6G](http://bit.ly/1CM4A6G) 

Brooks & Associates  
1704 Rogers Park Court  
Anchorage, AK 99508

*You are invited!*

Palmer Airport  
Master Plan Update



**Public Open House  
Wednesday, February 11, 2015**

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# Palmer Airport Master Plan Update



## Public Open House

Wednesday, February 11, 2015

Stop by anytime between 4 and 7 pm

Presentation at 6 pm

Palmer Community Center (Depot)  
610 South Valley Way, Palmer

The City of Palmer is updating the Airport Master Plan for the Palmer Municipal Airport. The last update occurred in 2009. This master planning process is needed to reflect changes in the fleet mix and aviation activity. The updated master plan will guide future development and federal funding of future projects.

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- CONTACT our team.  
Anne Brooks, Public Involvement Coordinator  
Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)  
Toll free telephone: 866-535-1877

### For more information contact:

Anne Brooks, P.E., Public Involvement Coordinator  
Brooks & Associates, Toll free: 866-535-1877  
Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

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# Frontiersman

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Wasilla, AK 99654

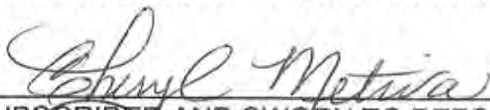
(907) 352-2250 ph  
(907) 352-2277 fax

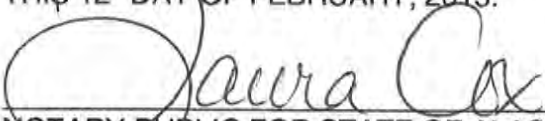
### AFFIDAVIT OF PUBLICATION

UNITED STATES OF AMERICA, STATE OF ALASKA, THIRD DIVISION  
BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC, THIS DAY  
PERSONALLY APPEARED BEFORE **CHERYL METIVA** WHO, BEING  
FIRST DULY SWORN, ACCORDING TO LAW, SAYS THAT SHE IS THE  
LEGAL AD CLERK OF THE **FRONTIERSMAN** AND THE **VALLEY SUN**  
PUBLISHED AT WASILLA, IN SAID DIVISION THREE AND STATE OF ALASKA  
AND THAT THE ADVERTISEMENT, OF WHICH THE ANNEXED IS A TRUE  
COPY, WAS PUBLISHED ON THE FOLLOWING DAYS:

**FEBRUARY 3 & 4, 2015**

AND THAT THE RATE CHARGED THEREIN IS NOT IN EXCESS OF  
THE RATE CHARGED PRIVATE INDIVIDUALS.

  
\_\_\_\_\_  
SUBSCRIBED AND SWORN TO BEFORE ME  
THIS 12<sup>th</sup> DAY OF FEBRUARY, 2015.

  
\_\_\_\_\_  
NOTARY PUBLIC FOR STATE OF ALASKA



BROOKS & ASSOCIATES

## Palmer Airport Master Plan Update



**Public Open House**  
**Wednesday, February 11, 2015**  
**Stop by anytime between 4 and 7 pm**  
Presentation at 6 pm  
Palmer Community Center (Depot)  
610 South Valley Way, Palmer

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Toll free telephone: 866-535-1877

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Brooks & Associates, Toll free: 866-535-1877  
Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

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For Immediate Release  
Contact: Anne Brooks, Public Involvement Coordinator  
Toll Free Telephone: 1-866-535-1877  
Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

**PUBLIC SERVICE ANNOUNCEMENT**  
**PALMER AIRPORT MASTER PLAN UPDATE**  
**PALMER, ALASKA**

30 SECOND SPOT

(Palmer, Alaska) – The City of Palmer is in the process of updating the Airport Master Plan for the Palmer Municipal Airport and invites you to a public meeting to discuss airport issues, concerns, and preliminary airport development alternatives. The meeting will be on Wednesday, February 11th, between 4 and 7 p.m. at the Palmer Community Center Depot, which is at 610 South Valley Way in Palmer. There will be a presentation at 6 p.m. For more information call Anne Brooks toll free at 866-535-1877.

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Camden Yehle &lt;camden.brooksalaska@gmail.com&gt;

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## Reminder: Palmer Municipal Airport Master Plan Update - Open House, February 11

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**Anne Brooks** <comments.brooksalaska@gmail.com>  
Reply-To: comments.brooksalaska@gmail.com  
To: camden.brooksalaska@gmail.com

Fri, Feb 6, 2015 at 4:16 PM



### Public Open House

When: Wednesday, February 11, 2015, Stop by anytime between 4 and 7 p.m.  
New--> Presentation at 6 p.m.

Where: Palmer Community Center (Depot), 610 South Valley Way, Palmer

### Meeting Purpose:

- 1) Present and receive feedback on preliminary airport development alternatives.
- 2) Discuss the Noise Exposure Map development process.
- 3) Document noise concerns.
- 4) Present airport inventory and aviation activity forecast.
- 5) Show the next steps in the master planning process.

Can't make it to the meeting? Comment online through our interactive map <http://comments.hdlalaska.com/m/palmer-airport-master-plan> or send us an email.

The City of Palmer is updating the Airport Master Plan for the Palmer Municipal Airport. The last update occurred in 2009. This master planning process is needed to reflect changes in the fleet mix and aviation activity. The updated master plan will guide future development and federal funding of future projects.

### For more information contact:

Anne Brooks, P.E., Public Involvement Coordinator  
Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)  
Toll Free: 1-866-535-1877

Scott Hattenburg, P.E., Project Manager  
Email: [shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com)  
Telephone: 907-564-2120

Persons with hearing impairment can contact Relay Alaska at their Telephone Device for the Deaf (TDD/TTY). Dial 711 or [800-770-8973](tel:800-770-8973) and they will assist in contacting the project team. The City of Palmer is able to offer, upon request, reasonable accommodations for



SECTIONS

Search

# Pilot uninjured after small plane lands on Palmer golf course

Zaz Hollander | February 2, 2015

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A Piper PA-12 Super Cruiser sits on the Palmer Golf Course Sunday after coming in for a hard landing Saturday night. The plane's landing gear collapsed when the pilot brought it down near Palmer Airport after experiencing engine problems.

*Courtesy Mark Loomis*

WASILLA -- A pilot walked away from an emergency landing at the Palmer Golf Course on Saturday night, according to an investigator with the National Transportation Safety Board.

The pilot, who was not identified, was practicing takeoffs and landings at nearby Palmer Airport and coming

in for an approach when his engine lost power just before 8:45 p.m., according to NTSB investigator Chris Shaver.

“He elected to land on the golf course,” Shaver said Monday. The Piper PA-12 Super Cruiser’s landing gear clipped a power line on the way in, “and that sent him a little harder into the ground than he wanted,” he said. The pilot told the investigator he didn't see the lines.

The pilot was not injured but the landing gear collapsed and one of the wings was damaged, Shaver said.

The corresponding power outage left just over 300 customers in the dark from before 9 p.m. Saturday until about 3 a.m. Sunday, according to Matanuska Electric Association spokesperson Julie Estey. The electric cooperative follows Federal Aviation Administration regulations for marking power lines, Estey said.

The plane was removed Monday and didn't appear to do any damage to the golf course, airport superintendent Jeffrey Combs said.

The incident occurred the same day as [a midair collision near Wasilla](#) that injured both pilots.

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**RELATED:**

[Federal investigators probe Mat-Su midair plane crash](#)

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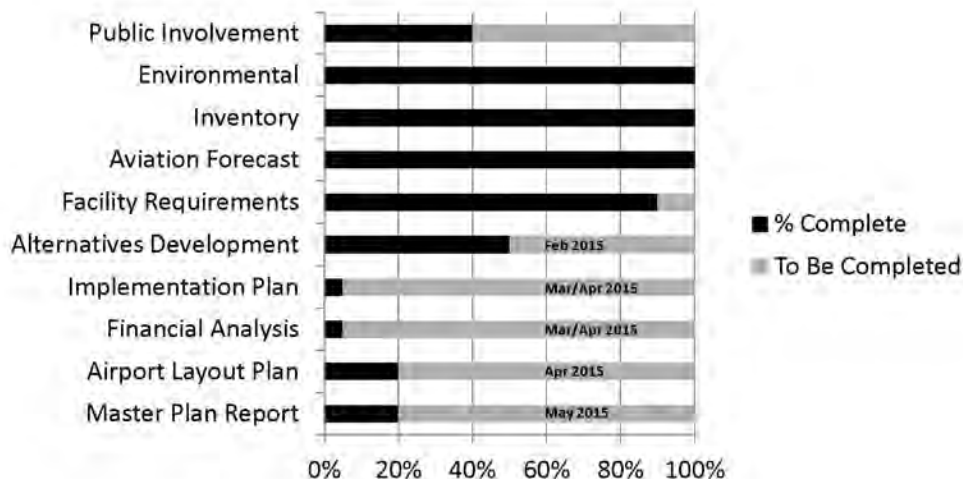
## Background

The airport is one of the City’s key assets and serves general aviation, government, and commercial aircraft. The airport is estimated to generate \$19M (2009) in business revenue and provides 140 jobs at the airport and another 70 jobs indirectly in the community (Source: 2009 Palmer AMP Economic Analysis). There are 137 aircraft based at Palmer. The main Runway 16-34 is 6000 feet in length, was built in 1977 to support heavy aircraft. It is the longest paved runway in the Matanuska Susitna Valley and it can accommodate a wide range of aircraft. Its pavement is at the end of its service life and needs to be rehabilitated. In 2007, the crosswind Runway 9-27 was strengthened and its lighting system improved to support a Global Positioning System (GPS) instrument approach. Since 2008, aviation activity has been steadily growing at an annual rate of about 5% per year. The estimated total number of operations (a landing or takeoff) for 2014 was estimated to be 34,000 and included 30,600 general aviation operations, 2,600 commercial operations, 800 helicopter operations. Total operations are estimated grow at 3% per year to 61,000 operations in 2034 (20 years). This master plan update is needed to reflect the changes in fleet mix and aviation activity.

## Why a Noise Exposure Map?

Under this master plan contract the FAA has funded a Noise Exposure Map (NEM). A NEM is being prepared in accordance with Title 14 of the U.S. Code of Federal Regulations (CFR) Part 150, Section 150.21 Noise Exposure Maps and Related Descriptions, and Appendix A - Noise Exposure Maps. The NEM is used to (1) identify an airport’s present and future noise patterns and (2) evaluate land use compatibility. Integrated Noise Model (INM) Version 7.0 software is the FAA-adopted methodology. INM generates noise contours based on the fleet mix, time of day (day or night), runway used, and flight tracks. Yearly average day-night sound levels (DNL) greater than 65 decibels are considered by FAA to be incompatible with certain noise sensitive land uses such as residences, hotels, mobile home parks, schools, hospitals, and nursing homes. The NEM will consist of two maps (base year 2014 and Year 5) with 65, 70, and 75 DNL noise contours plotted over land uses. The NEMs will be completed at the same time as the Alternatives Development task in February of 2015. The NEMs will be made available for public review and comment on the website and at the next public meeting planned for April 2015.

## Project Schedule



**Project website: [www.cityofpalmer.org](http://www.cityofpalmer.org)**  
(Look for *Palmer Municipal Airport* on the left hand menu)

## **How will public comments be used in the update process?**

Public comments are an important way for the project team to document and address key issues and concerns. Comments will be considered in conjunction with other airport needs including safety, security, capacity, airspace, access, environmental, and financial considerations. All of these will affect the identification, evaluation, and selection of development alternatives in the final airport master plan.

## **How do I comment?**

- Provide handwritten comments at public meetings
- Use interactive map on project website
- Call or email:

**Scott Hattenburg, P.E.**, Project Manager  
[shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com), 907-564-2111

**Anne Brooks, P.E.**, Public Involvement Coordinator  
[comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com), 1-866-535-1877

## Your Comments Please...

Use this form to provide feedback about the project.  
Thanks for your input!

Name	
Street Address or PO Box	
City, State, Zip	
Email	Phone

**Your comments:**

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We welcome your input. Please send written comments:

 **Mail**  
Brooks & Associates  
Attn: Palmer Municipal Airport Master Plan Update  
1704 Rogers Park Court  
Anchorage, AK 99508

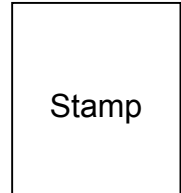
**Call**  
Alaska Relay  
TTY 800-770-8973 or  
Toll Free: 1-866-535-1877

 **Email**  
[comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

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**Project website: [www.cityofpalmer.org](http://www.cityofpalmer.org)**  
(Look for *Palmer Municipal Airport* on the left hand menu)

Brooks & Associates  
1704 Rogers Park Court  
Anchorage, AK 99508



Brooks & Associates  
Attn: Palmer Municipal Airport Master Plan Update  
1704 Rogers Park Court  
Anchorage, AK 99508

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(To mail, fold here, tape lower edge, and affix first class stamp)

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Comments continued:

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# Palmer Municipal Airport Master Plan Update



## Public Meeting

The Palmer Depot  
February 11, 2015  
4 PM to 7PM



## Purpose of an Airport Master Plan

- Provides opportunity for open planning process
- Provides Two FAA-Approved Deliverables:
  - Forecast - Establishes the design aircraft and airport design standards
  - Airport Layout Plan (ALP) - Blueprint for FAA future development

## Why Update the Master Plan?

- Changes in the aviation fleet mix
- Need FAA-approved forecast to support Airport Design Standards (B-III)
- Need updated Airport Layout Plan (ALP) to reflect future capital projects

## Growth

### Historical Growth

- 2000 to 2013: Mat-Su Borough pop. grew at 3.7% per year
- 2000 to 2013: Palmer population grew at 2.8% per year
- 2008 to 2013: Activity at Palmer Airport grew 4.9% to 5.7% per year

Growth Rate in Forecast: 3% per year

## Forecast Results

- Solidly supports B-III as Critical Design Aircraft
- 767 operations for B-III and 249 operations for A-III aircraft

	2014	2024	2034
<b>General Aviation</b>	30,600	41,200	55,400
<b>Commercial</b>	2,600	3,500	4,700
<b>Helicopter</b>	800	1,100	1,500
<b>Total:</b>	34,000	45,800	61,600

## Palmer Municipal Airport Economic Impact

- \$19M per year in business revenue
- 140 jobs at the airport
- 216 jobs direct/indirect/induced
- \$0.6M in local fees and taxes

Source: 2009 Palmer Airport Master Plan

## Palmer Municipal Airport Needs

- Lower minimums for instrument approaches
- Safety improvements
- Fly-friendly program (Noise)
- Developable commercial lease lots
- Commercial apron expansion
- Master lease and leasing guidelines
- Affordable small aircraft shelters
- Electrical outlets (General Aviation and Commercial)
- Remove Nutrition Center/City Wells from Airport property
- Wildlife attractant survey
- Update compass rose

## Palmer Municipal Airport Anticipated Capital Projects

- Aeronautical survey
  - Precisely maps the airport features and obstructions in GIS
  - May lower minimums slightly
  - Provides imagery and mapping
  - GIS will eventually be authoritative source for all airport information
  - City does not have to accept grant (93.75% FAA and 6.25% City/State)
- Frangible golf course fence
- Runway 16-34 rehabilitation
- Runway 16-34 obstruction removal



## Palmer Municipal Airport Tasks Currently Underway

- Forecast APPROVED by City of Palmer & FAA
  - February 9, 2015
- Load the Forecast into the Noise Model
- Financial Analysis
- Develop Alternatives
- Airport Layout Plan

## Palmer Municipal Airport Alternatives

- Alternative A
  - Safety & Standardization Improvements
- Alternative B
  - Mix of General Aviation & Commercial Development
- Alternative C
  - Mix of General Aviation & Commercial Developments with Expansion into the Golf Course

## Integrated Noise Model (INM) 7.0

- Developed by: Federal Aviation Administration Office of Environment & Energy, Noise Division
- Recognized standard for noise studies
- Base Year (2015) and Year 5 (2020)

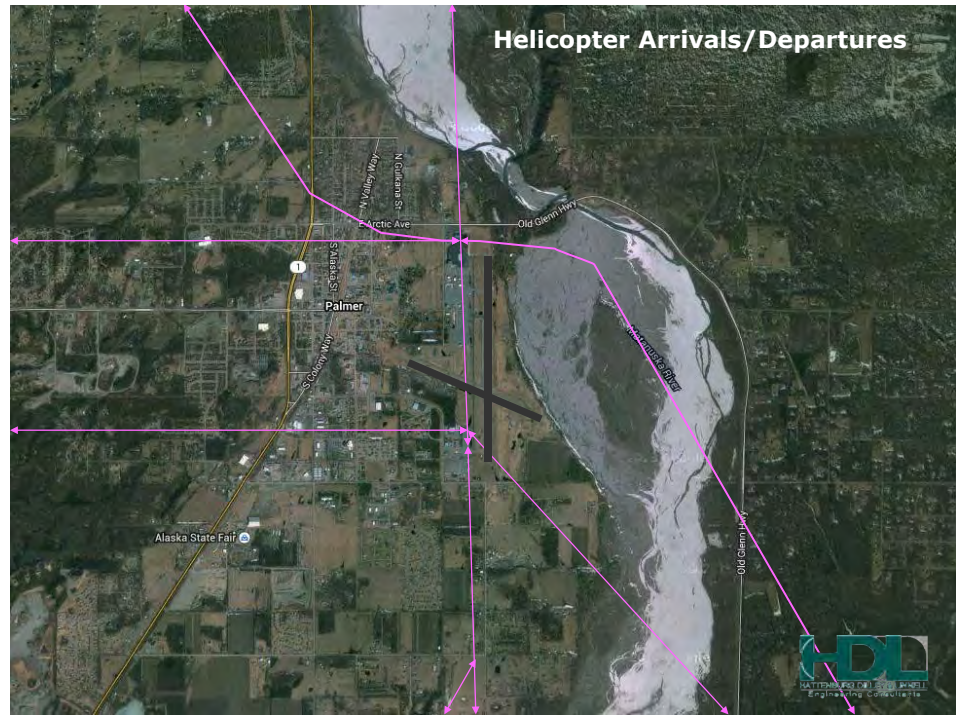
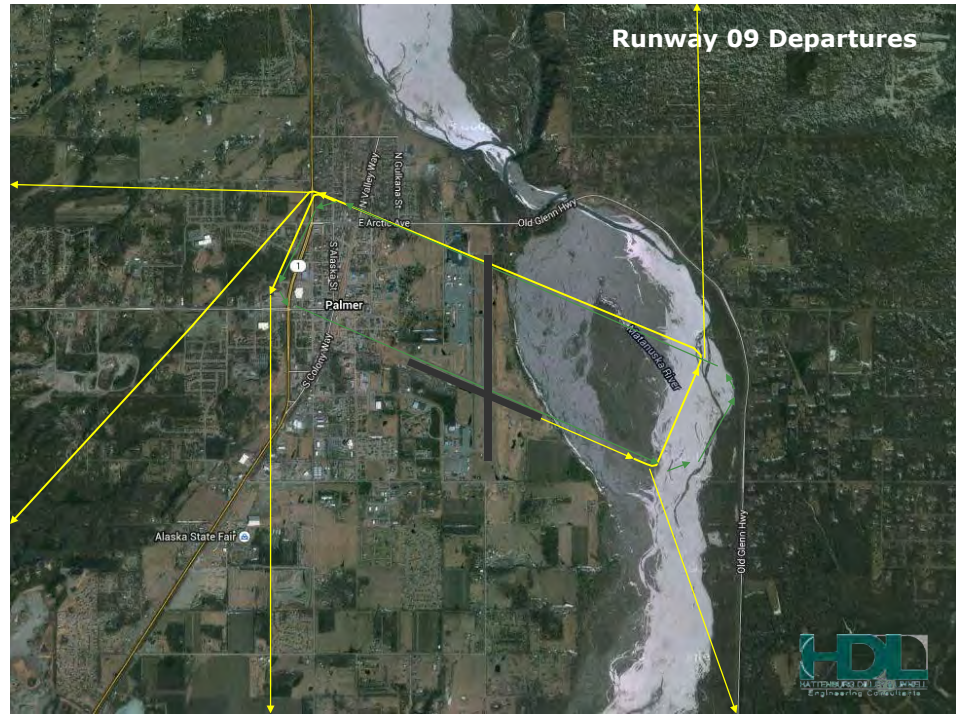
## Appendix A of Part 150

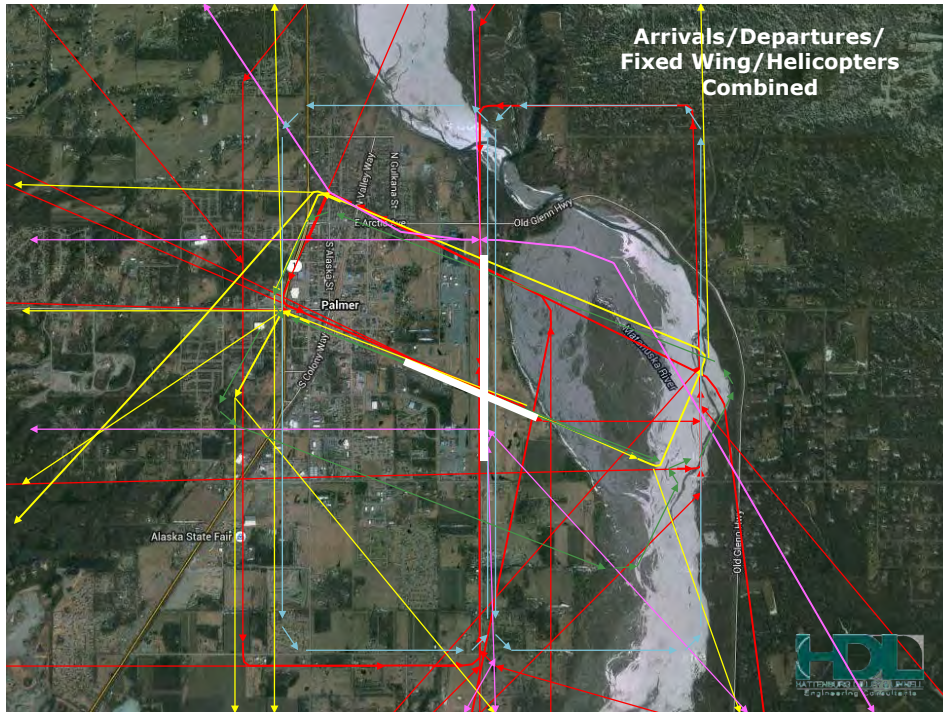
- Provides uniform methodology for development and preparation of noise exposure maps
- A-Weighted Sound Level
- Yearly day-night-average sound level (YDNL) in decibels
- 10 dB penalty for night operations
  - Night operations: 10PM-7AM

# Assumptions

- Day Operations 80%-Night Operations 20%
- Arrivals/Departures 50%-50%
- DC-3s and DC-4s limited to Runway 16-34
- Runway Usage:
  - Runway 16 59%
  - Runway 34 36%
  - Runway 9 4%
  - Runway 27 0.1%



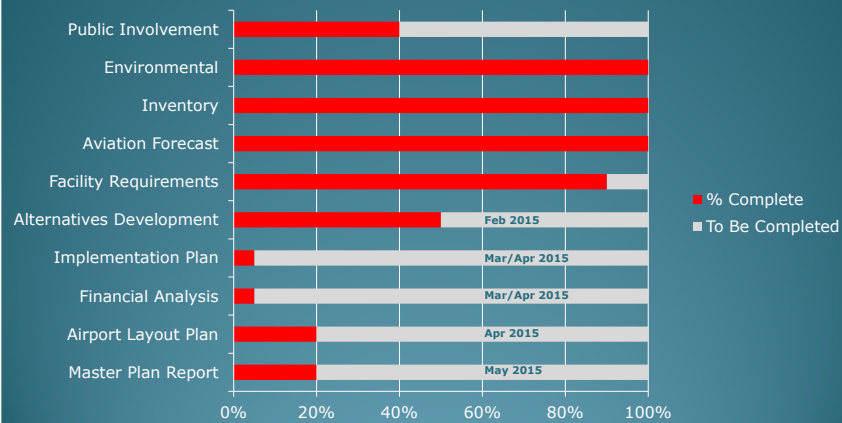




## Palmer Municipal Airport Master Plan Next Steps

- Forecast Approved by the FAA February 9, 2015
- Load the Forecast into the Noise Model
- Financial Analysis
- Develop Alternatives
- Airport Layout Plan

## Progress Schedule



## How to Comment

- Fill out comment sheet at meeting
- Use interactive map on project website
  - <http://comments.hdlalaska.com/m/palmer-airport-master-plan>
- Email [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)
- Mail to Public Involvement Coordinator  
 Brooks & Associates  
 ATTN: Palmer Airport Master Plan Update  
 1704 Rogers Park Court  
 Anchorage, AK 99508
- For more information call or email:  
 Scott Hattenburg, P.E., Project Manager  
 Email: [shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com)  
 Telephone: (907) 564-2120



## Meeting Notes

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SUBJECT:	Palmer Municipal Airport Master Plan Update
PROJECT NO.:	City of Palmer Project No. 14-015
GROUP:	Public
DATE:	Wednesday, February 11, 2015
LOCATION:	Palmer Community Center (Depot), Palmer, 4 to 7 p.m.
MEETING OUTREACH:	See Table 1. Meeting Outreach
MEETING ATTENDANCE:	37 people signed in
MEETING MATERIALS:	Fact sheet, comment sheet, sign-in sheet, presentation, informational boards with alternatives, flight patterns, and City of Palmer zoning map for area near Palmer Municipal Airport
STAFF PRESENT:	<i>City of Palmer:</i> Jeffrey Combs <i>HDL:</i> Scott Hattenburg, Surena Dolejsi <i>Brooks &amp; Associates:</i> Anne Brooks, Camden Yehle

### MEETING INFORMATION:

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The project team greeted attendees at the door and asked them to sign in. The purpose of the meeting was to receive feedback on the alternatives and the process to be undertaken to model noise for the airport master plan update. Scott Hattenburg (HDL) made two presentations, one at 4:30 p.m. and one at 6 p.m.

The project team recorded the following comments during the presentations. *Team responses are in italics.*

- One person stated that the alternatives looked fine because there were no big changes and the changes that were proposed comply with federal requests. *The team responded that there are no big changes planned in part because the commercial fleet at the Palmer Airport is not expected to grow significantly and it is true that many of the changes are safety related and would bring the airport into alignment with federal regulations.*
- An attendee asked the team to elaborate on how the “fly friendly” program would work. *The team explained it is a voluntary program seeking cooperation from pilots requesting friendly traffic patterns and minimum power level for safe departures. There is no enforcement component in the program.*
- Two questions were asked about how helicopters fit into the traffic patterns at the airport. The commenter wondered why helicopters could not fly at high elevation and come straight down to the landing area. *Scott Hattenburg (HDL) responded that helicopters have to avoid the fixed wing aircraft pattern for safety and visibility reasons. Jeff Combs (City of Palmer), a former helicopter pilot, explained that helicopters could not come in at a high elevation and land straight down because the rotor wash makes for an*

*unpredictable and dangerous landing. The preferred 3% approach angle is similar to a fixed wing aircraft.*

- One person asked what the minimum distance is for the final approach or base leg of the flight pattern. *Scott Hattenburg (HDL) responded that the safe flight pattern depends on the type of aircraft, but the approach pattern is fairly standard.*
- Two attendees commented that pilots don't fly the pattern the team showed on the boards. To fly southbound they fly straight to the Glenn Highway and follow that. *Scott Hattenburg (HDL) responded that the standard pattern shown is what most pilots fly, but some pilots vary the pattern.*
- One person asked when the alternatives in the plan would be implemented. *Scott Hattenburg (HDL) responded that an implementation plan would be part of the final master plan document and include a timeline.*
- An attendee asked if floatplane facilities would be part of the plan. *Scott Hattenburg (HDL) stated that floatplane facilities had been considered in the last master plan update, but are not considered a viable alternative at this time and will not be included.*
- There was a concern about erosion of the riverbank and its effect on the airport. *The team responded that the Mat-Su Borough considers the golf course a buffer and does not plan to identify any erosion mitigation actions in the master plan update alternatives.*
- A question was asked if the airport was financially in the red or in the black. *Jeff Combs (City of Palmer) responded that the City of Palmer subsidizes the airport by about \$60,000 per year for airport operations to keep it in the black. He added that golf course revenues go to the airport.*

The following comment sheets were submitted at the meeting.

- Grateful to see the planned leased spaces on the plan/map/layout. Would like to see a marketing plan in the final docs. Would appreciate the HDL interactive comments website link be listed on the project fact and comment sheet..
- Options 2+3 will allow expansion + services for commercial and general aviation. These proposed uses would be helpful for the robust aviation industry and has the potential to better serve the Mat-Su Borough and City of Palmer. We support option 2+3.

The following are phone and email comments submitted in response to meeting outreach. All email correspondence is verbatim with names removed and any emphasis is the commenter's own. Team responses are in *italics*.

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I've tried twice a day apart (Chrome, windows 7) and my comment does not appear on the comment map, so here it is:

1. Low cost protected parking (sheds or t-hangers) are needed in this high wind and snowy environment.
2. A campground would increase transient airport use. I suggest it be located just West of transient.

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3. Any noise concerns should be addressed with a recommended procedure in the Supplement and not through regulation. John Lee has provided a draft notice to the Airport Commission in the past.

4. I am an airport user AND adjacent landowner.

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I received a call at 9:25 pm last night from a Palmer resident residing in Pioneer Meadows subdivision. He left a message. He wanted to know what side of the fence I was on in regard to the airport—pro airport or anti airport. He stated he didn't want any more noise and air pollution at the airport. He said we didn't need it.

The team returned the call from this Pioneer Meadows homeowner. He reiterated his concern about noise and said he heard that the airport was expanding and might be accepting jets in the future. The team shared the 3% growth rate built into the master plan forecast and explained that the mix of aircraft is not expected to change. The stakeholder shared his email address so he could receive email notice of future meetings.

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Dear Ms. Brooks:

I may not be able to attend the meeting since I work in Anchorage. I have in the past and just now tried to leave a comment on the interactive map; however, my past comment is not there and my current comment also did not appear.

Here is what I tried to submit today:

The fact of the serious nuisance and harm caused by noise is undisputed and has been concisely set forth in ordinances like Anchorage's ordinance 15.70.020 A. Cars and trucks without mufflers are not tolerated for this reason particularly in residential areas. Until flyers are regulated to install mufflers on their aircraft or they themselves choose to respect the traditional right of people to the quiet enjoyment of their property by silencing their aircraft, facilities like the Palmer airport need to do everything possible to avoid aircraft being a nuisance.

They are a serious nuisance with low, noisy flights during both the day and the night over the Greater Springer Estates subdivision a residential area that is well beyond the 3000 foot approach leg limit of Ordinance 428 400.15(b). (Unfortunately, this provision is regularly violated and not enforced.) In addition to enforcing this ordinance, flights should be kept away from residential areas and required to approach and leave over uninhabited areas, such as the Matanuska River, or commercial areas as near to the airport as possible. Other solutions include restricting use of the airport by unsilenced aircraft to limited daytime hours and discouraging the use of the airport by unsilenced aircraft by imposing significant landing and takeoff fees – fees large enough to realistically encourage flyers to install mufflers and silence their aircraft. Here is one example of what is available and approved: <http://gomolzig.de/index.php?id=3&L=1> (Follow the menus for Products/Quietflight.)

I believe that this comment is valuable enough to be posted and visible on the interactive map. I would appreciate it if you could arrange for this to be done. My location is on Pace Dr. about a mile South from the airport.

Otherwise, I would appreciate knowing how else I can participate in the planning process. Unfortunately, my emails to Palmer officials have gone unacknowledged and I have the

impression that they are not really interested in hearing from people in the area affected by the airport operations.

Thank you for your attention.

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Letter addressed to City of Palmer:

I live about a mile south of the Palmer airport. I am writing regarding the planning for the future of the airport because aviators using the airport are becoming a serious nuisance.

The fact that noise can be a serious nuisance and be harmful is undisputed. Concerns about the harm caused by noise have been concisely set forth in ordinances like Anchorage's ordinance 15.70.020 A.1 Cars and trucks without mufflers are not tolerated for this reason - particularly in residential areas.

Presently, aviators frequently make low, noisy flights approaching and departing from the airport during both the day and the night over the Greater Springer Estates subdivision – a residential area that is well beyond the 3000-foot approach-leg limit set forth in Palmer Ordinance 428 400.15(b). Unfortunately, this provision is regularly violated and not enforced.

Assuming that the Palmer airport should continue to exist, there are potential solutions to the nuisance supported by the airport. In addition to enforcing Palmer Ordinance 428 400.15(b), flights should be kept away from residential areas and required to approach and leave over uninhabited or commercial areas. Based upon current development, this might be accomplished by limiting airport departures and approaches to east-northeast and west-southwest directions. Planning for this could include abandoning use of the current north-to-south runway and directing new construction to this new orientation.

Other solutions include prohibiting use of the airport by unsilenced aircraft or restricting use of the airport by unsilenced aircraft to limited daytime hours. Also, use of the airport by unsilenced aircraft could be discouraged by imposing significant landing and take-off fees on them - fees large enough to realistically encourage flyers to install mufflers and silence their aircraft. 2 One example of an available and approved muffler is the Gomzolog Quietflight muffler.3

Santa Monica, California provides an example of attempts that are being made to abate the nuisance aviators create when using a municipal airport adjacent to residential areas. The city has enacted an aircraft noise ordinance with time and noise restrictions and curfews. It has also studied and recognized the benefits of installing mufflers on aircraft and implemented a muffler-incentive program in which the city offers to subsidize the installation of mufflers on flight-school aircraft. Also, the airport has a program that is called the "Fly Neighborly Program". The airport's web site describes this as a proactive and extensive noise mitigation program that includes a maximum allowable noise level, limited aircraft operations hours, and requested VFR noise-mitigation flight paths and procedures.5

However, these carrots and sticks may not be enough. Santa Monica is realizing that its airport made sense 90 years ago when it was located in bean fields and orange groves~ however, that airport is recognized as now being out of place. Last November, the residents passed ballot measures demonstrating widespread support for prohibiting the further development of the airport property for other than parks, public open space, and public recreational facilities. These

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ballot measures also affirmed that the City Council should be authorized to close all or part of the airport.<sup>6</sup>

In light of the continuing, rapid residential development around the Palmer airport and the conduct of aviators using it, this airport too is becoming out of place. Unless aviators can be convinced or made not to fly unsilenced aircraft over nearby residential areas, the Palmer Airport Master Plan needs to seriously consider having closure of the airport as a realistic objective. In the mean time, until flyers are regulated to install mufflers on their aircraft and not to fly over residential areas, the management of the facilities at the Palmer airport and its operation need to be directed toward eliminating aircraft being a nuisance to the surrounding residents. <sup>7</sup> Also, to the extent that Federal rather than municipal authorities have the power to govern the behavior of aviators while in flight, those involved in the airport plan should press the appropriate Federal authorities to regulate flight around the Palmer airport with the objective of abating the nuisance of aviators flying over surrounding residential areas.

Ultimately, responsible planning regarding the airport comes down to decisions respecting the quality of life of the people who live in the area affected by the airport and the neighborliness and thoughtfulness of the airport and the aviators who use it.

Thank you for your attention.

1 A copy of this part of the ordinance is attached as Attachment A

2 In many European countries, landing fees are directly related to the noise classification of aircraft. Lower landing fees are charged to quieter aircraft.

3 See <http://gomolzig.de/index.php?id...-3&L==1> (Follow the menus for Products/Quietflight.)

4 A copy of the City Council Report supporting this program is attached as Attachment B.

5 [http://www.smgov.net/Departments/A.irport/Pilots/Noise\\_Mitigation\\_Polides.aspx](http://www.smgov.net/Departments/A.irport/Pilots/Noise_Mitigation_Polides.aspx)

6 <http://casmat.org/2014/11/we-did-it-its-our-1-and.htm>

7 Regulation appears necessary because aviators have chosen to behave badly when unregulated. In particular, by not silencing their aircraft and not keeping away from residential areas, they have decided that their profit, pleasure, or convenience in flying are more important than the traditional right of people to the quiet enjoyment of their property.

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Telephone from stakeholder. He meant to catch the meeting. Trying to be involved in river management. Would like to see something added to flight plans that ask pilots to alert someone if they observe problems on the Knik and Matanuska River.

He also mentioned that activities are increasing in the Knik River Glacier/Lake George Canyon area. In the past there have been close calls with sightseeing helicopters and fixed wing aircraft. Flight plans should be developed for the area to keep folks safe.

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These comments are made after attending the February 11<sup>th</sup> Palmer Airport Master Plan Update meeting. I appreciate the fact that there are a number of items that are to be addressed as a response to aging (as runway resurfacing) and regulatory requirements of the FAA.

My count of the available tie down spaces indicates there are 127 in the general aviation areas, a great many of which are not being utilized by aircraft. Why is this? Some of the reasons why this very good airport suffers from underuse is not being at the center of gravity of the Valley population of aircraft owners, the proliferation of “mini” airports within the Borough and, of great importance, the Matanuska winter wind. Having seen the full lifetime of development of it

from original forest to the current pavement and lights I am convinced the continued expansion of the facility and the shifting of aircraft services from the original east side to the current west side of the facility have caused an increase in disuse because of the reputation of the facility as a dangerous location for outside tied down aircraft and has encouraged the development of the use of alternate locations.

There have been considerations to increase the degree of utilization of the Palmer Airport and its resultant economic viability. These have included such items as an aircraft wash facility, an overnight camping area, a fuel surcharge, installing electrical outlets for aircraft (outdoor) engine heating and the addition of a venue location for aviation events.

Any item that improves the services available will be beneficial. I believe that only something that will remove the curse of the reputation of the hazard of the Matanuska Wind will be successful in generating an increase in use for this airport. This leads me to recommend that the first, and most primary needed improvement to the airport, is the development of a way to provide safe shelter for the aircraft based there. Only after this occurs is it valuable to consider the other types of improvements available. Whether this would be done privately or publicly must be decided by the City as the owner but with the caveat the cost to the users must be low enough to be attractive.

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Table 1. Meeting Outreach

<b>Date</b>	<b>Outreach Method</b>
01/23/2015	Postcard Mailer to project mailing list that includes residents, businesses, local government and elected officials, tribal entities, utilities, and local media (3,571 total)
01/27/2015	Meeting notice to City of Palmer Municipal Airport Master plan update website
01/27/2015	Public Service Announcement request sent to local radio and television stations
01/27/2015	<i>Mat-Su Valley Frontiersman</i> online community calendar
02/03/2015	<i>Mat-Su Valley Frontiersman</i> display advertising
02/06/2015	Email notice to project list

Documents on file:

- Fact Sheet
- Comment sheet
- Sign-in sheet
- Meeting display boards
- Presentation
- Outreach

# Palmer Municipal Airport Master Plan Update

## February 11, 2014 – Open House Sign-in Sheet

<b>NAME</b>	Camden Yehle
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<b>PHONE</b>	970-214-6325
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# Palmer Municipal Airport Master Plan Update

## February 11, 2014 – Open House Sign-in Sheet

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# Palmer Municipal Airport Master Plan Update

## February 11, 2014 – Open House Sign-in Sheet

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February 11, 2014 – Open House Sign-in Sheet

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<b>PHONE</b>	
<b>EMAIL</b>	

# Palmer Airport Master Plan Update



*You are invited!*

City of Palmer Project No. 14-015

The City of Palmer is nearing completion of the Airport Master Plan for the Palmer Municipal Airport. The purpose of the master plan is to guide future development at the Palmer Airport. This is the last scheduled public meeting for this project. Meeting materials will be available on the website the week of May 11. Please review and bring your questions to the meeting, Comments may be submitted until May 25th.

## Where to submit comments:

- **IN PERSON** online at the Public Open House on May 14th.
- **ONLINE** through our Interactive Map at:  
comments.hdlalaska.com/m/palmer-airport-master-plan  
(For short comments only).
- **BY PHONE OR EMAIL:**  
Anne Brooks, Public Involvement Coordinator  
Email: comments.brooksalaska@gmail.com  
Toll free telephone: 866-535-1877



Persons with hearing impairment can contact Relay Alaska at their Telephone Device for the Deaf (TDD/TTY) number, 800-770-8973 and they will assist in contacting the project team. We are able to offer, upon request, reasonable accommodations for special needs related to other disabilities.

## Public Open House

**WHEN: Thursday  
May 14, 2015, 4-7 pm  
Presentations at 4:30 and 6 pm**

**WHERE:** Palmer Community Center (Depot)  
610 South Valley Way, Palmer

### MEETING PURPOSE:

Discuss the Noise Exposure Map, Development Alternatives, and Implementation Chapters the Draft Airport Master Plan.

(case sensitive) Website: [bit.ly/1CM4A6G](http://bit.ly/1CM4A6G) 

Brooks & Associates  
1704 Rogers Park Court  
Anchorage, AK 99508

*You are invited!*

Palmer Airport  
Master Plan Update



**Public Open House  
Thursday, May 14, 2015, 4-7 pm**

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# Palmer Airport *Master Plan Update*



## **Public Open House** **Thursday, May 14, 2015, 4-7 pm**

Presentations at 4:30 and 6 pm  
Palmer Community Center (Depot)  
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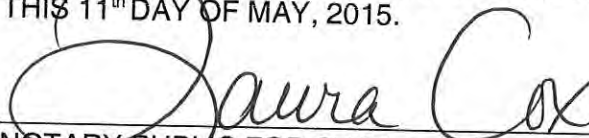
### AFFIDAVIT OF PUBLICATION

UNITED STATES OF AMERICA, STATE OF ALASKA, THIRD DIVISION  
BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC, THIS DAY  
PERSONALLY APPEARED BEFORE **CHRISTY PINKERTON** WHO, BEING  
FIRST DULY SWORN, ACCORDING TO LAW, SAYS THAT SHE IS THE  
LEGAL AD CLERK OF THE **FRONTIERSMAN** AND THE **VALLEY SUN**  
PUBLISHED AT WASILLA, IN SAID DIVISION THREE AND STATE OF ALASKA  
AND THAT THE ADVERTISEMENT, OF WHICH THE ANNEXED IS A TRUE  
COPY, WAS PUBLISHED ON THE FOLLOWING DAYS:

**MAY 5 & 6, 2015**

AND THAT THE RATE CHARGED THEREIN IS NOT IN EXCESS OF  
THE RATE CHARGED PRIVATE INDIVIDUALS.

  
\_\_\_\_\_  
SUBSCRIBED AND SWORN TO BEFORE ME  
THIS 11<sup>th</sup> DAY OF MAY, 2015.

  
\_\_\_\_\_  
NOTARY PUBLIC FOR STATE OF ALASKA

BROOKS & ASSOCIATES



## Palmer Airport Master Plan Update

### Public Open House Thursday, May 14, 2015, 4-7 pm

Presentations at 4:30 and 6 pm  
Palmer Community Center (Depot)  
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Website: <http://bit.ly/1CM4A6G> (case sensitive)



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For Immediate Release  
Contact: Anne Brooks, Public Involvement Coordinator  
Toll Free Telephone: 1-866-535-1877  
Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

**PUBLIC SERVICE ANNOUNCEMENT**  
**PALMER AIRPORT MASTER PLAN UPDATE**  
**PALMER, ALASKA**

30 SECOND SPOT

(Palmer, Alaska) – The City of Palmer is updating the Palmer Municipal Airport Master Plan and invites you to a public meeting to discuss the Noise Exposure Map, Development Alternatives, and Implementation chapters of the Draft Airport Master Plan. The last scheduled public meeting for this project will be on Thursday, May 14th, between 4 and 7 p.m. at the Palmer Community Center Depot, which is at 610 South Valley Way in Palmer. There will be presentations at 4:30 and 6 p.m. For more information call Anne Brooks toll free at 866-535-1877.

###

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Camden Yehle &lt;camden.brooksalaska@gmail.com&gt;

## Palmer Municipal Airport Master Plan Update - Open House, May 14, 2015

**Anne Brooks** <comments.brooksalaska@gmail.com>

Thu, Apr 30, 2015 at 10:44 AM

Reply-To: comments.brooksalaska@gmail.com

To: camden.brooksalaska@gmail.com



### Public Open House

**WHEN:** Thursday, May 14, 2015, Stop by anytime between 4 and 7 p.m.  
Presentations at 4:30 and 6 p.m.

**WHERE:** Palmer Community Center (Depot), 610 South Valley Way, Palmer

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- BY PHONE OR EMAIL: Anne Brooks, Public Involvement Coordinator Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com) Toll free telephone: 866-535-1877

Persons with hearing impairment can contact Relay Alaska at their Telephone Device for the Deaf (TDD/TTY). Dial 711 or [800-770-8973](tel:800-770-8973) and they will assist in contacting the project team. The City of Palmer is able to offer, upon request, reasonable accommodations for special needs related to other disabilities.

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This email was sent to [camden.brooksalaska@gmail.com](mailto:camden.brooksalaska@gmail.com) by [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com) | [Update Profile/Email Address](#) | Rapid removal with [SafeUnsubscribe™](#) | [Privacy Policy](#).



Camden Yehle &lt;camden.brooksalaska@gmail.com&gt;

## Reminder: Palmer Municipal Airport Master Plan Update - Open House, May 14, 2015

Anne Brooks &lt;comments.brooksalaska@gmail.com&gt;

Wed, May 13, 2015 at 8:02 AM

Reply-To: comments.brooksalaska@gmail.com

To: camden.brooksalaska@gmail.com



### Public Open House

WHEN: Thursday, May 14, 2015, Stop by anytime between 4 and 7 p.m.  
Presentations at 4:30 and 6 p.m.

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### Newspaper Clipping

Publication:	<i>Frontiersman</i>
Day/Date Published:	Sunday, May 10, 2015
Section/Page No.:	A2
B&A Project No.	3926.27
Project Name:	<b><i>Palmer Airport Master Plan Update</i></b>

Page 1 of 1

distingr@wasillaswcd.org.

**'Palmer Airport Master Plan' meeting is Thursday**

A public open house on the Palmer Airport Master Plan Update is from 4 to 7 p.m., May 14 at the Palmer Depot, 610 S. Valley Way. The meeting is the last scheduled public meeting for the project, which will update the master plan. People may comment at the meeting, online at [bit.ly/1KNm6vI](http://bit.ly/1KNm6vI), call 866-535-1877, or by email at [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com).

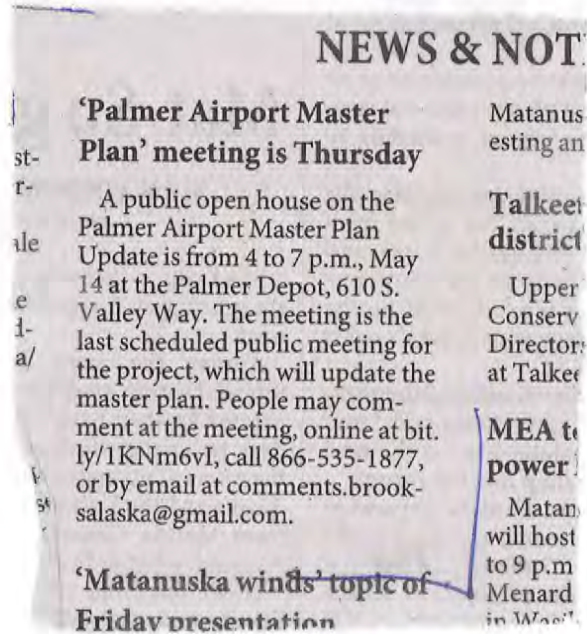
**'Matanuska winds' topic of Friday presentation**

Peter Olsson of the University of Alaska Fairbanks will talk about the effects of wind on the Matanuska River valley during a presentation at the Palmer Depot on Friday, May 15, from 10 a.m. to 12 p.m.

## Newspaper Clipping

Publication:	<i>Frontiersman</i>
Day/Date Published:	Tuesday, May 12, 2015
Section/Page No.:	A2
B&A Project No.	3926.27
Project Name:	<b><i>Palmer Airport Master Plan Update</i></b>

Page 1 of 1



# Weigh-in on 'Palmer Airport Master Plan' at Thursday meeting

**Posted: Monday, May 11, 2015 8:30 pm**

PALMER — Officials say the long-range plan for the local airport likely won't include any big surprises, though it might make some noise.

Officials have worked to update the Palmer Airport's Master Plan since at least last year, and held two public meetings on the subject, one in August 2014, and a second meeting this February. The third and final opportunity for public comment will be from 4 to 7 p.m., Thursday at the Palmer Depot, 610 South Valley Way.

Outreach coordinators have scheduled presentations at 4:30 and 6 p.m., May 14.

For now, the biggest concern might be around the noise impact map, which shows how loud planes will be at various altitudes as they approach the airport, according to project manager Scott Hattenburg.

Noise has been a concern in the area surrounding the airport in the past. At least one lawsuit has arisen from concerns that noise had devalued one nearby home, and the lawsuit was appealed all the way to the state Supreme Court. However, the status of that lawsuit could not be determined Monday due to an outage with Alaska's court documents website.

"We want to focus really on the noise model and the alternatives that we're coming up with," Hattenburg said. "And then there will be an economic analysis done in the next couple weeks. Then we'll bundle that up into the report."

Traffic studies at the airport show dramatic expansion likely won't be necessary to accommodate increased traffic in coming years, Hattenburg said. That's in part because Palmer airport, while buoyed by the presence of Alaska Department of Forestry planes and new tenants, is still relatively small.

The airport has about 34,000 operations per year, compared with 200,000 operations per year for Merrill Field, the bustling municipal aviation center in Anchorage. While traffic is expected to grow with the Valley, it won't increase fast enough to require a radical restructuring, Hattenburg said.



City of Palmer



The plan also includes elements from a compliance order to solve a few remaining issues from a roughly \$900,000 civil lawsuit brought by the U.S. Department of Justice in 2011.

“There’s nothing surprising or unusual about Palmer,” he said.

Improvements at the airport will focus on standardization for markings, lighting, tree removal and other minor adjustments to keep the airport functional and in keeping with standards mandated by the Federal Aviation Administration, Hattenburg said.

“Really, sort of unexciting things to keep the airport in a standard condition,” he said.

Other, larger projects in coming years will involve resurfacing the main runway (the city has applied for a grant to cover the expense), and moving the crosswind taxiway 40 feet north from the crosswind runway to make the runways match up with other FAA standards, Hattenburg said.

“It’ll be several years out, and it will be subject to the availability of FAA funding,” he said.

The improvement won’t necessarily mean better service, but it will bring the airport in line with industry standards, Hattenburg said.

“We’re rapidly nearing a point of completion,” he said.

Contact Brian O’Connor at 352-2269, [brian.oconnor@frontiersman.com](mailto:brian.oconnor@frontiersman.com), or on Twitter [@reporterbriano](https://twitter.com/reporterbriano).

## Background

The airport is one of the City of Palmer's key assets and serves general aviation, government, and commercial aircraft. The airport is estimated to generate \$19M (2009) in business revenue and provides 140 jobs at the airport and another 70 jobs indirectly in the community (Source: 2009 Palmer AMP Economic Analysis). There are 137 aircraft based at Palmer. The main Runway 16-34 was built in 1977 to support heavy aircraft. At 6,000 feet in length, it is the longest paved runway in the Matanuska Susitna Valley and it can accommodate a wide range of aircraft. Its pavement is at the end of its service life and needs to be rehabilitated. In 2007, the crosswind Runway 9-27 was strengthened and its lighting system improved to support a Global Positioning System (GPS) instrument approach. Since 2008, aviation activity has been steadily growing at an annual rate of about 5% per year. The estimated total number of operations (a landing or takeoff) for 2015 was estimated to be 34,000 and included 30,600 general aviation operations, 2,600 commercial operations, and 800 helicopter operations. Total operations are estimated to grow at 3% per year to 61,000 operations in 2035 (20 years). This master plan update is needed to reflect the changes in fleet mix and aviation activity.

The master plan update will be completed spring of 2015.

## Capital Projects

The Capital Projects Plan of the master plan update will present near-term (0-5 years) and mid-term (6-10 years) projects. The following is a preliminary list of Capital Projects anticipated at the Palmer Airport.

### Near-term Projects:

- Taxiway B Repairs
- Aeronautical Survey
- Wildlife Attractant Survey
- Runway 16-34 Safety Area Grading
- Runway 16-34 Obstruction Removal (Trees and Golf Course Fence)
- Rehabilitate Runway 16-34 Pavement
- Runway 9-27 Markings (Numbers & Instrument Thresholds)
- Runway 16-34 and 9-27 Lighting Upgrade
- Low Cost Shelters

- Recalibrate Compass Rose
- Electrical Outlets
- Relocate Taxiway B & Interlinks
- Commercial Apron Expansion Phase I
- Construct Heliport
- Northeast Perimeter Security Fencing

### Mid-Term Projects:

- Reconstruct Storm Water Outfall (Non-Federal)
- Commercial Apron Expansion Phase II
- Aircraft Camper Park
- Acquire buffer lands

## How do I comment?

- Provide handwritten comments at the public meeting
- Use interactive map on project website (<http://comments.hdlalaska.com/m/palmer-airport-master-plan>)
- Call or email:

**Scott Hattenburg, P.E.**  
Project Manager  
[shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com)  
907-564-2111

**Anne Brooks, P.E.**  
Public Involvement Coordinator  
[comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)  
1-866-535-1877

**For Draft Master Plan documents, visit the project website: [www.cityofpalmer.org](http://www.cityofpalmer.org)**  
(Look for *Palmer Municipal Airport* on the left hand menu)

## Noise Exposure Map

Under this master plan contract the FAA has funded a Noise Exposure Map (NEM). The NEM is used to (1) identify an airport's present and future noise patterns and (2) evaluate land use compatibility. Integrated Noise Model (INM) software is the FAA-adopted methodology. INM generates noise contours based on the fleet mix, time of day (day or night), runway used, and flight tracks. Yearly average day-night sound levels (DNL) greater than 65 decibels are considered by FAA to be incompatible with certain noise-sensitive land uses such as residences, hotels, schools, hospitals, and nursing homes. The list of assumptions used to build the map can be found on the project website.

## How will public comments be used in the update process?

Public comments are an important way for the project team to document and address key issues and concerns. Comments will be considered in conjunction with other airport needs including safety, security, capacity, airspace, access, environmental, and financial considerations. All of these will affect the identification, evaluation, and selection of development alternatives in the final airport master plan.

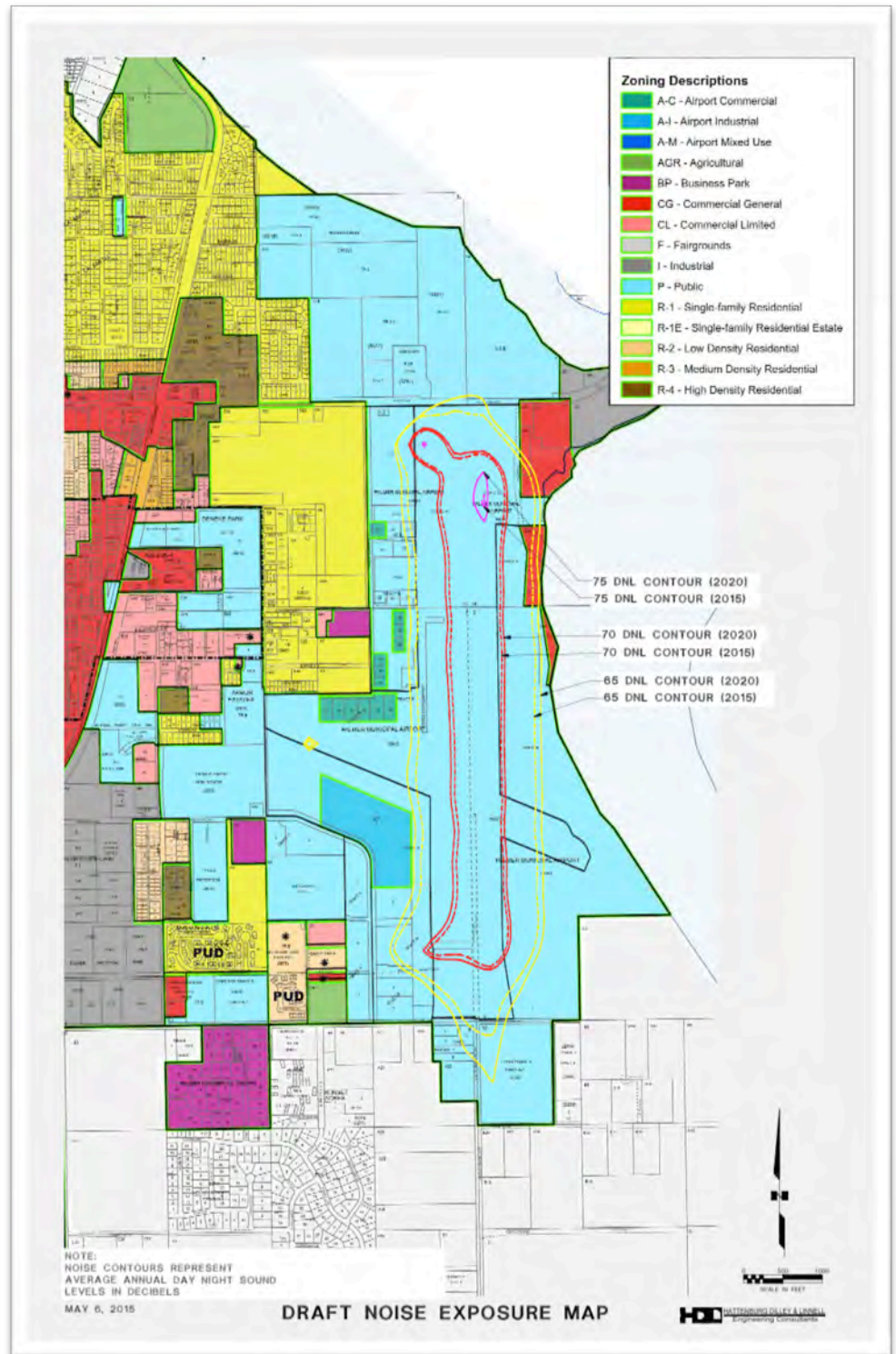


Figure 1 Noise Exposure Map 2015

For Draft Master Plan documents, visit the project website: [www.cityofpalmer.org](http://www.cityofpalmer.org)  
(Look for *Palmer Municipal Airport* on the left hand menu)





# Palmer Municipal Airport Master Plan Update



**City of Palmer  
Public Meeting**  
Depot  
May 14, 2015  
4 PM-7 PM



## Forecast

- 34,000 operations (2015) growing to
- 45,800 operations (2025) 3% per year
- 2,400 commercial operations (2015)
- 767 operations for B-III and 249 operations for A-III aircraft
- Supports continued B-III designation on Runway 16-34

\*Numbers are rounded

## Noise Exposure Map

- Used to determine the extent of the noise impacts in the vicinity of airports
- Process follows FAR Part 150 Appendix A
- Uses Integrated Noise Model (INM) Software (FAA approved)
- Not a full Part 150 Noise Study
- Calculates 65, 70 and 75 decibel contours for average annual day-night sound levels (DNL) for base year and Year 5.
- Noise levels above 65 DNL are considered incompatible with certain land uses.
- Table 1 of Part 150 Appendix A defines incompatible land uses

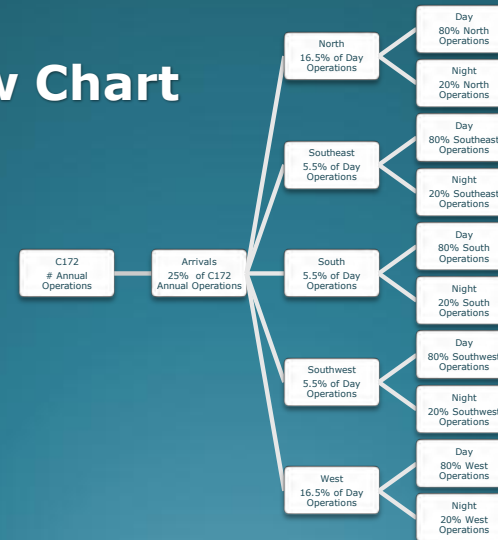
## Incompatible Land Uses

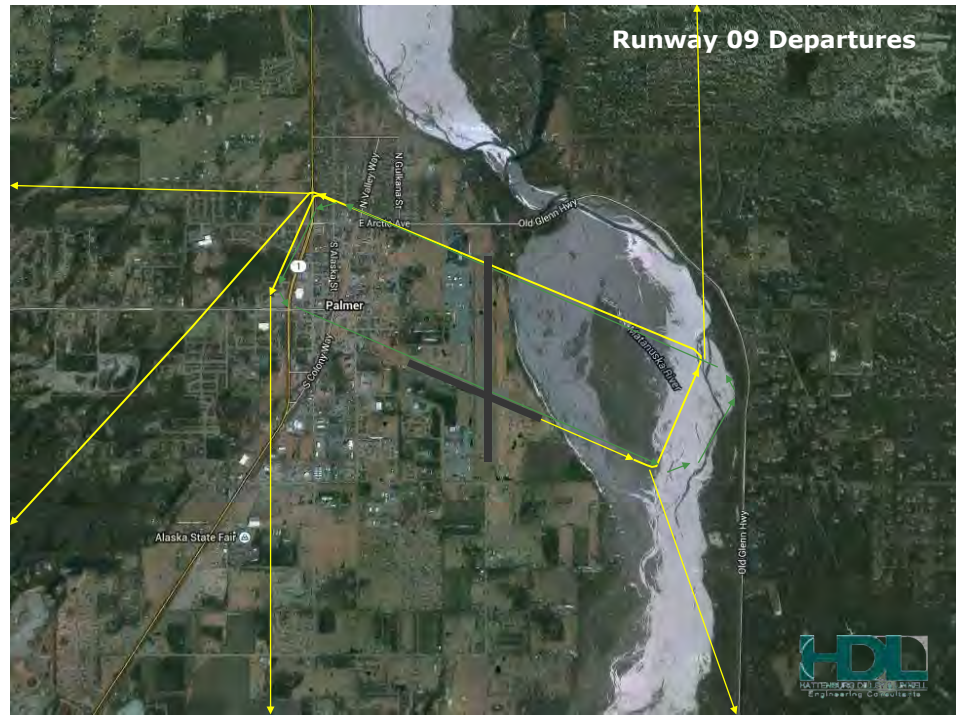
- Residential, other than mobile homes and transient lodging
- Mobile home parks
- Transient lodging
- Schools
- Outdoor music shells and amphitheaters

# Noise Model Key Assumptions

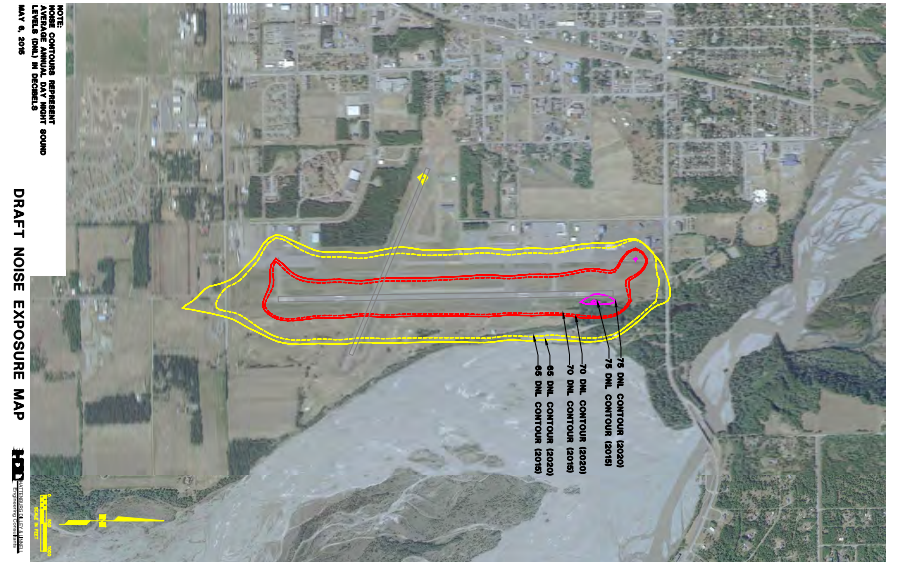
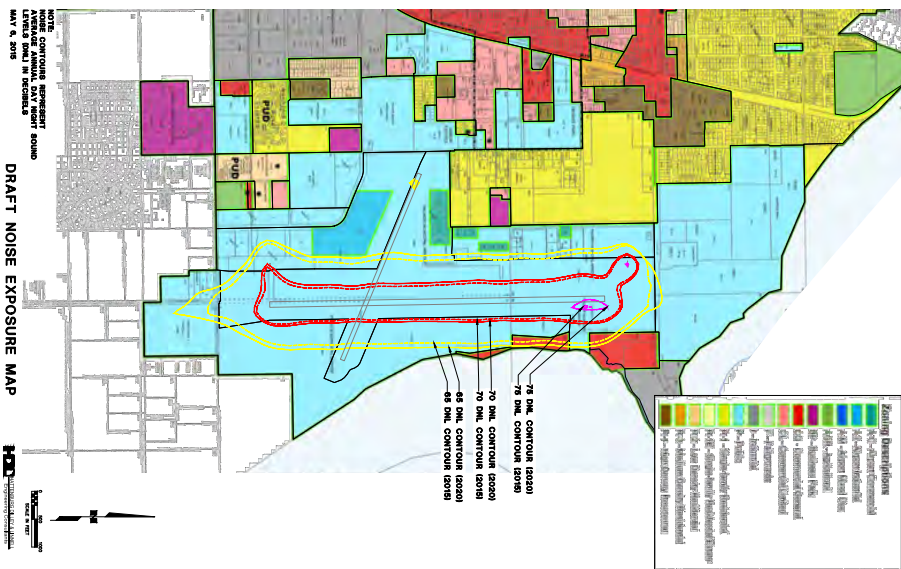
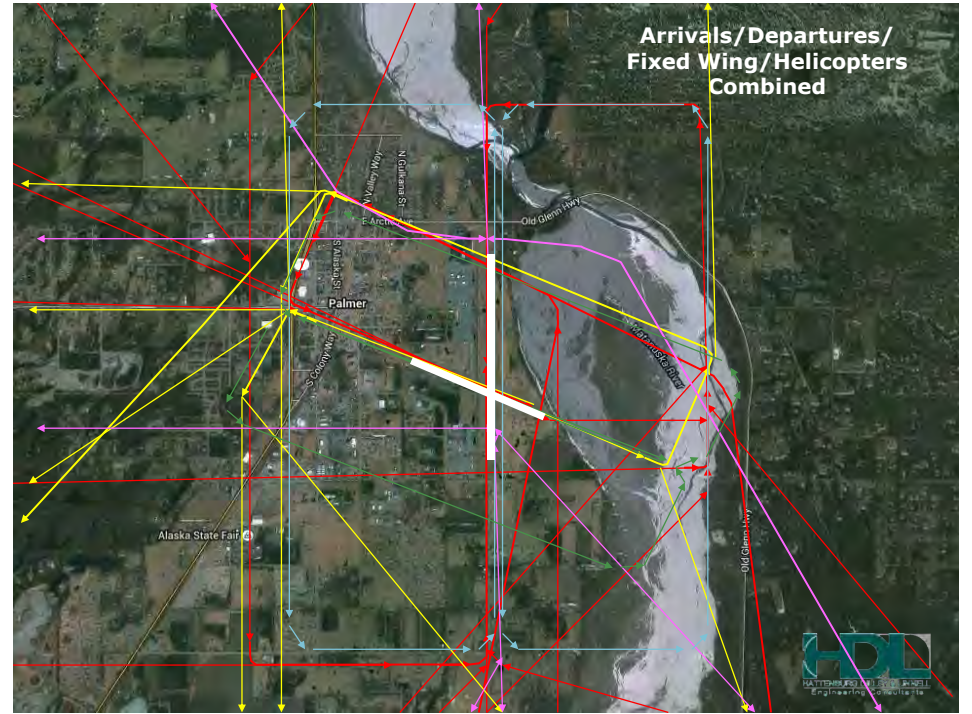
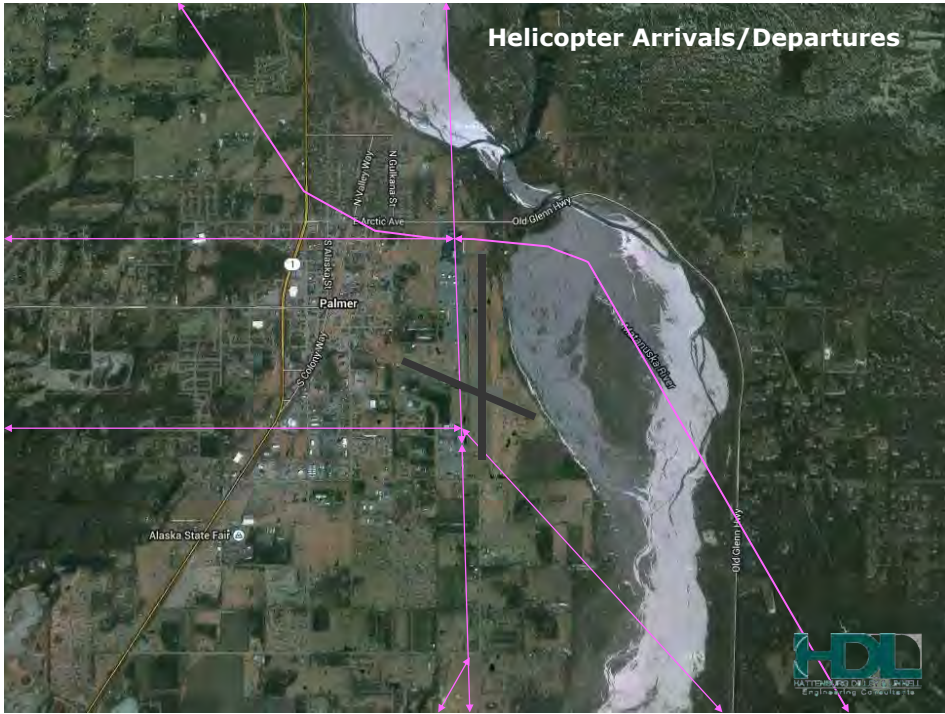
- 34,000 Operations spread into 32 fixed wing tracks and 9 helicopter tracks
- 5 Arrival/Departure Tracks (N, S, SE, SW, W)
- 50/50 Split on Arrivals/Departures
- 80/20 Split on Day/Night ( Night = 10 pm-7 am)
- Night Penalty 10 Decibel Increase
- Runway Usage Determined by Wind Direction
  - 60% Runway 16 (south)
  - 36% Runway 34 (north)
  - 4% Runway 9 (east)
- Nine Helicopter Tracks
  - 4 to North Helipad
  - 4 to South Helipad
  - 1 Relocation Track

# Flow Chart



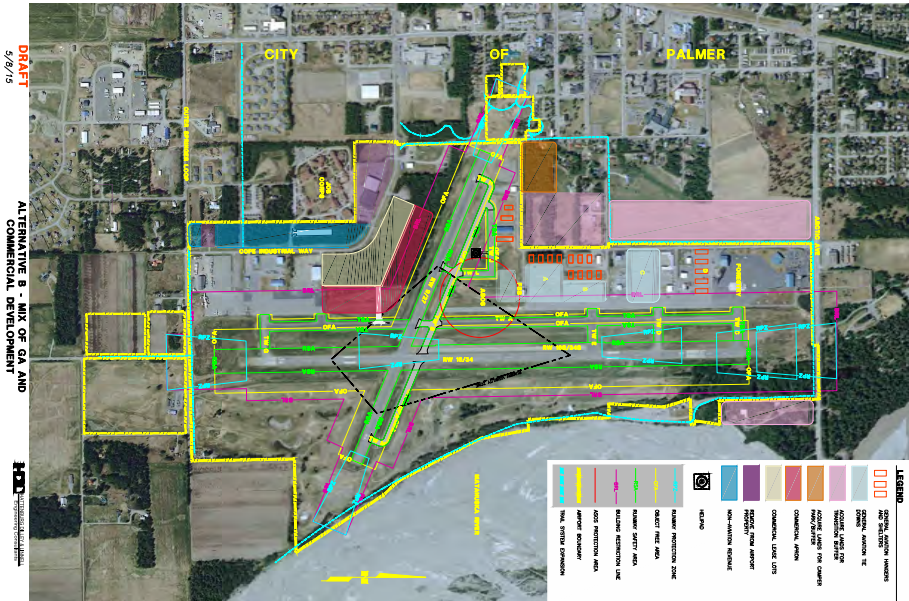
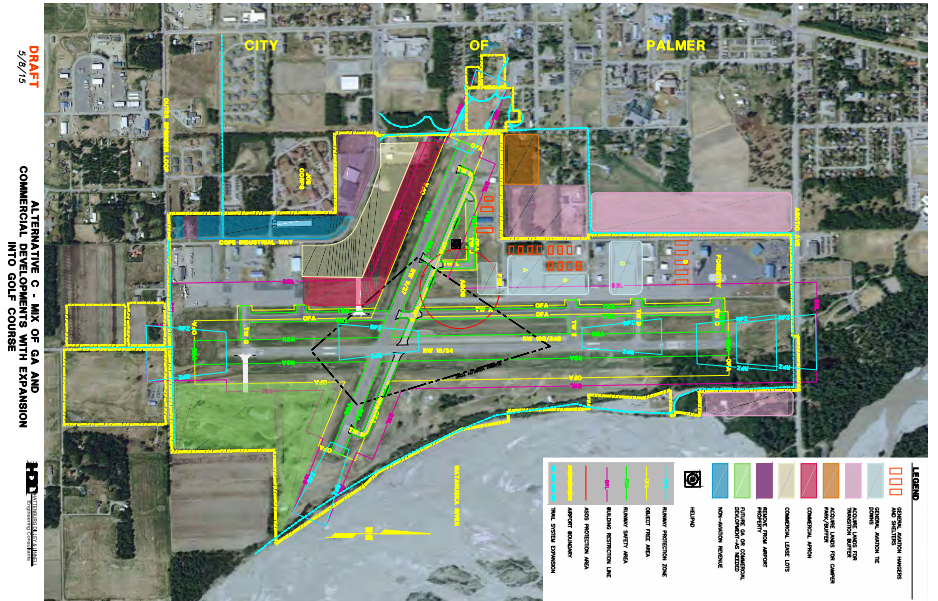
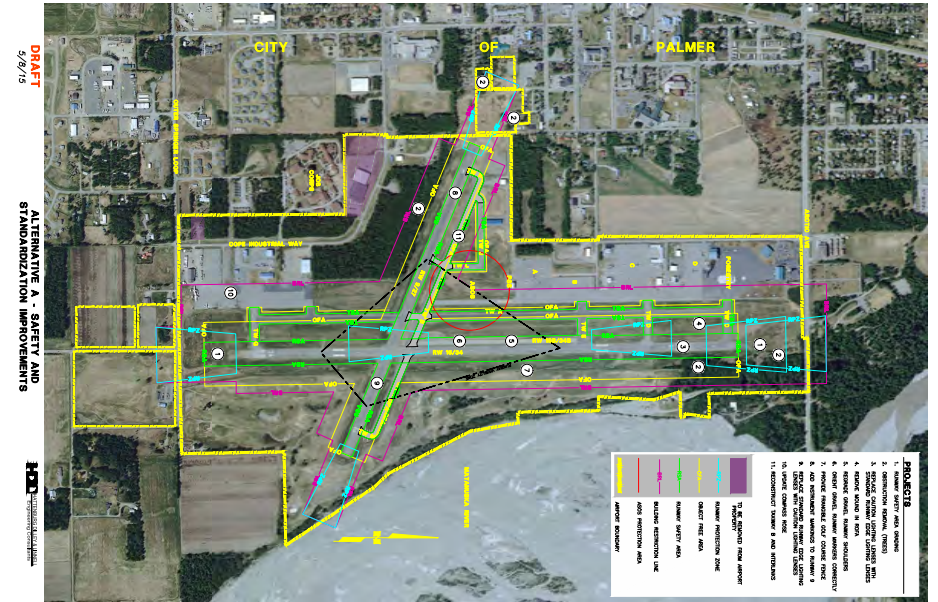






# Alternatives

- Alternative A – Safety and Standardization Improvements
- Alternative B – General Aviation & Commercial Development Emphasis
- Alternative C – General Aviation & Commercial Development into Golf Course



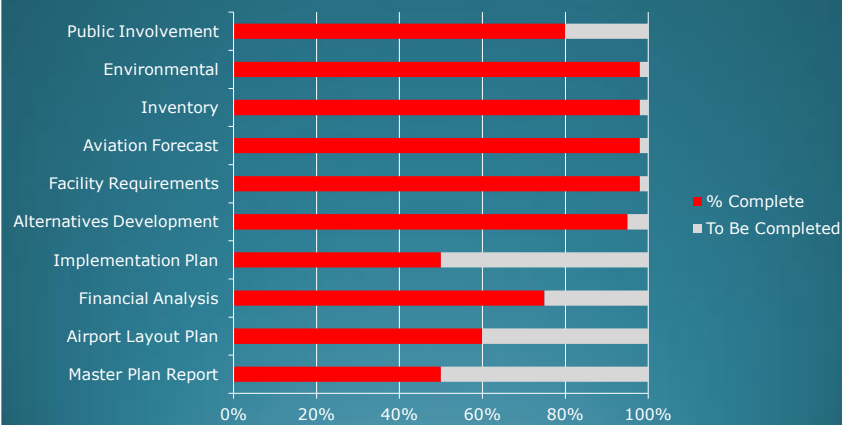
## Near Term Capital Projects (2015-2020)

- Taxiway B Repairs
- Aeronautical Survey
- Wildlife Hazard Assessment
- Runway 16-34 Safety Area Grading
- Runway 16-34 and Runway 9-27 Obstruction Removal (Trees and Fence)
- Rehabilitate Runway 16-34 Pavement
- Runway 9-27 Markings (Numbers & Instrument Thresholds)
- Runway 16-34 and 9-27 Lighting Upgrades, Phase I
- Low Cost Shelters
- Runway 16-34 and 9-27 Lighting Upgrades, Phase II
- Recalibrate Compass Calibration Pad
- Electrical Outlets
- Relocate Taxiway B and Interlinks
- Commercial Apron Expansion Phase I
- Construct Heliport
- Northeast Perimeter Security Fencing

## Mid Term Capital Projects (2020-2025)

- Reconstruct Storm Water Outfall (Non-Federal)
- Commercial Apron Expansion Phase II
- Aviation Campground
- Acquire Buffer Lands

## Progress Schedule

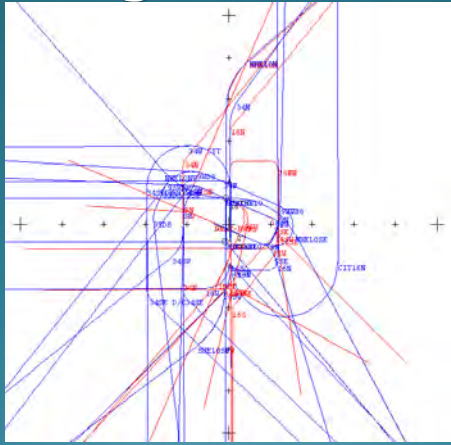


## Questions or Comments

Scott Hattenburg, P.E., Project Manager  
 Email: [shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com)  
 Telephone: (907) 564-2120



# Flight Tracks





## Meeting Notes

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SUBJECT:	Palmer Municipal Airport Master Plan Update
PROJECT NO.:	City of Palmer Project No. 14-015
GROUP:	Public
DATE:	Thursday, May 15, 2015
LOCATION:	Palmer Community Center (Depot), Palmer, 4 to 7 p.m.
MEETING OUTREACH:	See Table 1. Meeting Outreach
MEETING ATTENDANCE:	43 people signed in
MEETING MATERIALS:	Fact sheet, comment sheet, sign-in sheet, presentation, informational boards with alternatives and noise model graphics
STAFF PRESENT:	<i>City of Palmer:</i> Jeffrey Combs <i>HDL:</i> Scott Hattenburg, Surena Dolejsi <i>Brooks &amp; Associates:</i> Camden Yehle

### MEETING INFORMATION:

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The project team greeted attendees at the door and asked them to sign in. The purpose of the meeting was to receive feedback on the noise exposure map and development alternatives of the Draft Airport Master Plan. Scott Hattenburg (HDL) introduced the project team and made two presentations, one at 4:30 p.m. and one at 6:15 p.m. Many questions were asked and answered before and after presentations. An email notification will be sent when the full draft master plan update is available online for public review.

The project team recorded the following verbal comments during the presentations. Team responses are in *italics*.

- One person commented that a consultant hired by the city had measured nothing higher than 57 decibels and HDL's draft 2015/2020 noise exposure map shows 65 decibels at his property. *Scott responded that they were probably measuring instantaneous sound levels and the noise model for the airport master plan uses the average day-night sound levels for a whole year and a comparison is not possible.*
- A question was asked if the Forest Service flights and touch and goes were considered in the noise model. *Scott answered that touch and goes are in the noise model and that any commercial aviation operation, including those of the Forest Service, planned for the next year were included.*
- An attendee asked what caused the increase in use at the airport. *Scott responded that it is based on general population increase. The growth rate used for the aviation forecast is 2-3%, which matches the population growth of the Mat-Su Valley.*
- Someone asked if a Boeing 737 could land at the airport in an emergency. *Jeff explained that the Palmer Airport is part of the emergency contingency plan and a few years ago*

*emergency training was done here. Both Boeing 737s and Boeing C-17 s have landed in Palmer. The gravel under the runway is high quality and that allows heavy aircraft to use the airport. 16/34 is the longest runway in the Mat-Su Valley and therefore a good candidate for emergency landings for large aircraft.*

- *A commenter stated that the northern 1000 feet of Runway 16/34 did not get built on the good gravel of the rest of the runway and asked if this would be addressed by the master plan update. Scott responded that the runway was built in two sections and that last 1000 feet has not held up nearly as well as the rest. The builders may not have removed the underlying silts all the way down to the good gravel before paving over the top. The cause would be addressed in the repaving project.*
- *Two people asked how much money the city would be responsible for to build the proposed improvements. Scott explained that the project team is still working on this, but that the financial chapter will be included in the draft master plan that will be available for public review. Jeff added that the City has already gone through the public process to add the matching funds for the Runway 16/34 repaving project to the City budget. This is a high priority project that has been approved by the Federal Aviation Administration (FAA). Usually the cost of improvements is covered 94% by federal funds, 3% by the City, and 3% by the State. The total cost of the projects would be prohibitively expensive for the City and State to cover without the federal funding.*
- *An attendee asked about the voluntary noise reporting system that was mentioned at the last meeting. Scott answered that a Fly Friendly Program would be presented as a recommended education program in the master plan document. Jeff added that the City of Palmer developed this Fly Friendly Program and intended for it to be shared and implemented at other Borough locations.*

Attendees submitted the following written comments at the meeting. Any emphasis is the commenter's own.

- Obviously Plan C would not be preferred by the golf community.
- The airport is grand for Palmer and its economy. The noise is NO problem and I live directly across the road. Love watching all the action over there.
- Fewer acronyms would be preferred in the explanation. How the projections (use) were determined should be explained and justified. Is there not a priority rating for the items on Alternative A? Where's the anticipated funding?

Project website visitors submitted the following comments using the map application on the website.

- The approach to Runway 18 should be extended north to the river with all trees cleared to the North by the Matanuska River and the power lines be placed underground along the old Glenn Highway so aircraft could use more of Runway 18. This would improve the functionality of the airport by allowing bigger aircraft to safely approach and land at Palmer Airport.

- I want the airport to be improved to handle more transit aircraft. It would also be nice to have a small terminal building for waiting passengers and possible future development for Palmer airport to be a sub airport to the Anchorage Ted Stevens Airport. I would like to see more hanger space made available for aircraft owners that have aircraft here in Palmer. It would also be nice to have an airport park for airplane transients to come in and stay overnight in tents at the airport park.
- Ban maintenance aircraft engine "run-ups" from 6 pm to 9 am, and complete ban on Sundays. Impose huge fines for violations and include Palmer PD [police department] as part of the enforcement package. Do whatever else you want. Thank you!
- Need to get Ken More and Jeff Helmericks off the airport board. Let alone the airport.
- Keep the flight path away for the homes; keep the planes on the east side. The planes are flying over the high school and the homes. It's a high noise area here with the planes flying low!
- Need hangar space for rent/lease and/or tie-downs with access to electrical service. Need "terminal" building with bathrooms and space for passengers to wait out of the weather.

People indicated on the comment sheet they heard about the meeting in the following ways:

- Email (2)
- Mailer (2)
- Newspaper (2)
- Personal contact (1)

Table 1. Meeting Outreach

<b>Date</b>	<b>Outreach Method</b>
04/24/2015	Meeting notice to City of Palmer Municipal Airport Master plan update website, <a href="http://www.cityofpalmer.org">http://www.cityofpalmer.org</a>
04/30/2015	<i>Mat-Su Valley Frontiersman</i> online community calendar event created
04/30/2015 05/13/2015	Email notice and reminder to project list
05/04/2015	Postcard mailer to project mailing list that includes residents, businesses, local government and elected officials, tribal entities, utilities, airport leaseholders, tie down holders, regional registered aircraft owners, and local media (approximately 7,500 total)
05/05/2015	Public Service Announcement request sent to local radio and television stations
05/05/2015	<i>Mat-Su Valley Frontiersman</i> display advertising

05/10/2015	<i>Mat-Su Valley Frontiersman</i> print calendar item
05/12/2015	
05/11/2015	<i>Mat-Su Valley Frontiersman</i> article, “Weigh-in on 'Palmer Airport Master Plan' at Thursday meeting”

Documents on file:

- Fact Sheet
- Comment sheet
- Sign-in sheet
- Meeting display boards
- Presentation
- Outreach



May 14, 2015 – Open House Sign-in Sheet

<b>NAME</b>	Stacie Adams
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<b>NAME</b>	
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<b>NAME</b>	Jack Snedgrass
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<b>EMAIL</b>	

<b>NAME</b>	
<b>ADDRESS/ZIP</b>	
<b>PHONE</b>	
<b>EMAIL</b>	

20150514 scanned sign 1/5

Palmer Municipal Airport  
Master Plan Update

DePriest Family Trust  
May 14, 2015 – Open House Sign-in Sheet

<b>NAME</b>	Tina Rose Marie DePriest
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<b>EMAIL</b>	You know it

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<b>EMAIL</b>	

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<b>NAME</b>	
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May 14, 2015 – Open House Sign-in Sheet

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May 14, 2015 – Open House Sign-in Sheet

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May 14, 2015 – Open House Sign-in Sheet

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<b>NAME</b>	Hiram Pendergrass
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<b>EMAIL</b>	

<b>NAME</b>	Pat Berberich
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<b>PHONE</b>	745-4754
<b>EMAIL</b>	

**Your Comments Please...** Use this form to provide feedback about the project.  
Thanks for your input!

Name	
Street Address or PO Box	
City, State, Zip	
Email	Phone

**Your comments:**

*Amy Peltier* Realtor®  
**Cell: 907-240-1798**  
 Email: AmyPeltier@kw.com

The Erickson Group **KW**  
We will work for you, guaranteed! KELLERWILLIAMS

**How did you hear about...**

We welcome your input. Please

**» Jason A. Wilson**  
 DIRECTOR OF OPERATIONS  
 HAGELAND AVIATION

**Ravn**  
 CONNECT

**» jwilson@flyera.com**

» OFFICE 907 861 7530  
 » MOBILE 907 903 7764  
 » FAX 907 746 6829

8973 or  
**Toll Free: 1-866-535-1877**

**Mail**  
 Brooks & Associates  
 Attn: Palmer Municipal /  
 1704 Rogers Park Court  
 Anchorage, AK 99508

**Email**  
 comments.brooksalaska@gmail.com

**Project website: [www.cityofpalmer.org](http://www.cityofpalmer.org)**  
 (Look for *Palmer Municipal Airport* on the left hand menu)



Camden Yehle &lt;camden.brooksalaska@gmail.com&gt;

## Palmer Airport Master Plan Update

**BA Comments** <comments.brooksalaska@gmail.com>

Fri, Aug 8, 2014 at 1:25 PM

To: Scott Hattenburg <shattenburg@hdlalaska.com>, Jeffrey Combs <jjcombs@palmerak.org>

Cc: Heather Campfield <hcampfield@hdlalaska.com>, Tae Voight <tvoight@hdlalaska.com>, Camden Yehle <camden.brooksalaska@gmail.com>

FYI. Mr. Briggs' comments are interspersed with my notes.

Anne

Anne Brooks, P.E., Public Involvement Specialist

Brooks & Associates

Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

Tel: 907-272-1877

Toll Free Tel: 866-535-1877

Begin forwarded message:

**From:** "Ray and Gil" <[doxiegang@mtaonline.net](mailto:doxiegang@mtaonline.net)>  
**Subject:** Re: Palmer Airport Master Plan Update  
**Date:** August 8, 2014 at 12:56:31 PM AKDT  
**To:** "BA Comments" <[comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)>

----- Original Message -----

**From:** BA Comments  
**To:** [doxiegang@mtaonline.net](mailto:doxiegang@mtaonline.net)  
**Cc:** Scott Hattenburg ; Jeffrey Combs ; Heather Campfield  
**Sent:** Friday, August 08, 2014 12:33 PM  
**Subject:** Palmer Airport Master Plan Update

Mr. Ray Briggs:

Thanks for the call this morning. I've attached a copy of the newsletter that was mailed to area residents. I appreciate that you called to verify your address. We have updated our files with your accurate address: 3480 N. Old Glenn Highway, Palmer, AK 99645.

I understand you have a history with the City of Palmer and pending litigation. It is not unusual for cities to continue long range planning when litigation is pending as I mentioned over the telephone.

It is unusual for a City to claim they reduced their Airport when they in fact enlarged it. As Airport Enlargement, when will the city be doing a new environmental assessment, or are they going to try to use the old files again?

I also understand from our conversation you have issues with noise and size of aircraft operating at the airport.

NO, the airport is "Built in our yard", and continues to violate our property rights, doing straffing runs on our house, and committing CERCLA Violations with their "Non-Existant" Large Aircraft.

The meeting next week will ask area residents to provide the team just such issues for consideration in our planning effort.

I will look forward to meeting you next week.

---

Anne Brooks, P.E., Public Involvement Specialist  
Brooks & Associates  
Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)  
Tel: [907-272-1877](tel:907-272-1877)  
Toll Free Tel: [866-535-1877](tel:866-535-1877)

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Anne Brooks, P.E., Public Involvement Specialist  
Brooks & Associates  
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Tel: [907-272-1877](tel:907-272-1877)  
Toll Free Tel: [866-535-1877](tel:866-535-1877)



# Palmer Municipal Airport Master Plan Update

## What are the final products?

The project team led by Hattenburg Dilley & Linnell, LLC, will produce an airport master plan document that includes the following components:

- Environmental Inventory
- Inventory of Existing Conditions
- Aviation Activity Forecast and Design Aircraft
- Facility Requirements
- Alternatives
- Implementation Plan
- Financial Analysis
- Airport Layout Plan (ALP)
- Master Plan Report

## Project Team

### Owner

City of Palmer

Tom Healy, Palmer Public Works Director  
Jeff Combs, Palmer Airport Manager

### Lead Federal Agency/Funding Partner

Federal Aviation Administration

Leslie Grey, Lead Environmental Program Manager  
Mike Edelmann, Planner / Project Manager

### Consultant

Hattenburg Dilley & Linnell (HDL)

Scott Hattenburg, P.E., Project Manager

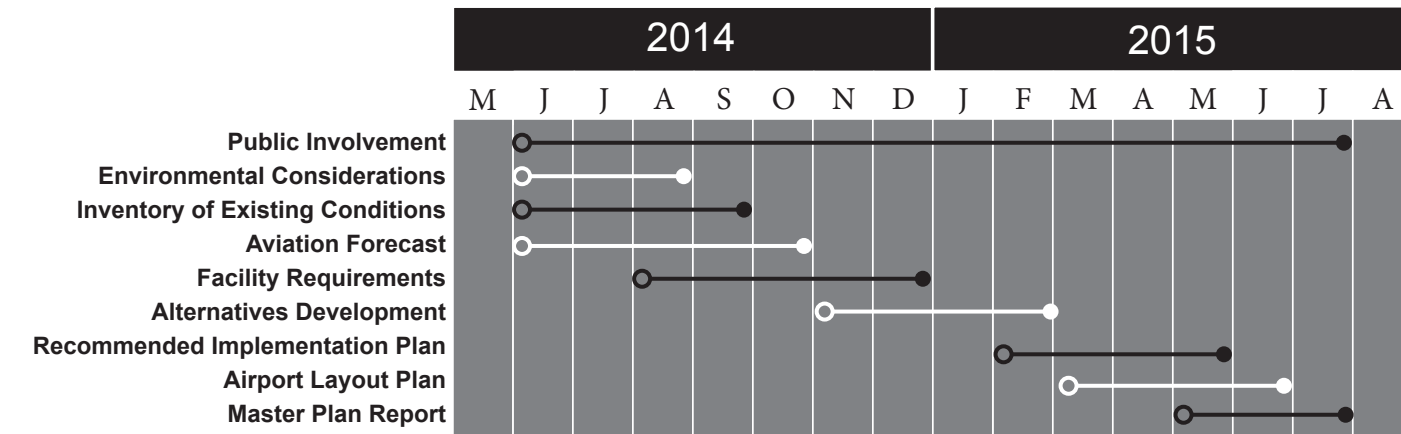
Heather Campfield, B.A., Environmental Lead

## What public concerns arose during the 2009 master plan update?

Below is a sample of the comments received at public meetings held in 2007. We encourage you to send comments based on your recent observations, experience, and current thoughts.

- Use airport for economic development and take advantage of overflow business from Anchorage.
- Select airport development compatible with adjacent residential development.
- Consider additional facilities, like a campground, picnic area, restrooms, etc., to attract transient users of the airport.
- Provide better way of enabling transient users to find fueling locations.
- Review and optimize existing runway approaches to the primary runway.
- Optimize tie down locations for transient users.
- Determine the stability of the Matanuska River near the airport.
- Lease lots should be bigger to account for vehicle parking and fueling facilities.
- Preferred arrival and departure flight paths should be mapped to enhance noise abatement.

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## How will public comments be used in the update process?

Public comments are an important way for the project team to document and address key issues and concerns. Comments will be considered in conjunction with other airport needs including safety, security, capacity, airspace, access, environmental, and financial considerations. All of these will affect the identification, evaluation, and selection of development alternatives in the final airport master plan.

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- **Comment online** through our Interactive Map
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Join the Project Email List

Email:

- **Attend** a public meeting
- **Contact** our team  
 Scott Hattenburs, P.E., Project Manager  
 Email: [shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com)  
 Telephone: 907-564-2120  
  
 Anne Brooks, Public Involvement Coordinator  
 Email: [comments.brooks.alaska@gmail.com](mailto:comments.brooks.alaska@gmail.com)  
 Toll-free telephone: 866-535-1877

- **Like** the City of Palmer on Facebook



Persons with hearing impairment can contact Relay Alaska at their Telephone Device for the Deaf (TDD/TTY) number, 800-770-8973 and they will assist in contacting the project team. We are able to offer, upon request, reasonable accommodations for special needs related to other disabilities.

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Brooks & Associates  
 1704 Rogers Park Court  
 Anchorage, AK 99538

# Palmer Municipal Airport Master Plan Update



## Invitation to public meeting

**What: Public Open House**  
**When: August 14, 2014**

*Mark Your Calendars!*

Stop by anytime between 4 p.m. and 7 p.m.  
**Where: Palmer Community Center**  
 (Depot), 610 South Valley Way, Palmer

### Meeting Purpose:

Kick off the Palmer Airport Master Plan update and solicit from the public the issues, concerns, ideas and opportunities to be considered during planning. Introduce the project team, the process, and the schedule.



## Background

The airport is one of the City's key assets and serves general aviation, government, and commercial aircraft. The primary Runway 16-34 was built in the 1970s and designed to support heavy aircraft. Its pavement is at the end of its service life and needs to be rehabilitated. In 2007, the crosswind Runway 9-27 was strengthened and its lighting system improved to support a Global Positioning System (GPS) instrument approach. The City maintains over 3 million square feet of pavement at the airport. Between 2003 and 2006, aviation activity at the airport declined, but is now on the increase. Increased activity from larger aircraft requires an update to aviation activity forecasts, the design aircraft, and the facility needs.

## What is an airport master plan?

An airport master plan is a comprehensive study of the airport that describes the development for a 20-year planning horizon. The study is funded by the Federal Aviation Administration (FAA). During the process, airport facilities are inventoried; current and future aviation activity forecast; environmental resources are reviewed; a financial plan is developed; public issues are identified and addressed; and future needs are identified. The master plan process will result in updates to key planning documents -- the aviation activity forecast, design aircraft, and Airport Layout Plan (ALP). These documents will help the City and the FAA define future development

## Why does the City need to update the 2009 airport master plan?

The 2009 airport master plan did not update the ALP and the aviation activity at the airport is changing.

## What FAA's role in the planning process?

The FAA is the lead regulatory agency that oversees airport planning, design, and construction. The FAA may provide up to 93.75% in funding for approved future capital projects. The FAA will approve the aviation activity forecast, design aircraft, and ALP.

## Just the facts....

- The year Palmer Municipal Airport was constructed:  
Sometime after World War II
- Existing runways/length:  
6,008-feet (Runway 16-34)  
3,617 feet (Runway 9-27)
- Historical Activity:  
13,000 to 17,000 flights per year
- Available Instrument Approaches:  
RNAV (GPS) Runway 9  
RNAV (GPS - A Circling)



Camden Yehle &lt;camden.brooksalaska@gmail.com&gt;

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**RE: PAQ items**

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**Scott L. Hattenburg** <shattenburg@hdlalaska.com>

Mon, Aug 11, 2014 at 7:59 AM

To: Greg Wickham &lt;gwickham@palmerak.org&gt;

Cc: "Angela M. Smith" &lt;asmith@hdlalaska.com&gt;, "Heather A. Campfield" &lt;hcampfield@hdlalaska.com&gt;, Anne Brooks &lt;anne.brooks.alaska@gmail.com&gt;, Tae Voight &lt;tvoight@hdlalaska.com&gt;, Camden Yehle &lt;camden.brooksalaska@gmail.com&gt;, David Lundin &lt;dlundin@hdlalaska.com&gt;

Thanks Greg. All good stuff. We will get this into the inventory and facility needs.

Scott Hattenburg, PE/Principal



3335 Arctic Boulevard Suite 100

Anchorage, Alaska 99503

907-564-2111 (Direct)

907-244-7820 (Cell)

[shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com)

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**From:** Greg Wickham [mailto:[gwickham@palmerak.org](mailto:gwickham@palmerak.org)]**Sent:** Saturday, August 09, 2014 10:32 PM**To:** Scott L. Hattenburg**Subject:** PAQ items

Scott a couple of ideas we had that may help some maintenance some just ideas that you most likely have already.

Compass Rose realign and repaint.

Fund the repaint active surfaces, then set aside funds each year to do sections.

Set aside funds each year to apply 6750 pounds of crack sealant in conjunction with streets. About \$20,000 for airport if city funded = the 6750 pounds of crack sealant supply and application.

Remove trees and vegetation from all fence lines apply application of herbicide (manpower maybe city if a full time person for airport were to be budgeted or contract.) along the same lines budget for a full time airport maintenance person to keep up with maintenance needs as P.W. Is short staffed.

Consolidate small aircraft to the one large apron in winter to reduce snow removal cost.

Look towards future projects to change all lighting to LED and reduce KW of regulators to save energy = reduced O&M cost.

Convert city and FAA side of flight service facility from electric heat to natural gas to save on O&M cost.

Install indoor restroom facility at flight service building city side.

Provide additional funds to keep up with building maintenance not the shoe string approach buildings have a lot of needs.

Budget for manufacturer recommended spare lighting parts REIL, PAPI, directional lighting etc.

Very near future budget for snow blower replacement and loader with some attachments as each are 16 + years old with thousands of hours on each.

Gain FAA approval to use runway protection zone by arboretum for community garden in field area to keep vegetation (trees) from growing.

Gain FAA approval to remove small aircraft parking just south of forestry hanger an turn into two large aircraft lease lots for large hangers and easy access to 16/34.

Greg Wickham



**Your Comments Please...** Use this form to provide feedback about the project.

Thanks for your input!

Name <i>Pat Berberich (patricia)</i>	
Street Address or PO Box	
City, State, Zip <i>Palmer AK 99645</i>	
Email	Phone

**Your comments:**

*Home is located across the street from <sup>RW</sup> 16/34 off of Springer Loop by golf course. Can some Argas @ large Cargo plane startup. Has asked in past that craft be relocated. Manager responded by moving plans on RW to a new location. This has worked! Please continue these practices.*


We welcome your input. Please send written comments:

 **Mail**

Brooks & Associates  
Attn: Palmer Municipal Airport Master Plan Update  
1704 Rogers Park Court  
Anchorage, AK 99508

 **Call**

Alaska Relay  
TTY 800-770-8973 or  
Toll Free: 1-866-535-1877

 **Email**

comments.brooksalaska@gmail.com

**Project website: [www.cityofpalmer.org](http://www.cityofpalmer.org)**

(Look for *Palmer Municipal Airport* on the left hand menu)

*20140814 cs Berberich  
1/1*

# Palmer Municipal Airport Master Plan Update

**Your Comments Please...** Use this form to provide feedback about the project.  
Thanks for your input!

Name <i>Rob Collard</i>	
Street Address or PO Box	
City, State, Zip	
Email	Phone

**Your comments:**

*Will/Is there a plan to groove pavement for new main  
RW surface. it would help with drainage &  
eliminate hydroplaning*

We welcome your input. Please send written comments:



### Mail

Brooks & Associates  
Attn: Palmer Municipal Airport Master Plan Update  
1704 Rogers Park Court  
Anchorage, AK 99508

### Call

Alaska Relay  
TTY 800-770-8973 or  
Toll Free: 1-866-535-1877



### Email

comments.brooksalaska@gmail.com

**Project website: [www.cityofpalmer.org](http://www.cityofpalmer.org)**  
(Look for *Palmer Municipal Airport* on the left hand menu)

*20140814cs Collard 1/1*



# Palmer Municipal Airport Master Plan Update

**Your Comments Please...** Use this form to provide feedback about the project.  
Thanks for your input!

Name <i>Beth Fread</i>	
Street Address or PO Box <i>198, S Jensen Rd</i>	
City, State, Zip <i>Palmer, AK 99645</i>	
Email <i>Beth@Bethskilleplains.com</i>	Phone <i>907-354-7759</i>

**Your comments:**

*I'm not seeing an economic impact assessment in your plan. Having one might engender a greater amount of funding options and community support*

We welcome your input. Please send written comments:

<p> <b>Mail</b> Brooks &amp; Associates Attn: Palmer Municipal Airport Master Plan Update 1704 Rogers Park Court Anchorage, AK 99508</p>	<p> <b>Call</b> Alaska Relay TTY 800-770-8973 or Toll Free: 1-866-535-1877</p>
<p> <b>Email</b> comments.brooksalaska@gmail.com</p>	

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(Look for *Palmer Municipal Airport* on the left hand menu)

*20140814 cs Fread 1/1*

# Palmer Municipal Airport Master Plan Update




**Your Comments Please...** Use this form to provide feedback about the project.  
Thanks for your input!

Name <i>Sandra Garley - City of Palmer</i>	
Street Address or PO Box	
City, State, Zip <i>Palmer AK 99545</i>	
Email	Phone

**Your comments:**

*unfortunate that one cannot drive from the N side of AP to the south side of AP w/out going through or around Palmer. Gulkana street ext. Needs to happen. People stop into the <sup>city of</sup> Palmer office asking how to get to the forest service office about once every couple of weeks.*

We welcome your input. Please send written comments:

 <b>Mail</b> Brooks & Associates Attn: Palmer Municipal Airport Master Plan Update 1704 Rogers Park Court Anchorage, AK 99508	 <b>Call</b> Alaska Relay TTY 800-770-8973 or Toll Free: 1-866-535-1877
 <b>Email</b> comments.brooksalaska@gmail.com	

**Project website: [www.cityofpalmer.org](http://www.cityofpalmer.org)**  
 (Look for *Palmer Municipal Airport* on the left hand menu)

*20140814cs Garley (cop) 1/1*



**Your Comments Please...** Use this form to provide feedback about the project.




Thanks for your input!

Name <i>Jenny Michaelson</i>	
Street Address or PO Box <i>66.5 E Cedar St.</i>	
City, State, Zip <i>Palmer, AK 99645</i>	
Email <i>rjmich@mtaonline.net</i>	Phone <i>745-3549</i>

**Your comments:**

*I would like to see the airport utilized for its potential, yet as use increases, I would like to see a reliable monitoring system for concerns that may arise w/ increased use such as noise, safety, etc...*

We welcome your input. Please send written comments:

 <b>Mail</b> Brooks & Associates Attn: Palmer Municipal Airport Master Plan Update 1704 Rogers Park Court Anchorage, AK 99508	 <b>Call</b> Alaska Relay TTY 800-770-8973 or Toll Free: 1-866-535-1877
 <b>Email</b> comments.brooksalaska@gmail.com	

**Project website: [www.cityofpalmer.org](http://www.cityofpalmer.org)**  
 (Look for *Palmer Municipal Airport* on the left hand menu)

*20140814cs Michaelson  
1/1*

# Palmer Municipal Airport Master Plan Update

## Your Comments Please... Use this form to provide feedback about the project.




Thanks for your input!

Name <i>Gloria Palenske</i>	
Street Address or PO Box <i>14435 Pace Dr.</i>	
City, State, Zip <i>Palmer</i>	
Email	Phone <i>745-4131</i>

### Your comments:

*I know it's possible to reduce the noise from take off & landings, but very little is done.*

We welcome your input. Please send written comments:

 <b>Mail</b> Brooks & Associates Attn: Palmer Municipal Airport Master Plan Update 1704 Rogers Park Court Anchorage, AK 99508	 <b>Call</b> Alaska Relay TTY 800-770-8973 or Toll Free: 1-866-535-1877
 <b>Email</b> <a href="mailto:comments.brooksalaska@gmail.com">comments.brooksalaska@gmail.com</a>	

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*20140814cs Palenske*  
*1/1*

# Palmer Municipal Airport Master Plan Update




**Your Comments Please...** Use this form to provide feedback about the project.  
Thanks for your input!

Name <b>BARTON W. TIERNAN</b>	
Street Address or PO Box <b>P.O. Box 93144</b>	
City, State, Zip <b>ANCHORAGE, AK 99509</b>	
Email <b>bushaircargo@gmail.com</b>	Phone <b>907 277-7657</b>

**Your comments:**

**AIRPORT NEEDED "BUSINESS FRIENDLY"  
LEASES IF CITY WANTS/DESIRES ECONOMIC  
ENGINE ON AIRPORT.**

We welcome your input. Please send written comments:

 <b>Mail</b> Brooks & Associates Attn: Palmer Municipal Airport Master Plan Update 1704 Rogers Park Court Anchorage, AK 99508	 <b>Call</b> Alaska Relay TTY 800-770-8973 or Toll Free: 1-866-535-1877
 <b>Email</b> comments.brooksalaska@gmail.com	

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(Look for *Palmer Municipal Airport* on the left hand menu)

*20140814cs Tiernan 1/1*



Anne Brooks <comments.brooksalaska@gmail.com>

---

## Palmer Airport Master Plan Update--Comments

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**Jack Snodgrass** <jacksnodgrassdelta@gmail.com>

Fri, Aug 15, 2014 at 1:07 PM

To: comments.brooksalaska@gmail.com

Please see attached comments.

---

 **JS CoP Airport Comments 8-15-14.wps**  
10K

August 15, 2014

From: Jack Snodgrass  
PO Box 1867  
Palmer, AK 99645-1867  
palmerjs@mtaonline.net

To: Brooks & Associates  
Attn: Palmer Municipal Airport Master Plan Update  
1704 Rogers Park Court  
Anchorage, AK 99508  
[comments.brooks@alaska@gmail.com](mailto:comments.brooks@alaska@gmail.com)

Comments: Airport Noise.

People near the Palmer Airport have been forced to suffer the sonic whine of long-bladed Cessna 185 Thunderscreeches flown by overzealous pilots. This sonic whine is totally unneeded, completely preventable, and is not the practice of good-neighbor pilots. Please help put an end to it.

I have lived near this Airport for over 50 years. I don't mind the noise from most planes, including most small aircraft, the Convair 580's, DC-3's, 4's and 6's, C130's, C-17's, etc. But, long-bladed Cessna 185's, 206's, and a few other planes occasionally make a horrible racket, apparently when flown so that their propeller tips approach or exceed the speed of sound, i.e., transonically or supersonically. According to long-time pilot Jeff Helmricks, there is virtually no need on our strips for a pilot to fly these planes in this manner. Simply by reducing the RPMs a bit, these planes can take off perfectly safely without the sonic whine. Of course, in the event of emergency, I have no objection to a plane making as much noise as the pilot wants.

There must be a way to stop this unneeded, horrible screeching. At the Public Meeting on August 14, Mr. Hattenburg first suggested changing the Airport's flight pattern to a non-standard one like Birchwood has. However, after listening to Mr. Helmricks and others, Mr. Hattenburg then suggested adopting noise abatement procedures like Merrill Field has and he did not object to the installation of noise detectors and the issuance of tickets to violators. By coincidence, two current members of our Airport Advisory Commission have received aircraft noise tickets from outside airports, so this method is used by municipalities in other places.

Please help pilots using our Airport to be good neighbors.

Thank you.



Anne Brooks &lt;anne.brooks.alaska@gmail.com&gt;

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## Palmer Municipal Airport Master Plan Update

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**Anne Brooks** <anne.brooks.alaska@gmail.com>  
To: Jim Kubitz <Kubitzj@akrr.com>

Tue, Aug 19, 2014 at 3:51 PM

Thanks Jim.

Anne

On Aug 18, 2014, at 10:03 AM, James Kubitz <Kubitzj@akrr.com> wrote:

Thanks Anne.

I have passed it on to Engineering for their comment and level of interest. Someone will be the contact person, possibly Tim Sullivan, Engineering or myself.

Jim Kubitz

---

**From:** Anne Brooks [<mailto:anne.brooks.alaska@gmail.com>]  
**Sent:** Monday, August 18, 2014 9:55 AM  
**To:** James Kubitz  
**Cc:** Scott Hattenburg; Jeffrey Combs; Heather Campfield; Tae Voight; Angela M. Smith; Camden Yehle  
**Subject:** Palmer Municipal Airport Master Plan Update

Jim —

Your name, and your ARRC planning role, came up last week during a public meeting about the Palmer Municipal Airport master plan update. I've attached a copy of the newsletter that went out to the public announcing the beginning of our project, the team, scope and schedule.

The Alaska Railroad has a spur into the airport and the planning team would like some input on its condition, use and future.

I've copied the airport manager, Jeffrey Combs, and HDL's project manager, Scott Hattenburg. Feel free to reply to this message or give them a call to discuss further.

Thanks,

Anne Brooks, P.E.  
Brooks & Associates  
Email: [anne.brooks.alaska@gmail.com](mailto:anne.brooks.alaska@gmail.com)  
Tel: 907-272-1877  
Toll Free Tel: 866-535-1877

# Palmer Municipal Airport Master Plan Update

## What are the final products?

The project team led by Hattenburg Dilley & Linnell, LLC, will produce an airport master plan document that includes the following components:

- Environmental Inventory
- Inventory of Existing Conditions
- Aviation Activity Forecast and Design Aircraft
- Facility Requirements
- Alternatives
- Implementation Plan
- Financial Analysis
- Airport Layout Plan (ALP)
- Master Plan Report

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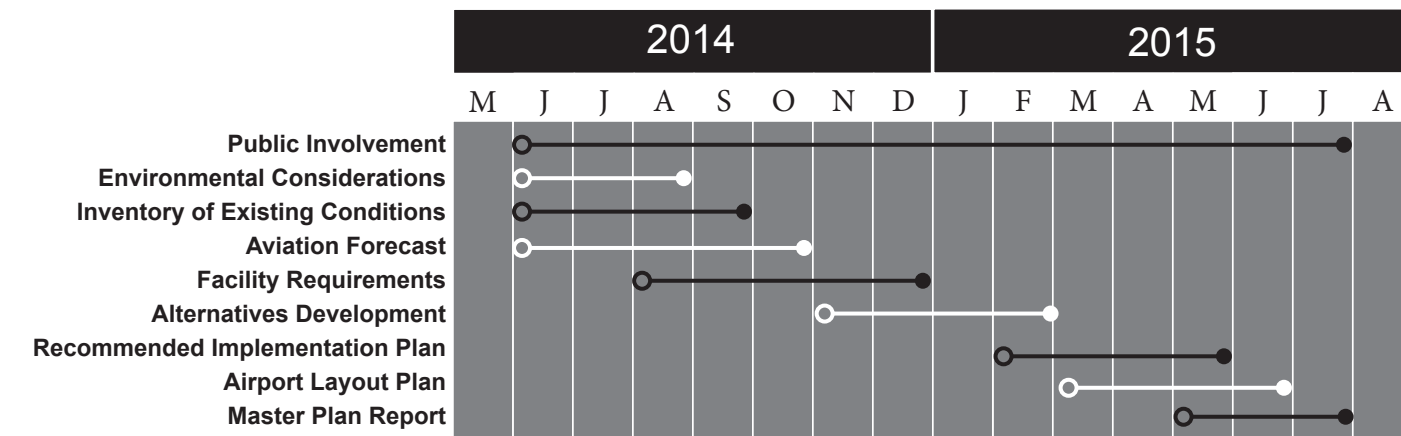
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Email:

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- **Contact** our team  
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 Email: [shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com)  
 Telephone: 907-564-2120  
  
 Anne Brooks, Public Involvement Coordinator  
 Email: [comments.brooks.alaska@gmail.com](mailto:comments.brooks.alaska@gmail.com)  
 Toll-free telephone: 866-535-1877

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Brooks & Associates  
 1704 Rogers Park Court  
 Anchorage, AK 99538

# Palmer Municipal Airport Master Plan Update



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13,000 to 17,000 flights per year
- Available Instrument Approaches:  
RNAV (GPS) Runway 9  
RNAV (GPS - A Circling)





Camden Yehle &lt;camden.brooksalaska@gmail.com&gt;

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**FW: Palmer airport survey**

---

**Scott L. Hattenburg** <shattenburg@hdlalaska.com>

Fri, Aug 22, 2014 at 4:46 PM

To: Anne Brooks &lt;anne.brooks.alaska@gmail.com&gt;, Camden Yehle &lt;camden.brooksalaska@gmail.com&gt;

Anne / Camden,

Not sure how Donna found me. Is Donna Claus on our email or mail list? If not, let's add her. I will respond back to her next week thanking her for her comments and pointing her to the website and interactive web page.

Scott Hattenburg, PE/Principal  
3335 Arctic Boulevard Suite 100  
Anchorage, Alaska 99503  
[907-564-2111](tel:907-564-2111) (Direct)  
[907-244-7820](tel:907-244-7820) (Cell)  
[shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com)

-----Original Message-----

From: Donna Claus [mailto:[donnaclaus@me.com](mailto:donnaclaus@me.com)]

Sent: Friday, August 22, 2014 1:04 PM

To: Scott L. Hattenburg

Subject: Palmer airport survey

We own a hangar on the airport. We use it for maintenance of our planes and for storage of the planes when they are not being used. We don't do any commercial operations out of Palmer although we do have lots of take offs and landings in a year there. We are an air taxi but not there. We own a fly in lodge in the Wrangell St. Elias National Park and it is also our home so our base of operations is there. But, in off season we use the Palmer hangar for maintenance and storage of our extra machines. We rotate 6 or 7 planes out of there.

We lease a lot from city of Palmer and pay Mat Su taxes through our business Ultima Thule, inc.

If you have more questions please contact me at this email. We love the Palmer airport and purposely came there for our purchase of an hangar as opposed to Anchorage, Birchwood or others.

Donna Claus

[www.ultimathulelodge.com](http://www.ultimathulelodge.com)



Anne Brooks <comments.brooksalaska@gmail.com>

## Palmer Airport Master Plan Update Mailing List

**Anne Brooks** <comments.brooksalaska@gmail.com>  
To: Suzanne McCausland <suzanne@mtaonline.net>

Thu, Aug 28, 2014 at 5:02 PM

We have added you to the list. Thank you for your interest.

On Fri, Aug 22, 2014 at 1:07 PM, Suzanne McCausland <suzanne@mtaonline.net> wrote:

Please add me to your mailing list:

[suzanne@mtaonline.net](mailto:suzanne@mtaonline.net)

Suzanne McCausland

P.O. Box 651

Palmer, AK 99645-0651

Thank you

--

Camden Yehle  
Brooks & Associates  
1704 Rogers Park Court  
Anchorage, AK 99508  
E-mail: [camden.brooksalaska@gmail.com](mailto:camden.brooksalaska@gmail.com)  
Tel: 907-272-1877  
Toll Free: 866-535-1877



Anne Brooks &lt;comments.brooksalaska@gmail.com&gt;

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## Palmer Airport Master Plan Update

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**BA Comments** <comments.brooksalaska@gmail.com>

Tue, Aug 26, 2014 at 4:37 PM

To: doxiegang@mtaonline.net

Cc: Scott Hattenburg &lt;shattenburg@hdlalaska.com&gt;, Jeffrey Combs &lt;jjcombs@palmerak.org&gt;

Bcc: comments.brooksalaska@gmail.com, asmith@hdlalaska.com, tvoight@hdlalaska.com, hcampfield@hdlalaska.com

Ray — I am sorry to hear that you suffered a stroke that prevented you from attending our public meeting on July 31st. As you requested, I'm attaching the materials that were available to the public at that meeting, including a comment sheet.

We also posted these documents on the project website. You can click on the link below to go direct to the Master Plan update page. The documents are on the public involvement page.

[http://www.cityofpalmer.org/index.asp?Type=B\\_BASIC&SEC={91260D28-6CFB-451C-966E-A931D7073C5E}](http://www.cityofpalmer.org/index.asp?Type=B_BASIC&SEC={91260D28-6CFB-451C-966E-A931D7073C5E})

I've attached:

A file containing the presentation boards that were displayed at the meeting.

A project fact sheet

A project comment sheet.

As I stated on the telephone, you can print out, fill in and return the comment sheet or just send us an email containing any concerns you have.

I will share your comments about the noise and recent helicopter flyovers occurring between 1:30 am and 2 am with the project team. I also understand you have video showing other air traffic flying over your residence. Do not hesitate to email or call if you have any questions about the master plan update.

The team welcomes any and all comments and will strive to address them in our master plan update.

Get well soon.

Anne Brooks, P.E., Public Involvement Specialist  
Brooks & Associates  
Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)  
Tel: 907-272-1877  
Toll Free Tel: 866-535-1877

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### 3 attachments

 **20140814\_CommentSheet.pdf**  
106K

 **20140814\_Factsheet\_final.pdf**  
414K

 **20140814\_FinalBoards\_v2.pdf**  
4325K

# Palmer Municipal Airport Master Plan Update

**Your Comments Please...** Use this form to provide feedback about the project.  
Thanks for your input!

Name	
Street Address or PO Box	
City, State, Zip	
Email	Phone

**Your comments:**

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We welcome your input. Please send written comments:

 <b>Mail</b> Brooks & Associates Attn: Palmer Municipal Airport Master Plan Update 1704 Rogers Park Court Anchorage, AK 99508	 <b>Call</b> Alaska Relay TTY 800-770-8973 or Toll Free: 1-866-535-1877
 <b>Email</b> <a href="mailto:comments.brooksalaska@gmail.com">comments.brooksalaska@gmail.com</a>	

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**Project website: [www.cityofpalmer.org](http://www.cityofpalmer.org)**  
 (Look for *Palmer Municipal Airport* on the left hand menu)



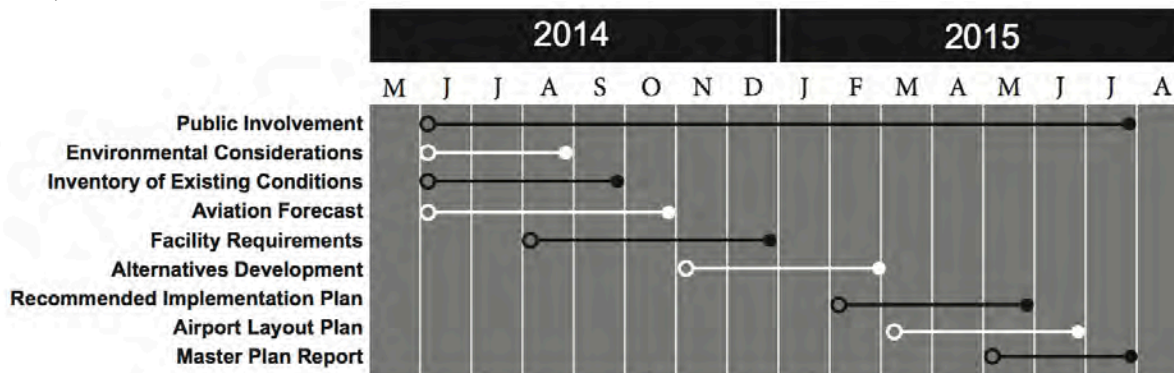
## Background

The airport is one of the City’s key assets and serves general aviation, government, and commercial aircraft. The primary Runway 16-34 was built in the 1970s and designed to support heavy aircraft. Its pavement is at the end of its service life and needs to be rehabilitated. In 2007, the crosswind Runway 9-27 was strengthened and its lighting system improved to support a Global Positioning System (GPS) instrument approach. The City maintains over 3 million square feet of pavement at the airport. Between 2003 and 2006, aviation activity at the airport declined, but is now on the increase. Increased activity from larger aircraft requires an update to aviation activity forecasts, the design aircraft, and the facility needs.

## What is an airport master plan?

An airport master plan is a comprehensive study of the airport that describes the development for a 20-year planning horizon. The Federal Aviation Administration (FAA) funds the study. During the process, airport facilities are inventoried; current and future aviation activity forecast; environmental resources are reviewed; a financial plan is developed; public issues are identified and addressed; and future needs are identified. The master plan process will result in updates to key planning documents -- the aviation activity forecast, design aircraft, and Airport Layout Plan (ALP). These documents will help the City and the FAA define future development.

## Project Schedule



## How will public comments be used in the update process?

Public comments are an important way for the project team to document and address key issues and concerns. Comments will be considered in conjunction with other airport needs including safety, security, capacity, airspace, access, environmental, and financial considerations. All of these will affect the identification, evaluation, and selection of development alternatives in the final airport master plan.

### To make a comment, call or email:

- **Scott Hattenburg, P.E.**, Project Manager  
[shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com), 907-564-2111
- **Anne Brooks, P.E.**, Public Involvement Coordinator  
[comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com), 1-866-535-1877





**PUBLIC OPEN HOUSE**  
**AUGUST 14, 2014**

PALMER MUNICIPAL AIRPORT MASTER PLAN UPDATE



### MEETING PURPOSE

- Kick off the Palmer Municipal Airport Master Plan update and solicit from the public the issues, concerns, ideas and opportunities the team should consider during planning.
- Introduce the project team, the master planning process and the project schedule.





## PROJECT TEAM

### Owner, City of Palmer

Jeff Combs, Palmer Airport Manager  
Tom Healy, Palmer Public Works  
Director

### Lead Federal Agency/Funding Partner:

- Federal Aviation Administration:  
Leslie Grey, Lead Environmental  
Program Manager  
Mike Edelman, Planner/Project  
Manager

### Prime Consultant

- Hattenburg Dilley & Linnell (HDL)  
Scott Hattenburg, P.E., Project Manager  
Heather Campfield, Environmental  
Manager

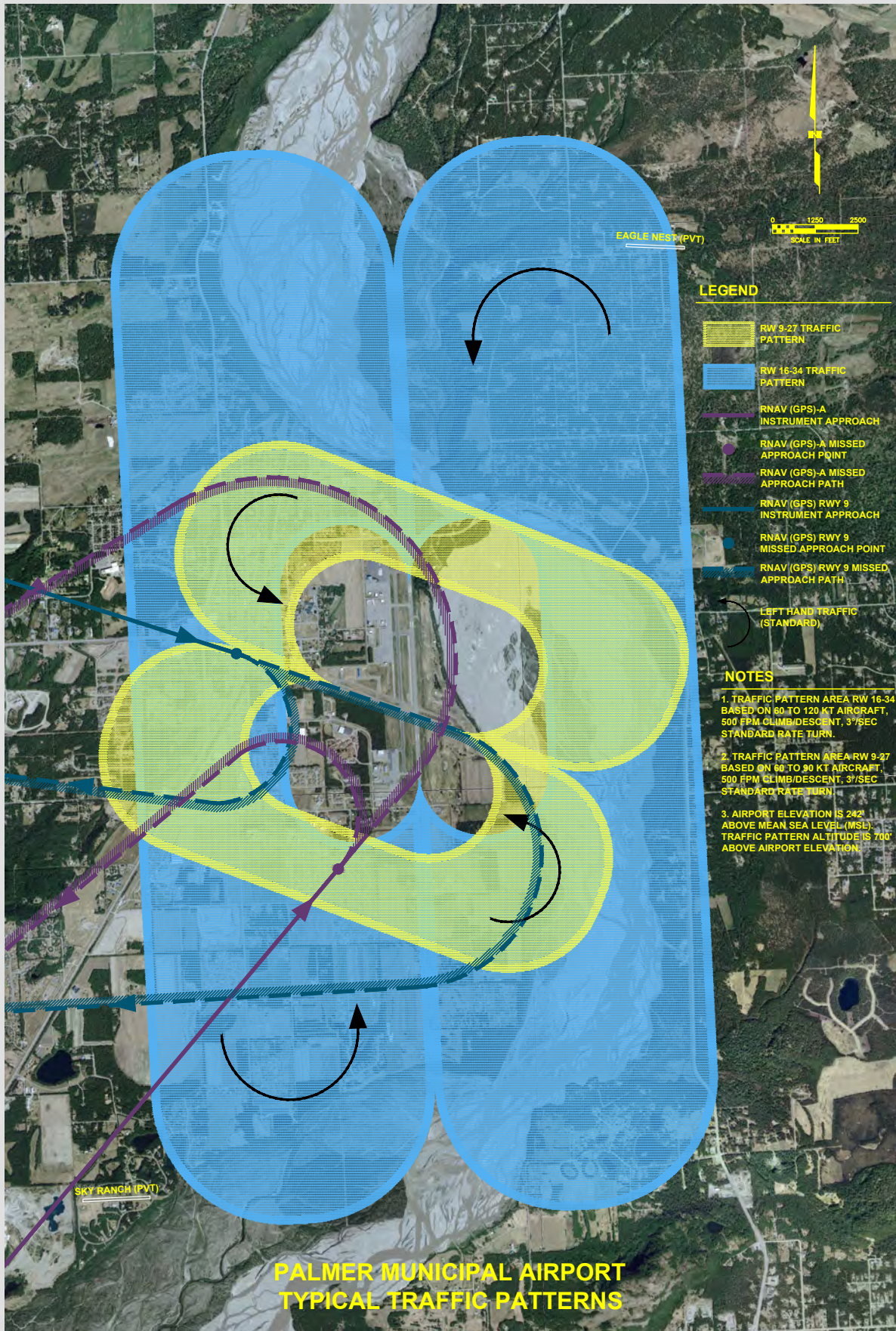
### Sub-Consultants

- Brooks & Associates (BA): Public  
Involvement
- Sheinberg Associates, Land Use
- Northern Economics, Financial Analysis
- Lundeby Consulting Operations,  
Maintenance and Leasing Analysis
- Schilling Commercial, Revenue  
Enhancement
- Cultural Resource Consultants



## WHAT IS AN AIRPORT MASTER PLAN?

- Federal Aviation Administration (FAA) funded comprehensive study of the airport.
- Describes development for a 20-year planning horizon.
- Includes:
  - Inventory of airport facilities.
  - Aviation activity forecast of future aviation activity.
  - Identification of airport design aircraft.
  - Noise exposure map.
  - Review of environmental resources.
  - Financial Plan
  - Airport Layout Plan (ALP) showing proposed development.





## FACTS ABOUT YOUR AIRPORT

- Palmer Municipal Airport was constructed sometime in the late 1940s to early 1950s.
- Existing runways and length:
  - Runway 16-34, 6,008 feet
  - Runway 9-27 (Crosswind), 3,617 feet
- Historical airport activity:
  - 13,000 to 30,000 flights per year
- Available Instrument Approaches:
  - RNAV (GPS) Runway 9
  - RNAV (GPS)-A Circling



## HOW IMPORTANT ARE PUBLIC COMMENTS?

- Public comments document and address key Palmer Municipal Airport issues and concerns.
- Comments are considered in conjunction with other airport needs including:
  - Safety
  - Security
  - Capacity
  - Airspace
  - Access
  - Environmental
  - Financial
- All affect identification, evaluation, and selection of airport development alternatives.




# COMMENTS HEARD IN 2009

- Use airport for economic development and take advantage of overflow business from Anchorage.
- Select airport development compatible with adjacent residential development.
- Consider additional facilities, like a campground, picnic area, restrooms, etc., to attract transient users of the airport.
- Provide better way of enabling transient users to find fueling locations.
- Review and optimize existing runway approaches to the primary runway.
- Optimize tie down locations for transient users.
- Determine the stability of the Matanuska River near the airport.
- Lease lots should be bigger to account for vehicle parking and fueling facilities.
- Preferred arrival and departure flight paths should be mapped to enhance noise abatement.


*What are your thoughts today?*

*Please let us know by filling out a comment sheet or comment online at*

*[www.cityofpalmer.org](http://www.cityofpalmer.org).*



## COMMENT ON OUR ONLINE MAP




**Palmer Airport Master Plan**

How to Post Comments

1. Double-click on your area of concern.
2. Enter your comments in the form and submit.

Contact information will ONLY be visible to the project team.  
Comments containing profanity will not be shown on this map.



## SCHEDULE

PROJECT TASK	DURATION	MEETINGS
Public Involvement	Throughout	
Environmental Considerations	June - September 2014	#1
Inventory of Existing Conditions	June - September 2014	#1
Aviation Forecast	June - October 2014	
Facility Requirements	August - December 2014	
Alternatives Development	November 2014 - January 2015	#2
Recommended Implementation Plan	February - May 2015	
Airport Layout Plan	September 2014 - June 2015	
Master Plan Report	Mar - July 2015	#3

Three meetings are planned: #1 at Project Kickoff; #2 to present Alternatives and #3 to review Draft Airport Master Plan and Airport Layout Plan



## HOW TO STAY INVOLVED?



- **Comment online** through our Interactive Map
- **Visit** the project website: [www.cityofpalmer.org](http://www.cityofpalmer.org)
- **Sign up** to receive information on the public involvement page of the website
- **Attend** a public meeting.
- **Contact** our team.

Join a Project Email List  
Email:

Scott Hattenburg, P.E., Project Manager  
Email: [shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com)  
Telephone: 907-564-2111

Public Involvement Coordinator  
Anne Brooks  
Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)  
Toll free telephone: 866-535-1877

- **Like** the City of Palmer on Facebook





Camden Yehle &lt;camden.brooksalaska@gmail.com&gt;

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**airport concerns**

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**Suzanne McCausland** <suzanne@mtaonline.net>  
Reply-To: suzanne@mtaonline.net  
To: Camden Yehle <camden.brooksalaska@gmail.com>

Fri, Aug 29, 2014 at 6:24 PM

Thank you, I appreciate that.

--- [camden.brooksalaska@gmail.com](mailto:camden.brooksalaska@gmail.com) wrote:

From: Camden Yehle <[camden.brooksalaska@gmail.com](mailto:camden.brooksalaska@gmail.com)>  
To: Suzanne McCausland <[suzanne@mtaonline.net](mailto:suzanne@mtaonline.net)>  
Cc: Anne Brooks <[comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)>, Jeffrey Combs <[jjcombs@palmerak.org](mailto:jjcombs@palmerak.org)>, "Scott L. Hattenburg" <[shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com)>  
Subject: Re: airport concerns  
Date: Fri, 29 Aug 2014 11:44:25 -0800

Suzanne - thank you for you comment. I have copied the project team for their information.

Camden Yehle  
Brooks & Associates  
1704 Rogers Park Court  
Anchorage, AK 99508  
E-mail: [camden.brooksalaska@gmail.com](mailto:camden.brooksalaska@gmail.com)  
Tel: 907-272-1877  
Toll Free: 866-535-1877

On Thu, Aug 28, 2014 at 6:38 PM, Suzanne McCausland <[suzanne@mtaonline.net](mailto:suzanne@mtaonline.net)> wrote:

We are just north of the button Falk Lake and are noticing an increase in large low flying planes. the noise is quite loud . In addition there have been several helicopters flying

low along with other planes. They appear to be at or below the height of the butte. It is causing us concern as to what the effect the airport will have on us.





Camden Yehle &lt;camden.brooksalaska@gmail.com&gt;

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## Palmer Airport Noise

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**Scott L. Hattenburg** <shattenburg@hdlalaska.com>

Fri, Aug 29, 2014 at 2:42 PM

To: "palmerjs@mtaonline.net" &lt;palmerjs@mtaonline.net&gt;, "jacksnodgrassdelta@gmail.com" &lt;jacksnodgrassdelta@gmail.com&gt;

Cc: Camden Yehle &lt;camden.brooksalaska@gmail.com&gt;, Anne Brooks &lt;anne.brooks.alaska@gmail.com&gt;, Jeffrey Combs &lt;jjcombs@palmerak.org&gt;, "Heather A. Campfield" &lt;hcampfield@hdlalaska.com&gt;

Hi Jack,

Thank you for your comments contained in your letter dated August 15, 2014. Your input is appreciated.

The purpose of this email is to clarify our discussion on noise. To be clear, I did not suggest, nor do I recommend installation of noise detectors and the issuance of tickets at the Palmer Airport. At the above referenced meeting, I suggested that your noise concerns could be improved by changing to a non-standard traffic pattern, or by using a noise abatement program similar to Merrill Field's "Fly Friendly" program. See Merrill Field's website at [www.muni.org/Departments/merrill\\_field](http://www.muni.org/Departments/merrill_field). Merrill Field's Fly Friendly program provides voluntary pilot guidelines that do not involve noise detectors and writing tickets. There was a discussion between you and another participant about the idea of developing a noise ordinance, enforcement, and writing tickets - which I would not recommend.

Thanks again for your feedback, and give me a call if you have any questions.

Best,

Scott Hattenburg, PE/Principal



3335 Arctic Boulevard Suite 100

Anchorage, Alaska 99503

907-564-2111 (Direct)

907-244-7820 (Cell)

[shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com)

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**Snodgrass Letter.pdf**

August 15, 2014

From: Jack Snodgrass  
PO Box 1867  
Palmer, AK 99645-1867  
palmerjs@mtaonline.net

To: Brooks & Associates  
Attn: Palmer Municipal Airport Master Plan Update  
1704 Rogers Park Court  
Anchorage, AK 99508  
[comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

Comments: Airport Noise.

People near the Palmer Airport have been forced to suffer the sonic whine of long-bladed Cessna 185 Thunderscreeches flown by overzealous pilots. This sonic whine is totally unneeded, completely preventable, and is not the practice of good-neighbor pilots. Please help put an end to it.

I have lived near this Airport for over 50 years. I don't mind the noise from most planes, including most small aircraft, the Convair 580's, DC-3's, 4's and 6's, C130's, C-17's, etc. But, long-bladed Cessna 185's, 206's, and a few other planes occasionally make a horrible racket, apparently when flown so that their propeller tips approach or exceed the speed of sound, i.e., transonically or supersonically. According to long-time pilot Jeff Helmricks, there is virtually no need on our strips for a pilot to fly these planes in this manner. Simply by reducing the RPMs a bit, these planes can take off perfectly safely without the sonic whine. Of course, in the event of emergency, I have no objection to a plane making as much noise as the pilot wants.

There must be a way to stop this unneeded, horrible screeching. At the Public Meeting on August 14, Mr. Hattenburg first suggested changing the Airport's flight pattern to a non-standard one like Birchwood has. However, after listening to Mr. Helmricks and others, Mr. Hattenburg then suggested adopting noise abatement procedures like Merrill Field has and he did not object to the installation of noise detectors and the issuance of tickets to violators. By coincidence, two current members of our Airport Advisory Commission have received aircraft noise tickets from outside airports, so this method is used by municipalities in other places.

Please help pilots using our Airport to be good neighbors.

Thank you.



Anne Brooks &lt;comments.brooksalaska@gmail.com&gt;

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## Palmer Airport

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**Anne Brooks** <comments.brooksalaska@gmail.com>

Thu, Sep 25, 2014 at 4:34 PM

To: steve fox &lt;stevefox180@yahoo.com&gt;

Cc: Anne Brooks &lt;anne.brooks.alaska@gmail.com&gt;, Jeffrey Combs &lt;jjcombs@palmerak.org&gt;, Scott Hattenburg &lt;shattenburg@hdlalaska.com&gt;

Steve - thank you for your comment. I have passed it along to the design team.

Camden Yehle  
Brooks & Associates  
1704 Rogers Park Court  
Anchorage, AK 99508  
E-mail: [camden.brooksalaska@gmail.com](mailto:camden.brooksalaska@gmail.com)  
Tel: [907-272-1877](tel:907-272-1877)  
Toll Free: [866-535-1877](tel:866-535-1877)

On Mon, Sep 22, 2014 at 1:26 PM, steve fox <stevefox180@yahoo.com> wrote:

It appears to me that palmer airport is way under used and there should be effort to expand business utilization of the airport.

How about an industrial park for aviation to put more of the aviation businesses on the airport.

How about a restaurant for pilots who fly in. rental car availability. Airport camping Like there is in Fairbanks.

Must do what the City can to get all the personal and small business or corporate aviation possible as commercial aviation pushes them out of anchorage area.

# Palmer Municipal Airport Master Plan Update

**Your Comments Please...** Use this form to provide feedback about the project.  
Thanks for your input!

Name <i>A. Geri Hemmer</i>	
Street Address or PO Box <i>335A E. Melissa Rose Cir</i>	
City, State, Zip <i>Palmer, AK 99645</i>	
Email	Phone

**Your comments:** *Needs a buffer of trees between Mt. Rose Estates & future development to the east - on Thurna St.*

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We welcome your input. Please send written comments:

 **Mail**  
Brooks & Associates  
Attn: Palmer Municipal Airport Master Plan Update  
1704 Rogers Park Court  
Anchorage, AK 99508

 **Call**  
Alaska Relay  
TTY 800-770-8973 or  
Toll Free: 1-866-535-1877

 **Email**  
[comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

**Project website: [www.cityofpalmer.org](http://www.cityofpalmer.org)**  
(Look for *Palmer Municipal Airport* on the left hand menu)

# Palmer Municipal Airport Master Plan Update

**Your Comments Please...** Use this form to provide feedback about the project.  
Thanks for your input!

Name <i>Karen Jennings</i>	
Street Address or PO Box <i>10430 E Olivewood Dr</i>	
City, State, Zip <i>Palmer AK 99645</i>	
Email	Phone

**Your comments:**

*I think there should be commuter  
planes to Fairbanks*

We welcome your input. Please send written comments:

 **Mail**

Brooks & Associates  
Attn: Palmer Municipal Airport Master Plan Update  
1704 Rogers Park Court  
Anchorage, AK 99508

 **Call**

Alaska Relay  
TTY 800-770-8973 or  
Toll Free: 1-866-535-1877

 **Email**

[comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

**Project website: [www.cityofpalmer.org](http://www.cityofpalmer.org)**  
(Look for *Palmer Municipal Airport* on the left hand menu)

# Palmer Municipal Airport Master Plan Update

**Your Comments Please...** Use this form to provide feedback about the project.  
Thanks for your input!

Name <i>Helen Woodings</i>	
Street Address or PO Box <i>1745 Heritage Cir-A</i>	
City, State, Zip <i>Palmer</i>	
Email <i>hwoodings@gmail.com</i>	Phone <i>745 3487</i>

Your comments:

*New hanger, next to flight service station -  
what is in all those underground tanks, under and around the hanger*

We welcome your input. Please send written comments:

 **Mail**

Brooks & Associates  
Attn: Palmer Municipal Airport Master Plan Update  
1704 Rogers Park Court  
Anchorage, AK 99508

 **Call**

Alaska Relay  
TTY 800-770-8973 or  
Toll Free: 1-866-535-1877

 **Email**

[comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

**Project website: [www.cityofpalmer.org](http://www.cityofpalmer.org)**  
(Look for *Palmer Municipal Airport* on the left hand menu)



Camden Yehle &lt;camden.brooksalaska@gmail.com&gt;

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## Palmer AMP - Cruz hangar development question

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**Scott L. Hattenburg** <shattenburg@hdlalaska.com>

Fri, Oct 24, 2014 at 7:42 AM

To: Jeffrey Combs <jjcombs@palmerak.org>, Joe Hannan <jhannan@palmerak.org>, Tom Healy <thealy@palmerak.org>, "Heather A. Campfield" <hcampfield@hdlalaska.com>, Anne Brooks <anne.brooks.alaska@gmail.com>, Camden Yehle <camden.brooksalaska@gmail.com>

FYI. Scott

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**From:** Scott L. Hattenburg  
**Sent:** Thursday, October 23, 2014 11:42 AM  
**To:** 'hwoodings@gmail.com'  
**Subject:** FW: Cruz hangar development question

Hi Helen,

This email is in response to your question at the Transportation Fair regarding underground tanks at the new Cruz hangar located southwest of the flight service station at the Palmer Municipal Airport.

There are no underground tanks on this lease lot. The deep excavations were to remove undesirable silty soils from under the improvements. The contractor removed the silt and backfilled the areas with clean gravel to support the improvements. The yellow pipes are bollards that will protect a fuel island where they will install a double-walled above ground fuel tank.

Hope this has been helpful. Call me if you have any questions.

Scott Hattenburg, PE/Principal



3335 Arctic Boulevard Suite 100

Anchorage, Alaska 99503

907-564-2111 (Direct)

907-244-7820 (Cell)

shattenburg@hdlalaska.com

**From:** Joe Hannan [mailto:[jhannan@palmerak.org](mailto:jhannan@palmerak.org)]  
**Sent:** Tuesday, October 28, 2014 10:40 AM  
**To:** Jeffrey Combs; Scott L. Hattenburg  
**Cc:** Sandra Peterson; DeLena Johnson  
**Subject:** FW: Palmer airport

FYI Jeff Would you contact Mr. Vasauskas either by phone or email. I also suggest you bring this to the attention of the Airport Advisory Commision Joe

**From:** Alex Vasauskas [mailto:[akmv19-lp@yahoo.com](mailto:akmv19-lp@yahoo.com)]  
**Sent:** Monday, October 27, 2014 7:44 PM  
**To:** Joe Hannan  
**Subject:** Palmer airport

Mr. Hannan:

I completed a comment form on the section of the municipal web site dedicated to the management of the Palmer airport. It was not clear from the site whether my comment had actually been sent to the right place. In fact, the page behaved very much like it was still being put together and I did not receive any notice that my correspondence was being delivered. So, I am sending a copy of the same comment to you for your consideration and response and ask that you direct it to the appropriate person:

Do you have any plans for eliminating noise from aircraft using the Palmer airport?

It seems like airport traffic is increasing. Unfortunately, there are many thoughtless pilots in aircraft without engine mufflers who give no thought to putting on their noise-cancelling headphones and then feel free to ignore their noise and fly over residential areas - in my case, a subdivision a mile south of the airport. Moreover, there are flyers who not only behave this way, they do it repeatedly in a short period of time.

I understand that you do not have authority over all aspects of aircraft use. However, I understand that you can influence this by possibly directing access paths, restricting hours of access by unmuffled aircraft (except possibly emergencies), and instituting substantially higher fees for each take-off and landing by an aircraft with an engine that is not silenced with a muffler.

Such noise suppression and noise-suppression requirements have been done in Europe for decades and have also been implemented in other locations in the U.S. The fact of the nuisance and harm caused by noise is undisputed and has been concisely set forth in ordinances like Anchorage's ordinance 15.70.020 A. No one would even try to excuse the behavior and use of unmuffled, unsilenced aircraft of flyers using the Palmer airport if they were instead doing this in their cars. There is really no excuse or justification for allowing flyers to have noisy aircraft using a municipal airport like Palmer's, let alone flying noisy aircraft over residential areas a mile and more away from the airport.

Thank you for your attention.

Alex Vasauskas





Camden Yehle &lt;camden.brooksalaska@gmail.com&gt;

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## Palmer Airport Master Plan Update

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**BA Comments** <comments.brooksalaska@gmail.com>

Thu, Jan 22, 2015 at 2:36 PM

To: Scott Hattenburg &lt;shattenburg@hdlalaska.com&gt;, Jeffrey Combs &lt;jjcombs@palmerak.org&gt;

Cc: Camden Yehle &lt;camden.brooksalaska@gmail.com&gt;, Heather Campfield &lt;hcampfield@hdlalaska.com&gt;

Jeff/Scott - I had a call this afternoon from Ray Briggs. He wanted to know if I was comfortable answering some questions or whether I wanted to be subpoenaed. I said I didn't have a problem answering questions as they related to the project public outreach and I'd let him know who to talk to if I couldn't answer his questions.

He asked me if we were doing a noise study as part of the project, for the Part 150 analysis. He said he was told that the noise study contractor for the previous project had committed suicide.

I explained that noise was to be a consideration in our master plan update but did not know the exact scope of the noise study. I referred him to Scott.

He asked if we had scheduled our next public meeting and I said that our meeting was scheduled for February 11, 2015.

He said he'd give Scott a call.

Anne

Anne Brooks, P.E., Public Involvement Specialist  
Brooks & Associates  
Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)  
Tel: [907-272-1877](tel:907-272-1877)  
Toll Free Tel: [866-535-1877](tel:866-535-1877)



Camden Yehle &lt;camden.brooksalaska@gmail.com&gt;

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## Palmer AMP - Ray Briggs Phone call

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**Scott L. Hattenburg** <shattenburg@hdlalaska.com>

Fri, Jan 23, 2015 at 2:08 PM

To: Jeffrey Combs &lt;jjcombs@palmerak.org&gt;, Joe Hannan &lt;jhannan@palmerak.org&gt;

Cc: Anne Brooks &lt;a.brooks@brooks-alaska.com&gt;, Camden Yehle &lt;camden.brooksalaska@gmail.com&gt;

I took a short phone call from Ray Briggs this morning. He was wondering about the next public meeting for the AMP as he had not seen the advertisement yet. I told him that the advertisement would be out shortly and that the public meeting will be February 11 at the Palmer Depot 4 to 7.

Scott Hattenburg, PE/Principal



3335 Arctic Boulevard Suite 100

Anchorage, Alaska 99503

[907-564-2111](tel:907-564-2111) (Direct)[907-244-7820](tel:907-244-7820) (Cell)[shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com)



Camden Yehle &lt;camden.brooksalaska@gmail.com&gt;

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## Palmer Airport Master Plan Update

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**BA Comments** <comments.brooksalaska@gmail.com>

Tue, Feb 3, 2015 at 9:53 AM

To: Scott Hattenburg &lt;shattenburg@hdlalaska.com&gt;, Jeffrey Combs &lt;jjcombs@palmerak.org&gt;

Cc: Camden Yehle &lt;camden.brooksalaska@gmail.com&gt;, Heather Campfield &lt;hcampfield@hdlalaska.com&gt;

I received a call at 9:25 pm last night from a Palmer resident residing in Pioneer Meadows subdivision. He left a message. He wanted to know what side of the fence I was on in regard to the airport—pro airport or anti airport. He stated he didn't want any more noise and air pollution at the airport. He said we didn't need it.

His number is [907-947-5640](tel:907-947-5640). I called him back this morning with the intent of getting more specifics about his concerns. I left a message.

I'll follow up with another email once I hear from the caller again.

Anne

Anne Brooks, P.E., Public Involvement Specialist

Brooks & Associates

Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

Tel: [907-272-1877](tel:907-272-1877)

Toll Free Tel: [866-535-1877](tel:866-535-1877)



Anne Brooks &lt;comments.brooksalaska@gmail.com&gt;

## Re: Reminder: Palmer Municipal Airport Master Plan Update - Open House, February 11

**BA Comments** <comments.brooksalaska@gmail.com>

Wed, Feb 25, 2015 at 11:06 AM

To: akmv19-temp@yahoo.com

Cc: Scott Hattenburg &lt;shattenburg@hdlalaska.com&gt;, Jeffrey Combs &lt;jjcombs@palmerak.org&gt;, Surena Dolejsi &lt;sdolejsi@hdlalaska.com&gt;

Bcc: comments.brooksalaska@gmail.com

Alex— Thanks for your comment on the Palmer Airport Master Plan update. We will include it in the meeting notes for the project which will be posted on the website.

We will consider your concerns as we continue to work on the master plan update.

Anne Brooks, P.E., Public Involvement Specialist

Brooks & Associates

Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

Tel: 907-272-1877

Toll Free Tel: 866-535-1877

On Feb 6, 2015, at 6:34 PM, [akmv19-temp@yahoo.com](mailto:akmv19-temp@yahoo.com) wrote:

Dear Ms. Brooks:

I may not be able to attend the meeting since I work in Anchorage. I have in the past and just now tried to leave a comment on the interactive map; however, my past comment is not there and my current comment also did not appear.

Here is what I tried to submit today:

The fact of the serious nuisance and harm caused by noise is undisputed and has been concisely set forth in ordinances like Anchorage's ordinance 15.70.020 A. Cars and trucks without mufflers are not tolerated for this reason - particularly in residential areas. Until flyers are regulated to install mufflers on their aircraft or they themselves choose to respect the traditional right of people to the quiet enjoyment of their property by silencing their aircraft, facilities like the Palmer airport need to do everything possible to avoid aircraft being a nuisance.

They are a serious nuisance with low, noisy flights during both the day and the night over the Greater Springer Estates subdivision - a residential area that is well beyond the 3000-foot approach-leg limit of Ordinance 428 400.15(b). (Unfortunately, this provision is regularly violated and not enforced.) In addition to enforcing this ordinance, flights should be kept away from residential areas and required to approach and leave over uninhabited areas, such as the Matanuska River, or commercial areas as near to the airport as possible. Other solutions include restricting use of the airport by unsilenced aircraft to limited daytime hours and discouraging the use of the airport by unsilenced aircraft by imposing significant landing and take-off fees - fees large enough to realistically encourage flyers to install mufflers and silence their aircraft. Here is one example of what is available and approved: <http://gomolzig.de/index.php?id=3&L=1> (Follow the menus for Products/Quietflight.)

I believe that this comment is valuable enough to be posted and visible on the interactive map. I would appreciate it if you could arrange for this to be done. My location is on Pace Dr. - about a mile South from the airport.

Otherwise, I would appreciate knowing how else I can participate in the planning process. Unfortunately, my emails to Palmer officials have gone unacknowledged and I have the impression that they are not really interested in hearing from people in the area affected by the airport operations.

Thank you for your attention.

Alex Vasauskas

El 06/02/15 a las 20:15, Anne Brooks escribió:





Anne Brooks &lt;comments.brooksalaska@gmail.com&gt;

## Re: Reminder: Palmer Municipal Airport Master Plan Update - Open House, February 11

Dave Earl <davidearl@gmail.com>  
To: comments.brooksalaska@gmail.com

Sat, Feb 7, 2015 at 6:56 AM

I've tried twice a day apart (Chrome, windows 7) and my comment does not appear on the comment map, so here it is:

1. Low cost protected parking (sheds or t-hangers) are needed in this high wind and snowy environment.
2. A campground would increase transient airport use. I suggest it be located just W of transient.
3. Any noise concerns should be addressed with a recommended procedure in the Supplement and not through regulation. John Lee has provided a draft notice to the Airport Commission in the past.
4. I am an airport user AND adjacent landowner.

Dave

On Fri, Feb 6, 2015 at 4:15 PM, Anne Brooks <comments.brooksalaska@gmail.com> wrote:



### Public Open House

When: Wednesday, February 11, 2015, Stop by anytime between 4 and 7 p.m.  
New--> Presentation at 6 p.m.

Where: Palmer Community Center (Depot), 610 South Valley Way, Palmer

### Meeting Purpose:

- 1) Present and receive feedback on preliminary airport development alternatives.
- 2) Discuss the Noise Exposure Map development process.
- 3) Document noise concerns.
- 4) Present airport inventory and aviation activity forecast.
- 5) Show the next steps in the master planning process.

Can't make it to the meeting? Comment online through our interactive map <http://comments.hdlalaska.com/m/palmer-airport-master-plan> or send us an email.

The City of Palmer is updating the Airport Master Plan for the Palmer Municipal Airport. The last update occurred in 2009. This master planning process is needed to reflect changes in the fleet mix and aviation activity. The updated master plan will guide future development and federal funding of future projects.

For more information contact:

# Your Comments Please...

Use this form to provide feedback about the project.  
Thanks for your input!

Name SCOTT ANSELM	
Street Address or PO Box PO Box 1294	
City, State, Zip PALMER AK 99645	
Email skanseim@gmail.com	Phone

### Your comments:

OPTIONS 2+3 WILL ALLOW EXPANSION + SERVICES  
FOR COMMERCIAL AND GENERAL AVIATION. THESE  
PROPOSED USES WOULD BE HELPFUL FOR THE ROBUST  
AVIATION INDUSTRY AND HAS THE POTENTIAL TO  
BETTER SERVE THE MATSU BOROUGH AND CITY OF PALMER  
WE SUPPORT EITHER OPTION 2+3.

We welcome your input. Please send written comments:



### Mail

Brooks & Associates  
Attn: Palmer Municipal Airport Master Plan Update  
1704 Rogers Park Court  
Anchorage, AK 99508

### Call

Alaska Relay  
TTY 800-770-8973 or  
Toll Free: 1-866-535-1877



### Email

comments.brooksalaska@gmail.com

Project website: [www.cityofpalmer.org](http://www.cityofpalmer.org)  
(Look for Palmer Municipal Airport on the left hand menu)

20150211cs Anselm 1/1

**Your Comments Please...** Use this form to provide feedback about the project.  
Thanks for your input!

Name <i>Beth Fread</i>	
Street Address or PO Box <i>1981 S. Jensen Rd.</i>	
City, State, Zip <i>Palmer AK 99645</i>	
Email <i>Beth@BethsValleyViews.com</i>	Phone <i>907.354.7759</i>

**Your comments:**

*Grateful to see the planned leased spaces on the plan/map/layout. Would like to see a marketing plan in the final docs.*

*Would appreciate the hdl comments site on the docs as well.*

We welcome your input. Please send written comments:

**Mail**

Brooks & Associates  
Attn: Palmer Municipal Airport Master Plan Update  
1704 Rogers Park Court  
Anchorage, AK 99508

**Call**

Alaska Relay  
TTY 800-770-8973 or  
Toll Free: 1-866-535-1877

**Email**

[comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

**Project website: [www.cityofpalmer.org](http://www.cityofpalmer.org)**  
(Look for *Palmer Municipal Airport* on the left hand menu)

*20150201 CS Fread*

Alex Vasauskas

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P.O. Box 3195, Palmer, AK 99645  
*akmv19-temp@yahoo.com*

City of Palmer  
423 South Valley Way  
Palmer, AK 99645

02/10/15

Subject: Palmer Airport Planning

City of Palmer:

I live about a mile south of the Palmer airport. I am writing regarding the planning for the future of the airport because aviators using the airport are becoming a serious nuisance.

The fact that noise can be a serious nuisance and be harmful is undisputed. Concerns about the harm caused by noise have been concisely set forth in ordinances like Anchorage's ordinance 15.70.020 A.<sup>1</sup> Cars and trucks without mufflers are not tolerated for this reason - particularly in residential areas.

Presently, aviators frequently make low, noisy flights approaching and departing from the airport during both the day and the night over the Greater Springer Estates subdivision - a residential area that is well beyond the 3000-foot approach-leg limit set forth in Palmer Ordinance 428 400.15(b). Unfortunately, this provision is regularly violated and not enforced.

Assuming that the Palmer airport should continue to exist, there are potential solutions to the nuisance supported by the airport. In addition to enforcing Palmer Ordinance 428 400.15(b), flights should be kept away from residential areas and required to approach and leave over uninhabited or commercial areas. Based upon current development, this might be accomplished by limiting airport departures and approaches to east-northeast and west-southwest directions. Planning for this could include abandoning use of the current north-to-south runway and directing new construction to this new orientation.

<sup>1</sup> A copy of this part of the ordinance is attached as Attachment A.

pg 1 of 9

20150211trVasauskas



Other solutions include prohibiting use of the airport by unsilenced aircraft or restricting use of the airport by unsilenced aircraft to limited daytime hours. Also, use of the airport by unsilenced aircraft could be discouraged by imposing significant landing and take-off fees on them - fees large enough to realistically encourage flyers to install mufflers and silence their aircraft.<sup>2</sup> One example of an available and approved muffler is the Gomzolog Quietflight muffler.<sup>3</sup>

Santa Monica, California provides an example of attempts that are being made to abate the nuisance aviators create when using a municipal airport adjacent to residential areas. The city has enacted an aircraft noise ordinance with time and noise restrictions and curfews. It has also studied and recognized the benefits of installing mufflers on aircraft and implemented a muffler-incentive program in which the city offers to subsidize the installation of mufflers on flight-school aircraft.<sup>4</sup> Also, the airport has a program that it calls the "Fly Neighborly Program". The airport's web site describes this as a proactive and extensive noise mitigation program that includes a maximum allowable noise level, limited aircraft operations hours, and requested VFR noise-mitigation flight paths and procedures.<sup>5</sup>

However, these carrots and sticks may not be enough. Santa Monica is realizing that its airport made sense 90 years ago when it was located in bean fields and orange groves; however, that airport is recognized as now being out of place. Last November, the residents passed ballot measures demonstrating widespread support for prohibiting the further development of the airport property for other than parks, public open space, and public recreational facilities. These ballot measures also affirmed that the City Council should be authorized to close all or part of the airport.<sup>6</sup>

<sup>2</sup> In many European countries, landing fees are directly related to the noise classification of aircraft. Lower landing fees are charged to quieter aircraft.

<sup>3</sup> See <http://gomolzig.de/index.php?id=3&L=1> (Follow the menus for Products/Quietflight.)

<sup>4</sup> A copy of the City Council Report supporting this program is attached as Attachment B.

<sup>5</sup> [http://www.smgov.net/Departments/Airport/Pilots/Noise\\_Mitigation\\_Policies.aspx](http://www.smgov.net/Departments/Airport/Pilots/Noise_Mitigation_Policies.aspx)

<sup>6</sup> <http://casmatt.org/2014/11/we-did-it-its-our-land.html>

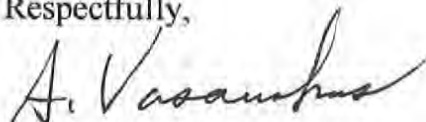
20150211 by Vasanskis

In light of the continuing, rapid residential development around the Palmer airport and the conduct of aviators using it, this airport too is becoming out of place. Unless aviators can be convinced or made not to fly unsilenced aircraft over nearby residential areas, the Palmer Airport Master Plan needs to seriously consider having closure of the airport as a realistic objective. In the mean time, until flyers are regulated to install mufflers on their aircraft and not to fly over residential areas, the management of the facilities at the Palmer airport and its operation need to be directed toward eliminating aircraft being a nuisance to the surrounding residents.<sup>7</sup> Also, to the extent that Federal rather than municipal authorities have the power to govern the behavior of aviators while in flight, those involved in the airport plan should press the appropriate Federal authorities to regulate flight around the Palmer airport with the objective of abating the nuisance of aviators flying over surrounding residential areas.

Ultimately, responsible planning regarding the airport comes down to decisions respecting the quality of life of the people who live in the area affected by the airport and the neighborliness and thoughtfulness of the airport and the aviators who use it.

Thank you for your attention.

Respectfully,



Alex Vasauskas

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<sup>7</sup> Regulation appears necessary because aviators have chosen to behave badly when unregulated. In particular, by not silencing their aircraft and not keeping away from residential areas, they have decided that their profit, pleasure, or convenience in flying are more important than the traditional right of people to the quiet enjoyment of their property.

20150211 HV Vasauskas

# ATTACHMENT A

## Chapter 15.70 NOISE CONTROL\*

\*Cross references: Vehicle equipment, Ch. 9.44; recreation and amusement activities, Ch. 10.45; fines, § 14.60.030.

- 15.70.010 Short title of chapter.
- 15.70.020 General provisions.
- 15.70.030 Definitions.
- 15.70.040 Powers and duties of department of health and human services.
- 15.70.050 Governmental compliance.
- 15.70.060 Prohibited acts and conditions.
- 15.70.070 Noise permits.
- 15.70.080 Property line noise emission standards.
- 15.70.090 Motor vehicle noise emission standards.
- 15.70.095 Electronically amplified sound systems in motor vehicles.
- 15.70.100 Hazardous noise emission standards.

### 15.70.010 Short title of chapter.

This chapter may be known and cited as the Anchorage Noise Control Ordinance.

(GAAB 16.85.010; AO No. 78-48)

### 15.70.020 General provisions.

- A. *Policy.* Whereas excessive sound and vibration are a serious hazard to public health and welfare and the quality of life, whereas a substantial body of science and technology exists by which excessive sound and vibration may be significantly abated, and whereas the people of the municipality have a right to an environment free from excessive sound and vibration that may jeopardize their health and welfare or degrade the quality of life, it is therefore the policy of the municipality to prevent excessive noise that may jeopardize the health or welfare of its citizens or degrade the quality of life.
- B. *Exceptions.* The provisions of this chapter shall not apply to the emission of sound for the purpose of alerting persons to the existence of any emergency or the emission of sound in the performance of emergency work.
- C. *Responsibility for violations involving motor vehicle.* It shall be a rebuttable presumption that the owner of a motor vehicle that violates or exceeds any provision of this chapter has caused or permitted the operation or driving of that motor vehicle.
- D. *Sound level measurements.* It shall be unlawful for any person to operate or cause to be operated any source of sound in such a manner as to create a sound level that exceeds the equivalent sound level limits of specific decibel sound level limits set forth in this chapter when such equivalent sound level limits are measured at some other distance according to testing procedures established pursuant to Section 15.70.040.B.1, except as otherwise required by federal law.

(GAAB 16.85.020; AO No. 78-48)

# ATTACHMENT B

20150211 Itr Vasanskas  
6/9



# City Council Report

City Council Meeting: September 24, 2013

Agenda Item: 3A

To: Mayor and City Council  
From: Martin Pastucha, Director of Public Works  
Subject: Pilot Aircraft Retrofitting Program

## Recommended Action

Staff recommends that the City Council:

1. Direct staff to proceed with implementation of a pilot program for retrofitting aircraft used in flight training with mufflers or other sound mitigation equipment. The program would reimburse flight schools up to \$3,500 or 50% of the cost of retrofit per aircraft, whichever amount is less.
2. Appropriate the budget increase as outlined in the Financial Impacts and Budget Actions section of this report.

## Executive Summary

On April 30, 2013, Council approved the development of a pilot program for retrofitting aircraft used in flight training with mufflers or other sound mitigation equipment and directed staff to include up to \$200,000 for the pilot program in the proposed FY 2013-15 City budget.

This report provides an overview of the criteria to be used to incentivize the program; a recommendation for the maximum allocation of funds per aircraft; and the process to ensure that the equipment approved for this program reduce the overall noise impact to the community.

## Background

In December 2012, staff conducted a noise-level flight-test program to determine the effectiveness of an aftermarket exhaust muffler system in reducing the noise level of the most common flight training aircraft used at Santa Monica Airport. The results of the test, as well as observations by members of the public, indicated that a muffler system designed to reduce the level of the aircraft engine exhaust noise is an effective system that can reduce noise from fixed wing propeller aircraft.

On April 30, 2013, Council approved the development of a pilot program for retrofitting aircraft used in flight training with mufflers or other sound mitigation equipment and directed staff to include \$200,000 for the pilot program in the FY 2013-15 Biennial Budget.

### **Discussion**

The pilot program provides an incentive to flight schools based at Santa Monica Airport that voluntarily retrofit fixed wing propeller aircraft used for flight training with noise mitigation equipment designed to reduce noise levels. The City would provide a reimbursement to flight schools of up to \$3,500 or 50% of the cost of retrofit per aircraft, whichever amount is less. Eligible aircraft includes aircraft owned or leased for use by the existing flight schools. For any leased aircraft operated by the existing flight schools, any aircraft retrofit by this program must be in operation at the Airport as of September 1, 2013, used at the Airport for at least one year after retrofit, and at least 75% of operations within that year must originate from Santa Monica Airport.

This program is designed to cover some of the costs associated with equipping aircraft with Federal Aviation Administration (FAA) approved devices to reduce their overall noise impact. Funding would be provided for a wide range of technologies. There are several technologies that reduce piston-powered aircraft noise such as: enhanced muffler systems; propeller designs; and devices that reduce propeller revolutions per minute (RPM). The pilot program would not be limited to, or single out, just one vendor or one type of device, but provide funding for a variety of FAA approved devices.

Currently, there are 31 aircraft owned or operated by the flight schools at Santa Monica Airport, and the potential cost to retrofit all these aircraft is \$108,500.

### Approval Process

The pilot program would require that all noise mitigation equipment be approved by the Public Works Director or his designee prior to reimbursement. Any proposed equipment would have to provide documentation of an FAA Supplemental Type Certificate (STC)

for the type of aircraft the device is installed upon. In addition, the device must reduce the noise signature of the aircraft on a normal departure profile from runway 21 by 3 dBA Single Event Noise Exposure Level (SENEL) at Santa Monica Airport's remote monitoring site #1 located approximately 1,500 feet west of the end of the runway.

**Financial Impacts & Budget Actions**

The pilot program to retrofit flight training aircraft with sound mitigation equipment is estimated to cost up to \$200,000. The cost to administer the program would be included in this expense. The cost estimate is based on the number of flight training aircraft currently stationed at the Airport. Implementing the program requires an additional appropriation of \$200,000 to account 33431.556250 from the Airport fund balance (non-aviation funds).

**Prepared by:** Stelios Makrides, Acting Airport Manager

**Approved:**



Martin Pastucha  
Director of Public Works

**Forwarded to Council:**



Rod Gould  
City Manager





Anne Brooks <comments.brooksalaska@gmail.com>

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## Palmer Airport Master plan...

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**Nick Cassara** <nickc@mtaonline.net>  
To: comments.brooksalaska@gmail.com

Sat, Feb 14, 2015 at 5:04 PM

Palmer Airport Master Plan 2015

To whom it may concern,

I think the updated master plan is a good plan. The two items that I very much support are the concept of acquiring buffer property around the airport, and the idea of some type of basic aircraft shelters.

Thank you very much for your efforts.

Nick Cassara

2895 N Robin Lane

Palmer, Alaska 99645

N607AK

**Your Comments Please...** Use this form to provide feedback about the project.  
Thanks for your input!

Name <i>ALLAN LINN</i>	
Street Address or PO Box <i>Box 276</i>	
City, State, Zip <i>Palmer, AK 99645</i>	
Email <i>kalb92@gci.net</i>	Phone <i>745-3445</i>

**Your comments:**

These comments are made after attending the February 11th Palmer Airport Master Plan Update meeting. I appreciate the fact that there are a number of items that are to be addressed as a response to aging (as runway surfacing) and regulatory requirements of the FAA.

My count of the available tiedown spaces indicates there are 127 in the general aviation areas, a great many of which are not being utilized by aircraft. Why is this? Some of the reasons why this very good airport suffers from underuse is not being at the center of gravity of the Valley population of aircraft owners, the proliferation of "mini" airports within the Borough and, of great importance, the Matanuska winter wind. Having seen the full lifetime of development of it from original forest to the current pavement and lights I am convinced the continued expansion of the facility and the shifting of aircraft services from the original east side to the current west side of the facility have caused an increase in disuse because of the reputation of the facility as a dangerous location for outside tied down aircraft and has encouraged the development of the use of alternate locations.

There have been considerations to increase the degree of utilization of the Palmer Airport and its resultant economic viability. These have included such items as an aircraft wash facility, an overnight camping area, a fuel surcharge, installing electrical outlets for aircraft (outdoor) engine heating and the addition of a venue location for aviation events. Any item that improves the services available will be beneficial. I believe that only something that will remove the curse of the reputation of the hazard of the Matanuska Wind will be successful in generating an increase in use for this airport. This leads me to recommend that the first, and most primary needed improvement to the airport, is the development of a way to provide safe shelter for the aircraft based there. Only after this occurs is it valuable to consider the other types of improvements available. Whether this would be done privately or publicly must be decided by the City as the owner but with the caveat the cost to the users must be low enough to be attractive.

*20150218cs Linn Y*



Anne Brooks &lt;comments.brooksalaska@gmail.com&gt;

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## Palmer Airport

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**BA Comments** <comments.brooksalaska@gmail.com>

Wed, Feb 18, 2015 at 1:21 PM

To: Ray and Gil &lt;doxiegang@mtaonline.net&gt;

Cc: Jeffrey Combs &lt;jjcombs@palmerak.org&gt;, Scott Hattenburg &lt;shattenburg@hdlalaska.com&gt;

Bcc: comments.brooksalaska@gmail.com

Gill — thanks for your comments. We will take them into consideration as we continue our work.

Anne Brooks, P.E., Public Involvement Specialist

Brooks & Associates

Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

Tel: 907-272-1877

Toll Free Tel: 866-535-1877

On Feb 18, 2015, at 11:54 AM, Ray and Gil <[doxiegang@mtaonline.net](mailto:doxiegang@mtaonline.net)> wrote:

Forestry and their Partner, use CV 580's which must be included in any Noise Considerations.  
Grandfather Rights constitute Evidence of Inverse Condemnation  
So continue doing whatever you think you can.

Gil Shea



Anne Brooks <anne.brooks.alaska@gmail.com>

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## RE: Ray Briggs 1

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**Scott L. Hattenburg** <shattenburg@hdlalaska.com>

Wed, Feb 18, 2015 at 4:16 PM

To: Jeff Combs <jjcombs@palmerak.org>

Cc: Joe Hannan <jhannan@palmerak.org>, Anne Brooks <anne.brooks.alaska@gmail.com>

Jeff,

I called Mr. Briggs back at 4:10 pm today and asked if there was anything we could help him with. He said not really. He just wanted to report the Blackhawk noise last night.

I asked him to give me a call if there is anything we can help with in regard to the airport master plan.

Scott

-----Original Message-----

From: Scott L. Hattenburg

Sent: Wednesday, February 18, 2015 2:47 PM

To: Jeff Combs

Cc: Joe Hannan; Scott L. Hattenburg

Subject: Ray Briggs 1

Jeff

I received this message today at 1:02 pm. From Mr. Briggs.

Let me know if you wish me to call him back.



Anne Brooks &lt;comments.brooksalaska@gmail.com&gt;

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## Palmer Airport

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**BA Comments** <comments.brooksalaska@gmail.com>

Wed, Feb 18, 2015 at 1:46 PM

To: Jeffrey Combs &lt;jjcombs@palmerak.org&gt;

Cc: Scott Hattenburg &lt;shattenburg@hdlalaska.com&gt;

Bcc: comments.brooksalaska@gmail.com

Ray Briggs called this afternoon and left a message. He said a Blackhawk came in last night and shook his house and broke things. He wanted to report it. He also noted that he had been trying to call Jeff Combs at the Airport but the number he was using 745-1334 was a fax number.

I called and let Mr. Briggs know that the correct number for Jeff was 761-1334.

Anne Brooks, P.E., Public Involvement Specialist

Brooks & Associates

Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

Tel: 907-272-1877

Toll Free Tel: 866-535-1877



Anne Brooks <comments.brooksalaska@gmail.com>

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## Ray Briggs Comments

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**Surena Dolejsi** <sdolejsi@hdlalaska.com>

Fri, Mar 6, 2015 at 9:24 AM

To: BA Comments <comments.brooksalaska@gmail.com>

Cc: "Scott L. Hattenburg" <shattenburg@hdlalaska.com>

Hi Anne,

I've attached a package we received from Mr. Briggs. We also have two discs associated with the package but they are too large to email.

Thank you,

Surena Dolejsi, Aviation Analyst



3335 Arctic Boulevard Suite 100

Anchorage, Alaska 99503

907-564-2112 (Office)

907-564-2122 (Fax)

Sdolejsi@HDLAlaska.com

www.HDLAlaska.com



**Ray Briggs Comments.PDF**

23243K

**Your Comments Please...** Use this form to provide feedback about the project.  
Thanks for your input!

Name RAY T. BRIGGS	
Street Address or PO Box 3480 N. OLD GLEN HWY	
City, State, Zip PALMER AK 99645	
Email	Phone 746-5654

**Your comments:**


SEE 2-DVD'S AND PHOTO'S FOR COMMENTS  
ON PALMER MASTER PLAN UPDATE

Ray Briggs 2/27/15

We welcome your input. Please send written comments:

 **Mail**  
Brooks & Associates  
Attn: Palmer Municipal Airport Master Plan Update  
1704 Rogers Park Court  
Anchorage, AK 99508

 **Call**  
Alaska Relay  
TTY 800-770-8973 or  
Toll Free: 1-866-535-1877

 **Email**  
comments.brooksalaska@gmail.com

Received HDL Dave Heiler 2/27/15

**Project website: [www.cityofpalmer.org](http://www.cityofpalmer.org)**  
(Look for *Palmer Municipal Airport* on the left hand menu)

Ray T. Briggs and Gilbert D. Shea  
3480 N. Old Glenn Hwy.  
Palmer, AK.  
99645

PH (907) 746-5654

We here by submit to your Records these 2 DVD's:

One being MPEG and AVI Files, showing Unacceptable Airport Operations, and associated Noise which we complain of.

The other DVD is Video Logs assembled as evidence in Superior Court Case NO. 3PA-07-1480, we brought over actions of Inverse Condemnation by the City.

The Maps evidence Airport Operations effecting our Residence which must be acknowledged in any testing or Noise Mapping conducted.

The existence of our "Residence" can not be identified as some Commercial or Industrial Operation exempt from Statutory Regulations.

As FAR 77 Flight Surfaces, show Operations on Both Sides of our Land, any testing or Mapping must show Airport Operations using the River Valley as well as any Traffic using the Runway Proper.

Sincerely

Ray Briggs

Gilbert Shea

----- Original Message -----

**From:** Anne Brooks

**To:** doxibcang@mtaonline.net

**Sent:** Friday, February 06, 2015 4:15 PM

**Subject:** Reminder: Palmer Municipal Airport Master Plan Update - Open House, February 11

EXC P VIDEO LOGS / BRIGGS

EXC P VIDEO AIRPORT OPS. NOISE / BRIGGS

EXC P PILOTS BY PAT SILMAIN

EXC P 281 AND 282

EXC P 158 AND 159

EXC P 001 AND 001A

EXC P 392 AND 393

EXC P 424

OVER



EXC P 002

EXC P 003

EXC P 004

EXC P 005

EXC P 006

EXC P 007

EXC P 008

EXC P 009

EXC P 0010

EXC P 0011

EXC P 0012

## PILOTS

### The Palmer Airport Advisory Board needs your help !!!

Palmer is growing rapidly and we are concerned about the relationship between the airport and the nearby community. We have to address issues of noise and low flying aircraft.

You can help us by brushing up on the AIM 4-3-3 and adhering to Palmer's standard 1200' traffic patterns and adjusting your arrival and departure procedures to avoid unnecessary low flight over populated areas.

Lately we have seen TOO MANY airplanes depart a runway, then immediately head for their destination, streaking off across built up areas at less than 500' MSL, in very clear violation of FAR 91.119. We have also seen many airplanes flying short approaches and low patterns for the gravel strip, basically flying directly to the runway threshold. The gravel strip pattern is identical to the 16-34 paved runway pattern.

There have already been a few complaints. If complaints go to the FAA, we can expect ramp checks and enforcement action.

We are going to ask the FAA to publish some noise abatement procedures in the NOTICES section of the Alaska Supplement. A draft is attached, which is presently being considered by airport users. Any comments you have would be appreciated. Please attend our meeting or send your comments to us before our next meeting Sept 25. Address them to:

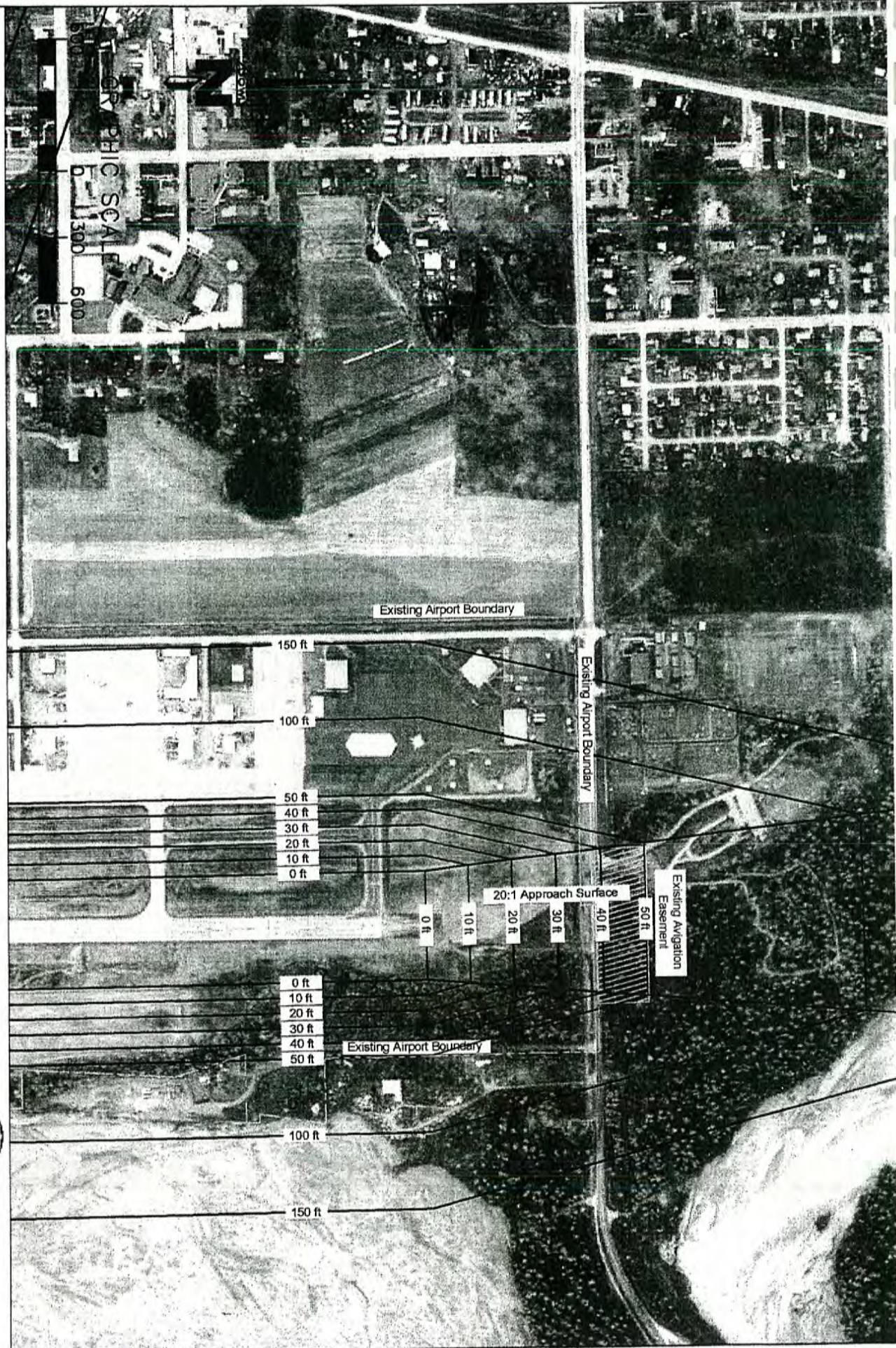
*Pat Kilmain*  
*Community Services Director*  
Palmer Public Library  
655 South Valley Way  
Palmer, AK 99645  
907-745-4731

EXC P 281

COP000890

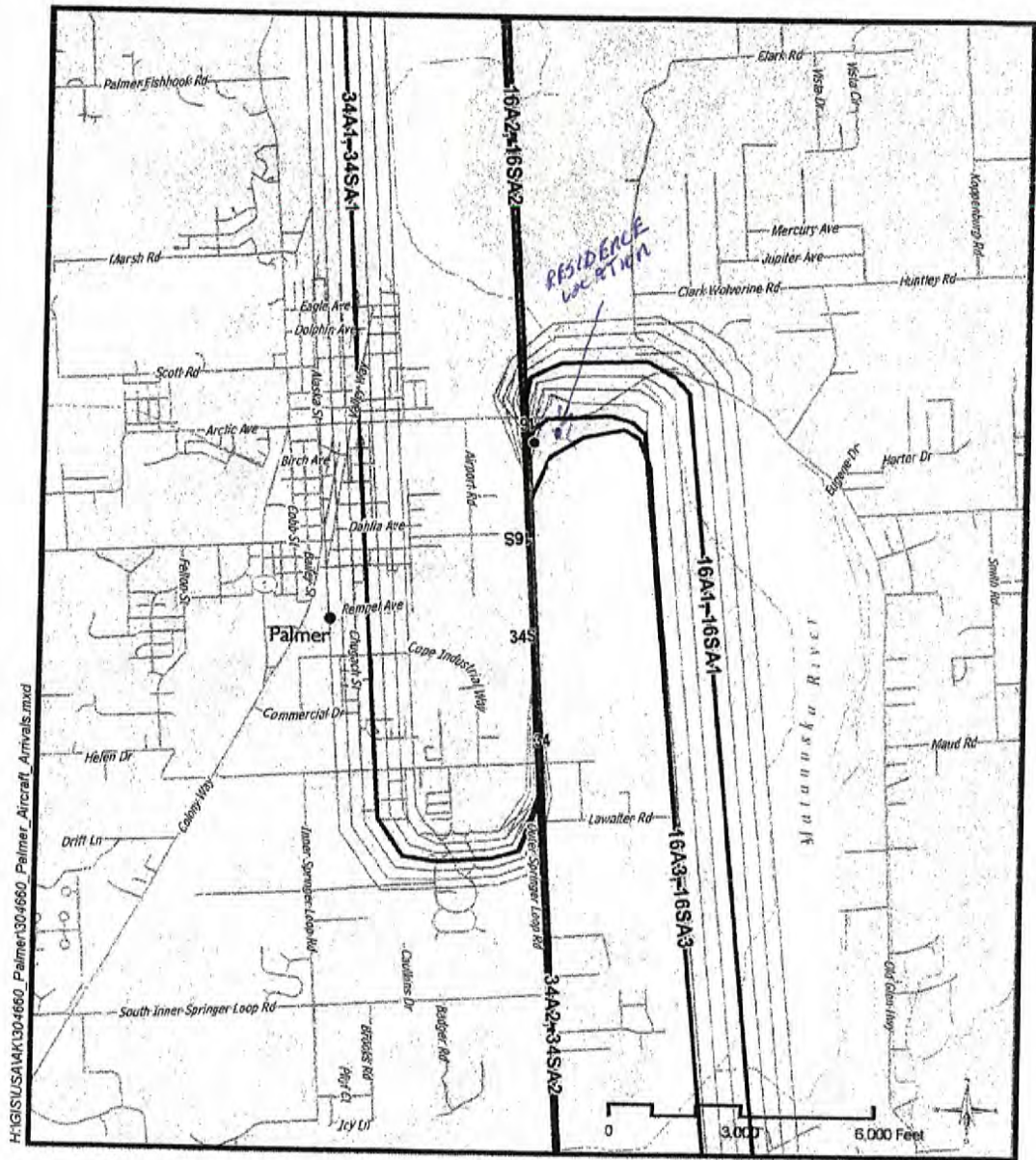


Figure 4 - Existing Part 77 Airspace  
RW 16-34 Visual, RW 9-27 Non-Precision



EXC P 282

**Noise Modeling and Results**  
**Palmer Municipal Airport – Briggs Property Noise Report**



- Modeled Backbone Arrival Tracks
- Modeled Dispersed Arrival Tracks
- Measurement Location
- Property Feature Location

**Palmer Municipal Airport**  
 City of Palmer, Alaska

Modeled Aircraft Arrival Flight Tracks

Data Sources: Matanuska-Susitna Borough; Environmental Systems Research Institute, Inc (ESRI); U.S. Census Bureau 2010; U.S. Department of Agriculture (USDA), National Agriculture Imagery Program (NAIP)

**HARRIS MILLER MILLER & HANSON INC.**

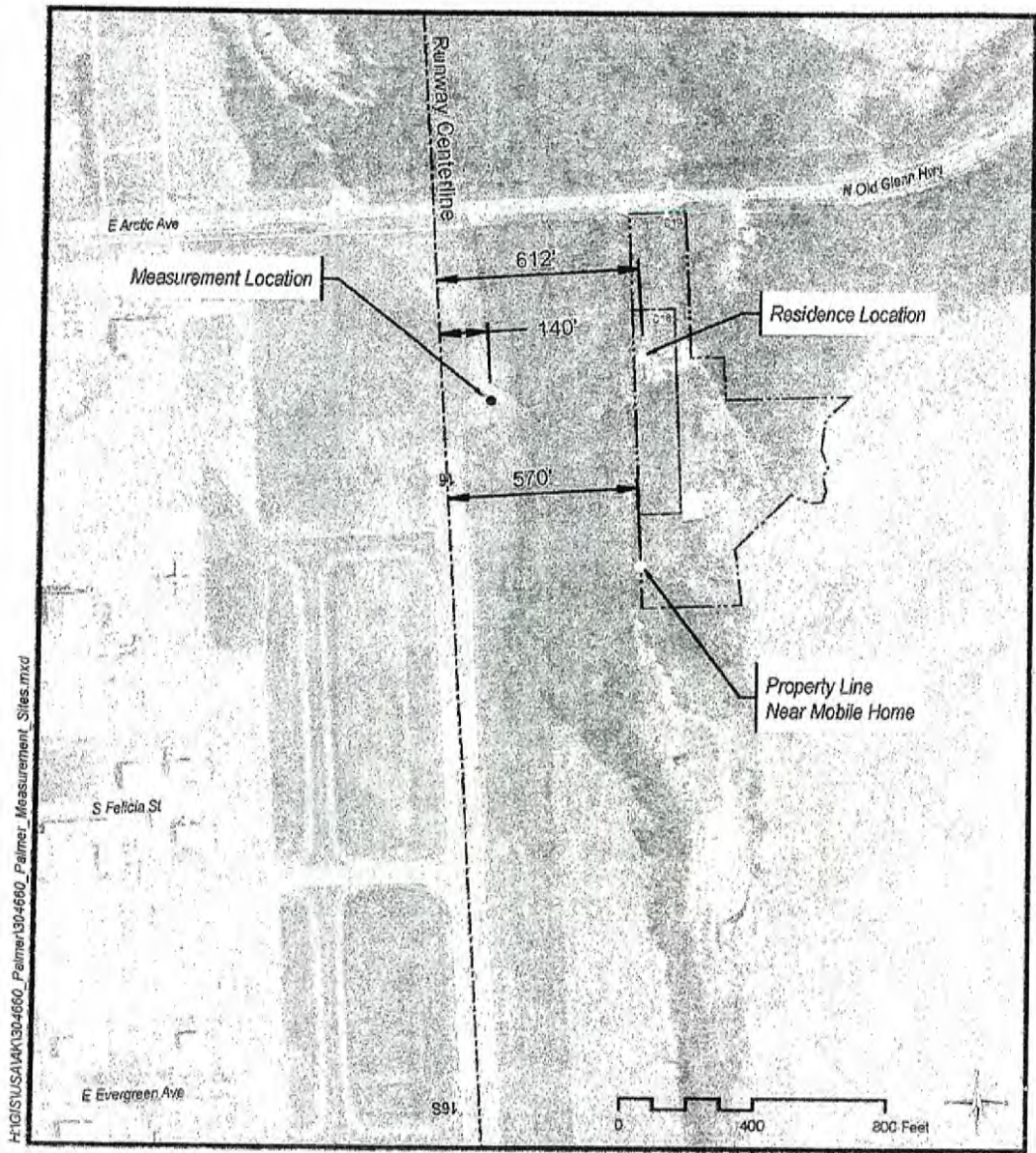
Figure 8: Modeled Aircraft Arrival Flight Tracks  
 Source: HMMH, 2011.

**HARRIS MILLER MILLER & HANSON INC.**  
 HMMH Report No. 304660

EXC P 158

19  
 August 2011  
 COP001639

**Noise Measurement Program**  
**Palmer Municipal Airport – Briggs Property Noise Report**



- Measurement Location
- Property Feature Location
- Property Boundary (Approximate Location)

**Palmer Municipal Airport**  
 City of Palmer, Alaska  
 Measurement Location

Data Sources: Matanuska-Susitna Borough; Environmental Systems Research Institute, Inc (ESRI); U.S. Census Bureau 2010; U.S. Department of Agriculture (USDA), National Agriculture Imagery Program (NAIP)

HARRIS MILLER MILLER & HANSON INC.

Figure 1: Noise Measurement Site Relative to Briggs Property and Runway

HARRIS MILLER MILLER & HANSON INC.  
 HMMH Report No. 304660

EXC P 159

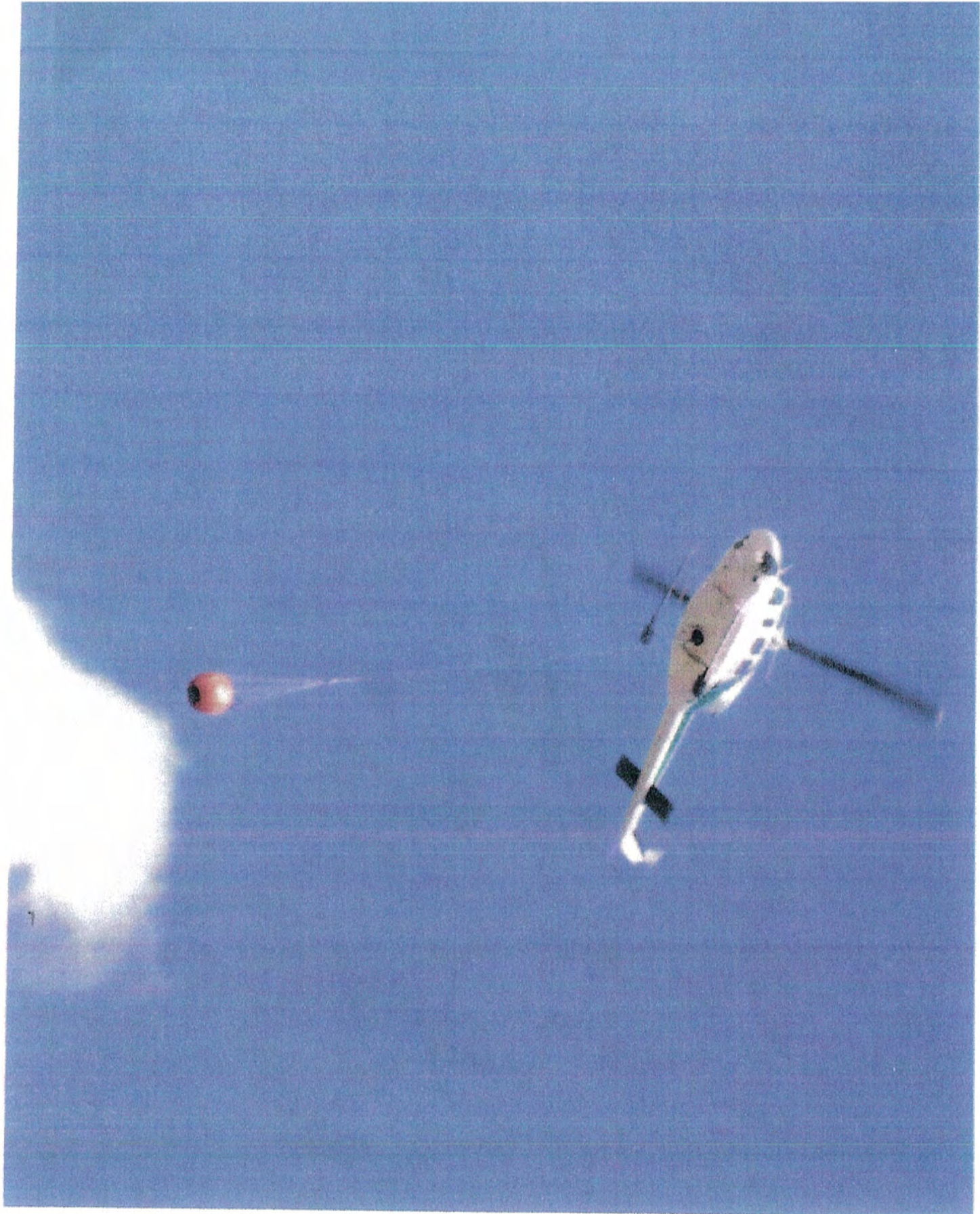
<b>DEFENDANT</b>
EXHIBIT NO. <b>AA</b>
ADMITTED <input type="checkbox"/>
<b>3PA-07-1480C1</b>
(CASE NUMBER)

August 2011

COP001623



EXC. P 001

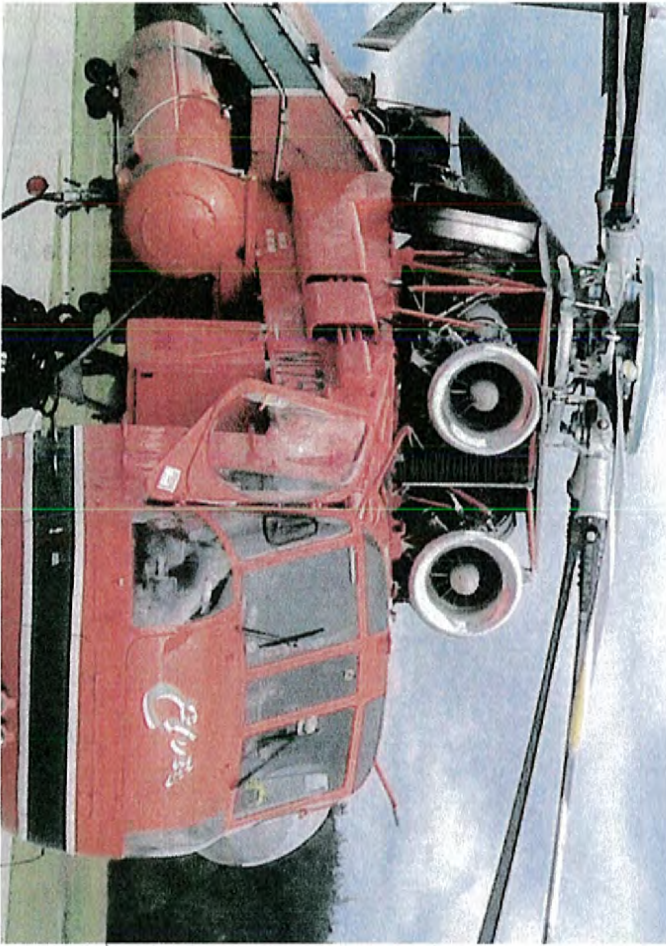


001A



EXC P 392





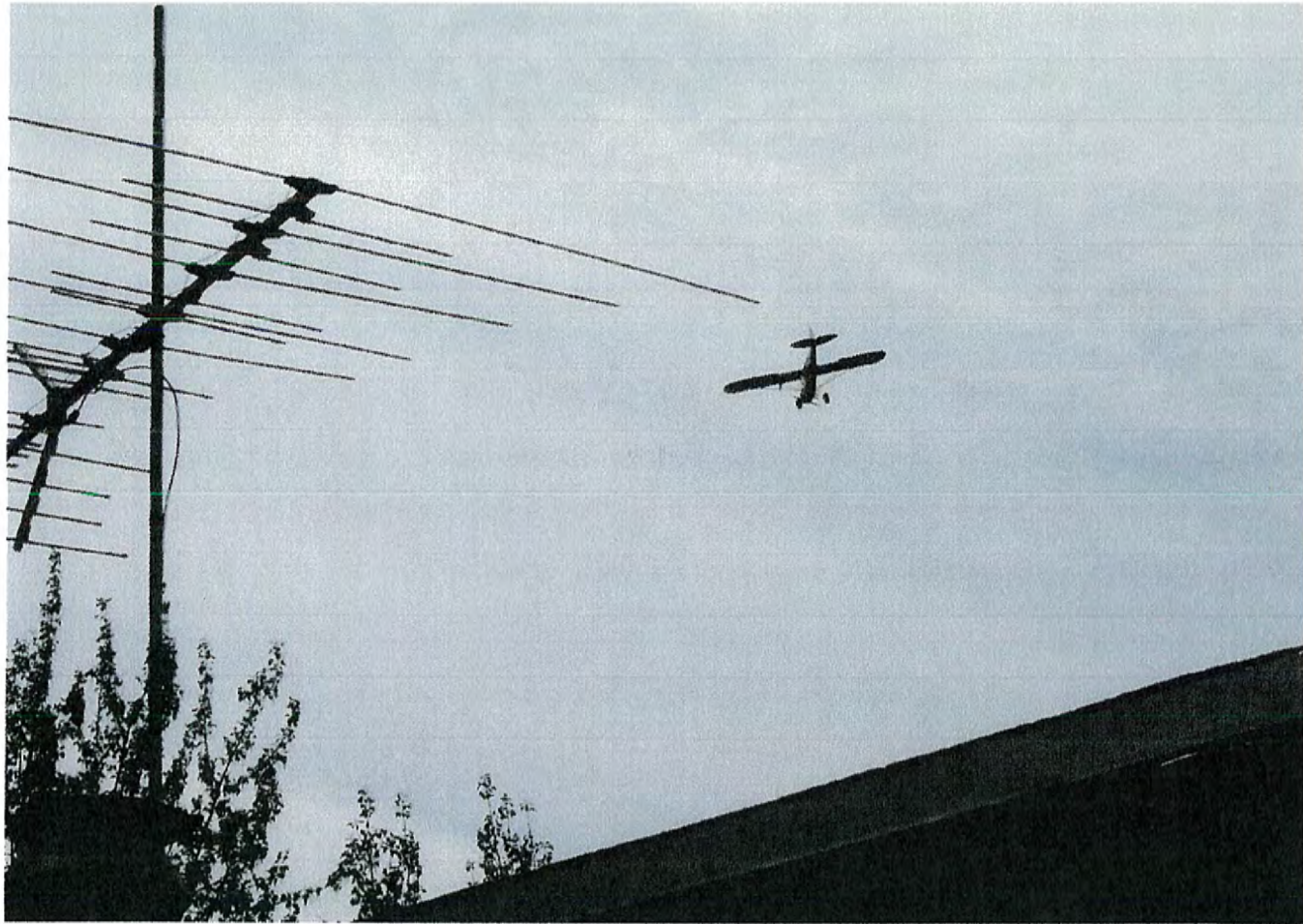
EXC P 393



EXC P 424

















EXC P 008



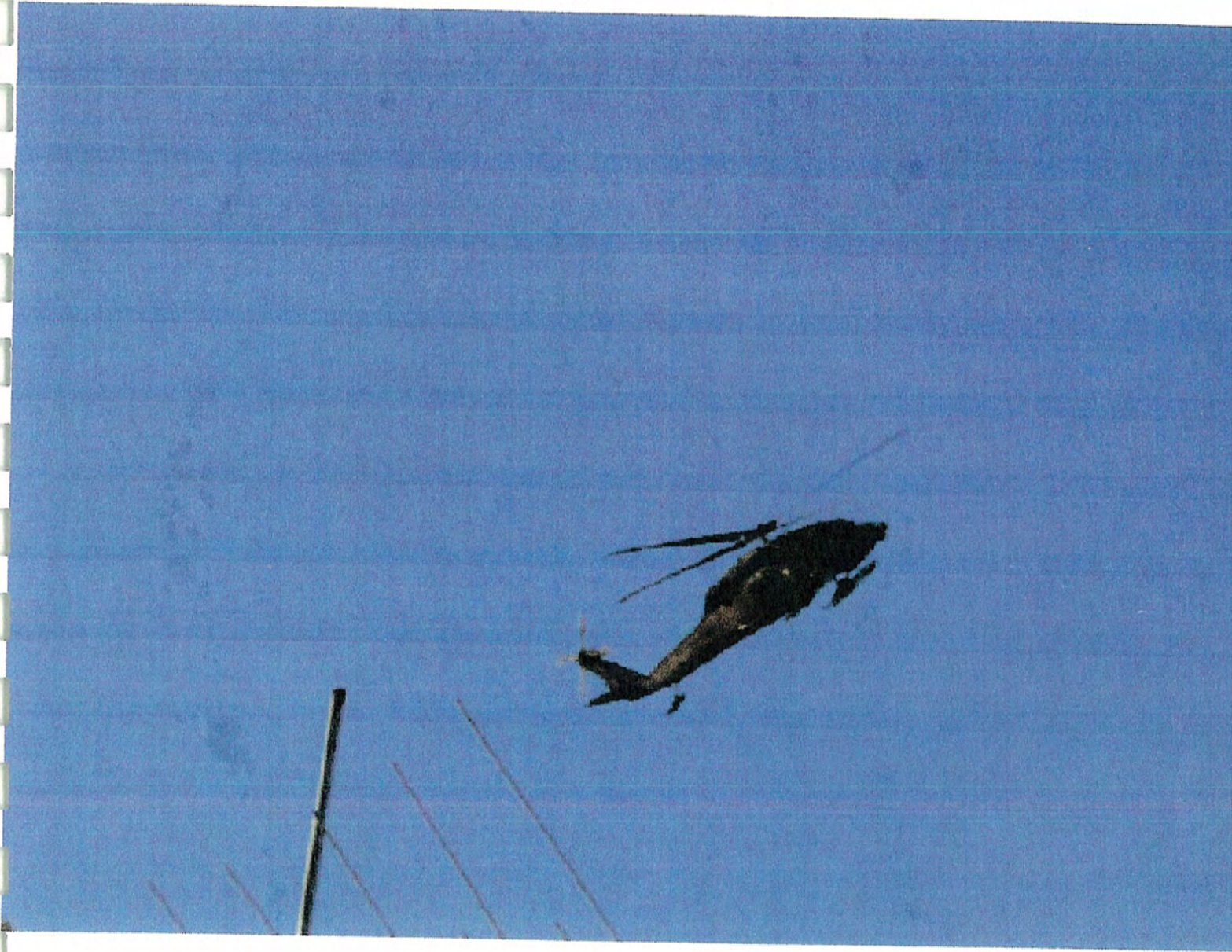
059

EXC P 0010





EXC P 0011



EXC P 00 13



Anne Brooks <comments.brooksalaska@gmail.com>

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## Palmer Municipal Airport concerns

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**Anne Brooks** <comments.brooksalaska@gmail.com>

Mon, Mar 30, 2015 at 2:46 PM

To: [akmv19-temp@yahoo.com](mailto:akmv19-temp@yahoo.com)

Cc: Anne Brooks <[anne.brooks.alaska@gmail.com](mailto:anne.brooks.alaska@gmail.com)>, Scott Hattenburg <[shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com)>, Jeffrey

Combs <[jjcombs@palmerak.org](mailto:jjcombs@palmerak.org)>

Bcc: Anne Brooks <[comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)>

Mr. Vasauskas - thank you for notifying us. I have forwarded them the to the project team for consideration.

Camden Yehle  
Brooks & Associates  
1704 Rogers Park Court  
Anchorage, AK 99508  
E-mail: [camden.brooksalaska@gmail.com](mailto:camden.brooksalaska@gmail.com)  
Tel: [907-272-1877](tel:907-272-1877)  
Toll Free: [866-535-1877](tel:866-535-1877)

On Mon, Mar 30, 2015 at 12:54 PM, <[akmv19-temp@yahoo.com](mailto:akmv19-temp@yahoo.com)> wrote:

Dear Ms. Brooks:

We have previously corresponded regarding my concerns about the operation and planning of the Palmer airport. I have written to the City Council in addition to submitting my comments to the Airport Advisory Commission. I am not sure that my correspondence to the Council was shared with you or the Commission. I have attached copies of my letters to the Council for your consideration.

Thank you for your attention.

Alex Vasauskas

Alex Vasauskas

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P.O. Box 3195, Palmer, AK 99645  
*akmv19-temp@yahoo.com*

Edna DeVries, Palmer Council Member  
305 N, Bonanza St.  
Palmer, AK 99645

March 30, 2015

Subject: Palmer Airport

Dear Ms. DeVries:

One of the concerns I discussed in my previous comments to the city council and the Airport Advisory Commission was disturbance and noise from large aircraft and helicopters flying over residential subdivisions (including my house) when approaching the airport from the south and leaving to the south. This recently included an enormous C-130 aircraft flying very low in order to land at the airport around March 9, 2015.

When I asked about who was using the airport with such large aircraft, including flying at night, I was told that it was likely the military from Joint Base Elmendorf-Richardson. I was told that such aircraft could not be identified because the military was not required to notify the city if it wanted to land at the airport. Also, the airport apparently does not otherwise do anything to keep track of aircraft.

I followed up by contacting JBER. What I discovered gave me greater respect for those who were managing JBER's operations. The result was not the same with respect to those planning the development of the Palmer airport.

I wrote a letter to Col. Brian Bruckbauer. He is the Commander of JBER and the 673d Air Base Wing. The letter expressed my concerns about the appropriate use of the Palmer airport, that I had been advised that it was probably the military that was using the airport as I described and disturbing the surrounding residents, and asked that he not use the Palmer airport as an extension of JBER operations.

Col. Bruckbauer had Lt. Col. Mike Cummings of the Air National Guard call me about my letter and the investigation that they had done in response. Lt. Col. Cummings said that Col. Bruckbauer had determined that none of the 673d's aircraft had been using the Palmer airport. Lt. Col. Cummings himself determined that none of the Air National Guard's aircraft had been using the Palmer airport. Lt. Col. Cummings said that they both were surprised at the suggestion that any military aircraft in Alaska may have used the Palmer airport because they have a policy not to fly near there. In fact, they had only brought aircraft to the Palmer airport a couple of times, and that was due to invitations for special occasions.

Lt. Col. Cummings explained that it is their policy to avoid residential areas like those around the Palmer airport because they are considered to be noise-sensitive areas. He referred to the FAA's Advisory Circular No. 91-36D.<sup>1</sup> He particularly cited the parts of the Circular in which the FAA recognizes that aircraft noise can cause "annoyance, inconvenience, or interference with the uses and enjoyment of property" and that "[i]t is particularly undesirable in areas where it interferes with normal activities associated with the area's use, including residential ... structures and sites ... ." He stated that they agreed with the FAA's statement that

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<sup>1</sup> See Attachment A.



"Avoidance of noise-sensitive areas, if practical, is preferable to overflight at relatively low altitudes," and that avoidance was how they ensured that military flights did not disturb people and their enjoyment of their property.

This respect for people and their homes was remarkable from a branch of the federal government when it seems that federal agencies are generally out of touch with and do not respect local needs. Of course, this means that the large, disturbing aircraft using the Palmer airport have been commercial - including the DC-4s stationed there and Lynden's C-130 - and their interest does not include consideration of the well-being of residents around the airport.

The military's thoughtful attitude and conduct contrast with Palmer's apparent lack of concern for the health and welfare of area residents in the management and planning of its airport. For example, evaluations underlying operation and development of the airport seem to ignore the fact that substantial residential development has occurred and rely upon erroneous and outdated assumptions in the Master Plan that areas south of the airport are mostly agricultural.<sup>2</sup> In conjunction with these assumptions, the Plan also recognizes and accepts that an increasing number of people will be affected by noise and disturbance attributable to use of the airport. It is disheartening that my local government should have significantly less concern than the military for the health, welfare, and property rights of residents.

Many aviators using the Palmer airport either cannot or choose not to avoid flying over noise-sensitive residential areas. As I discussed in my

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<sup>2</sup> See Attachment B, a copy of page 72 of the Master Plan.

previous letters to the Palmer City Council and the Commission, problems relative to the use of the airport are not limited to large aircraft. The airport should be managed and planned in a manner that eliminates airport use by those who cannot avoid disturbing residential areas and that discourages those who choose not to do so.

If Palmer were to view the situation logically and objectively, the first choice would be not to spend any more money on the airport and to close it. The Palmer airport is unnecessarily redundant. The Wasilla airport is not far away and is better located relative to the population than the Palmer airport. Also, if airport development in the Valley is important, it would be much more efficient to spend available funds on one airport rather than two.

I would not suggest development just for the sake of development. But, Palmer is in a growing area. Converting the airport land into a residentially-developed area would have people living in a desirable location and result in much more economic and social benefit to the city and its residents than the airport provides, but without the airport's detriments. If the welfare of the overall population is of primary importance, Palmer should not have an airport at the present location.

If there is some significant benefit to Palmer that makes it important to have an airport notwithstanding the benefits of closing it, the airport should be planned so that its use is appropriate to the area. Appropriate use would be limited to small, private airplanes that people use for hunting and fishing trips or to learn to fly such planes. These planes require small distances in order to maneuver and can access the airport without having to travel over residential areas. Such use would allow the runway to be

shortened from the south, which in turn would make maintenance less expensive and further reduce the likelihood of aviators flying near residences when taking off or approaching for landings.

I have discussed other solutions in my February 27, 2015 letter to City Council members and my earlier letter to the Commission. At the very least, the City of Palmer should demonstrate the same respect as Col. Bruckbauer and Lt. Col. Cummings have shown for the welfare of area residents.

Thank you for your attention. Feel free to contact me if you have any questions or would like to discuss this further.

Respectfully,

Alex Vasauskas

# Attachment A



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# ADVISORY CIRCULAR

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**Subject: VISUAL FLIGHT RULES (VFR) FLIGHT NEAR NOISE-SENSITIVE AREAS**      **Date: September 17, 2004**      **AC No: 91-36D**

**Initiated by: ATO-R**

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**1. PURPOSE.** This Advisory Circular (AC) encourages pilots making VFR flights near noise-sensitive areas to fly at altitudes higher than the minimum permitted by regulation and on flight paths that will reduce aircraft noise in such areas.

**2. EFFECTIVE DATE.** This advisory circular is effective on September 17, 2004.

**3. CANCELLATION.** Advisory Circular 91-36C, Visual Flight Rules (VFR) Flight Near Noise Sensitive Areas, dated October 19, 1984, is cancelled.

**4. AUTHORITY.** The FAA has authority to formulate policy regarding use of the navigable airspace (Title 49 United States Code, Section 40103).

**5. EXPLANATION OF CHANGES.** This AC has been updated to include a definition of “noise-sensitive” area and add references to Public Law 100-91; the FAA Noise Policy for Management of Airspace Over Federally Managed Lands, dated November 1996; and the National Parks Air Tour Management Act of 2000, with other minor wording changes.

## **6. BACKGROUND.**

a. Excessive aircraft noise can result in annoyance, inconvenience, or interference with the uses and enjoyment of property, and can adversely affect wildlife. It is particularly undesirable in areas where it interferes with normal activities associated with the area’s use, including residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas with wilderness characteristics), wildlife refuges, and cultural and historical sites where a quiet setting is a generally recognized feature or attribute. Moreover, the FAA recognizes that there are locations in National Parks and other federally managed areas that have unique noise-sensitive values. The Noise Policy for Management of Airspace Over Federally Managed Areas, issued November 8, 1996, states that it is the policy of the FAA in its management of the navigable airspace over these locations to exercise leadership in achieving an appropriate balance between efficiency, technological practicability, and environmental concerns, while maintaining the highest level of safety.

b. The Federal Aviation Administration (FAA) receives complaints concerning low flying aircraft over noise sensitive areas such as National Parks, National Wildlife Refuges, Waterfowl Production Areas and Wilderness Areas. Congress addressed aircraft flights over Grand Canyon National Park in Public Law 100-91 and commercial air tour operations over other units of the National Park System (and tribal lands within or abutting such units) in the National Parks Air Tour Management Act of 2000.

c. Increased emphasis on improving the quality of the environment requires a continuing effort to provide relief and protection from low flying aircraft noise.

d. Potential noise impacts to noise-sensitive areas from low altitude aircraft flights can also be addressed

through application of the voluntary practices set forth in this AC. Adherence to these practices is a practical indication of pilot concern for the environment, which will build support for aviation and alleviate the need for any additional statutory or regulatory actions.

**7. DEFINITION.** For the purposes of this AC, an area is “noise-sensitive” if noise interferes with normal activities associated with the area’s use. Examples of noise-sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas with wilderness characteristics), wildlife refuges, and cultural and historical sites where a quiet setting is a generally recognized feature or attribute.

**8. VOLUNTARY PRACTICES.**

a. Avoidance of noise-sensitive areas, if practical, is preferable to overflight at relatively low altitudes.

b. Pilots operating noise producing aircraft (fixed-wing, rotary-wing and hot air balloons) over noise-sensitive areas should make every effort to fly not less than 2,000 feet above ground level (AGL), weather permitting. For the purpose of this AC, the ground level of noise-sensitive areas is defined to include the highest terrain within 2,000 feet AGL laterally of the route of flight, or the uppermost rim of a canyon or valley. The intent of the 2,000 feet AGL recommendation is to reduce potential interference with wildlife and complaints of noise disturbances caused by low flying aircraft over noise-sensitive areas.

c. Departure from or arrival to an airport, climb after take-off, and descent for landing should be made so as to avoid prolonged flight at low altitudes near noise-sensitive areas.

d. This advisory does not apply where it would conflict with Federal Aviation Regulations, air traffic control clearances or instructions, or where an altitude of less than 2,000 feet AGL is considered necessary by a pilot to operate safely.

**9. COOPERATIVE ACTIONS.** Aircraft operators, aviation associations, airport managers, and others are asked to assist in voluntary compliance with this AC by publicizing it and distributing information regarding known noise-sensitive areas.

Signed

---

Sabra W. Kaulia  
Director of System Operations & Safety

# Attachment B

### **7.15 Induced Socioeconomic Impacts**

It is not expected that airport improvements will result in significant shifts in patterns of population movement and growth, public service demands, or changes in business and economic activities. The only major impacts off the airport would be the acquisition of land to ensure a buffer around the airport. A portion of this land may be developed for aviation lease lots, but most land acquired off the airport would remain undeveloped as a buffer.

### **7.16 Light Emissions and Visual Effects**

The airport is currently located near downtown Palmer and is visible from the school and graveyard across the Old Glenn Highway. It is also visible from adjacent farmlands, the Palmer Golf Course, residents living along Outer Springer Loop, and residents on the Lazy Mountain hillside. None of the proposed projects would significantly alter light emissions or the appearance of the airport.

### **7.17 Noise**

Based on the forecast developed for the Master Plan, the number and size of aircraft at the airport is expected to increase slightly during the next twenty years. However, annual operations are expected to be well below the FAA threshold for noise analysis of 90,000 annual adjusted propeller operations or 700 annual adjusted jet operations; therefore no noise analysis would be required for any alternative per FAA Order 1050.1E.

Although a formal noise analysis is not required, the airport has received noise complaints in the past and will likely receive even more in the future as undeveloped land near the airport becomes developed. The most likely areas for incompatible development are south and west of the airport. These areas are mostly agricultural, but are either unzoned or zoned for residential. The city should work to purchase parcels immediately adjacent to the airport or to ensure that development in these areas is compatible with airport operations.

A special issue is the noise impact of helicopters in the area. The Forestry facility at the north end of the airport operates a multi-helicopter landing area for about four months during the year. Occasionally, other helicopters land on the north and south aprons. The airport should work to develop helicopter operating procedures that minimize the impact to the surrounding community.



Alex Vasauskas

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P.O. Box 3195, Palmer, AK 99645

*akmv19-temp@yahoo.com*

Edna DeVries, Palmer Council Member  
305 N, Bonanza St.  
Palmer, AK 99645

February 27, 2015

Subject: Palmer Airport

Dear Ms. DeVries:

I live in a residential subdivision south of the Palmer airport. I am writing because I have concerns about the operation and planning of the Palmer airport and you and the City Council have the ultimate authority to define how the airport is used and managed..

I have submitted correspondence and comments to the Airport Advisory Commission and Anne Brooks, the Public Involvement Coordinator. Ms. Brooks has advised that they will consider my comments, but I am not confident that the Commission will give them significant attention. Also, it is important that you and the Council be aware of serious concerns involving the airport from multiple sources and not be limited by information that is filtered through an advisory panel.

My wife was able to attend the Commission's February 11, 2015 open house. The agenda for the open house was advertised as including documentation of noise concerns; however, the Commission's conduct made it appear that its sole purpose was to tell the public how things were going to be. They seemed to have no interest in documenting noise

concerns or in seriously considering anything that might involve limiting or modifying operation or use of the airport contrary to their point of view.

In particular, it appears that the Commission is not interested in management and planning of the airport with action being taken to prevent airport traffic from being a nuisance to residential areas around the airport. Maybe this should not be surprising. All but one member of the Commission are aviators, and most of them have long-term professional or business ties to aviation. If they think about it at all, I am sure that they find the presence and noise of aircraft to be natural and pleasing so that they would perceive any complaint about the disturbance caused by aircraft as being trivial. But, believe it or not, not everyone likes the sound of aircraft disturbing them in and around their houses, and the effect is not trivial.

For example, DC-4 and other large aircraft and helicopters are allowed to use the airport. The Commission acknowledges that aircraft like the DC-4s located at the Palmer airport shake houses in their take-off and landing paths and that the helicopters are particularly noisy. The DC-4s at the Palmer airport are there because they have been restricted at other airports and Palmer is apparently the only airport to have welcomed them. These aircraft are recognized as a nuisance to residential areas around municipal airports, but they are allowed and encouraged to use the Palmer airport - including for take-offs and landings at night and in the early-morning hours. Regular use of the Palmer airport by such large aircraft and helicopters is inappropriate in light of the present and continuing residential development in the area. Allowing such use of the airport demonstrates that having the airport be a good neighbor is presently not a

meaningful consideration in airport management and planning.

The airport allows landings and take-offs at night. Future plans apparently anticipate continuing to allow such activity. This is a nuisance over residential areas created by all sizes of aircraft that has been addressed elsewhere with curfews on non-emergency landings and take-offs. If the Council considers the health and well-being of area residents to have value, there is no reason that it should not impose a curfew prohibiting take-offs and landings between, for example, 8 p.m. and 9 a.m.

Also, the City has legislated a 3000-foot approach-leg limit for the airport as set forth in Palmer Ordinance 428 400.15(b). Observance of this requirement would greatly reduce the scope of disturbance caused by aircraft. If the Commission had a significant regard for the the law passed by the City and respect for the sensibilities of residents, its planning and advice would include prohibiting use of the airport by aircraft that are not capable of complying with the ordinance and a plan for actively enforcing it. However, this provision is regularly violated and not enforced, and the Commission appears to have no recommendations or plan directed to enforcing it.

The members of the Airport Advisory Commission are not elected. The composition of the Commission is not representative of the broader community. They no doubt have useful, aviation-oriented advice to provide to the City Council. However, the Council has been elected and represents all residents. The Council should consider the advice of the Commission as only part of a broader process that is directed to making Palmer a desirable place to live. Use and planning of the airport should be consistent with the fact that this is a growing residential area. The Palmer

airport must be managed and planned to be a good neighbor. The Council should legislate management of the airport so that the health, welfare, and well-being of surrounding residents are given primary consideration.

As demonstrated by the recent crash of a small plane on the Palmer golf course, there are safety concerns with aircraft flying over nearby residential areas. However, aircraft noise is a much more frequent and noticeable problem. Responsible and thoughtful aviators operate aircraft so as to avoid disturbing residential areas. Unfortunately, there are aviators using the Palmer airport who do not do this. Laws and ordinances are passed so that people who are not responsible or thoughtful can be required to respect the rights of others. For example, the City of Palmer regulates the operation of motor vehicles within its boundaries. It does not tolerate motor vehicles without mufflers on those streets and especially in residential areas. It should not tolerate similar behavior overhead - behavior that it can significantly affect by governing the manner in which it operates its airport.

Finally, all problems are much more easily and less expensively addressed now than if they are allowed to grow.

The concerns I have stated here are not the only ones that should be considered. I am attaching a letter I wrote to the Commission that provides additional discussion. Please feel free to contact me if you have any questions or if you would like to discuss this further.

Thank you for your attention.

Respectfully,

Alex Vasauskas

> On Mar 30, 2015, at 13:01, Joe Hannan <[jhannan@palmerak.org](mailto:jhannan@palmerak.org)> wrote:  
>  
> Jeff/John/Scott: OI told Mr Vasauskas I would respond in writing by the end of this week. If you have thoughts you wish me to include, please email them back to me. Thanks Joe  
>  
> -----Original Message-----  
> From: [akmv19-temp@yahoo.com](mailto:akmv19-temp@yahoo.com) [mailto:[akmv19-temp@yahoo.com](mailto:akmv19-temp@yahoo.com)]  
> Sent: Monday, March 30, 2015 12:37 PM  
> To: Joe Hannan  
> Subject: Palmer airport concerns  
>  
> Dear Mr. Hannan:  
>  
> I previously wrote the City Council and the Airport Advisory Commission regarding my concerns about the management and planning of the Palmer airport. Edna DeVries suggested that I should also contact you regarding my concerns. After further investigation, I prepared a follow up letter, which is attached for your consideration.  
>  
> I hope that this communication with my letter in PDF format will be convenient for your use. Please advise me if you have any trouble reading it or would prefer a hard copy.  
>  
> Ms. DeVries expressed the belief that Palmer may have restricted control over the airport because of obligations imposed by the federal government due to federal funds having been provided for the airport. She directed me to you as being the one likely to have such funding records. Are these available in electronic format such that it would be easy to send them to me by return email? Alternatively, what do I need to do to review these records.  
>  
> Thank you for our attention.  
>  
> Alex Vasauskas  
>  
>  
> <J Hannan letter Palmer Airport Final.pdf>



Camden Yehle &lt;camden.brooksalaska@gmail.com&gt;

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## Palmer Airport Master Plan Update

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**BA Comments** <comments.brooksalaska@gmail.com>

Wed, May 6, 2015 at 5:05 PM

To: Scott Hattenburg &lt;shattenburg@hddlalaska.com&gt;, Jeffrey Combs &lt;jjcombs@palmerak.org&gt;

Cc: Camden Yehle &lt;camden.brooksalaska@gmail.com&gt;

I just fielded a call from the Frontiersman reporter Brian O'Connor. He had questions about our meeting, the input received to date and associated issues. He wanted to know about the recommendations/implementation plan. I answered his general questions, provided meeting specifics and our desire to get input on the implementation plan. I referred him to Scott for answers to questions on the specifics of what is being recommended.

Just a heads up.

Anne

Anne Brooks, P.E., Public Involvement Specialist  
Brooks & Associates  
Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)  
Tel: [907-272-1877](tel:907-272-1877)  
Toll Free Tel: [866-535-1877](tel:866-535-1877)

# Your Comments Please...

Use this form to provide feedback about the project.  
Thanks for your input!

Name	
Street Address or PO Box	
City, State, Zip	
Email	Phone

Your comments:

fewer acronyms would be preferred in the explanation. How the projections <sup>(use)</sup> were determined should be explained & justified. Is there not a priority rating for the items on act A? Where's the anticipated funding?

How did you hear about this meeting?

postcard, paper, email, personal contact

We welcome your input. Please send written comments:



### Mail

Brooks & Associates  
Attn: Palmer Municipal Airport Master Plan Update  
1704 Rogers Park Court  
Anchorage, AK 99508

### Call

Alaska Relay  
TTY 800-770-8973 or  
Toll Free: 1-866-535-1877



### Email

comments.brooksalaska@gmail.com

Project website: [www.cityofpalmer.org](http://www.cityofpalmer.org)  
(Look for *Palmer Municipal Airport* on the left hand menu)

20150514csann 1/1



**Your Comments Please...** Use this form to provide feedback about the project.  
Thanks for your input!

Name <i>Pat Berberich</i>	
Street Address or PO Box <i>10691 E Oulu Spruizer Lp</i>	
City, State, Zip <i>Palmer</i>	
Email	Phone <i>745-4754</i>

**Your comments:**

*The airport is great for Palmer & its economy. The noise is NO problem and I live directly across the road. Love watching all the action over there.*

**How did you hear about this meeting?** *Mail + Newspaper*

We welcome your input. Please send written comments:

**Mail**  
Brooks & Associates  
Attn: Palmer Municipal Airport Master Plan Update  
1704 Rogers Park Court  
Anchorage, AK 99508

**Call**  
Alaska Relay  
TTY 800-770-8973 or  
Toll Free: 1-866-535-1877

**Email**  
comments.brooksalaska@gmail.com

**Project website: [www.cityofpalmer.org](http://www.cityofpalmer.org)**  
(Look for *Palmer Municipal Airport* on the left hand menu)

*20150514cs Berberich 1/1*

**Your Comments Please...** Use this form to provide feedback about the project.  
Thanks for your input!

Name <i>George Col lum (Golf Course Manager)</i>	
Street Address or PO Box <i>P.O. Box 4773</i>	
City, State, Zip <i>Palmer, AK 99645</i>	
Email <i>eaglecpl@mtaonline.net</i>	Phone <i>354-4523</i>

**Your comments:**

*Obviously Plan C would not be preferred by the golf community.*

**How did you hear about this meeting?** *Email*

We welcome your input. Please send written comments:

 **Mail**

Brooks & Associates  
Attn: Palmer Municipal Airport Master Plan Update  
1704 Rogers Park Court  
Anchorage, AK 99508

 **Call**

Alaska Relay  
TTY 800-770-8973 or  
Toll Free: 1-866-535-1877

 **Email**

[comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

**Project website: [www.cityofpalmer.org](http://www.cityofpalmer.org)**  
(Look for *Palmer Municipal Airport* on the left hand menu)

*20150514cs Callum 1/1*



# PALMER Alaska

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Tuesday, May 19, 2015 57.0° Fair

Full Site

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## Palmer Airport Master Plan Update



### Palmer Airport Master Plan Update

### Welcome!

Welcome to the Palmer Airport Master Plan Update website! We will use this site to post information about the airport and our planning effort. We think the information will allow you and other stakeholders to become informed and provide input to our planning team. The process is intended to be interactive so let us know if you like what you see or if we are missing something.

#### [Interactive Comment Map](#)

[Read Project Overview](#)



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## Palmer Airport Master Plan Update - Overview



### Overview and Update

The City of Palmer is updating the Master Plan for the Palmer Municipal Airport. The last update occurred in 2009. This master plan update is needed to reflect the changing fleet mix and to update three important documents that are approved by the Federal Aviation Administration (FAA): the aviation activity forecast, the design aircraft, and the Airport Layout Plan. The updated master plan will guide future development and federal funding of future projects.

The project team is actively seeking public input throughout all stages of the planning process and encourages you to respond via the [Interactive](#)



Comment Map, by email to [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com), or by written comment at the public meetings.

Please watch your mailbox and email inbox for our notices of requests for comment. If you are not already on our email list, [JOIN HERE](#).

The final Airport Master Plan is expected to be completed in the summer of 2015 and will include an approved Airport Layout Plan that will guide future development at the airport.

### Palmer Airport Master Plan Update

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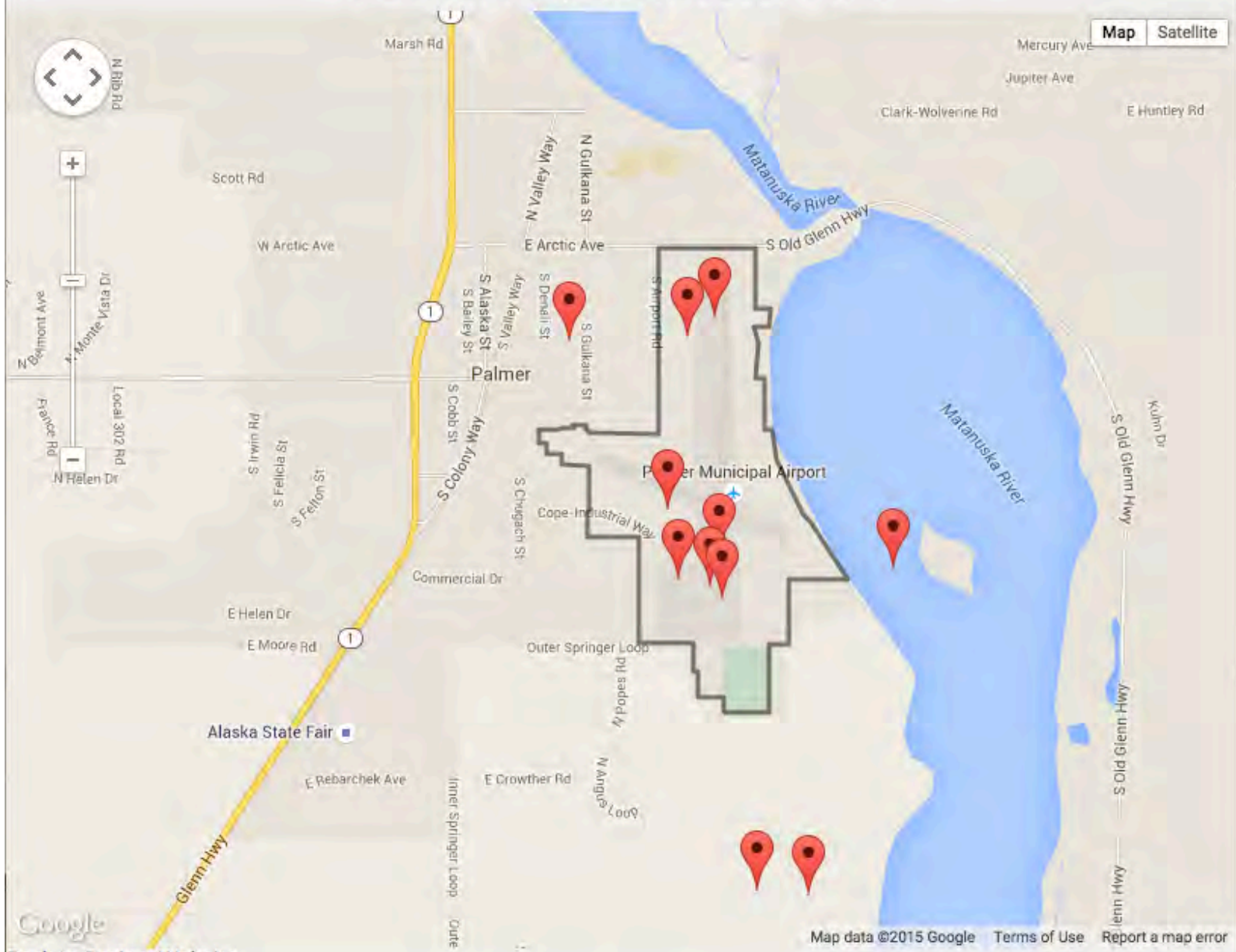
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# Palmer Airport Master Plan



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## How to Post Comments

1. Double-click on your area of concern.
2. Enter your comments in the form and submit.

*Contact information will ONLY be visible to the project team.  
Comments containing profanity will not be shown on this map.*

[Problems with the page?](#)



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## Palmer Airport Master Plan Update - Public Involvement

**Join our email list!** We send only meeting invitations, meeting follow-ups, and occasional project updates.



[Sign Up For Palmer Airport Updates Now](#)

For Email Marketing you can trust.

### MEETINGS:

Date: Thursday, May 14, 2015  
 PUBLIC OPEN HOUSE  
 Time: 4 to 7 pm, presentations at 4:30 and 6 pm  
 Location: Palmer Depot, [610 S. Valley Way, Palmer](#)

Date: Wednesday, February 11, 2015  
 PUBLIC OPEN HOUSE  
 Time: 4 to 7 pm, stop by any time  
 Location: Palmer Depot, [610 S. Valley Way, Palmer](#)

Date: Wednesday, October 22, 2014  
 2014 MAT-SU TRANSPORTATION FAIR  
 Time: 4 to 8 pm, stop by any time  
 Location: Raven Hall, Alaska State Fairgrounds, Palmer

Date: August 14, 2014  
 PUBLIC OPEN HOUSE  
 Time: 4 to 7 p.m., stop by any time  
 Location: Palmer Depot, [610 S. Valley Way, Palmer](#)

### Meeting Documents:

- [May 14, 2015 Meeting Presentation](#)
- [May 14, 2015 Meeting Advertisement](#)
- [May 14, 2015 Project Comment Sheet](#)
- [May 14, 2015 Project Fact Sheet](#)
- [May 14, 2015 Meeting Notice Postcard](#)
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- [August 14, 2014 Meeting Display Boards](#)
- [August 14, 2014 Project Comment Sheet](#) Download, fill out and mail to project team.
- [August 14, 2014 Project Fact Sheet](#)
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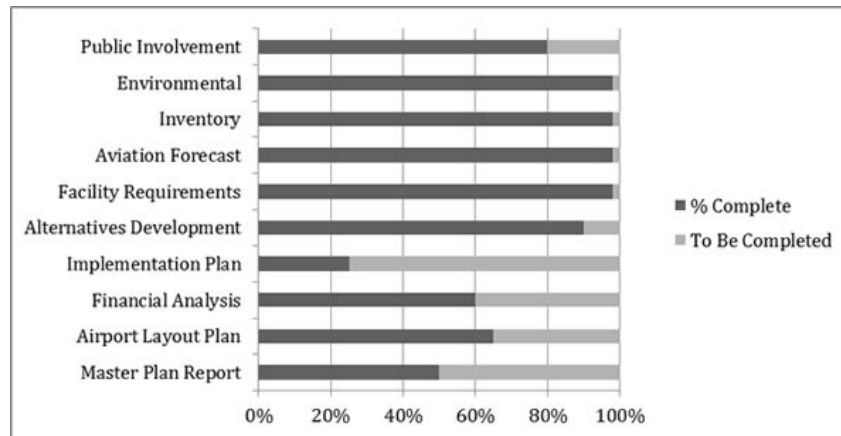
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## Palmer Airport Master Plan Update - Project Schedule

The following table shows the Process Schedule.



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## Palmer Airport Master Plan Update - Documents



### Palmer Airport Master Plan Update

#### Other Documents:

- [January 20, 2015 Presentation to Joint City Council and Airport Advisory Commission](#)
- [2014 Palmer Airport Master Plan Update Public Involvement Plan](#)
- [2009 Palmer Airport Master Plan \(Large PDF File\)](#)

#### Draft Master Plan Documents:

- [Alternative A, May 2015 \(Updated\)](#)
- [Alternative B, May 2015 \(Updated\)](#)
- [Alternative C, May 2015 \(Updated\)](#)
- [Chapter 1 & 2, Inventory of Existing Conditions, May 2015 \(Updated\)](#)
- [Chapter 3, Aviation Activity Forecast, February 2015](#)
- [Chapter 5, Facility Requirements, May 2015 \(New\)](#)
- [Chapter 6, Alternatives Narrative, May 2015 \(New\)](#)
- [Noise Exposure Map, May 2015 \(New\)](#)
- [Draft Capital Improvement Project List \(New\)](#)

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## Palmer Airport Master Plan Update - Contact Us



For questions or comments, please contact the following:

### Anne Brooks, Public/Stakeholder Involvement

Brooks & Associates  
Phone: 1-866-535-1877  
Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)  
Mailing: 1704 Rogers Park Court, Anchorage, AK 99508

### Jeff Combs, Palmer Airport Manager

City of Palmer  
Phone: (907) 761-1334  
Email: [jjcombs@palmerak.org](mailto:jjcombs@palmerak.org)  
Mailing: 231 West Evergreen Avenue, Palmer, AK 99645

### Scott Hattenburg, Project Manager

Hattenburg Dille and Linnell  
Phone: (907) 564-2120  
Email: [shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com)  
Mailing: 202 West Elmwood Avenue, Suite 1, Palmer, AK 99645

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Name	Address	Comment	Type	Latitude	Longitude
		Need to get Ken More and Jeff Helmerics off the airport board. Let alone the airport.	Adjacent Land Owner	61.6016411	-149.0917
John Bogue	johnbogue@yahoo.com	The approach to runway 18 should be extended north to the river with all trees cleared to the North by the Matanuska River and the power lines be placed underground along the old Glenn Highway so aircraft could use more of runway 18. This would improve the functionality of the airport by allowing bigger aircraft to safely approach and land at Palmer Airport.	Adjacent Land Owner	61.6027024	-149.08855
John gue	johnbogue@yahoo.com	I want the airport to be improved to handle more transit aircraft. It would also be nice to have a small terminal building for waiting passengers and possible future development for Palmer airport to be a sub airport to the Anchorage Ted Stevens Airport. I would like to see more hangers space made available for aircraft owners that have aircraft here in Palmer. It would also be nice to have an airport park for airplane transients to come in and stay overnight in tents at the airport park.	Adjacent Land Owner	61.5875342	-149.08773
		Ban maintenance aircraft engine & "run-ups"; from 6 pm to 9 am, and complete ban on Sundays. Impose huge fines for violations and include Palmer PD as part of the enforcement package. Do whatever else you want. Thank you!	Adjacent Land Owner	61.5881672	-149.08911
Alex Vasauskas	akmv19-lp@yahoo.com	This site appears to only permit relatively short and meaningless comments. When I have tried to leave substantive comments that are critical of the airport plans, they do not appear.	Adjacent Land Owner	61.5715618	-149.07795
Robert Burek	kl7lt@hotmail.com	keep the flight path away for the homes, keep the planes on the east side. The planes are flying over the high school and the homes. Its a high noise area here with the planes flying low !	Local Resident	61.6013864	-149.10511
Randall Sears	rsears@7signals.net	Need hangar space for rent/lease and/or tie-downs with access to electrical service. Need "terminal"; building with bathrooms and space for passengers to wait out of the weather.	Airport User	61.588596	-149.09271



Camden Yehle &lt;camden.brooksalaska@gmail.com&gt;

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**(no subject)**

---

**Scott L. Hattenburg** <shattenburg@hdlalaska.com>

Wed, Aug 6, 2014 at 1:56 PM

Cc: Jeffrey Combs &lt;jjcombs@palmerak.org&gt;, Anne Brooks &lt;anne.brooks.alaska@gmail.com&gt;, Tae Voight &lt;tvoight@hdlalaska.com&gt;, Camden Yehle &lt;camden.brooksalaska@gmail.com&gt;, "Katrina E. Beckman" &lt;kbeckman@hdlalaska.com&gt;

Dear Airport User:

Hattenburg Dilley & Linnell (HDL) is currently under contract with the City of Palmer to update the Palmer Municipal Airport Master Plan (MP). The MP, among other things, forecasts aviation activity and identifies needed airport developments for a 20-year planning horizon (2014 to 2034). As a part of the planning process, HDL is updating the aviation activity forecast (forecast). The forecast estimates the number of operations (landing or takeoff), based aircraft, and enplanements (a revenue passenger that boards a plane in Palmer). Details on the number of operations by aircraft type are needed to properly plan and fund future improvements.

By completing the attached one page survey form, you will be directly helping the City improve the airport. Please complete the attached form and return to me via email at [shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com) at your earliest convenience. You will also receive the same survey in the mail with a self-addressed envelope, and if you prefer, you can mail the response to me at: 202 West Elmwood Avenue, Palmer, Alaska, 99645.

Hope to see you at the Thursday, August 14th master plan public meeting (4:00 to 7:00 pm at the Depot). If you have questions, please call me at 564-2111.

Thank you for your time.

Scott

Scott Hattenburg, PE/Principal



3335 Arctic Boulevard Suite 100

Anchorage, Alaska 99503

[907-564-2111](tel:907-564-2111) (Direct)[907-244-7820](tel:907-244-7820) (Cell)[shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com)

# PALMER AIRPORT MASTER PLAN

## AVIATION ACTIVITY SURVEY

ENTITY: \_\_\_\_\_ DATE: \_\_\_\_\_

BY: \_\_\_\_\_

This survey will be used by the Planning Consultant, Hattenburg Dilley & Linnell to develop the aviation activity forecast, fleet mix, and design aircraft for the Palmer Municipal Airport. 1) Operations are defined as a landing or takeoff. 2) An enplanement is defined as a revenue passenger that boards an airplane at Palmer.

<u>Fixed Wing</u>	<u>Helicopter</u>	<u>Based in Palmer</u>		<u>Aircraft Make/Model</u>	<u>Annual Operations Calendar Year 2013</u>	<u>Estimated Annual Operations Calendar Year 2014</u>
		<u>Yes</u>	<u>No</u>			
_____	_____	_____	_____	_____	_____	_____
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_____	_____	_____	_____	_____	_____	_____

Estimated number of annual enplanements: \_\_\_\_\_

Number of based aircraft: \_\_\_\_\_

Do you use/own/operate any facilities at the Airport? Yes      No      Would like to.

**Comments:** Please describe factors that may affect future operations, based aircraft, or enplanements. Add contact information if you would like us to contact you.

For any questions, please contact:

Scott Hattenburg @ 564-2111 or email: [shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com)



# PALMER AIRPORT MASTER PLAN

## AVIATION ACTIVITY SURVEY

ENTITY: BUSH AIR CARGO, INC DATE: 8/14/2014

BY: BARTON W. TEERNAN

This survey will be used by the Planning Consultant, Hattenburg Dilley & Linnell to develop the aviation activity forecast, fleet mix, and design aircraft for the Palmer Municipal Airport. 1) Operations are defined as a landing or takeoff. 2) An enplanement is defined as a revenue passenger that boards an airplane at Palmer.

Fixed Wing	Helicopter	Based in Palmer		Aircraft Make/Model	Annual Operations Calendar Year 2013	Estimated Annual Operations	
		Yes	No			Calendar Year 2014	201
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>DC3C</u>	<u>231</u>	<u>250</u>	<u>20</u>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>DC3C</u>	<u>3</u>	<u>0</u>	<u>20</u>
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Estimated number of annual enplanements: \_\_\_\_\_

Number of based aircraft: 2

Do you use/own/operate any facilities at the Airport? Yes  No  Would like to.

**Comments:** Please describe factors that may affect future operations, based aircraft, or enplanements. Add contact information if you would like us to contact you.

BUSINESS FRIENDLY LEASER

BARTON W. TEERNAN 907 277-7657

For any questions, please contact:

Scott Hattenburg @ 564-2111 or email: [shattenburg@hdlalaska.com](mailto:shattenburg@hdlalaska.com)



*20140814 - Bush Air Cargo Survey*



**Jeffrey J Combs**  
Airport Superintendent

CITY MANAGER'S  
OFFICE  
City of Palmer

Phone: (907) 761-1334  
Email: [jjcombs@palmerak.org](mailto:jjcombs@palmerak.org)  
[www.cityofpalmer.org](http://www.cityofpalmer.org)

231 W. Evergreen Ave.  
Palmer, Alaska 99645-6952  
[www.cityofpalmer.org](http://www.cityofpalmer.org)

October 3, 2014

Project: Palmer Municipal Airport Master Plan Update  
Project No.: 14-01 PAQ

**Re: Request for scoping comments**

Dear Agency Representative:

The City of Palmer, owner and operator of the Palmer Municipal Airport, in cooperation with the Federal Aviation Administration (FAA), is in the process of updating the Palmer Municipal Airport Master Plan (AMP). Updating the AMP involves a comprehensive study of the airport that describes the development for a 20-year planning horizon. During development of the AMP, airport facilities are inventoried; current and future aviation activity is forecasted; environmental resources are reviewed; a financial plan is developed; public issues are identified and addressed; and future needs are identified. The master plan process will result in updates to key planning documents - the aviation forecast, design aircraft, and Airport Layout Plan. The purpose of the AMP is to aid the City of Palmer and FAA in defining future development projects.

**Existing Site Conditions and Project Location**

The original airport was built sometime in the late 1940s to early 1950s and has grown to be one of the City's key public works assets. The airport currently has a 6,008-foot paved primary Runway (RW) 16-34 and a 3,600-foot cross-wind Runway 9-27. Runway 16-34 was constructed in the 1970s to support heavy Boeing C-130 aircraft. In 2007, Runway 9-27 was structurally strengthened, repaved, and its lighting system rehabilitated to support the geographic positioning system instrument approach for Runway 9. The airport is unique in that it contains an 18-hole municipal golf course, and it has the only 6,000-foot, paved, lighted runway in the valley that can support heavy aircraft.

According to the previous Palmer Municipal AMP (DOWL HKM, 2009), aviation activity in the Palmer area declined from an estimated 17,355 annual flights in 2003 to 13,298 in 2006. Recently, two air cargo companies have moved to the airport and are negotiating long-term leases with the City. The fleet mix appears to be changing and both general aviation and commercial cargo activities appear to be picking up. The City and FAA wish to update the airport aviation activity forecast and airport layout plan documents through the formal airport master planning process following Advisory Circular 150/5070-6B. The City wishes to implement a plan that assures a viable, revenue-generating future for the airport.

The project is located within Sections 3 & 4 of Township 17 North and Section 33 & 34 of Township 18 North, Range 2 East, on U.S. Geological Survey Maps Anchorage C-6 SE, Seward Meridian; in Palmer, Alaska (Figures 1 and 2).

### **Consultation Initiation**

With this letter, the FAA is seeking input on concerns that will uniquely or significantly affect environmental resources under your jurisdiction. Early identification of agency concerns will allow for the FAA and the City of Palmer to consider ways to avoid and minimize potential impacts to agency resources and practices as project planning and alternatives are developed and refined.

### **Preliminary Environmental Research**

The City of Palmer has conducted preliminary environmental research using the most current available data to identify environmental resources within the proposed project vicinity (attached). To ensure that all factors are considered in developing the AMP, please provide your written comments, recommendations, and additional requested information to our office no later than November 7, 2014.

If you have any questions regarding the airport master planning process, please contact Heather Campfield, HDL Environmental Manager, at (907) 746-5230, or via email at [hcampfield@hdlalaska.com](mailto:hcampfield@hdlalaska.com).

Sincerely,



Jeff Combs

City of Palmer, Airport Manager

Attachments:

- Preliminary Environmental Research
- Figure 1 - Project Vicinity Map
- Figure 2 - Existing Airport Overview

cc: Scott Hattenburg, P.E., Hattenburg Dilley & Linnell, Project Manager



## **Preliminary Environmental Research**

Air Quality: According to Alaska Administrative Code (AAC) 18 AAC 50, the Matanuska-Susitna Borough (MSB) area is considered a Class II area. As such, there are designated maximum allowable increases for particulate matter 10 (PM-10) micrometers or less in size, nitrogen dioxide, and sulfur dioxide. Activities in these areas must operate in such a way that they do not exceed listed air quality controls for these compounds.

Anadromous or Resident Fish and Essential Fish Habitat (EFH): A review of Alaska's Department of Fish & Game (ADF&G) *Atlas to the Catalog of Waters Important of the Spawning, Rearing, or Migration of Anadromous Fishes* (<http://www.adfg.alaska.gov/sf/SARR/AWC/>) indicates that the closest anadromous stream to the airport is the Matanuska River (AWC #247-50-10220), which is made up of braided channels and is located east of the airport. The Matanuska River supports all five species of Pacific salmon and is considered EFH by the National Marine Fisheries Service (<http://www.habitat.noaa.gov/protection/efh/index.html>).

State Refuges, Critical Habitat Areas, and Sanctuaries: A review of the ADF&G publication *State of Alaska Refuges Sanctuaries, Critical Habitat Areas, and Wildlife Ranges* found that the airport is not located within or near any designated refuges, sanctuaries, critical habitat areas, or wildlife ranges (<http://www.adfg.alaska.gov/index.cfm?adfg=conservationareas.locator>).

National Wildlife Refuges: According to the U.S. Fish and Wildlife Service (USFWS) *National Wildlife Refuge System* website, the City of Palmer is not located near a National Wildlife Refuge (<http://www.fws.gov/refuges/refugeLocatorMaps/alaska.html>).

National Parks, Preserves, and Monuments: There are no national parks, preserves, or monuments are located near the City of Palmer, Alaska (<http://nps.gov/index.htm>).

Wild and Scenic Rivers: Review of the *National Wild and Scenic Rivers System's* website indicated that there are no wild or scenic rivers within the local vicinity of the airport (<http://www.rivers.gov/alaska.php>).

Threatened and Endangered Species: A review of the USFWS *Information, Planning, and Conservation System* (IPaC) decision support tool indicates that there are no listed threatened or endangered species or designated critical habitat areas near the airport (<http://ecos.fws.gov/ipac/>).

Bald and Golden Eagles: Bald and golden eagles are protected by the *Bald and Golden Eagle Protection Act*. Due to the proximity of the Matanuska River and adjacent stands of old growth cottonwood trees, the area surrounding the airport is considered ideal eagle nesting and foraging habitat. Bald Eagle nests have previously been identified within 2 mile radius of the airport. Further investigation regarding the location and status of eagles' and eagle nests may be required prior to any airport development projects.

Migratory Birds: A review of the USFWS IPaC decision support tool listed the Rusty Blackbird (*Euphagus carolinus*) as a migratory bird of conservation concern that may be found adjacent to the airport (<http://ecos.fws.gov/ipac/>). In addition, each spring and fall, migratory waterfowl

(cranes and geese primarily) are known to use the Snodgrass farm field immediately west of the airport property, which is a hazard to aviation.

Prime and Unique Farmlands: There are no designated prime or unique farmlands in Alaska. The local area surrounding the City of Palmer is known to be a productive agricultural area. The primary soil type surrounding the airport is Bodenburg silt loam. This soil type consists of very deep and well drained soils usually found on terraces, hillslopes and outwash plains. According to the USDA Web Soil Survey, farmland with this soil type is of local importance ([http://www.nrcs.usda.gov/wps/portal/nrcs/detail/ak/soils/surveys/?cid=nrcs142p2\\_035988](http://www.nrcs.usda.gov/wps/portal/nrcs/detail/ak/soils/surveys/?cid=nrcs142p2_035988)).

Wetlands: The USFWS National Wetland Inventory (<http://www.fws.gov/wetlands/>) as well as the MSB Wetlands Mapper (<http://www.matsugov.us/wetlands/>) did not identify any wetlands within the airport property boundary or in areas immediately adjacent to the airport.

Floodplains: The city of Palmer participates in the National Flood Insurance Program. According to the Federal Emergency Management Agency (FEMA) Map Service Center, the airport property is generally enclosed within Zone X of the Matanuska River floodplain (map panel 02170C8155E). The area is determined to be outside the 0.2% annual chance floodplain (<http://floodmaps.net/maintpage/>).

Historical, Archaeological, and Cultural Properties: According to the Alaska Heritage Resource Survey records, there are numerous historic sites located in the vicinity of the airport. Consultation with the Matanuska-Susitna Borough's Cultural Resource Specialist and the ADNR State Historic Preservation Officer (SHPO) will be conducted for projects that involve state and federal funding. Consultation in accordance with the State Historic Preservation Act and the National Historic Preservation Act, under Section 106, will be conducted as appropriate, with the SHPO and local tribal entities to determine whether impacts to historic resources are likely in relation to proposed development projects.

Water Quality: A review of State of Alaska Department of Environmental Conservation (ADEC), Division of Water, Interactive Map of Alaska Water Bodies indicated that a half-mile stretch of the Matanuska River, north of the airport, has been designated as a impaired due to residues and debris from a nearby active/open dump located on property owned by the Alaska Railroad (<http://dec.alaska.gov/water/wqsar/map.html>).

Contaminated Sites, Spills, and Underground Storage Tanks: According to ADEC's Contaminated Sites Database there are three known site on airport property:

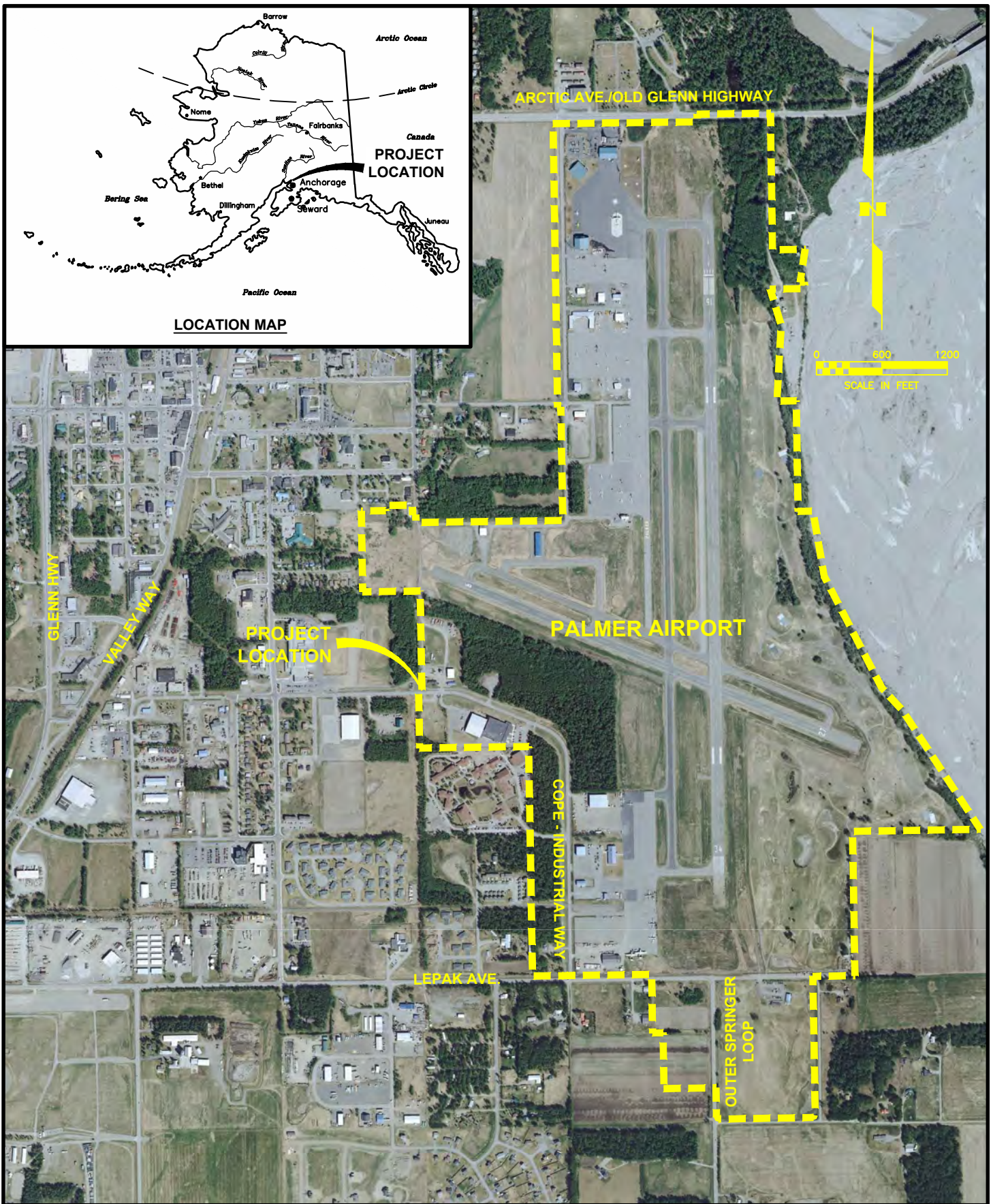
- Nugget Aviation UST #4 (File No: 2245.26.038) - status is Cleanup Complete.
- Palmer Airport/Mat-Su Bush Flying (Hazard ID: 23244) - status is Cleanup Complete.
- Woods Air Fuel Service (File No. 2245.26.006) - status is Conditional Closure and No Further Remedial Action Planned with Institutional Controls (groundwater monitoring).

There are two sites located adjacent to airport property with a status of Cleanup Complete:

- Hermon Brothers Construction Yard (File No. 2245.26.034)
- Mat-Su Borough Maintenance Yard (Hazard ID: 23476)

H:\Jobs\14-015 Palmer Airport Master Plan (COP)\CAD\DRAWINGS\14-015-AP\_VicinityMap, 1=1, 08/07/14 at 16:12 by tlc

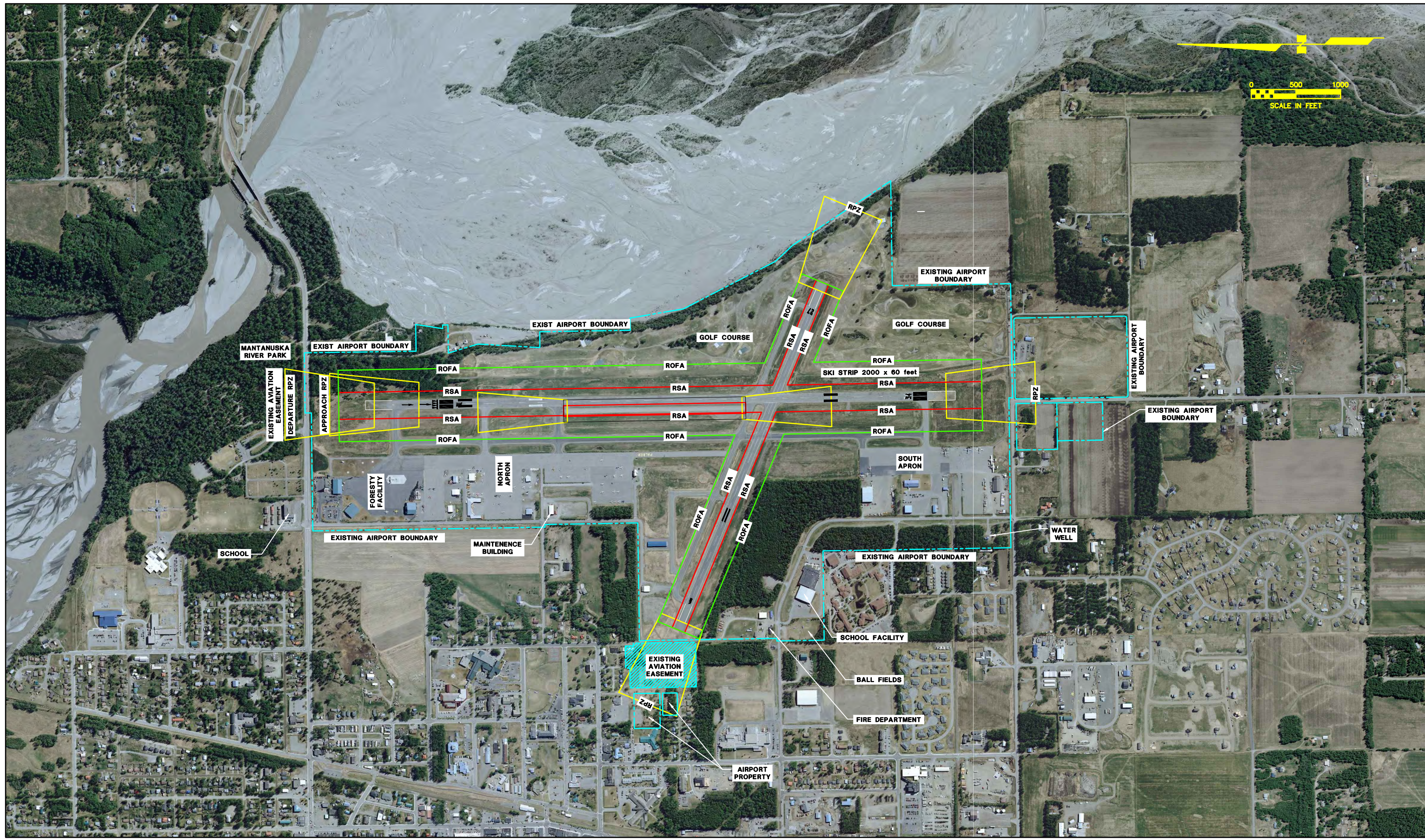
LAYOUT: Layout43



Sections 3 & 4 T. 17N., R. 2E.  
 Sections 33 & 34, T. 18N., R. 2E.  
 USGS Quad Map Anchorage C-6 SE  
 Latitude 61.59247°N, Longitude -149.08746°W  
 Palmer, Alaska

City of Palmer  
 Palmer Airport Master Plan  
 AIP: 3-02-0211-017-2012  
 Date: August 2014

**Figure 1**  
**Project Location**



Sections 3 & 4 T. 17N., R. 2E.  
 Sections 33 & 34, T. 18N., R. 2E.  
 USGS Quad Map Anchorage C-6 SE  
 Latitude 61.59247°N, Longitude -149.08746°W  
 Palmer, Alaska

City of Palmer  
 Palmer Airport Master Plan  
 AIP: 3-02-0211-017-2012  
 Date: August 2014

Figure 2  
 Airport Overview

First Name	Last Name	Agency	Department/Division	Title	Street Address	City	State	Zip Code	Phone Number	Email
<b>Federal &amp; State Agencies</b>										
Jennifer	Curtis	U.S. Environmental Protection Agency	Region 10: Pacific Northwest, Alaska Operations Office	NEPA Manager	222 W. 7th Ave. #19	Anchorage	AK	99513	907-271-6324	<a href="mailto:curtis.jennifer@epamail.epa.gov">curtis.jennifer@epamail.epa.gov</a>
Lance	Ellen	Department of the Interior	U.S. Fish and Wildlife Service, Endangered Species	Branch Chief	605 West 4th Avenue, Rm G-61	Anchorage	AK	99501	907-271-1467	<a href="mailto:ellen_lance@fws.gov">ellen_lance@fws.gov</a>
Shane	McCoy	Department of the Army	U.S. Army Corps of Engineers	Project Manager	P.O. Box 6898	JBER	AK	99506	907-753-2715	<a href="mailto:Shane.M.McCoy@usace.army.mil">Shane.M.McCoy@usace.army.mil</a>
Hans	Brinke, Capt.	Alaska Department of Public Safety	Alaska State Troopers	Captain	453 S. Valley Way	Palmer	AK	99645	907-745-2131	
Cynthia	Heil	Alaska Department of Environmental Conservation	Division of Environmental Health	Environmental Program Manager	619 hip Creek Avenue, Ste 249	Anchorage	AK	99501	907-269-7579	<a href="mailto:cindy.heil@alaska.gov">cindy.heil@alaska.gov</a>
Jeremy	Ptak	Alaska Department of Environmental Conservation	Division of Air Quality	Supervisor	619 E. Ship Creek, Suite 249	Anchorage	AK	99501	906-269-3071	<a href="mailto:jeremy.ptak@alaska.gov">jeremy.ptak@alaska.gov</a>
James	Rypkema	Alaska Department of Environmental Conservation	Division of Water Quality	Storm Water and Wetlands Manager	555 Cordova Street	Anchorage	AK	99501	907-334-2288	<a href="mailto:jim.rypke@alaska.gov">jim.rypke@alaska.gov</a>
Todd	Rinaldi	Alaska Department of Fish & Game	Division of Wildlife Conservation	Area Biologist	1799 Glenn Highway, Suite	Palmer	AK	99644	907-746-6325	<a href="mailto:todd.rinaldi@alaska.gov">todd.rinaldi@alaska.gov</a>
Michael	Bethe	Alaska Department of Fish & Game	Division of Habitat	Area Management Biologist	1800 Glenn Highway, Suite	Palmer	AK	99645	907-861-3202	<a href="mailto:mike.bethe@alaska.gov">mike.bethe@alaska.gov</a>
Judith	Bittner	Alaska Department of Natural Resources	Division of Parks and Outdoor Recreation/Office of History and Archaeology	State Historic Preservation Officer	550 West 7th Avenue, Suite 1310	Anchorage	AK	99501	907- 269-8715	<a href="mailto:judy.bittner@alaska.gov">judy.bittner@alaska.gov</a>
Richard	Thomson	Alaska Department of Natural Resources	Division of Mining, Land, and Water	Natural Resources Manager III	550 West 7th Avenue, Ste 900c	Anchorage	AK	99501	907-269-8559	<a href="mailto:richard.thompson@alaska.gov">richard.thompson@alaska.gov</a>
Stephen	Elwell	Alaska Department of Natural Resources	Division of Forestry	Aviation Supervisor	550 W. Seventh Ave., Suite 1450	Anchorage	AK	99501	907-761-6271	
Scott	Ruby	Alaska Department of Commerce, Community, and Economic Development	Division of Community and Regional Affairs	Director	550 West 7th Avenue, Ste 1640	Anchorage	AK	99501	907-269-4569	<a href="mailto:scott.ruby@alaska.gov">scott.ruby@alaska.gov</a>
Allen	Kemplen, AICP	Alaska Department of Transportation and Public Facilities	Central Region Planning		4111 Aviation Ave	Anchorage	AK	99519	907-269-0513	<a href="mailto:allen.kemplen@alaska.gov">allen.kemplen@alaska.gov</a>
Steve	Banse	Alaska Department of Transportation and Public Facilities	Central Region Maintenance & Operations	Mat-Su District Superintendent	4111 Aviation Ave	Anchorage	AK	99519	907-745-2159	<a href="mailto:steven.bankse@alaska.gov">steven.bankse@alaska.gov</a>
Randy	Vanderwood	Alaska Department of Transportation and Public Facilities	Central Region Maintenance & Operations	Maintenance and Operations Chief	4111 Aviation Ave	Anchorage	AK	99519	907-269-0760	<a href="mailto:randy.vanderwood@alaska.gov">randy.vanderwood@alaska.gov</a>
<b>Local Government Entities</b>										
Fran	Seager-Boss	Matanuska Susitna Borough	Planning Department	Cultural Resource Specialist	350 East Dahlia Avenue	Palmer	AK	99645	907-861-7859	<a href="mailto:fran.seager-boss@matsugov.us">fran.seager-boss@matsugov.us</a>
Eileen	Probasco	Matanuska-Susitna Borough	Planning Department	Planning & Land Use Director	350 East Dahlia Avenue	Palmer	AK	99645	907-861-7850	<a href="mailto:eileen.probasco@matsugov.us">eileen.probasco@matsugov.us</a>
Debbie	Passmore	Matanuska Susitna Borough - Roads & Commissions	Aviation Advisory Board		350 East Dahlia Avenue	Palmer	AK	99645	907-861-7716	*Call for more information*
Susan	Pougher	Matanuska Susitna Borough - Roads & Commissions	School Board	President	P.O. Box 876440	Wasilla	AK	99687	907-373-4781	<a href="mailto:susan.pougher@matsuk12.us">susan.pougher@matsuk12.us</a>
Don	Carney	Matanuska Susitna Borough - Boards & Commissions	Transportation Advisory Board	Chair	350 East Dahlia Avenue	Palmer	AK	99645	907-861-7801*	<a href="mailto:don.carney@matsuk12.us">don.carney@matsuk12.us</a>
Sandra	Garley	City of Palmer	Department of Community Development	City Planner & Department Director	645 East Cope Industrial Way	Palmer	AK	99645	907-761-3709 ext 1	<a href="mailto:sgarley@palmerak.org">sgarley@palmerak.org</a>
Tom	Healy	City of Palmer	Department of Public Works	Director	1316A S. Bonanza Street	Palmer	AK	99645		<a href="mailto:thealy@palmerak.org">thealy@palmerak.org</a>
<b>Federal Aviation Administration</b>										
Mike	Edelmann	Federal Aviation Administration	Alaskan Region, Office of the Deputy Manager	Planner/Project Manager	222 W. 7th Ave, M/S #14	Anchorage	AK	99513	907-271-5026	<a href="mailto:mike.edelmann@faa.gov">mike.edelmann@faa.gov</a>
Leslie	Grey	Federal Aviation Administration	Alaskan Region, Office of the Deputy Manager	Lead Environmental Program Manager	222 W. 7th Ave, M/S #14	Anchorage	AK	99513	907-271-5453	<a href="mailto:leslie.grey@faa.gov">leslie.grey@faa.gov</a>
Bruce	Greenwood	Federal Aviation Administration	Alaskan Region, Office of the Deputy Manager	Environmental Protection Specialist	222 W. 7th Ave, M/S #14	Anchorage	AK	99513	907-271-5439	<a href="mailto:bruce.greenwood@faa.gov">bruce.greenwood@faa.gov</a>



U.S. Department  
of Transportation

AIRPORTS DIVISION

222 W. 7th Avenue, Box 14  
Anchorage, Alaska  
99513-7587

**Federal Aviation  
Administration**

**AUG 13 2014**

Mr. Gary Harrison  
Chairman  
Chickaloon Village Traditional Council  
P.O. Box 1105  
Chickaloon, Alaska 99674-1105

Dear Mr. Harrison:

Palmer Municipal Airport Master Plan AIP # 3-02-0211-017-2012, Palmer Alaska,  
Government-to-Government Consultation Initiation

The Federal Aviation Administration (FAA) in cooperation with the owner and operator of the Palmer Municipal Airport, the City of Palmer, is updating the Palmer Municipal Airport Master Plan (AMP).

#### Purpose of Government-to-Government Consultation

The primary purpose of government-to-government consultation as described in Federal Executive Order 13175 "Consultation and Coordination with Indian Tribal Governments" and FAA's Order 1210.20 "American Indian and Alaska Native Tribal Consultation Policy and Procedures" is to ensure that Federally Recognized Tribes are given the opportunity to provide meaningful and timely input regarding proposed FAA actions that uniquely or significantly affect Tribes.

#### Consultation Initiation

With this letter, the FAA is seeking input on concerns that uniquely or significantly affect your Tribe related to current airport use and activities as well as planned airport improvements. Early identification of Tribal concerns will allow the FAA and the airport owner and operator to consider ways to avoid and minimize potential impacts to Tribal resources and practices as project planning and alternatives are developed and refined. We would be pleased to discuss details of the AMP with you.

#### Project Information

The airport is one of the City's key assets and serves general, government, and commercial aviation activities. Primary Runway 16-34 was built in the 1970s and was designed to support heavy aircraft. Its pavement is at the end of its service life and needs to be rehabilitated. In 2007, the crosswind Runway 9-27 was strengthened and its lighting system improved to support a Global Positioning System instrument approach. The City maintains over 3 million square feet of pavement at the airport. Between 2003 and 2006, aviation activity at the Palmer Airport declined from 17,206 annual flights to 13,183 annual flights. Increased activity from larger aircraft requires a

new look at the airport to update flight forecasts; appropriate design aircraft; and project needs associated with both. The project is located on U.S. Geological Survey Maps Anchorage C-6 SE; Sections 3 & 4 of Township 17 North and Section 33 & 34 of Township 18 North, Range 2 East, Seward Meridian (Figure 1).

The purpose of the proposed project is to produce an AMP that outlines short-, medium- and long-term needs for future development demands. The needs will be based on the results of a comprehensive study of the airport and its users. Reasonable development alternatives will be identified for future projects that meet the needs of the airport. The FAA and City of Palmer are in the early stage of the planning process.

As you are aware, the first public scoping meeting is scheduled for August 14, 2014 at the Palmer Depot from 4 p.m. to 7 p.m. The purpose of the meeting is to update the public on current airport activities, solicit comments regarding airport issues and concerns, ideas, and opportunities to be considered during planning. We are hopeful that you or your representative will be able to attend.

Specific needs of the airport and alternatives to address those needs have not yet been identified. Once identified a second public meeting will be scheduled to present the alternatives and solicit feedback regarding support, issues, and concerns. The final AMP report will be publicly available in 2015.

#### Confidentiality

We understand that you may have concerns regarding the confidentiality of information on areas or resources of religious, traditional, and cultural importance to the Tribe. We would be happy to discuss these concerns and develop procedures to ensure the confidentiality of such information is maintained.

#### FAA Contact Information

If you wish to provide comments related to this proposed project, please contact Leslie Grey, FAA Lead Environmental Protection Specialist at the address above, at 907-271-5453, or by e-mail at [leslie.grey@faa.gov](mailto:leslie.grey@faa.gov) or please feel free to contact me directly.

#### Airport Owner and Operator Contact Information

In addition, you may wish to include the airport owner and operator, the City of Palmer, in your response so that they may be aware of your comments. The airport owner and operator's point of contact for this project is:

Jeff Combs, Palmer Airport Manager  
Palmer Municipal Airport  
231 W. Evergreen Ave  
Palmer, AK 99645  
(907) 761-1334  
[jjcombs@palmerak.org](mailto:jjcombs@palmerak.org)

#### Project Consultation Options Form

Your timely response will greatly assist us in incorporating your concerns into project planning. For that purpose, we respectfully request that you complete the enclosed

Project Consultation Options form and forward it to the FAA within thirty days of your receipt of this correspondence.

Sincerely,

A handwritten signature in blue ink, appearing to read "James W. Lomen". The signature is fluid and cursive, with a long horizontal stroke at the end.

James W. Lomen  
Deputy Division Manager

Enclosures:

- Tribal Consultation Options Form
- Figure 1 - Project Location
- Figure 2 - Airport Overview

Cc: Jeff Combs, City of Palmer, Airport Manager  
Scott Hattenburg, P.E., Hattenburg Dilley & Linnell, Project Manager



### Tribal Consultation Options

Chickaloon Village Traditional Council  
P.O. Box 1105  
Chickaloon, Alaska 99674-1105

Project Name: City of Palmer Municipal Airport Master Plan  
Federal Project Number: **AIP No. 3-02-0211-017-2012**

**Please check the appropriate response:**

- The Chickaloon Village Traditional Council will continue coordination for this proposed project directly with Owner / Operator of the airport. *Please note that if the Tribe initially chooses to consult / coordinate with the airport owner/operator, the Tribe may later decide to consult directly with the FAA.*
  
- The Chickaloon Village Traditional Council, a federally recognized tribe, would like to consult directly with the Federal Aviation Administration in a government-to-government relationship for this proposed project.
  
- The Chickaloon Village Traditional Council has no interest associated with this proposed project and further consultation is not required.

Use the back of this form or additional sheets if you would like to make additional comments.

\_\_\_\_\_  
Tribal Leader (Please print)

\_\_\_\_\_  
Telephone

\_\_\_\_\_  
Tribal Leader (Signature)

\_\_\_\_\_  
Date

Mail:

Phone:

Fax:

e-mail:

Other: (please describe)

If you have chosen to proceed with consultation, please identify a Tribal Representative for the consultation.

\_\_\_\_\_  
Name of Formal Tribal Representative (Please print)

\_\_\_\_\_  
Telephone

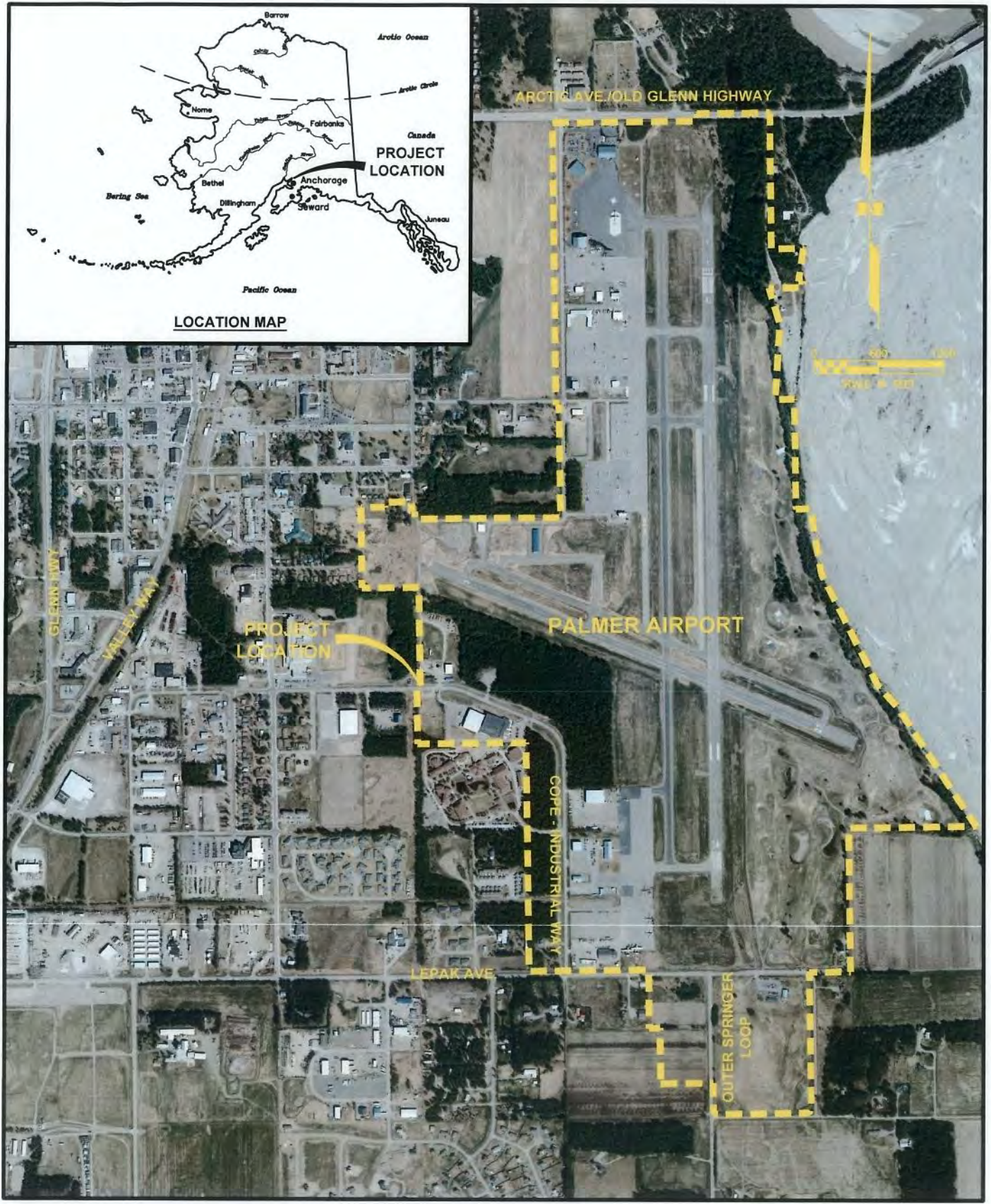
\_\_\_\_\_  
Name of Formal Tribal Representative (Signature)

\_\_\_\_\_  
Date

Please mail to: Leslie Grey  
222 West 7th Avenue, #14  
Anchorage, AK 99513  
Or, fax to: 907-271-2851

H:\jobs\14-015 Palmer Airport Master Plan (COP)\CAD\DRAWINGS\14-015-AP\_VicinityMap\_1=1, 08/07/14 at 16:12 by tlc

Layout - Layout1



Sections 3 & 4 T. 17N., R. 2E.  
 Sections 33 & 34, T. 18N., R. 2E.  
 USGS Quad Map Anchorage C-6 SE  
 Latitude 61.59247°N, Longitude -149.08746°W  
 Palmer, Alaska

City of Palmer  
 Palmer Airport Master Plan  
 AIP: 3-02-0211-017-2012  
 Date: August 2014

**Figure 1**  
**Project Location**



H:\jobs\14-015 Palmer Airport Master Plan (COP)\CAD\DRAWINGS\14-015-AP-OVERVIEW.1=1, 08/07/14 at 14:06 by hlc  
 LAYOUT: layout1

City of Palmer  
 Palmer Airport Master Plan  
 AIP: 3-02-0211-97-2012

Sections 3 & 4 T. 17N., R. 2E;  
 Sections 33 & 34, T. 18N., R. 2E  
 USGS Quad Map Anchorage C-6 SE

Latitude 61.59247°N, Longitude -149.08746°W  
 Palmer, Alaska

Figure 2  
 Airport Overview



U.S. Department  
of Transportation

AIRPORTS DIVISION

222 W. 7th Avenue, Box 14  
Anchorage, Alaska  
99513-7587

**Federal Aviation  
Administration**

AUG 13 2014

Mr. Lee Stephan  
President & 1st Chief  
Eklutna Native Village  
26339 Eklutna Village Road  
Chugiak, Alaska 99576-6339

Dear Mr. Stephan:

Palmer Municipal Airport Master Plan AIP # 3-02-0211-017-2012, Palmer Alaska,  
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We understand that you may have concerns regarding the confidentiality of information on areas or resources of religious, traditional, and cultural importance to the Tribe. We would be happy to discuss these concerns and develop procedures to ensure the confidentiality of such information is maintained.

#### FAA Contact Information

If you wish to provide comments related to this proposed project, please contact Leslie Grey, FAA Lead Environmental Protection Specialist at the address above, at 907-271-5453, or by e-mail at [leslie.grey@faa.gov](mailto:leslie.grey@faa.gov) or please feel free to contact me directly.

#### Airport Owner and Operator Contact Information

In addition, you may wish to include the airport owner and operator, the City of Palmer, in your response so that they may be aware of your comments. The airport owner and operator's point of contact for this project is:

Jeff Combs, Airport Manager  
Palmer Municipal Airport  
231 W. Evergreen Ave  
Palmer, AK 99645  
(907) 761-1334  
[jjcombs@palmerak.org](mailto:jjcombs@palmerak.org)

Sincerely,

A handwritten signature in blue ink, appearing to read "James W. Lomen". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

James W. Lomen  
Deputy Division Manager

Enclosures:

- Tribal Consultation Options Form
- Figure 1 - Project Location
- Figure 2 - Airport Overview

Cc: Jeff Combs, City of Palmer, Airport Manager  
Scott Hattenburg, P.E., Hattenburg Dilley & Linnell, Project Manager

## Tribal Consultation Options

Eklutna Native Village  
26339 Eklutna Village Road  
Chugiak, Alaska 99576-6339

Project Name: Palmer Municipal Airport Master Plan  
Federal Project Number: **AIP No. 3-02-0211-017-2012**

### Please check the appropriate response:

- The Eklutna Native Village will continue coordination for this proposed project directly with Owner / Operator of the airport. *Please note that if the Tribe initially chooses to consult / coordinate with the airport owner/operator, the Tribe may later decide to consult directly with the FAA.*
- The Eklutna Native Village, a federally recognized tribe, would like to consult directly with the Federal Aviation Administration in a government-to-government relationship for this proposed project.
- The Eklutna Native Village has no interest associated with this proposed project and further consultation is not required.

Use the back of this form or additional sheets if you would like to make additional comments.

\_\_\_\_\_  
Tribal Leader (Please print)

\_\_\_\_\_  
Telephone

\_\_\_\_\_  
Tribal Leader (Signature)

\_\_\_\_\_  
Date

Mail:

Phone:

Fax:

e-mail:

Other: (please describe)

If you have chosen to proceed with consultation, please identify a Tribal Representative for the consultation.

\_\_\_\_\_  
Name of Formal Tribal Representative (Please print)

\_\_\_\_\_  
Telephone

\_\_\_\_\_  
Name of Formal Tribal Representative (Signature)

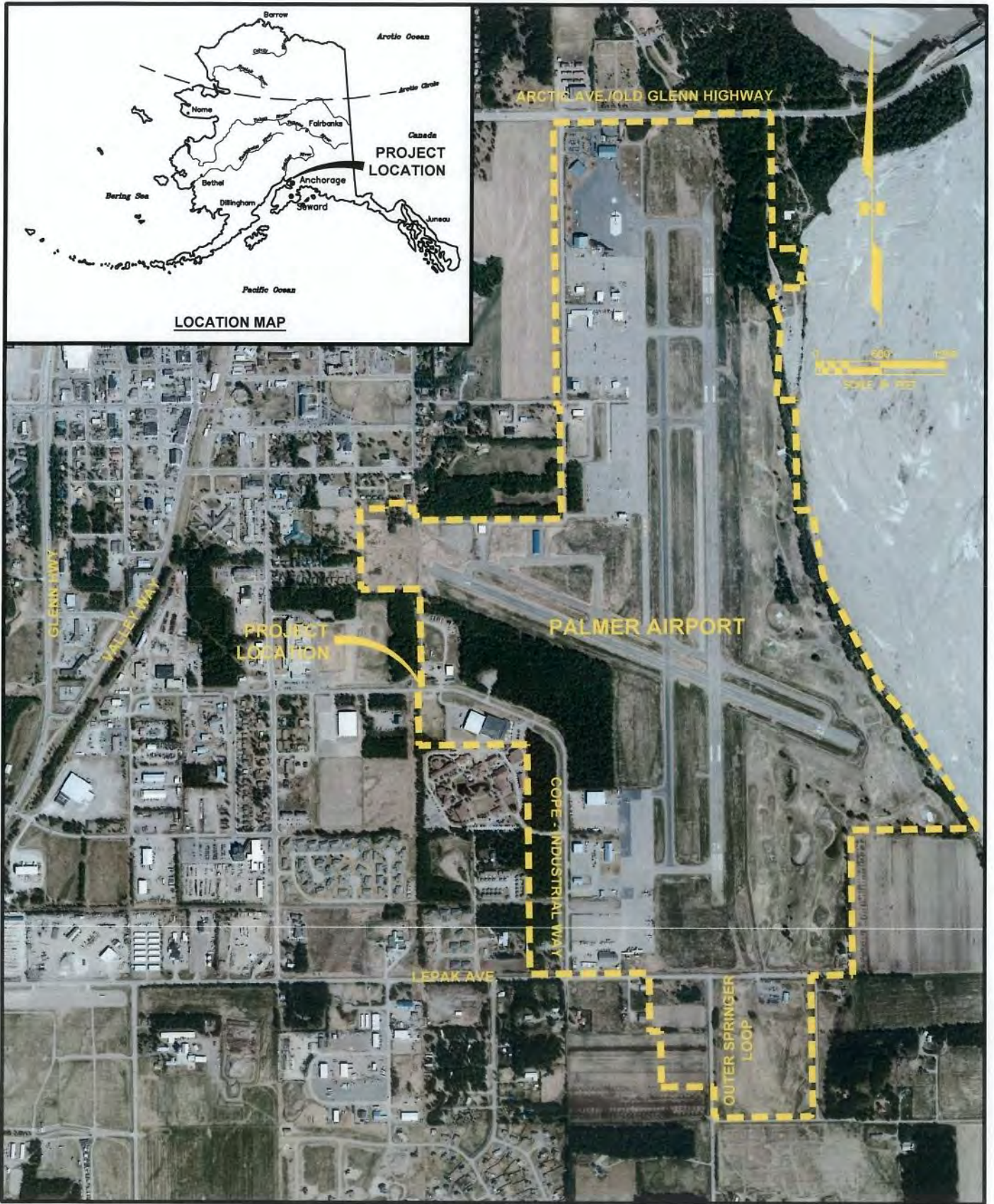
\_\_\_\_\_  
Date

Please mail to:

Leslie Grey  
222 West 7th Avenue, #14  
Anchorage, AK 99513

Or, fax to:

907-271-2851



Sections 3 & 4 T. 17N., R. 2E.  
 Sections 33 & 34, T. 18N., R. 2E.  
 USGS Quad Map Anchorage C-6 SE  
 Latitude 61.59247°N, Longitude -149.08746°W  
 Palmer, Alaska

City of Palmer  
 Palmer Airport Master Plan  
 AIP: 3-02-0211-017-2012  
 Date: August 2014

**Figure 1**  
**Project Location**







U.S. Department  
of Transportation

AIRPORTS DIVISION

222 W. 7th Avenue, Box 14  
Anchorage, Alaska  
99513-7587

**Federal Aviation  
Administration**

AUG 13 2014

Ms. Debra Call  
President  
Knik Tribe  
P.O. Box 871565  
Wasilla, Alaska 99687-1565

Dear Ms. Call:

Palmer Municipal Airport Master Plan AIP # 3-02-0211-017-2012, Palmer Alaska,  
Government-to-Government Consultation Initiation

The Federal Aviation Administration (FAA) in cooperation with the owner and operator of the Palmer Municipal Airport, the City of Palmer, is updating the Palmer Municipal Airport Master Plan (AMP).

#### Purpose of Government-to-Government Consultation

The primary purpose of government-to-government consultation as described in Federal Executive Order 13175 "Consultation and Coordination with Indian Tribal Governments" and FAA's Order 1210.20 "American Indian and Alaska Native Tribal Consultation Policy and Procedures" is to ensure that Federally Recognized Tribes are given the opportunity to provide meaningful and timely input regarding proposed FAA actions that uniquely or significantly affect Tribes.

#### Consultation Initiation

With this letter, the FAA is seeking input on concerns that uniquely or significantly affect your Tribe related to current airport use and activities as well as planned airport improvements. Early identification of Tribal concerns will allow the FAA and the airport owner and operator to consider ways to avoid and minimize potential impacts to Tribal resources and practices as project planning and alternatives are developed and refined. We would be pleased to discuss details of the AMP with you.

#### Project Information

The airport is one of the City's key assets and serves general, government, and commercial aviation activities. Primary Runway 16-34 was built in the 1970s and was designed to support heavy aircraft. Its pavement is at the end of its service life and needs to be rehabilitated. In 2007, the crosswind Runway 9-27 was strengthened and its lighting system improved to support a Global Positioning System instrument approach. The City maintains over 3 million square feet of pavement at the airport.

Between 2003 and 2006, aviation activity at the Palmer Airport declined from 17,206 annual flights to 13,183 annual flights. Increased activity from larger aircraft requires a new look at the airport to update flight forecasts; appropriate design aircraft; and project needs associated with both. The project is located on U.S. Geological Survey Maps Anchorage C-6 SE; Sections 3 & 4 of Township 17 North and Section 33 & 34 of Township 18 North, Range 2 East, Seward Meridian (Figure 1).

The purpose of the proposed project is to produce an AMP that outlines short-, medium- and long-term needs for future development demands. The needs will be based on the results of a comprehensive study of the airport and its users. Reasonable development alternatives will be identified for future projects that meet the needs of the airport. The FAA and City of Palmer are in the early stage of the planning process.

As you are aware, the first public scoping meeting is scheduled for August 14, 2014 at the Palmer Depot from 4 p.m. to 7 p.m. The purpose of the meeting is to update the public on current airport activities, solicit comments regarding airport issues and concerns, ideas, and opportunities to be considered during planning. We are hopeful that you or your representative will be able to attend.

Specific needs of the airport and alternatives to address those needs have not yet been identified. Once identified a second public meeting will be scheduled to present the alternatives and solicit feedback regarding support, issues, and concerns.

The final AMP report will be publicly available in 2015.

#### Confidentiality

We understand that you may have concerns regarding the confidentiality of information on areas or resources of religious, traditional, and cultural importance to the Tribe. We would be happy to discuss these concerns and develop procedures to ensure the confidentiality of such information is maintained.

#### FAA Contact Information

If you wish to provide comments related to this proposed project, please contact Leslie Grey, FAA Lead Environmental Protection Specialist at the address above, at 907-271-5453, or by e-mail at [leslie.grey@faa.gov](mailto:leslie.grey@faa.gov) or please feel free to contact me directly.

#### Airport Owner and Operator Contact Information

In addition, you may wish to include the airport owner and operator, the City of Palmer, in your response so that they may be aware of your comments. The airport owner and operator's point of contact for this project is:

Jeff Combs, Airport Manager  
Palmer Municipal Airport  
231 W. Evergreen Ave  
Palmer, AK 99645  
(907) 761-1334

jjcombs@palmerak.org

Project Consultation Options Form

Your timely response will greatly assist us in incorporating your concerns into project planning. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to the FAA within thirty days of your receipt of this correspondence.

Sincerely,



James W. Lomen  
Deputy Division Manager

Enclosures:

Tribal Consultation Options Form  
Figure 1 - Project Location  
Figure 2 - Airport Overview

Cc: Jeff Combs, City of Palmer, Airport Manager  
Scott Hattenburg, P.E., Hattenburg Dilley & Linnell, Project Manager

## Tribal Consultation Options

Knik Tribe  
P.O. Box 871565  
Wasilla, Alaska 99687-1565

Project Name: Palmer Municipal Airport Master Plan  
Federal Project Number: **AIP No. 3-02-0211-017-2012**

**Please check the appropriate response:**

- The Knik Tribe will continue coordination for this proposed project directly with Owner / Operator of the airport. *Please note that if the Tribe initially chooses to consult / coordinate with the airport owner/operator, the Tribe may later decide to consult directly with the FAA.*
- The Knik Tribe, a federally recognized tribe, would like to consult directly with the Federal Aviation Administration in a government-to-government relationship for this proposed project.
- The Knik Tribe has no interest associated with this proposed project and further consultation is not required.

Use the back of this form or additional sheets if you would like to make additional comments.

\_\_\_\_\_  
Tribal Leader (Please print)

\_\_\_\_\_  
Telephone

\_\_\_\_\_  
Tribal Leader (Signature)

\_\_\_\_\_  
Date

Mail:

Phone:

Fax:

e-mail:

Other: (please describe)

If you have chosen to proceed with consultation, please identify a Tribal Representative for the consultation.

\_\_\_\_\_  
Name of Formal Tribal Representative (Please print)

\_\_\_\_\_  
Telephone

\_\_\_\_\_  
Name of Formal Tribal Representative (Signature)

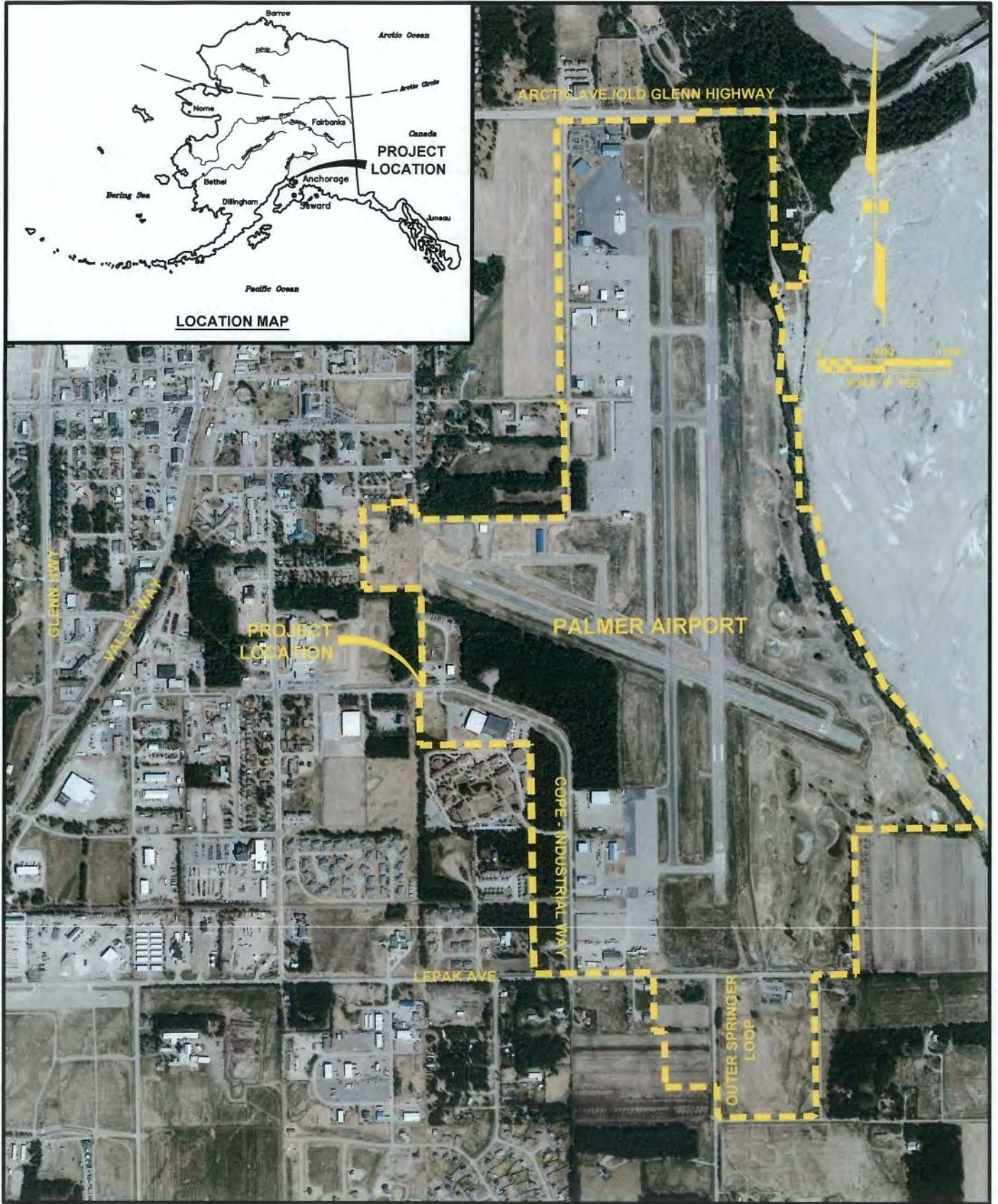
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Date

Please mail to: Leslie Grey  
222 West 7th Avenue, #14  
Anchorage, AK 99513

Or, fax to: 907-271-2851

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Layout Layout1



Sections 3 & 4 T. 17N., R. 2E.  
 Sections 33 & 34, T. 18N., R. 2E.  
 USGS Quad Map Anchorage C-6 SE  
 Latitude 61.59247°N, Longitude -149.08746°W  
 Palmer, Alaska

City of Palmer  
 Palmer Airport Master Plan  
 AIP: 3-02-0211-017-2012  
 Date: August 2014

**Figure 1**  
**Project Location**



### Tribal Consultation Options

Chickaloon Village Traditional Council  
P.O. Box 1105  
Chickaloon, Alaska 99674-1105

Project Name: City of Palmer Municipal Airport Master Plan  
Federal Project Number: **AIP No. 3-02-0211-017-2012**

**Please check the appropriate response:**

The Chickaloon Village Traditional Council will continue coordination for this proposed project directly with Owner / Operator of the airport. *Please note that if the Tribe initially chooses to consult / coordinate with the airport owner/operator, the Tribe may later decide to consult directly with the FAA.*

The Chickaloon Village Traditional Council, a federally recognized tribe, would like to consult directly with the Federal Aviation Administration in a government-to-government relationship for this proposed project.

The Chickaloon Village Traditional Council has no interest associated with this proposed project and further consultation is not required.

Use the back of this form or additional sheets if you would like to make additional comments.

Chief Gary Harrison  
Tribal Leader (Please print)

907-745-0749  
Telephone

Gary Harrison  
Tribal Leader (Signature)

8-21-14  
Date

Mail:

Phone:

Fax:

e-mail:

Other: (please describe)

If you have chosen to proceed with consultation, please identify a Tribal Representative for the consultation.

\_\_\_\_\_  
Name of Formal Tribal Representative (Please print)

\_\_\_\_\_  
Telephone

\_\_\_\_\_  
Name of Formal Tribal Representative (Signature)

\_\_\_\_\_  
Date

Please mail to:

Leslie Grey  
222 West 7th Avenue, #14  
Anchorage, AK 99513

Or, fax to:

907-271-2851





Chickaloon Village Traditional Council  
Box 1105  
Chickaloon, AK 99674

### FAX COVER

DATE: 8/21/2014	RE: Tribal Consultation Form
TO: Leslie Gray	FROM: Jenn B.
FAX #: (907) 271-2851	FAX #: 907-745-0709
PHONE #:	PHONE #: 907-745-0749

Number of Pages including this one 2

### Public Involvement Summary

This document summarizes the public involvement activities undertaken to secure stakeholder input for the Palmer Municipal Airport Master Plan (AMP) Update. The first part of the summary is a chronology of public participation (Table 1) and the second part a summary of issues raised in public comments and the team’s responses to them (Table 2). All original documents are included in Appendix K, including meeting display advertising, affidavits of publication for advertisements, postcard mailers, meeting notes, meeting sign-in sheets, and correspondence between stakeholders and the project team.

**Table 1. Chronology of Public Involvement Activities**

<b>DATE</b>	<b>PUBLIC INVOLVEMENT ACTIVITY</b>	<b>PROJECT PHASE/PURPOSE</b>
Ongoing	Receive and respond to comments	Regular communication via telephone, e-mail and U.S Postal mail responded to in kind
Ongoing	Mailing list	Develop and maintain mail and e-mail lists of project stakeholders, elected officials and other interested stakeholders. Mailing list included residents, businesses and property owners within the 99645 zip code area.
Ongoing	Develop and update project website	Provide current information for public review and comment
Ongoing	Agency Coordination	The project team invited stakeholder agencies, including the Federal Aviation Administration, the Alaska Department of Transportation and Public Facilities, the Mat-Su Borough and others to comment on the project
Ongoing	Government to Government Coordination	The project team invited tribal entities including Chickaloon Village Traditional Council, the Eklutna Native Village, and the Knik Tribe, to comment on the project
07/18/2014	Public Involvement Plan	A Public Involvement Plan was developed to guide project public involvement activities.

<b>DATE</b>	<b>PUBLIC INVOLVEMENT ACTIVITY</b>	<b>PROJECT PHASE/PURPOSE</b>
08/05/2014	Airport User Survey	The survey was intended to aid completion of the aviation activity forecast for the airport.
08/14/2014	Public Meeting	Provided information and solicited comments on scope, schedule and purpose of the project
10/22/2014	2014 Mat-Su Transportation Fair	Provided information to the public on the status of the project and received comments
02/11/2015	Public Meeting	Discussed preliminary airport development alternatives, Noise Exposure Map development, noise concerns, inventory, forecast and next steps
05/14/2015	Public Meeting	Discussed the Noise Exposure Map, development alternatives, and implementation chapters of the Draft AMP

The project team received comments at the events listed above and via e-mail, handwritten comment sheets, and telephone.

**Table 2. Comment and Response Summary**

<b>Comment Category</b>	<b>Comment</b>	<b>Response</b>
Adjacent Land Development	Need to develop through-the-fence agreements so surrounding developable lands can be used to build hangars, hangar-homes, or a residential airpark that has access to the airport.	With FAA approval, the Airport can authorize “through the fence” operations by adjacent property owners (Public Law 112-95). In general, a through-the-fence agreement between an airport and an adjacent property owner (or an association representing property owners) is required to be a written agreement that prescribes the rights, responsibilities, charges, duration, and other terms the airport determines are necessary to establish and manage the airport's relationship with the property owner.

Palmer Municipal Airport Master Plan Update  
City of Palmer Project No. 14-015

<b>Comment Category</b>	<b>Comment</b>	<b>Response</b>
Aircraft Shelters	Several commenters requested low-cost protected parking (sheds or t-hangers) because of the high wind and snowy environment.	This request was considered and general aviation hangers and shelters were added to AMP Alternatives B and C.
Aircraft Tie-downs	One commenter requested more aircraft tie-downs off the end of Runway 9.	AMP Alternatives B and C include more general aviation tie-downs.
Aircraft Tie-downs with Electrical Service	Commenters identified a need for rent/lease hangar space and/or tie-downs with access to electrical service.	Installing electrical outlets on the large and small aircraft aprons is a near term project (2015 to 2020).
Approach Lights	Need approach lights for Runway 34	Discussions with FAA indicate that adding an Approach Lighting System (ALS) would not improve the approach, because the terrain in the missed approach segment governs the visibility minima, not navigational aids or approach type.
Approach Patterns	One commenter asked the team to provide the minimum distance for the final approach or base leg of the flight pattern.	The team responded that the safe flight pattern depends on the type of aircraft, but the approach pattern is a fairly standard.
Aviation Forecast	One air taxi operator owns a hangar on the airport that is used for maintenance and storage of their planes. Their operations from Palmer airport are not commercial but they complete many take offs and landings in a year. They rotate 6 or 7 planes out of the Palmer airport.	The team used this information when developing the AMP aviation forecast.

Palmer Municipal Airport Master Plan Update  
 City of Palmer Project No. 14-015

<b>Comment Category</b>	<b>Comment</b>	<b>Response</b>
Aviation Forecast	Another commenter explained they a lease a lot from the City of Palmer and pay Mat-Su taxes through their business, Ultima Thule, Inc.	The team used this information when developing the AMP aviation forecast.
Buffer Land	Several people suggested acquiring buffer property around the airport.	This request was considered and suggested buffer land was added to AMP Alternatives B and C.
Campground	Several commenters recommended adding recreational vehicle (RV) campsites and tent camping in the forested area southwest of the runways. It was suggested that this could be a revenue-generating venture for the airport.	This request was considered and a camper park was added to AMP Alternatives B and C.
Cargo Plane Startup Location	A commenter’s home is located across the street from Runway 16-34 off of Springer Loop by the golf course and smells aviation gas as large cargo planes start up. She requested the planes be relocated.	The Airport Manager responded by moving planes on Runway 16-34 to a new location, which reduced the smell. The airport will continue this practice.
Cultivation/ Farming Adjacent to Airport Property	Comments received from landowner/farmer regarding management of his adjacent farmlands: he has changed his crop from grain to grass to reduce attraction of migratory waterfowl.	The team acknowledged and recorded the comment. Coordination with adjacent landowner/farmer is an ongoing activity.
Economics	One commenter suggested that the Palmer airport needs “business friendly” leases if the City of Palmer wants/desires economic engine on airport.	Lease review/revision is an ongoing City of Palmer Airport Advisory Commission and airport staff effort.

Palmer Municipal Airport Master Plan Update  
 City of Palmer Project No. 14-015

<b>Comment Category</b>	<b>Comment</b>	<b>Response</b>
Economics	A commenter asked to see an economic impact assessment in the plan, believing it might engender greater funding options and community support.	The AMP identifies needs for the airport. Economic impact assessment is an ongoing part of discussions between the Airport Advisory Commission, City of Palmer, and airport staff.
Economics	Commenters felt the Palmer airport is underused and felt the plan should identify ways to expand business utilization of the airport. Suggestions for more economic gain included: an industrial park for aviation businesses on the airport, a restaurant for pilots who fly in, rental car availability, and airport camping like there is in Fairbanks. The commenter felt the City of Palmer should try to capture all the personal and small business or corporate aviation possible, believing commercial aviation may push them out of the Anchorage area.	Airport camping is included in AMP Alternatives B and C. The team acknowledged and recorded other revenue generating ideas.
Marketing Plan	Grateful to see the planned lease spaces on the plan/map/layout. Would like to see a marketing plan in the final docs.	Marketing the Palmer airport is part of ongoing discussions between the City of Palmer, the Airport Advisory Commission, and airport staff.
Erosion	Commenter expressed a concern about erosion of the Matanuska River bank and its effect on the airport.	The team responded that the Mat-Su Borough Watershed Managers consider the golf course a buffer. Erosion mitigation actions are not included in the AMP update alternatives.

Palmer Municipal Airport Master Plan Update  
 City of Palmer Project No. 14-015

Comment Category	Comment	Response
Flight Patterns	Commenters stated that pilots don't fly the pattern the team showed on the boards. To fly southbound they fly straight to the Glenn Highway and follow that.	Graphics show the standard pattern that most pilots fly, but some pilots may vary the pattern.
Pilot Training	Need a syllabus for professional pilot development. Develop connection with Embry Riddle. Need aviation vocational training – connect with University of Alaska Anchorage (UAA) or Job Corps. Need housing for students near the airport.	The team acknowledged and recorded the comment.
Float Planes	Commenters asked if float plane facilities would be part of the plan.	Float plane facilities were considered in the last AMP update, but there is not a clear purpose and need for them at this time and they will not be included in the current AMP update.
Funding	Commenters asked if the airport was financially in the red or in the black.	The team responded that the City of Palmer subsidizes the airport by about \$60,000 per year for airport operations. The golf course revenues go to the airport.
Funding	Commenters asked how much money the City of Palmer would be responsible for to build the proposed improvements.	For projects that have Federal Aviation Administration (FAA) approval, the cost of improvements is typically covered 94% by federal funds, 3% by the City of Palmer, and 3% by the State of Alaska. The total cost of the projects would be prohibitively expensive for the city and state to cover without the federal funding.  All City of Palmer expenditures must seek the approval of the city council.

Palmer Municipal Airport Master Plan Update  
 City of Palmer Project No. 14-015

<b>Comment Category</b>	<b>Comment</b>	<b>Response</b>
Future Aviation	Commenter believes there should be commuter planes to Fairbanks.	Commuter service is driven by market economics and would have to be taken on by a leaseholder. No commuter services are included in the AMP alternatives.
Golf Course	The golf community would not prefer Alternative C.	The golf course would be impacted under Alternative C. The golf course is a temporary use of Palmer Municipal Airport land. The land would convert to airport use if needed.
Grooved Pavement	A commenter asked if there is a plan to groove the pavement on the new main runway surface, stating grooves would aid drainage and eliminate hydroplaning.	Design of runway resurfacing will take this into consideration.
Gulkana Street Extension	A commenter suggested that Gulkana Street needs to be extended to the airport to allow airport users to drive from the north side of the airport to the south side of the airport without going through or around Palmer.	The City of Palmer has considered extending Gulkana Street between Fireweed Avenue and Cope Industrial Way. The new section of roadway would cross the approach to Runway 9 approximately 400 feet from the Runway 9 threshold. Such a project would require depressing the roadway 10 to 15 feet below the existing ground surface to avoid becoming an obstruction to the approach.
Implementation Plan	One person asked when the alternatives in the plan would be implemented.	The implementation plan, including a timeline, will be part of the final AMP document.



Palmer Municipal Airport Master Plan Update  
 City of Palmer Project No. 14-015

<b>Comment Category</b>	<b>Comment</b>	<b>Response</b>
Knik and Matanuska Rivers	<p>One person would like to see something added to flight plans that will ask pilots to alert someone if they observe problems on the Knik and Matanuska rivers.</p> <p>He also mentioned that activities are increasing in the Knik River Glacier/Lake George Canyon area. In the past there have been close calls with sightseeing helicopters and fixed wing aircraft. Flight plans should be developed for the area to keep folks safe.</p>	The team acknowledged and recorded the comment.
Lease Lots	Kingdom Air Corp (KAC) and Last Frontier Air Ventures (LFAV) provided the team with information on their future needs for fixed wing aircraft (CD-3 and/or small business jet). They also discussed their adjacent helicopter operation and concerns about noise. They want to be good neighbors.	<p>Based on the forecast, the Palmer airport will likely need additional lease lots to meet anticipated demand, specifically on the large aircraft apron.</p> <p>The airport has four large commercial lease lots that are currently occupied. If activity at the airport increases at the projected rate over the next twenty years, then four to five additional large commercial lease lots will be required.</p> <p>Constructing a heliport is one of the near term (2015 to 2020) projects listed in the AMP update.</p>
Maintenance and Operations	Need "terminal" building with bathrooms and space for passengers to wait out of the weather.	A "terminal" building with public restrooms is not part of the AMP implementation plan.

Palmer Municipal Airport Master Plan Update  
City of Palmer Project No. 14-015

<b>Comment Category</b>	<b>Comment</b>	<b>Response</b>
Maintenance and Operations	Need to consider a flowage fee rather than the 3% gas sales tax. It would capture government aircraft that are now exempt.	The team acknowledged and recorded the comment.
Maintenance and Operations	Need a quality fixed base operator (FBO) on the field who can provide quality service to itinerant aircraft.	Team to consider request in AMP. Needs discussion.
Maintenance and Operations	Realign and repaint the compass rose.	This is included in alternatives presented in the AMP.
Maintenance and Operations	Repaint active surfaces and then set aside funds each year to do sections in an on-going preventative maintenance program.	Refreshing Runway 9-27 markings (numbers and instrument thresholds) will be a near-term project in the AMP. Staff will address ongoing maintenance.
Maintenance and Operations	Set aside funds each year to apply crack sealant in conjunction with crack sealing City of Palmer streets. Cost may be about \$20,000 for airport if applied by City of Palmer maintenance crews.	The City of Palmer should budget approximately \$30,000 annually for preventative maintenance projects such as crack sealing, shallow patching, and pavement sealing at the airport. This investment will extend the life of the pavement and prevent the need for premature full rehabilitation projects. Staff will address the ongoing maintenance.
Maintenance and Operations	Remove trees and vegetation from all fence lines and apply herbicide.	Vegetation growth attached to the fence should be removed annually. Airport staff will address this maintenance activity.
Maintenance and Operations	Consolidate small aircraft to the one large apron in winter to reduce snow removal costs.	The City of Palmer is currently consolidating tie-downs to reduce snow removal and apron maintenance.

Palmer Municipal Airport Master Plan Update  
City of Palmer Project No. 14-015

<b>Comment Category</b>	<b>Comment</b>	<b>Response</b>
Maintenance and Operations	Airport users requested that better snow removal practices be implemented, specifically in icy conditions, which make run-ups for large aircraft difficult.	The work of consolidating tie-downs to reduce snow removal and apron maintenance is ongoing.
Maintenance and Operations	South ramp needs to be extended.	Team to consider request in AMP. Needs discussion.
Maintenance and Operations	Change all lighting, including runway and taxiway, to light emitting diode (LED) technology.	The Airport Manager is evaluating the use of LED-style lamps for longevity, brightness, and to lower operational and maintenance costs. There is currently one test LED taxiway light on Taxiway G. There are two LED lights on Taxiway C; one is heated and the other is not. The heated light is set to turn off at 40 degrees but can be operated manually.
Maintenance and Operations	Convert City of Palmer and FAA side of Flight Service Facility from electric heating system to natural gas to lower energy costs over the life of the building.	The team acknowledged and recorded the comment.
Maintenance and Operations	Install indoor restrooms in Flight Service Facility. The City of Palmer side of the Flight Service Station does not have an indoor restroom and is currently served by a port-a-potty.	The team acknowledged and recorded the comment.
Maintenance and Operations	Provide additional funds to keep up with building maintenance; the buildings have a lot of needs.	The team acknowledged and recorded the comment.

Palmer Municipal Airport Master Plan Update  
 City of Palmer Project No. 14-015

Comment Category	Comment	Response
Maintenance and Operations	Budget for manufacturer-recommended spare lighting parts for REIL, PAPI, and directional lighting.	Runway 9-27 has pilot-controlled medium intensity runway lighting (MIRL), PAPIs and REILs that were replaced in 2007 and are in good condition.
Maintenance and Operations	Budget for snow blower and loader replacement with some attachments. Each is 16+ years old with thousands of operating hours on each.	The team recommends the snow blower and loader be replaced.
Maintenance and Operations	Seek FAA approval to use runway protection zone by arboretum for community garden in field area to keep vegetation (trees) from growing.	The team acknowledged and recorded the comment. The AMP does not address non-airport needs. The City of Palmer could pursue the idea.
Maintenance and Operations	Seek FAA approval to remove small aircraft parking just south of forestry hanger and turn into two large aircraft lease lots for large hangers and easy access to 16/34.	Team to consider request in AMP needs discussion.
Maintenance and Operations	Commenters asked how helicopters fit into the traffic patterns at the airport. The commenter wondered why helicopters could not fly at high elevation and come straight down to the landing area.	The team responded that helicopters have to avoid the fixed wing aircraft pattern for safety and visibility reasons. Helicopters don't come in at a high elevation and land straight down because the rotor wash makes for an unpredictable and dangerous landing. The preferred 3% approach angle for helicopters is similar to a fixed wing aircraft.

Palmer Municipal Airport Master Plan Update  
City of Palmer Project No. 14-015

Comment Category	Comment	Response
Maintenance and Operations	A commenter asked about the content of underground tanks around the new hangar next to the flight service station.	The question regarded underground tanks at the new Cruz hangar located southwest of the flight service station at the Palmer airport.  There are no underground tanks on this lease lot.
Maintenance and Operations	An attendee asked what caused the increase in use at the airport.	The increased use is based on general population increase. The growth rate used for the aviation forecast is 2-3%, which matches the population growth of the Mat-Su Valley.
Maintenance and Operations	Someone asked if a Boeing 737 could land at the airport in an emergency.	Yes, a Boeing 737 could land at the Palmer airport. In fact the airport is part of the emergency contingency plan for the area.
Maintenance and Operations	A commenter stated that the northern 1,000 feet of Runway 16/34 was not built on the same good gravel as the rest of the runway and asked if this would be addressed by the AMP update.	A project to rehabilitate Runway 16-34 pavement is included in Alternative A in the AMP. The runway was built in two sections and that last 1,000 feet has not held up nearly as well as the rest. The builders may not have removed the underlying silts all the way down to the good gravel before paving over the top. The cause would be addressed in the rehabilitation project.
Noise	An attendee asked the team to elaborate on how the “fly friendly” program would work.	The Fly Friendly Program at the Palmer airport is a voluntary program that seeks cooperation from pilots, requesting they use friendly traffic patterns and minimum power level for safe departures. There is no enforcement component in the program.

Palmer Municipal Airport Master Plan Update  
 City of Palmer Project No. 14-015

<b>Comment Category</b>	<b>Comment</b>	<b>Response</b>
Noise	Commenter did not support changes at Palmer airport due to concern that noise and air pollution would increase.	The AMP discusses noise and air quality in the airport area.
Noise	<p>Commenters mentioned concerns about noise in residential locations near the airport. One commenter had a long history of complaints to the City of Palmer and pending litigation regarding noise. Another commenter felt the noise problems were related to larger, low-flying planes, long-bladed Cessna 185s, 206s, and a few other planes when flown so that their propeller tips approach or exceed the speed of sound.</p> <p>Commenters mentioned that helicopter operations are particularly noisy.</p>	<p>Under the Palmer Municipal Airport Master Plan contract, the FAA has funded the development of a Noise Exposure Map (NEM) to evaluate noise. The NEM is used to (1) identify an airport's present and future noise patterns and (2) evaluate land use compatibility. Yearly average day-night sound levels (DNL) greater than 65 decibels are considered by FAA to be incompatible with certain noise sensitive land uses such as residences, hotels, mobile home parks, schools, hospitals, and nursing homes. The 65-decibel contour was found to be contained on airport property, with the exception of two properties northeast of the airport.</p>

Palmer Municipal Airport Master Plan Update  
 City of Palmer Project No. 14-015

<b>Comment Category</b>	<b>Comment</b>	<b>Response</b>
Noise	<p>The commenter felt that airport operations procedures, equipment changes and monitoring might mitigate noise issues and make the airport a good neighbor. One idea was to ban maintenance aircraft engine "run-ups" from 6 pm to 9 am, with a complete ban on Sundays. Then impose huge fines for violations and include Palmer PD [police department] as part of the enforcement package. Another person wanted to keep the flight path away from the homes by keeping the planes on the east side. One person wrote that mufflers should be required on all aircraft.</p>	<p>The Fly Friendly Program will be recommended as part of the AMP update.</p>
Noise	<p>One commenter felt the airport should be closed due to noise near residential areas.</p>	<p>This is not considered a reasonable or feasible option and is not being considered.</p>
Noise	<p>Any noise concerns should be addressed with a recommended procedure in the Supplement and not through regulation. John Lee has provided a draft notice to the City of Palmer Airport Advisory Commission in the past.</p>	<p>The Fly Friendly Program will be recommended as part of the AMP update.</p>
Noise	<p>One commenter stated that the consultant hired by the City of Palmer had measured nothing higher than 57 decibels and the team's 2015/2020 noise exposure map showed 65 decibels at his property.</p>	<p>The team explained that measuring instantaneous sound levels and the noise modeling for the AMP differ. The model uses the average day-night sound levels for a whole year and a comparison is not possible.</p>

Palmer Municipal Airport Master Plan Update  
 City of Palmer Project No. 14-015

<b>Comment Category</b>	<b>Comment</b>	<b>Response</b>
Noise	A question was asked if the Forest Service flights and touch and goes were considered in the noise model.	Touch and goes are considered in the noise model as are any commercial aviation operations, including those of the Forest Service, planned for the next year.
Noise	An attendee asked about the voluntary noise reporting system that was mentioned at the last meeting.	The Fly Friendly Program will be recommended as part of the AMP update. The City of Palmer developed this Fly Friendly Program and intended for it to be shared and implemented at other Borough locations.
Process	Need more information on website for consumers.	More project documents will be added as they become available.
Process	Fewer acronyms would be preferred in the explanation.	The team will endeavor to keep explanations as clear as possible.
Railroad Spur	It was mentioned that the City of Palmer should consider a rail spur to the airport during planning efforts. The spur might be useful in stimulating economic development at the airport.	The team acknowledged and recorded the comment, but a rail spur to the airport is not being considered at this time.
Runway Length	One commenter asked if an extra 1,000 feet of runway could be built.	Adding runway length is not needed or feasible for the current airport use.
Support for Alternatives B and C	Options 2 and 3 will allow expansion of services for commercial and general aviation. These proposed uses would be helpful for the robust aviation industry and has the potential to better serve the Mat-Su Borough and City of Palmer. We support option 2 and 3.	The team thanked them for the comment.



Palmer Municipal Airport Master Plan Update  
 City of Palmer Project No. 14-015

<b>Comment Category</b>	<b>Comment</b>	<b>Response</b>
Support for Project	A commenter said they love the Palmer airport and purposely came there to purchase a hangar as opposed to Anchorage, Birchwood or other airports.	The team thanked them for the comment.
Support for Project	One person stated that the alternatives looked fine because there were no big changes.	The team responded that there are no big changes planned in part because the commercial fleet at the Palmer airport is not expected to grow significantly and it is true that many of the changes are safety related and would bring the airport into alignment with federal regulations.
Support for Project	A commenter felt that the airport is grand for Palmer and its economy. The noise is NO problem and I live directly across the road. Love watching all the action over there.	The team thanked them for the comment.
Tree Clearing	A commenter suggested that more of Runway 18 could be used if trees were cleared to the north by the Matanuska River and power lines were buried along the old Glenn Highway. This would improve the functionality of the airport by allowing bigger aircraft to safely approach and land at Palmer airport.	Team to consider request in AMP Needs discussion.
Wind Break	Commenters indicated that if the woodlands south of Runway 9-27 are cleared for new commercial lease lots that a tree buffer could be maintained along Cope Industrial Way for visual and wind break reasons.	Team to consider request in AMP Needs discussion.

Palmer Municipal Airport Master Plan Update  
City of Palmer Project No. 14-015

**APPENDIX L**  
**FINANCIAL ANALYSIS**

# Palmer Airport Financial Analysis, Forecasts

**Final**

*Prepared for*

**Hattenburg Dilley & Linnell, LLC**

**August 2016**

*Prepared by*



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## Abbreviations

AMP	Airport Master Plan
CAFR	Comprehensive Annual Financial Report
CAGR	Compound Annual Growth Rate
FAA	Federal Aviation Administration
GASB	Governmental Accounting Standards Board
HDL	Hattenburg, Dilley & Linnell





## **Executive Summary**

The City of Palmer, Alaska, owns and operates a municipal airport, located approximately 45 miles north of Anchorage. Fleet use of the airport has changed since the last airport master plan, completed in 2009, and the city contracted with an Anchorage-based engineering firm, Hattenburg Dilley & Linnell (HDL), to update and revise the current plan.

HDL retained Northern Economics, Inc., also based in Anchorage, to conduct a financial analysis and prepare a series of financial forecasts for a 10-year period. The analysis and forecasts are contained in this report and reflect three primary cases, from low (the current situation) to high.

### **Analysis**

The City of Palmer received title to the airport in 1963, under terms of a transfer from the State of Alaska. Its financial operations are consolidated within the City's records as an Enterprise Fund, since it is a business-like entity within the municipality.

Northern Economics collected financial reports for the airport from 2005 to 2014, along with the airport's 2015 budget. Annual operating revenues averaged approximately \$190,000 (rounded) for the 10 years, while annual operating expenses (excluding depreciation) averaged approximately \$255,000 (rounded), generating an average annual loss of \$65,000. Depreciation expense averaged \$500,000 (also rounded) per year, for a full-cost average annual loss of approximately \$565,000.

Primary operating revenues are generated from land leases, at 80 percent of total revenue, while aircraft tie down fees generated about 12 percent of average annual revenues.

The three largest expense components were salaries and benefits, and administrative services, at 68 percent of total expenses. Legal fees averaged 25 percent of total expenses over the same 10 years.

Palmer's municipal airport has reported higher relative revenues than the nearest comparable facility, located at Wasilla. At both airports and other major public facilities, a major cost item is depreciation, a non-cash expense, but one that must be reported under terms and conditions of Government Accounting Standards Board (GASB) Statement 34.

### **Forecast**

Northern Economics prepared a 10-year forecast for the years 2016 to 2025, based on the prior 10 years, the adopted 2015 budget, and certain assumptions related to salaries (i.e., a full time airport manager), legal fees (decreasing due to settlements with the Federal Aviation Administration - FAA), and consolidation of accounts, such as services.

The operating forecast, under base assumptions, indicated an increasing loss before depreciation, estimated at \$185,000 (rounded) in 2016 and widening to a loss of \$217,000 (rounded) in 2025. Year to year, the loss is forecasted to fluctuate due to capital match requirements.

HDL asked Northern Economics to suggest ways to improve the airport's financial condition. These are discussed in the following section.

### **Possible Actions**

As discussed in greater detail within Section 3.1 of this report, the financial health of the Palmer Airport is dependent on its ability to increase the growth rate of its revenue, cut the growth rate of its expenses, or both.

Northern Economics developed three cases, from low to high, based on current operations and a series of assumptions developed with HDL:

- Low case. This is the current financial situation.
- Medium case. Lease prices and leased square footage are increased along with tie downs.
- High case. Lease prices and leased square footage are increased beyond the medium case.

Summary operating results are shown in Table ES-1.

**Table ES-1. Model Net Income Summary, All Cases**

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
<b>Model Case</b>	<b>Net Income (\$ Thousands)</b>									
Low Case	(185)	(858)	(185)	(208)	(227)	(364)	(234)	(205)	(210)	(217)
Medium Case	(178)	(810)	(126)	(140)	(148)	(274)	(131)	(89)	(82)	(74)
High Case	(170)	(792)	(60)	(60)	(54)	(165)	(8)	50	74	99

Source: Northern Economics, Inc., 2015.

Note: A \$400,000 legislative grant could offset the local capital match and reduce the projected net loss in 2017.

**Model Assumptions**

The medium and high cases are highly dependent on the overall strength of the local and state economies, the market conditions for lease rates, and the availability of ready, willing, and able tenants—all of which are beyond the control of the City and the analyst. In order to achieve the projected lease revenues in the medium and high cases, the City will need to bear the cost of designing and constructing the apron and taxiways to provide airside access in order to attract the tenant, with no guarantee that there will be leases and revenue. In some cases, the FAA may reimburse the City with federal grants for eligible capital project costs, but the City will still need to provide the 6.25 percent local match and front the design costs until the construction grant is secured. (As a side note, prior to October 2015, the State of Alaska reimbursed municipal airports for one half of the local match, or 3.125 percent. That program has been eliminated.)

The City currently leases the 144.75 acres of land from the airport for the Golf Course at \$40 per acre by interdepartmental agreement. The Golf Course is currently marginally profitable. The City could raise the Golf Course lease rate but the net effect to the City would be zero. The model assumes no significant change in the Golf Course lease rate.

**Recommendations**

In order to improve the airport’s financial health, the City should explore the following options (in the suggested order of preference):

- Review Administrative Services costs to assure there are no overlapping service billings
- Implement a fuel flowage fee in lieu of the existing three percent fuel tax
- Consider an FAA-approved “through-the-fence” agreement with development of the 40-acre parcel west of the airport
- Revise the leasing structure to become more attractive to prospective lessees

- Include escalation clauses in future leases to account for inflation and increases in costs to operate the airport



# 1 Introduction

The Palmer Municipal Airport, located north of Anchorage in the town of Palmer, Alaska, is owned and operated by the City of Palmer (Palmer). Since 2009, the year of the airport's last master plan (DOWL HKM 2009), a changing fleet mix has initiated an update. Three key documents in the Airport Master Plan (AMP) update require Federal Aviation Administration (FAA) approval:

- The Aviation Activity Forecast
- The Design Aircraft
- The Airport Layout Plan

This financial plan is being prepared as part of the master plan to be submitted to both the City and FAA, in an effort help analyze and direct current and future operations.

## 1.1 Background and Current Situation

Figure 1 illustrates the City of Palmer, just west of the Palmer Municipal Airport, and the Matanuska River, on the east.

**Figure 1. City of Palmer, with Palmer Municipal Airport**



Source: Google Earth Pro, April 2015.

Palmer contracted with the engineering firm of Hattenburg Dilley & Linnell (HDL), based in Anchorage. HDL asked Northern Economics, Inc., also based in Anchorage, to prepare a financial analysis to accompany the updated airport master plan.

## 1.2 Airport History

The Territory of Alaska contributed equipment for construction of the airport, beginning in 1946, along with labor provided by Boy Scout Troop No. 54 (HDL 2015). It was expanded in 1950, 1977, and 1987.

Palmer obtained title to the airport from the State in 1963 and has owned and operated it since then. Further details are contained in the current airport master plan revision, available at the City's web site (<http://www.cityofpalmer.org/>) with links to the airport.

## 1.3 Alternatives, Approach

The City of Palmer maintains separate financial records for operations at the airport; the audited information for the Airport Enterprise Fund (years 2005 to 2014) formed the basic data used to analyze historical operations.

As with any business-like operation, the airport generates revenues, incurs expenses, and attempts to reach financial break-even while providing goods and services to its customers.

Analysts used a 10-year forecasting period, from 2016 through 2025 to develop estimates or pro forma operations statements to reflect potential revenues generated from land leases, tie down fees and fuel flowage fees, the three principal revenue accounts in the forecast.

## 1.4 Report Layout

This report provides introductory information (this section), analyzes historical operations and provides pro forma estimates for revenues reflecting possible changes in current rates.

Report sections are:

Section 1.0	Introduction, this section
Section 2.0	Financial Results, Analysis
Section 3.0	Financial Models, Forecasts
Section 4.0	References
Appendix A	Master Maps
Appendix B	FAA Compliance Letter

## 2 Financial Results, Analysis

This report section provides historical financial results for the airport, coupled with an analysis of revenues and expenses. Team analysts obtained data from the City's audited financial statements for the years 2005-2014, specifically the Airport Enterprise Fund.

### 2.1 Operating Revenues

Table 1 summarizes total revenue for the City's Airport Enterprise Fund, by revenue account, for the years 2005 to 2014 (ADCCED 2015)

**Table 1. City of Palmer, Airport Enterprise Fund, Revenues, 2005 to 2014**

Revenue Account	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
	(\$)									
Aviation fuel tax	778	3,682	1,093	1,103	69	896	599	1,654	1,427	2,931
Tie down fees	26,782	28,005	22,780	23,609	25,520	27,550	21,853	17,444	17,575	21,036
Land leases	156,601	132,654	171,304	145,972	140,178	154,235	167,278	157,661	109,387	163,801
Agricultural leases	2,159	2,274	3,214	150	4,142	4,408	4,070	4,070	5,035	5,035
Miscellaneous	2,086	9,588	41,364	2,431	0	2,419	10,290	4,323	6,756	15,128
<b>Total operating revenues</b>	<b>188,406</b>	<b>176,203</b>	<b>239,755</b>	<b>173,265</b>	<b>169,909</b>	<b>189,508</b>	<b>204,090</b>	<b>185,152</b>	<b>140,180</b>	<b>207,931</b>

Source: State of Alaska, Division of Community and Regional Affairs, Financial Documents Delivery System, City of Palmer, 2005-2014

#### 2.1.1 Aviation Fuel Tax

Aviation fuel sales, by contractors (and airport leaseholders) are currently charged a three percent municipal fuel tax, based on volumes sold. The City of Palmer is considering a fuel flowage fee, to be charged to all fuels delivered to the airport.

#### 2.1.2 Tie Down Fees

Tie down fees are assessed for use of aircraft parking (i.e., tie downs) adjacent to taxiways on areas known as aprons. Tie down fees may be charged quarterly for longer-term use or daily for transient tie-downs.

Current rates are \$77.25 per quarter or \$257.50 per year for long-term tie down locations. Transient parking near the FAA's Flight Service Station are \$5.00 per day (City of Palmer, 2015).

Figure 2 illustrates a typical tie down lot on an apron west of the main runway.



**Figure 2. City of Palmer Airport, Tie Down Lot**



Source: Northern Economics, Inc., 2015.

### **2.1.3 Land Leases**

Revenue from land leases is based on the area leased, generally expressed in square feet, and an annual rate that may be set by contract or agreement. Lessees may be public, such as the Division of Forestry's operations center (see Figure 3), or private, such as CIG, LLC (see Figure 4), Hageland Aviation Services, or the Palmer Hangars Owners Association. Some of the airport's lease lots are vacant and available for potential expansion of airport-related activity.

**Figure 3. Alaska Division of Forestry, Operations Headquarters**



Source: Northern Economics, Inc., 2015.

**Figure 4. CIG, LLC Palmer Airport**



Source: Northern Economics, Inc., 2015.

**Comparable Lease Rates**

Table 2 summarizes comparable airport lease rates, for 2015, as reported to HDL (Schilling, 2015).

**Table 2. Comparable Airport Lease Rates, 2015**

<b>Airport</b>	<b>Ground Lease, Rate per Square Foot</b>	<b>Rate Adjustment</b>	<b>Term</b>	<b>Comments</b>
Birchwood, Birchwood, AK	Aeronautical \$0.068. Non-Aeronautical \$0.083	Rates are adjusted by legislature.	Up to 55 years with a \$375,000 investment.	Birchwood is a DOT Airport; all leasing and decisions come out of DOT.
Kenai Municipal Airport, Kenai, AK	\$0.10 Plus Sales Tax	Adjusts every five years.	A 35-year lease with option for additional 20 years.	Lease has Reversion Clause. However, city in process of removing from lease and not enforced. Ground leases based on 8 % of appraised fair market value.
Merrill Field, Anchorage, AK	\$0.21	Rate is based on airport annual budget.	1- 35 years with two 10 year options to extend.	Length of lease based on dollar investment; \$375,000 will provide a 35 year lease with options. No Reversion Clause.
Palmer Municipal Airport, Palmer, AK	Aeronautical \$0.06-0.08. Non-Aeronautical \$0.06-\$0.08	Adjusts every five years.	20 years with option for 20 additional years.	Lease has Reversion Clause. Five year adjustments at fair market value.
Soldotna Airport, Soldotna, AK	\$0.10 Plus Sales Tax	Adjusts 2-1/2 % Per Annum.	5 years to 30 years. With options to extend.	Lease has Reversion Clause, However not enforced. Land is reappraised every five years.
Ted Stevens International Anchorage, AK	Aeronautical \$0.09. Non-Aeronautical* \$0.29-\$0.88	Non-Aeronautical rate is based on 8% of appraised land value.	Up to 55 years based on investments with ability to extend.	
Wasilla Municipal Airport, Wasilla, AK	\$0.06	Adjusts every five years.	10-30 years	Lease does not have Reversion Clause.

Source: HDL, Paul Schilling, 2015

Aeronautical ground lease rates at Palmer are among the lowest, at \$0.06 to \$0.08 per square foot per year, with only Wasilla having lower rates. Airports at Birchwood, Kenai, and Soldotna have rates that range from \$0.083 to \$0.10 per square foot per year, plus tax if applicable.

**2.1.4 Agricultural Leases**

Approximately 105.4 acres are leased as agricultural lands. Tracts A and B encompass 98 acres and are \$48.88 per acre or \$4,790 per year for hay removal. Lease Lots 36, 37, and 38 are located south of the main runway across Outer Springer Loop and total approximately 10.5 acres. Lease Lot 36 is 3.1 acres and is not currently leased because it is scheduled for obstacle removal (trees). Lease Lot 37 is 2.39 acres and is leased at \$101.00 per acre or \$241 per year. Lease Lot 38 is 5.0 acres and is leased at \$54.26 per acre or \$271 per year. Besides generating revenue, these leases reduce the cost to manage vegetation.

### 2.1.5 Golf Course Lease

The Palmer Golf Course is a non-aeronautical use that consists of Lease Lots 1 and 2, totaling 144.75 acres. Under an approved corrective action plan dated November 24, 2010 with the FAA, the City is authorized to use the parcels as a golf course until such time as the land is needed for aeronautical uses. The FAA has agreed to a nominal rent of \$40 per acre per year or \$5,790 per year which is the amount the City pays to the airport fund.

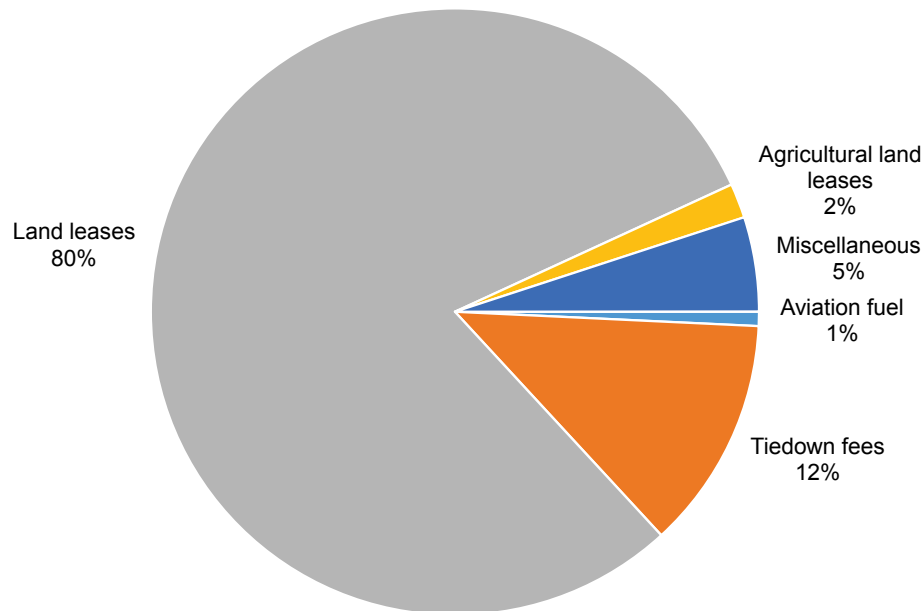
### 2.1.6 Miscellaneous Revenues

Miscellaneous revenues reflect various charges for goods or services provided by the airport, including the airport sales tax, according to Palmer’s financial staff.

### 2.1.7 Revenue Components

Figure 5 illustrates revenue accounts, by average percentage, over the years 2005 to 2014.

**Figure 5. Average Percent of Operating Revenue, by Account, 2005 to 2014**



Source: Northern Economics, Inc., City of Palmer, 2005-2014.

Land leases and tie down fees account for over 92 percent of operating revenues in an average year; additionally, agricultural lease revenues raise the relative amount to 94 percent of annual, historical, revenue.

## 2.2 Operating Expenses

Table 3 shows expense accounts, by type, along with expenses incurred for operations and maintenance for the years 2005 to 2014. Again, these are based on the City’s audited financial statements for the same fiscal years, with certain accounts consolidated for forecasting.

A unique expense displayed in the table is depreciation. Depreciation is a non-cash expense and it reflects a reduction in value for airport capital assets, including FAA Grant Eligible assets such as runways, taxiways, and navigation aids. It is recorded as an expense for public agencies under the auspices of Government Accounting Standards Board (GASB) statement number 34, issued in mid-1999. Depreciation is generally expensed as a straight-line amount per year, based on average life expectancy of the asset. Many government agencies operate on a more or less cash basis, with revenues approximating expenses; for this analysis, full-cost accounting reflects the inclusion of depreciation as an expense.

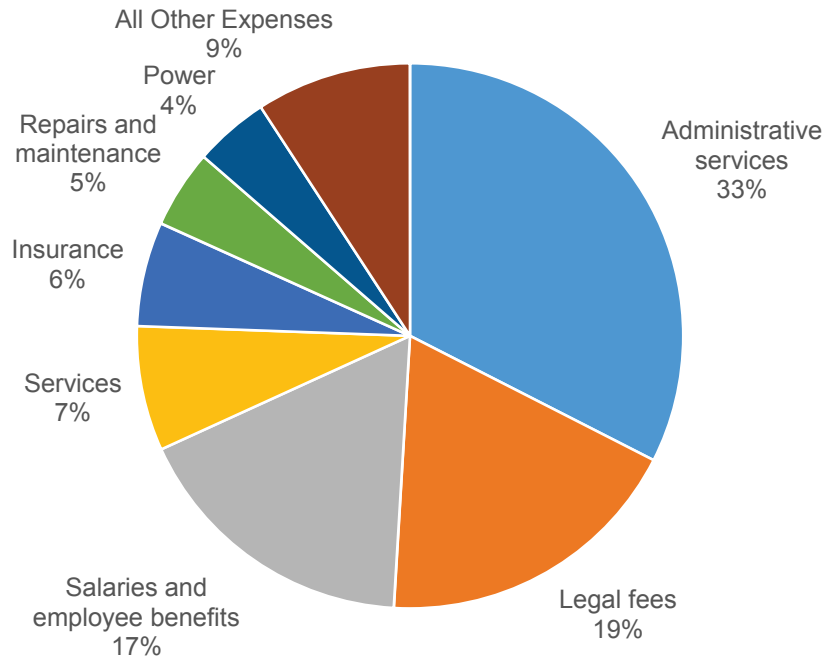
Table 3. City of Palmer, Airport Enterprise Fund, Expenses, 2005 to 2014

Expense Account	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
	(\$)									
Administrative services	0	0	59,836	22,557	112,110	130,261	140,875	128,074	121,033	115,455
Legal fees	7,594	12,744	17,831	30,539	49,148	47,428	175,080	62,374	49,770	17,835
Salaries and employee benefits	83,863	79,677	48,385	115,819	67,093	528	0	0	0	44,706
Services	1,293	3,136	4,454	14,711	51,816	20,839	2,526	21,922	36,568	31,361
Insurance	22,703	19,270	19,388	22,516	12,499	19,528	13,521	10,176	9,037	9,333
Repairs and maintenance	35,657	12,060	12,566	7,336	10,513	13,171	11,515	2,492	926	12,136
Power	7,462	9,206	7,449	9,959	13,334	11,382	12,672	12,694	13,288	15,433
All Other Expenses	12,779	10,498	17,328	24,312	29,927	20,737	27,824	18,813	17,022	26,754
<b>Total Operating Expenses</b>	<b>171,351</b>	<b>146,591</b>	<b>187,237</b>	<b>247,749</b>	<b>346,440</b>	<b>263,874</b>	<b>384,013</b>	<b>256,545</b>	<b>247,644</b>	<b>273,013</b>
Operating Income (loss) before depreciation	17,055	29,612	52,518	(74,484)	(176,531)	(74,366)	(179,923)	(71,393)	(107,464)	(65,082)
Depreciation	325,009	412,266	474,513	566,963	569,631	570,139	525,281	527,737	495,402	529,821
<b>Operating Income (loss) after Depreciation</b>	<b>(307,954)</b>	<b>(382,654)</b>	<b>(421,995)</b>	<b>(641,447)</b>	<b>(746,162)</b>	<b>(644,505)</b>	<b>(705,204)</b>	<b>(599,130)</b>	<b>(602,866)</b>	<b>(594,903)</b>

Source: State of Alaska, Division of Community and Regional Affairs, Financial Documents Delivery System, City of Palmer, 2005-2014.

Figure 6 illustrates the average percentage of annual expenses, by named account, for the years 2005 to 2014.

**Figure 6. Average Percent, Expenses, by Account, 2005 to 2014**



Source: Northern Economics, Inc., 2015.

The three largest expense categories are administrative services, salaries and employee benefits, and legal fees, on a cash basis. On a full-cost accounting basis, depreciation is by far the largest expense.

Administrative services include City staff and equipment for airfield snow removal and maintenance, police, fire, and administrative services.

Further comparisons are shown and discussed in the next report section.

## 2.3 Financial Comparison: Anchorage, Wasilla

Table 4 summarizes selected financial data from three municipal airports: Anchorage (Merrill Field), Wasilla, and Palmer.

**Table 4. Selected Financial Data, Municipal Airports, Anchorage, Wasilla, Palmer, 2014**

Account, Type	Merrill Field	Wasilla	Palmer
	(\$ Thousands)		
<i>Balance Sheet Accounts</i>			
Total Assets	65,929	13,889	7,641
Total Liabilities	326	54	628
Net Capital Assets	60,275	13,387	7,587
Restricted, Unrestricted (capital)	5,328	449	(574)
<i>Income Statement Accounts</i>			
Operating Revenues	1,449	72	208
Operating Expenses	1,399	154	273
Depreciation	2,327	672	530
Total operating expenses, incl. depreciation	(3,726)	(826)	(803)
Operating income (loss), incl. depreciation	(2,277)	(754)	(595)
Net non-operating revenues, expenses	303	4	0
Income (loss) before capital contributions, transfers	(1,974)	(750)	(595)

Source: State of Alaska, Division of Community and Regional Affairs, Financial Documents Delivery System, City of Palmer, 2005-2014.

Notes: Anchorage and Palmer fiscal years end on December 31; Wasilla's fiscal year ends June 30.

Numbers are rounded and may sum with slight differences.

In terms of total assets, Palmer's airport is about 12 percent of Anchorage's total asset base, and it is approximately half of Wasilla's airport assets. However, Palmer's operating revenue is approximately three times the revenue generated at Wasilla.

All three airports are operating at a loss, using full-cost accounting and listing depreciation as required by GASB Statement 34. Excluding depreciation, Anchorage is generating a slight operating profit, while Wasilla's operating expenses are twice as large as revenues. Palmer's operating expenses exceed operating revenue by approximately 25 percent for fiscal year 2014.



### 3 Financial Model, Forecasts

Northern Economics developed a spreadsheet model to forecast revenues and expenses of the Palmer Airport from 2016 to 2025. The model features three cases:—low, medium, and high—using a series of assumptions. These assumptions range from making essentially no changes to current fiscal conditions (low case) to leasing all acreage at the airport within ten years and increasing lease rates to \$0.08 per square foot (high case).

The medium and high cases are highly dependent on the overall strength of the local and state economies, the market conditions for lease rates, and the availability of ready, willing, and able tenants—all of which are beyond the control of the City and the financial analyst. In order to achieve the revenues in the medium and high cases, the City will need to bear the cost of designing and constructing apron and taxiways to provide airside access in order to attract the tenant, with no real guarantee that there will be leases and revenue. In some cases, the FAA may reimburse the City with federal grants for eligible capital project costs, but the City would still need to provide the 6.25 percent local match and front the design costs until the construction grant is secured.

Basic unheated, uninsulated T-hangars were initially considered but were excluded in the final modeling because the estimated \$500,000 to \$2,000,000 capital cost (HDL) and related operating costs far exceeded the estimated potential revenue of \$350 per month per unit.

#### **Aviation Activity Forecast**

The number of Flight Service Station aircraft contacts has grown from 9,634 in 2009 to 13,853 in 2013, a compound annual growth rate (CAGR) of approximately 9.5 percent over the five-year period.

General aviation activity is assumed to have grown over the same period at approximately the same rate, with further traffic from active flight schools, the University of Alaska's Aviation Technology program and firefighting aircraft using the Division of Forestry's fire retardant loading facility (HDL, 2015b)

#### **3.1 Model Base**

The financial model is based on average historical revenues and expenses from 2005 to 2014. Further, analysts calculated separate compound annual growth rates for revenue and expenses, based on actual figures for the same 10-year period.

Revenues and expenses were calculated separately because revenue growth (CAGR of 1.10 percent) has not kept pace with expense growth (CAGR of 5.3 percent). The historical pattern of expenses increasing at over four times the rate of revenue is not financially sustainable for the Palmer Airport.

Each forecasted line item is based on its historical 10-year average proportion, by category, either revenue or expense. For example, heat costs over the 10 years averaged \$4,516 per year, or 1.8 percent of average annual expenses. The percent and dollar figure is carried forward from base 2015 budget amounts, with some rounding and account consolidation used as simplifying assumptions. All known changes going into 2015, such as a full-time airport manager, are included, as the 2015 budget is the basis for expense computations.

#### **Growth Rate Assumptions**

Operating revenues fluctuated with increases and decreases from land leases including notable declines in years 2008 and 2013, followed by a significant increase in 2014. Operating expenses were less

cyclical and reflected the on-going nature of airport operations. For this model, team analysts adjusted annual growth rates.

Team analysts used price increases, as measured by the Anchorage Consumer Price Index (CPI), the only CPI in the state, as a surrogate growth rate for revenues. The average CPI for the years 2005 to 2014 is 2.6 percent. Actual revenues will more closely reflect proposed land leases, changes in tie down utilization, and management’s review of lease rates overall.

For modeling purposes, analysts reduced the expense CAGR to 2.66 percent, to reflect settlement of issues with the FAA related to non-aeronautical land use and resulting legal fees, as well as staffing changes, and allocation of administrative costs.

These levels of growth are more financially sustainable than the historical trends displayed from 2005-2014 yet they still reflect the historical imbalance of expense growth outpacing revenue growth. The financial health of the Palmer Airport is dependent on its ability to increase the growth rate of its revenue, cut the growth rate of its expenses, or both.

## 3.2 Results Summary

The following tables summarize results from the financial model. The summary is split into two tables: one contains underlying model assumptions and the second displays model output for each case described in Section 3.3.

Table 5 contains model assumptions, which are split into land leases (acres) and tie downs leased (number of tie downs). The figures are given for the start, middle, and end of the 10-year period.

**Table 5. Model Assumptions Summary Table, All Cases**

Model Case	Land Leases (acres)			Tie Downs (count)		
	2016	2020	2025	2016	2020	2025
Low Case	53.9	53.9	53.9	61	61	61
Medium Case	56.2	65.6	77.2	64	75	88
High Case	58.7	77.7	101.4	66	88	115

Source: Northern Economics, Inc., 2015.

Table 6 summarizes the net income for each case by year.

**Table 6. Model Net Income Summary, All Cases**

Model Case	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
	Net Income (\$ Thousands)									
Low Case	(185)	(858)	(185)	(208)	(227)	(364)	(234)	(205)	(210)	(217)
Medium Case	(178)	(810)	(126)	(140)	(148)	(274)	(131)	(89)	(82)	(74)
High Case	(170)	(792)	(60)	(60)	(54)	(165)	(8)	50	74	99

Source: Northern Economics, Inc., 2015.

### 3.3 Three Cases

There are three cases used for model forecasts:

- Low case: No growth from the status quo. Current leased acreage at \$0.06 per square foot.
- Medium case: Modest increase in leased acreage and lease rate of \$0.07 per square foot.
- High case: 100 percent leased acreage and lease rate of \$0.08 per square foot.

Appendix A contains HDL base maps (HDL 2015) that provided the conceptual basis for the low, medium, and high financial cases.

#### **Tie Downs and Leases**

The tie down and lease portions of the revenue category are modeled in more detail, within the three distinct cases. Using data on the current tie down and lease sales, analysts established a baseline price that reflects the recent actual net expense reported. The combination of the amount of sales and the price per sale produces a baseline level of revenue.

In a similar process to that described above, this baseline revenue for both tie downs and leases is extended to each of the next 10 years based upon the revenue CAGR. This process produces a revenue amount for both tie downs and leases for each of the projected years.

The three cases model revenue generated by tie downs and leases. Specifically, the changes come in the form of price increases as well as increases in the number of tie downs leased and the number of acres leased.

These changes are phased in over each of the three cases. The low case features no increases, while the high case ends the 10-year period with increased lease acreage and increased rates. All model inputs are stated in constant 2015 dollars.

#### **Baseline Mapping**

The baseline figures for the model are derived from the 2014 maps produced by HDL, which are contained in Appendix A. The baseline number of tie downs occupied is 61, out of a total of 115 available. The computed baseline price for tie down spaces is 9 cents per square foot per year, which matches actual 2014 revenue. This reflects the interplay between quarterly and annual tie down rates, as well. In addition, there are eight transient tie downs, priced at five dollars per day and at a utilization rate of 150 days per year.

For leases, HDL supplied the baseline figure of 53.9 acres of revenue-producing leases out of 101.4 leasable acres, excluding the land leased to the City's golf course. The baseline price for leases is \$0.06 per square foot per year.

#### **3.3.1 Low Case**

As shown in Table 7, the low case holds baseline figures constant through the entire 10-year period, which amounts to maintaining current operations with no additional growth.

**Table 7. Low Case, Model Inputs 2016 to 2025**

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
<b>Model Input</b>	<b>(\$ per Square Foot)</b>									
Tie Down Rate	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09
Lease Price Rate	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06
Tie Down Spaces Leased	61	61	61	61	61	61	61	61	61	61
Acres Leased	53.9	53.9	53.9	53.9	53.9	53.9	53.9	53.9	53.9	53.9

Source: Northern Economics, Inc., 2015.

Table 8 contains financial results for the low case. With the growth of expenses at a higher rate than revenues, the net income is modeled as -\$185,000 in 2016, growing in deficit to -\$217,000 in 2025. While revenue grows from \$213,000 in 2016 to \$268,000 in 2025 under the model, this growth is outpaced by the increase in expenses from \$383,000 to \$485,000. In intervening years, the local capital match expense also exceeds City administration revenue.

**Table 8. Low Case, Model Outputs 2016 to 2025**

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
<b>Model Output</b>	<b>(\$ Thousands)</b>									
Tie Down Revenue	20	21	21	22	22	23	23	24	25	25
Lease Revenue	174	178	183	188	193	198	203	208	214	219
City Admin Revenue	0	100	12	66	62	100	34	0	0	0
Other Revenue	19	20	20	21	21	22	22	23	24	24
Total Revenue	213	319	236	297	298	343	282	255	263	268
Total Operating Expenses	383	393	404	415	426	437	449	460	473	485
Local Capital Match Expense	15	784	17	90	99	270	67	0	0	0
<b>Net Income</b>	<b>(185)</b>	<b>(858)</b>	<b>(185)</b>	<b>(208)</b>	<b>(227)</b>	<b>(364)</b>	<b>(234)</b>	<b>(205)</b>	<b>(210)</b>	<b>(217)</b>

Source: Northern Economics, Inc., 2015.

Note: A \$400,000 legislative grant could offset the local capital match and reduce the projected net loss in 2017.

### 3.3.2 Medium Case

The medium case assumes price increases and it models increased tie down and leases sales, as shown in Table 9. The tie down rate increases from 9 cents per square foot per year to 10 cents per square foot per year. The lease rate also increases from 6 cents per square foot per year to 7 cents per square foot per year.

**Table 9. Medium Case, Model Inputs 2016 to 2025**

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
<b>Model Input</b>	<b>(\$ per Square Foot)</b>									
Tie Down Rate	0.09	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10
Lease Price Rate	0.06	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07
Tie Down Spaces Leased	64	66	69	72	75	77	80	83	85	88
Acres Leased	56.2	58.6	60.9	63.2	65.6	67.9	70.2	72.5	74.9	77.2

Source: Northern Economics, Inc., 2015.

The amount of tie downs and land leases that is leased is gradually increased over the 10 year period, with half of the unleased spaces and lots converted into leased spaces and lots. This conversion is completed at a steady rate over the entirety of the 10 year period. Thus, 2.3 acres of unleased land are modeled as being leased with each additional year, summing to half of the unleased acres over the 10 year period. A similar process occurs with tie downs.

The medium case models an improving net income, decreasing in deficit from \$178,000 in 2016 to \$74,000 in 2025, as shown in Table 10. The increasing revenue is a product of the modest price increase, newly leased land, and newly leased tie downs. In early to middle years of the forecast, however, the financial situation is expected to be more challenging due to large local capital match requirements.

**Table 10. Medium Case, Model Outputs 2016 to 2025**

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
<b>Model Output</b>	<b>(\$ Thousands)</b>									
Tie Down Revenue	21	24	26	27	29	31	33	35	37	39
Lease Revenue	180	223	237	251	265	280	296	313	330	348
City Admin Revenue	0	100	12	66	62	100	34	0	0	0
Other Revenue	19	20	20	21	21	22	22	23	24	24
<b>Total Revenue</b>	<b>220</b>	<b>367</b>	<b>295</b>	<b>365</b>	<b>377</b>	<b>433</b>	<b>385</b>	<b>371</b>	<b>391</b>	<b>411</b>
Total Operating Expenses	383	393	404	415	426	437	449	460	473	485
Local Capital Match Expense	15	784	17	90	99	270	67	0	0	0
<b>Net Income</b>	<b>(178)</b>	<b>(810)</b>	<b>(126)</b>	<b>(140)</b>	<b>(148)</b>	<b>(274)</b>	<b>(131)</b>	<b>(89)</b>	<b>(82)</b>	<b>(74)</b>

Source: Northern Economics, Inc., 2015.

Note: A \$400,000 legislative grant could offset the local capital match and reduce the projected net loss in 2017.

### 3.3.3 High Case

The high case similarly raises both prices and the level of sales, with the specifics in Table 11. The tie down rate increases to 11 cents per square foot per year, while the lease rate increases to 8 cents per square foot per year. These increases are phased in at a maximal rate of one cent per year, with each rate reaching its final price in 2018.

The high case model increases the level of tie down sales and leases such that all of the unleased resources are leased by the end of the 10 years. This is again accomplished through a linear increase, with 4.7 additional acres of unleased land and 5 to 6 additional tie down spaces leased per year.

**Table 11. High Case, Model Inputs 2016 to 2025**

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
<b>Model Input</b>	<b>(\$ per Square Foot)</b>									
Tie Down Rate	0.09	0.10	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
Lease Price Rate	0.06	0.07	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08
Tie Down Spaces Leased	66	72	77	83	88	93	99	104	110	115
Acres Leased	58.7	63.4	68.2	72.9	77.7	82.4	87.2	91.9	96.7	101.4

Source: Northern Economics, Inc., 2015.

Results for the high case are shown in Table 12. The estimated net income in 2016 is -\$170,000. By 2023, the high case shows a positive net revenue at \$50,000, growing to \$99,000 by 2025. Between 2016 and 2023, the airport is expected to see a net loss each year, primarily due to local capital match expenses. The large growth in revenue is largely a product of the model assumption that all available lease lots are leased by the end of the modeling period.

**Table 12. High Case, Model Outputs 2016 to 2025**

Model Output	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
	(\$ Thousands)									
Tie Down Revenue	22	26	31	34	37	40	43	47	50	54
Lease Revenue	187	239	298	324	351	380	409	440	473	506
City Admin Revenue	0	100	12	66	62	100	34	0	0	0
Other Revenue	19	20	20	21	21	22	22	23	24	24
Total Revenue	228	385	361	445	471	542	508	510	547	584
Total Operating Expenses	383	393	404	415	426	437	449	460	473	485
Local Capital Match Expense	15	784	17	90	99	270	67	0	0	0
Net Income	(170)	(792)	(60)	(60)	(54)	(165)	(8)	50	74	99

Source: Northern Economics, Inc., 2015.

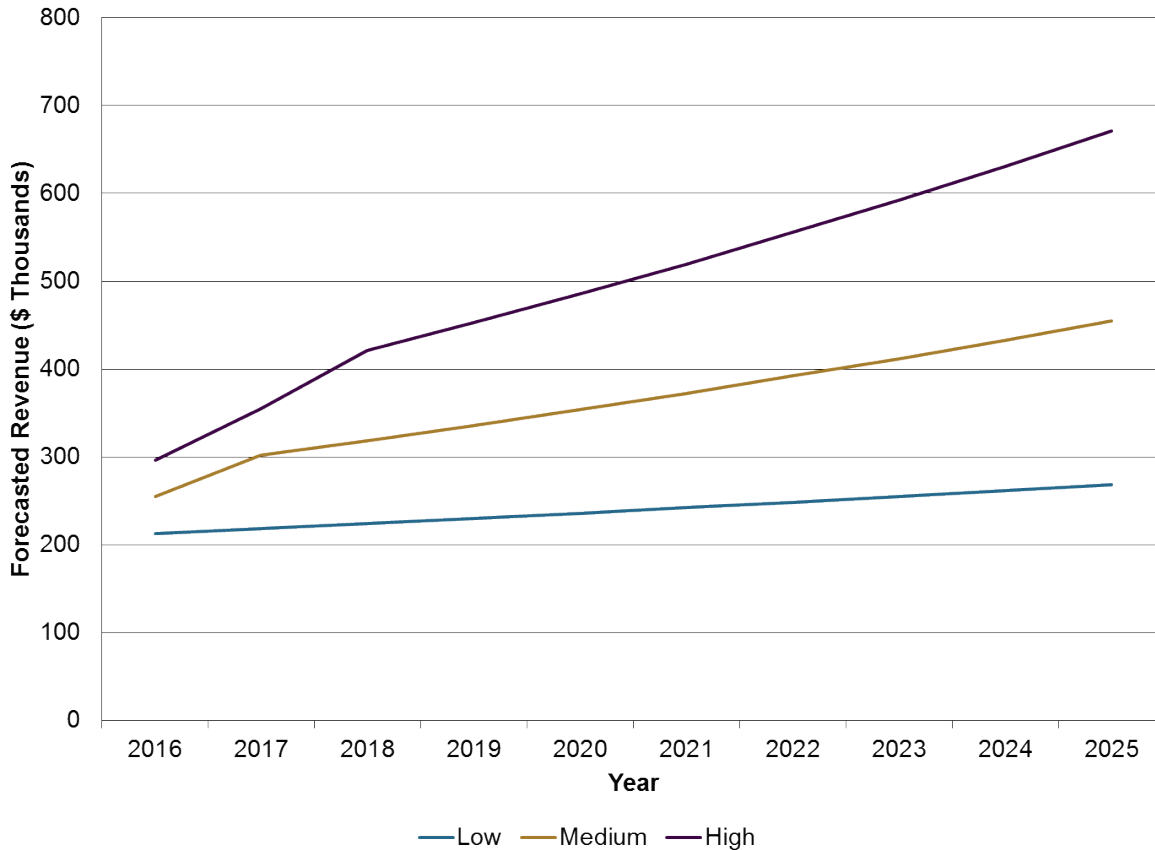
Note: A \$400,000 legislative grant could offset the local capital match and reduce the projected net loss in 2017.

### 3.3.4 Summary Revenue Forecasts, Three Cases

Figure 7 illustrates forecasted revenue for the Palmer Airport, based on the three cases discussed earlier in this section:

- Low case. No growth from the status quo. Current leased acreage at \$0.06 per square foot.
- Medium case. Modest increase in leased acreage and lease rate of \$0.07 per square foot.
- High case. 100 percent leased acreage and lease rate of \$0.08 per square foot.

**Figure 7. City of Palmer, Airport, Forecasted Revenues, Three Cases, 2016 to 2025**



Source: Northern Economics Inc., 2015

### 3.3.5 Additional Revenue Options

In addition to varied prices and level of sales associated with the three cases discussed above, there are several other ways to increase revenue or decrease operating costs for the Palmer Airport. These additional revenue sources are considered separately, with Table 13 showing the marginal revenue generated by each additional potential revenue source. Details of the exact changes modeled in the table discussed in the paragraphs following the table.

**Table 13. Marginal Revenue Impact of Additional Revenue Options**

Alternative Revenue Source	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
	(\$ Thousands)									
Fuel Flowage Fee	13	13	14	14	14	15	15	15	16	16
Golf Course Rate Increase	209	215	220	226	232	238	244	250	257	263
"Through-the-Fence"	0	100	12	66	62	100	34	0	0	0
<b>Total Marginal Revenue</b>	<b>222</b>	<b>328</b>	<b>246</b>	<b>306</b>	<b>308</b>	<b>353</b>	<b>293</b>	<b>265</b>	<b>273</b>	<b>279</b>

Source: Northern Economics, Inc. 2015.

Note: Revenues shown in the table are marginal and therefore potential revenues are offset by any reductions to other revenue sources that would occur if enacted (e.g., loss of fuel sales taxes with enactment of flowage fee). Note that capital and operating expenses associated with these options has not been included in the analysis.

**Fuel Flowage Fee**

A fuel flowage fee could generate revenue from any fuel that moves across the airport. A fuel flowage fee would capture additional revenue from state and federal agencies and bulk fuel shipments that are currently exempt from municipal taxes, though this revenue would be partially offset by the elimination of sales taxes collected on the fuel.

Ted Stevens Anchorage International Airport, Merrill Field, and the Kenai Airport utilize fuel flowage fees that vary from \$0.02 to \$0.08 per gallon. Assuming a base price of \$4.00 per gallon, the current three percent sales tax generates \$0.12 per gallon on non-governmental customers, whereas a fuel flowage fee would generate \$0.06 per gallon, but on a much larger volume.

Palmer’s Airport Advisory Committee has explored the idea of a fuel flowage fee since 2012. Table 14 shows a number aviation fuel taxes and fees in Southcentral Alaska, based on State of Alaska tax records (DOR, 2015) and summary results published by the American Petroleum Institute (API, 2015).

**Table 14. Current Area Airport Fuel Taxes and Fees**

<b>Airport</b>	<b>Fuel Flowage Fee (\$ Per Gallon)</b>	<b>Municipal Tax</b>	<b>Borough Tax</b>	<b>State Tax (\$)</b>	<b>Federal Tax (\$)</b>
Ted Steven’s Anchorage International (Signatory)	0.03	N/A	N/A	0.90	0.18
Ted Steven’s Anchorage International (Non-signatory)	0.07	N/A	N/A	0.90	0.18
Merrill Field	0.08	N/A	N/A	0.90	0.18
Wasilla	N/A	N/A	N/A	0.90	0.18
Kenai	0.02	3%	3%	0.90	0.18
Palmer	N/A	3% (\$1,000 transaction cap)	N/A	0.90	0.18

Sources: State of Alaska, American Petroleum Institute

As an example, in 2014, one vendor sold 134,000 gallons of aviation fuel at the airport and estimated 90 percent of those fuel sales were exempt and 10 percent were subject to municipal tax. This example resulted in approximately \$1,600 in municipal taxes for 2014, using the three percent tax, but it would have generated approximately \$8,000 per year using a fuel flowage fee. Assuming that this fuel volume represents one-half of the total, a fuel flowage fee could generate \$16,000 per year, a marginal increase of approximately \$12,800 in 2014.

Also, the historical pattern of fuel revenues is highly cyclical. A change to a fuel flowage fee would smooth yearly fuel revenue fluctuations, and capitalize on increases in airport traffic.

*Note: On July 1, 2016, the City of Palmer implemented this recommendation. Since this was done after completion of the analysis, this report still reflects this change as a potential, rather than current, revenue source.*

**Lease Acreage, Rates**

There are currently two types of leases at the Palmer Municipal Airport: land leases (aeronautical and non-aeronautical) and agricultural leases. The 2014 City Comprehensive Annual Financial Report (CAFR) indicates land leases generated approximately \$163,800 of revenue, and agricultural leases (excluding the golf course) generated approximately \$5,300. The agricultural lease for the golf course



generated \$5,790 and was recorded under lease revenue in the CAFR. The average land lease rate is approximately \$0.06 per square foot.

The City is planning to reduce airport acreage by removing the Matanuska-Susitna Borough School District's Nutrition Center, the baseball field, and the city well. When completed, leased acreage will decline from approximately 63 to 54 acres.

Currently, the City negotiates each lease individually and all leases are unique. Most, but not all, leases contain language allowing rate renegotiation every five years. From a tenant standpoint, small incremental increases are easier to budget than large increases every five years and may be a consideration for lease negotiates. The City should consider small annual incremental lease rate escalations in every lease to cover inflation and increases in cost to operate the airport.

The net effect of changing lease rates and assumed growth in overall revenue is difficult to predict. The potential for increased revenue would depend on the number of acres leased, the base rate, and annual growth in the rate. The actual increase will depend on a combination of policy and operations, along with increased rates, if accepted.

### **Golf Course Lease Rate**

The City currently leases the 144.75-acre golf course land from the airport by interdepartmental agreement. In a 2010 letter, attached in Appendix B, the FAA agrees that a non-aeronautical lease rate of \$40 per acre for 10 to 15 years is acceptable—until an aeronautical use is needed. The City reports that the Golf Course is currently marginally profitable. The airport could increase the Golf Course lease rate but the net effect to the City would be zero.

Converting the Golf Course from a non-aeronautical use to an aeronautical use is expected to be capital intensive and would generate marginal lease income. For a conversion, the City would need to bear the cost of designing and constructing access roads, utilities, aprons, and taxiways to provide airside access and basic infrastructure for the tenant. Building the infrastructure would not necessarily guarantee immediate tenancy. The time lag in future revenue streams from a Golf Course conversion could be substantial.

If the airport needs the Golf Course to accommodate growth, approximately 54 acres of LL1 and all of LL2 in Tract A were examined for aeronautical use at market rates. This proposed conversion to aeronautical use at the current rate of \$0.06 per square foot would have generated approximately \$203,000 of marginal revenue in 2015. The model forecasts this figure would increase from \$209,000 in 2016 to \$263,000 by 2025 with the model's CAGR adjustments. HDL estimates the basic infrastructure costs would be in the \$15 to \$25 million range depending on whether the Golf Course is modified, moved, or eliminated; the aeronautical use; timing; and construction cost inflation. A detailed study of a Golf Course conversion should be considered to identify the alternatives and all the direct and indirect cost impacts of modifying, moving, or closing the facility and building aviation infrastructure on the east side of Runway 16-34.

### **Through the Fence Leases**

A "through the fence" agreement typically charges "off-airport" properties a fee comparable to "on-airport" lease rates in exchange for access to and utilization of airport amenities. These potential lease agreements with private businesses could provide additional revenue sources to Palmer's airport.

There are approximately 40 acres of property west of the airport that could generate revenue for the airport. This adjacent property is ideal for aeronautical-type development with "through the fence" access to the airport. If leased, these lands would also provide a buffer of compatible land use between the airport and other non-aviation land uses west of the airport.

As an example, if 80 percent of the 40 acres is leased, allowing 20 percent for roads and taxi lanes, the City could expect \$83,600 in 2016 for the 32 acres at \$0.06 per square foot. At a CAGR of 2.6 percent over 10 years, projected through-the-fence lease revenues could grow to \$108,000 (rounded) per year.

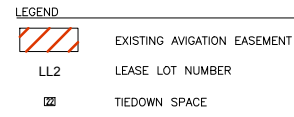
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- Hattenburg, Dilley & Linnell (HDL). 2015. Palmer Municipal Airport Master Plan, Inventory of Existing Conditions. May 2015.
- Hattenburg, Dilley & Linnell (HDL). 2015b. Palmer Municipal Airport Master Plan, Aviation Activity Forecast. May 2015.
- Shilling, Paul, Comparable Airport Lease Rates, prepared for HDL, 2015.

## Appendix A: Master Maps

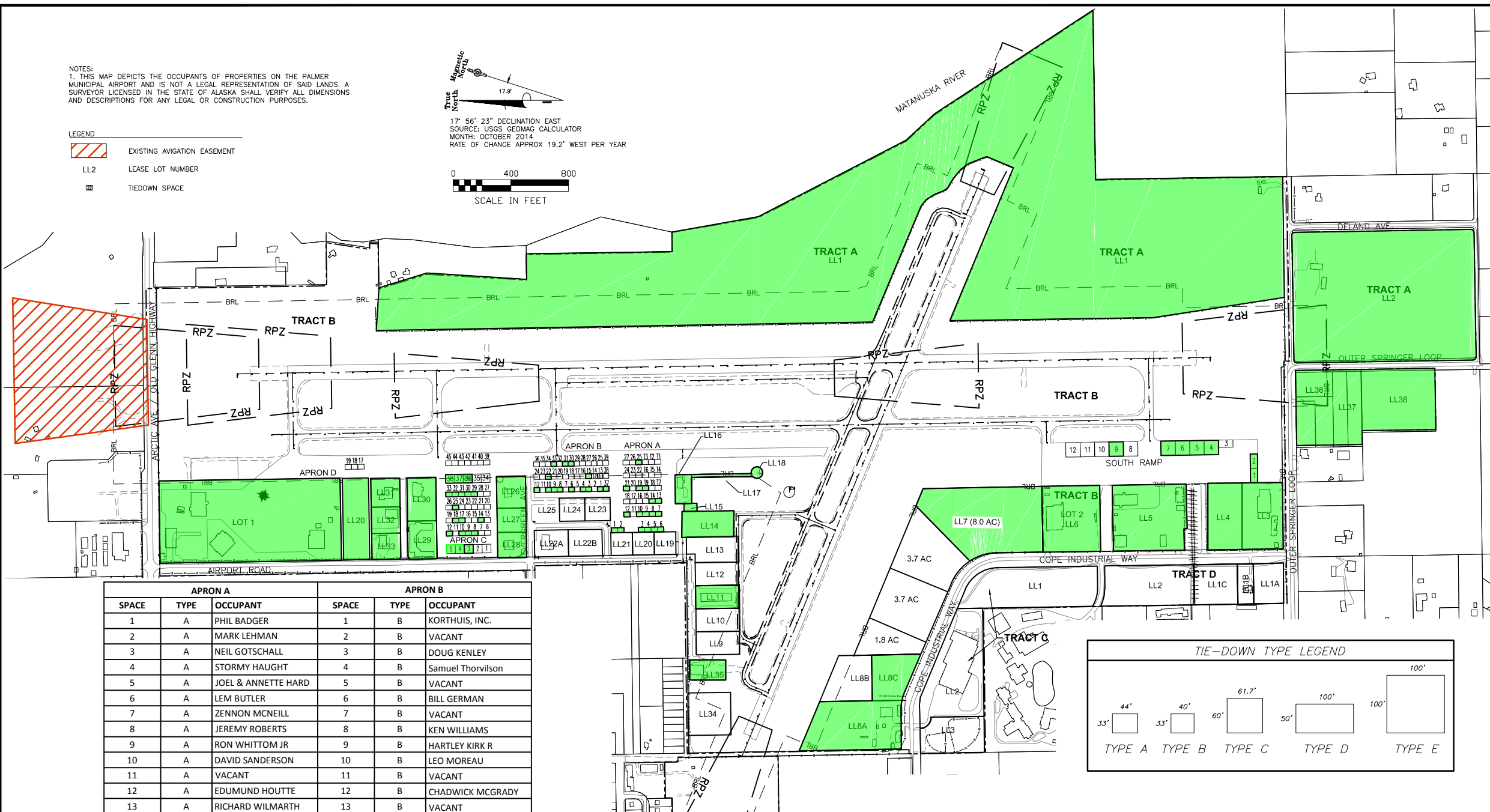
The following three pages contain master HDL maps for the low, medium, and high cases, used to help form forecast scenarios (cases).

NOTES:  
 1. THIS MAP DEPICTS THE OCCUPANTS OF PROPERTIES ON THE PALMER MUNICIPAL AIRPORT AND IS NOT A LEGAL REPRESENTATION OF SAID LANDS. A SURVEYOR LICENSED IN THE STATE OF ALASKA SHALL VERIFY ALL DIMENSIONS AND DESCRIPTIONS FOR ANY LEGAL OR CONSTRUCTION PURPOSES.

LEGEND  
  
 EXISTING AVIATION EASEMENT  
 LL2 LEASE LOT NUMBER  
 TIEDOWN SPACE

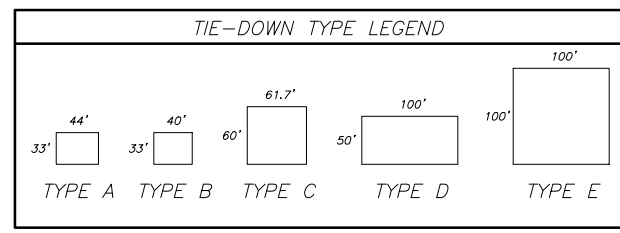
Magnetic North  
 True North  
 17° 56' 23" DECLINATION EAST  
 SOURCE: USGS GEOMAG CALCULATOR  
 MONTH: OCTOBER 2014  
 RATE OF CHANGE APPROX 19.2" WEST PER YEAR

0 400 800  
 SCALE IN FEET



APRON A			APRON B		
SPACE	TYPE	OCCUPANT	SPACE	TYPE	OCCUPANT
1	A	PHIL BADGER	1	B	KORTHUIS, INC.
2	A	MARK LEHMAN	2	B	VACANT
3	A	NEIL GOTSCHALL	3	B	DOUG KENLEY
4	A	STORMY HAUGHT	4	B	Samuel Thorvilson
5	A	JOEL & ANNETTE HARD	5	B	VACANT
6	A	LEM BUTLER	6	B	BILL GERMAN
7	A	ZENNON MCNEILL	7	B	VACANT
8	A	JEREMY ROBERTS	8	B	KEN WILLIAMS
9	A	RON WHITOM JR	9	B	HARTLEY KIRK R
10	A	DAVID SANDERSON	10	B	LEO MOREAU
11	A	VACANT	11	B	VACANT
12	A	EDUMUND HOUTTE	12	B	CHADWICK MCGRADY
13	A	RICHARD WILMARTH	13	B	VACANT
14	A	STEVEN KEVAN	14	B	VACANT
15	A	VACANT	15	B	GUY MCCONNELL
16	A	VACANT	16	B	VACANT
17	A	VACANT	17	B	VACANT
18	A	VACANT	18	B	VACANT
19	A	STAN RATLIFF	19	B	VACANT
20	A	VACANT	20	B	VACANT
21	A	AL SCHADLE	21	B	VACANT
22	A	VACANT	22	B	ROBERT & KIT JONES
23	A	VACANT	23	B	VACANT
24	A	VACANT	24	B	VACANT
25	A	AERIAL BANNERS	25	B	VACANT
26	A	VACANT	26	B	VACANT
27	A	VACANT	27	B	VACANT
T1	A	TRANSIENT	28	B	VACANT
T2	A	TRANSIENT	29	B	VACANT
T3	A	TRANSIENT	30	B	PAUL LADEGARD
T4	A	TRANSIENT	31	B	KENNETH MARTIN
T5	A	TRANSIENT	32	B	VACANT
T6	A	TRANSIENT	33	B	DAVID EARL
T7	A	TRANSIENT	34	B	VACANT
T8	A	TRANSIENT	35	B	VACANT
T9	A	WARREN WOODS	36	B	VACANT
			37	B	KENNETH BOZINOFF
			38	B	VACANT
			39	B	VACANT

APRON C			APRON C			APRON D			SOUTH RAMP		
SPACE	TYPE	OCCUPANT	SPACE	TYPE	OCCUPANT	SPACE	TYPE	OCCUPANT	Location	Column	Owner
1	C	VACANT	24	A	VACANT	1	C	ALASKA WILDLIFE TROOPERS	1	D	ALASKA AIR FUEL
2	C	VACANT	25	A	ROBERT A CASE	2	C	ALASKA WILDLIFE TROOPERS	2	D	ALASKA AIR FUEL
3	C	MARK LEE	26	A	VACANT	3	A	RESERVED	3	D	VACANT
4	C	VACANT	27	A	VACANT	4	A	RESERVED	4	E	JOHN S REFFERT
5	C	VACANT	28	A	VACANT	5	A	DOUGLAS KELSCH	5	E	JOHN S REFFERT
6	A	VACANT	29	A	CLAUDE ADAMS	6	A	SARAH DOWNING	6	E	BUSH AIR CARGO
7	A	VACANT	30	A	JIM KOECHER	7	A	RESERVED	7	E	BUSH AIR CARGO
8	A	MICHAEL HOLMAN	31	A	EVAN BORDENKIRCHER	8	A	RESERVED	8	E	VACANT
9	A	MICHAEL HOLMAN	32	A	RYAN SCHLIESSER	9	A	RESERVED	9	E	DAVID GILLET
10	A	CAREN DELLACIOPPA	33	A	AVIATION LEASING SVC	10	A	JEAN BREW	10	E	VACANT
11	A	VACANT	34	C	VACANT	11	A	NORALIE JENNINGS-VOIGT	11	E	VACANT
12	A	RANDALL SEARS	35	C	VACANT	12	A		12	E	VACANT
13	A	VACANT	36	C	GALEN GAUNT	13	A	RESERVED			
14	A	CHARLES GALLAGHER	37	C	NORTHERN AVIATION	14	A	RESERVED			
15	A	VACANT	38	C	NORTHERN AVIATION	15	C	RESERVED			
16	A	VACANT	39	A	VACANT	16	C	RESERVED			
17	A	JOHN MEARS	40	A	VACANT	17	A	RESERVED			
18	A	LEO NARDIN	41	A	VACANT	18	A	RESERVED			
19	A	VACANT	42	A	VACANT	19	A	RESERVED			
20	A	VACANT	43	A	VACANT						
21	A	VACANT	44	A	VACANT						
22	A	VACANT	45	A	VACANT						
23	A	VACANT									



LEASE LOTS			
LOT TRACT	LEASE LOT	OCCUPANT	AREA (ACRES)
A	LL1	GOLF COURSE	118.5
A	LL2	GOLF COURSE	26.3
B	LL10	VACANT	1.1
B	LL11	PALMER HANGARS OWNERS ASSOCIATES	1.1
B	LL12	VACANT	1.1
B	LL13	VACANT	1.4
B	LL14	CRUZ	1.5
B	LL15	AIRPORT LIGHTING/NAVAIDS	0.2
B	LL16	AIRPORT ADMIN	0.5
B	LL17	FAA	0.2
B	LL18	FAA	0.1
B	LL19	VACANT	0.6
B	LL20	VACANT	0.6
B	LL21	VACANT	0.6
B	LL22A	VACANT	1.0
B	LL22B	VACANT	1.0
B	LL23	VACANT	0.6
B	LL24	VACANT	0.6
B	LL25	VACANT	0.6
B	LL26	ARTIC AIR ACADEMY	1.0
B	LL27	ARTIC AIR ACADEMY	0.8
B	LL28	GALLAGHER	0.8
B	LL29	HELMERICKS	1.2
B	LL3	HITCHINBROOK EQUIPMENT	3.2
B	LL30	COLVILLE LOGISTICS	1.4
B	LL31	CUSTOM AIRCRAFT (BJ'S)	0.9
B	LL32	JAMES DENEIR	0.8
B	LL33	FISH CREEK AERONAUTICS	0.9
B	LL34	VACANT	2.0
B	LL35	HILL	1.1
B	LL36	AG LEASE	3.1
B	LL37	AG LEASE	2.4
B	LL38	AG LEASE	5.0
B	LL4	NEW HORIZONS TELECOM	2.5
B	LL5	NEW HORIZONS TELECOM	5.4
B	LL7	VACANT	20.5
B	LL8A	CITY FIRE DEPARTMENT	5.2
B	LL8B	VACANT	2.2
B	LL8C	SNOW STORAGE	2.2
B	LL9	VACANT	1.1
C	LL1	VACANT	5.7
C	LL2	MATANUSKA-SUSITNA BOROUGH	5.9
C	LL3	BALL FIELDS	2.5
D	LL1A	VACANT	1.5
D	LL1B	CITY WELL	0.7
D	LL1C	VACANT	1.8
D	LL2	VACANT	4.1
Lot 1	-	STATE OF ALASKA FORESTRY	16.5
Lot 2	LL6	HAGELAND AVIATION SERVICES	4.2

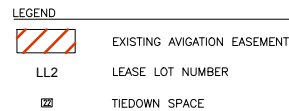
DATA SOURCE: AIRPORT MANAGER'S APRON AND LAND USE SPREADSHEET  
 CURRENT AS OF 09-08-2014

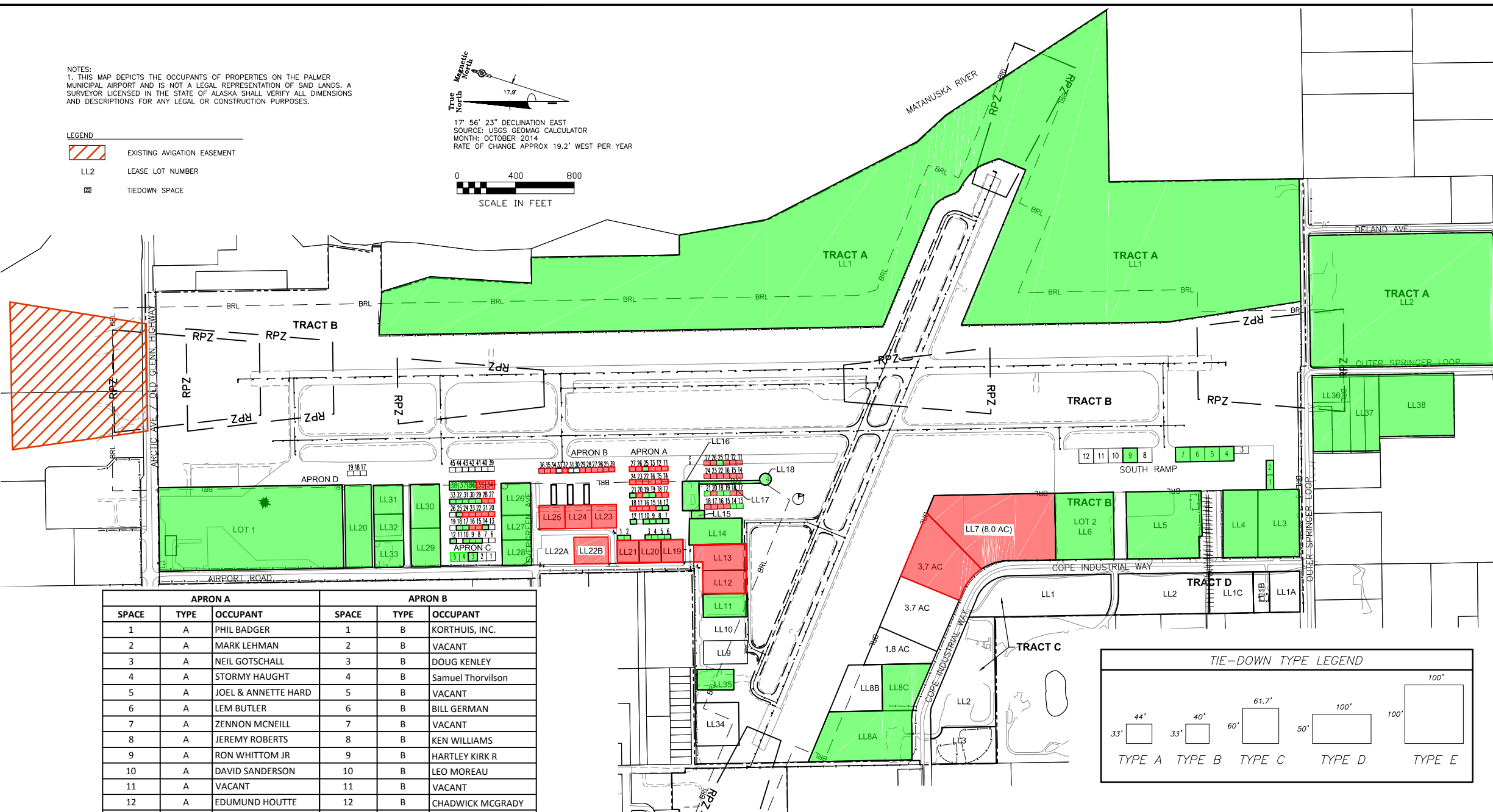
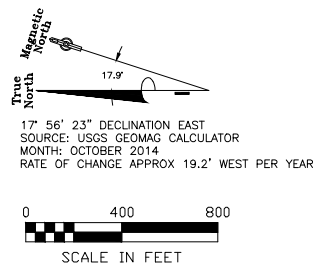
HDD HATTENBURG DILLEY & LINNELL  
 Engineering Consultants

CITY OF PALMER  
 PALMER MUNICIPAL AIRPORT  
 APRON & LAND USAGE  
 PALMER, ALASKA  
 DRAWN BY: DWK CHECKED BY: SLH  
 SCALE AS NOTED DATE 10-29-2014  
 JOB # 14-05 SHEET 1 OF 1

H:\Jobs\14-015 Palmer Airport Master Plan (COP)\CAD\DRAWINGS\14015\_09\_ALP\_10\_Land-Occupancy-Figure\_1=1\_06/04/15 at 15:30 by WUB  
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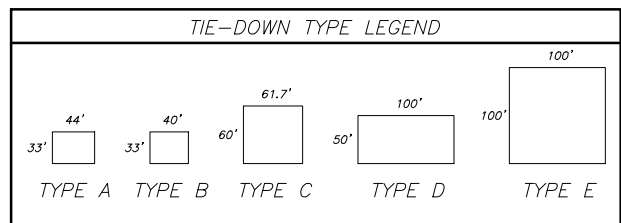
NOTES:  
1. THIS MAP DEPICTS THE OCCUPANTS OF PROPERTIES ON THE PALMER MUNICIPAL AIRPORT AND IS NOT A LEGAL REPRESENTATION OF SAID LANDS. A SURVEYOR LICENSED IN THE STATE OF ALASKA SHALL VERIFY ALL DIMENSIONS AND DESCRIPTIONS FOR ANY LEGAL OR CONSTRUCTION PURPOSES.

LEGEND  
  
 EXISTING AVIATION EASEMENT  
 LL2 LEASE LOT NUMBER  
 TIEDOWN SPACE



LEASE LOTS			
LOT TRACT	LEASE LOT	OCCUPANT	AREA (ACRES)
A	LL1	GOLF COURSE	118.5
A	LL2	GOLF COURSE	26.3
B	LL10	VACANT	1.1
B	LL11	PALMER HANGARS OWNERS ASSOCIATES	1.1
B	LL12	VACANT	1.1
B	LL13	VACANT	1.4
B	LL14	CRUZ	1.5
B	LL15	AIRPORT LIGHTING/NAVAIDS	0.2
B	LL16	AIRPORT ADMIN	0.5
B	LL17	FAA	0.2
B	LL18	FAA	0.1
B	LL19	VACANT	0.6
B	LL20	VACANT	0.6
B	LL21	VACANT	0.6
B	LL22A	VACANT	1.0
B	LL22B	VACANT	1.0
B	LL23	VACANT	0.6
B	LL24	VACANT	0.6
B	LL25	VACANT	0.6
B	LL26	ARTIC AIR ACADEMY	1.0
B	LL27	ARTIC AIR ACADEMY	0.8
B	LL28	GALLAGHER	0.8
B	LL29	HELMERICKS	1.2
B	LL3	HITCHINBROOK EQUIPMENT	3.2
B	LL30	COLVILLE LOGISTICS	1.4
B	LL31	CUSTOM AIRCRAFT (BJ'S)	0.9
B	LL32	JAMES DENEIR	0.8
B	LL33	FISH CREEK AERONAUTICS	0.9
B	LL34	VACANT	2.0
B	LL35	HILL	1.1
B	LL36	AG LEASE	3.1
B	LL37	AG LEASE	2.4
B	LL38	AG LEASE	5.0
B	LL4	NEW HORIZONS TELECOM	2.5
B	LL5	NEW HORIZONS TELECOM	5.4
B	LL7	VACANT	20.5
B	LL8A	CITY FIRE DEPARTMENT	5.2
B	LL8B	VACANT	2.2
B	LL8C	SNOW STORAGE	2.2
B	LL9	VACANT	1.1
C	LL1	VACANT	5.7
C	LL2	MATANUSKA-SUSITNA BOROUGH	5.9
C	LL3	BALL FIELDS	2.5
D	LL1A	VACANT	1.5
D	LL1B	CITY WELL	0.7
D	LL1C	VACANT	1.8
D	LL2	VACANT	4.1
Lot 1	-	STATE OF ALASKA FORESTRY	16.5
Lot 2	LL6	HAGELAND AVIATION SERVICES	4.2

APRON A			APRON B		
SPACE	TYPE	OCCUPANT	SPACE	TYPE	OCCUPANT
1	A	PHIL BADGER	1	B	KORTHUIS, INC.
2	A	MARK LEHMAN	2	B	VACANT
3	A	NEIL GOTSCHALL	3	B	DOUG KENLEY
4	A	STORMY HAUGHT	4	B	Samuel Thorvilson
5	A	JOEL & ANNETTE HARD	5	B	VACANT
6	A	LEM BUTLER	6	B	BILL GERMAN
7	A	ZENNON MCNEILL	7	B	VACANT
8	A	JEREMY ROBERTS	8	B	KEN WILLIAMS
9	A	RON WHITTON JR	9	B	HARTLEY KIRK R
10	A	DAVID SANDERSON	10	B	LEO MOREAU
11	A	VACANT	11	B	VACANT
12	A	EDUMUND HOUTTE	12	B	CHADWICK MCGRADY
13	A	RICHARD WILMARTH	13	B	VACANT
14	A	STEVEN KEVAN	14	B	VACANT
15	A	VACANT	15	B	GUY MCCONNELL
16	A	VACANT	16	B	VACANT
17	A	VACANT	17	B	VACANT
18	A	VACANT	18	B	VACANT
19	A	STAN RATLIFF	19	B	VACANT
20	A	VACANT	20	B	VACANT
21	A	AL SCHADLE	21	B	VACANT
22	A	VACANT	22	B	ROBERT & KIT JONES
23	A	VACANT	23	B	VACANT
24	A	VACANT	24	B	VACANT
25	A	AERIAL BANNERS	25	B	VACANT
26	A	VACANT	26	B	VACANT
27	A	VACANT	27	B	VACANT
T1	A	TRANSIENT	28	B	VACANT
T2	A	TRANSIENT	29	B	VACANT
T3	A	TRANSIENT	30	B	PAUL LADEGARD
T4	A	TRANSIENT	31	B	KENNETH MARTIN
T5	A	TRANSIENT	32	B	VACANT
T6	A	TRANSIENT	33	B	DAVID EARL
T7	A	TRANSIENT	34	B	VACANT
T8	A	TRANSIENT	35	B	VACANT
T9	A	WARREN WOODS	36	B	VACANT
			37	B	KENNETH BOZINOFF
			38	B	VACANT
			39	B	VACANT



APRON C			APRON C			APRON D			SOUTH RAMP		
SPACE	TYPE	OCCUPANT	SPACE	TYPE	OCCUPANT	SPACE	TYPE	OCCUPANT	Location	Column1	Owner
1	C	VACANT	24	A	VACANT	1	C	ALASKA WILDLIFE TROOPERS	1	D	ALASKA AIR FUEL
2	C	Vacant	25	A	ROBERT A CASE	2	C	ALASKA WILDLIFE TROOPERS	2	D	ALASKA AIR FUEL
3	C	MARK LEE	26	A	VACANT	3	A	RESERVED	3	D	VACANT
4	C	VACANT	27	A	VACANT	4	A	RESERVED	4	E	JOHN S REFFERT
5	C	VACANT	28	A	VACANT	5	A	DOUGLAS KELSCH	5	E	JOHN S REFFERT
6	A	VACANT	29	A	CLAUDE ADAMS	6	A	SARAH DOWNING	6	E	BUSH AIR CARGO
7	A	VACANT	30	A	JIM KOECHER	7	A	RESERVED	7	E	BUSH AIR CARGO
8	A	MICHAEL HOLMAN	31	A	EVAN BORDENKIRCHER	8	A	RESERVED	8	E	VACANT
9	A	MICHAEL HOLMAN	32	A	RYAN SCHLISSER	9	A	RESERVED	9	E	DAVID GILLET
10	A	CAREN DELLACIOPPA	33	A	AVIATION LEASING SVC	10	A	JEAN BREW	10	E	VACANT
11	A	VACANT	34	C	VACANT	11	A	NORALIE JENNINGS-VOIGT	11	E	VACANT
12	A	RANDALL SEARS	35	C	VACANT	12	A		12	E	VACANT
13	A	VACANT	36	C	GALEN GAUNT	13	A	RESERVED			
14	A	CHARLES GALLAGHER	37	C	NORTHERN AVIATION	14	A	RESERVED			
15	A	VACANT	38	C	NORTHERN AVIATION	15	C	RESERVED			
16	A	VACANT	39	A	VACANT	16	C	RESERVED			
17	A	JOHN MEARS	40	A	VACANT	17	A	RESERVED			
18	A	LEO NARDIN	41	A	VACANT	18	A	RESERVED			
19	A	VACANT	42	A	VACANT	19	A	RESERVED			
20	A	VACANT	43	A	VACANT						
21	A	VACANT	44	A	VACANT						
22	A	VACANT	45	A	VACANT						
23	A	VACANT									

DATA SOURCE: AIRPORT MANAGER'S APRON AND LAND USE SPREADSHEET

CURRENT AS OF 09-08-2014

HDD HATTENBURG DILLEY & LINNELL  
 Engineering Consultants

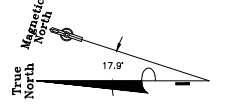
CITY OF PALMER  
 PALMER MUNICIPAL AIRPORT  
 APRON & LAND USAGE  
 PALMER, ALASKA

DRAWN BY: DWK CHECKED BY: SLH  
 SCALE: AS NOTED DATE: 10-29-2014  
 JOB #: 14-018 SHEET: 1 OF 1

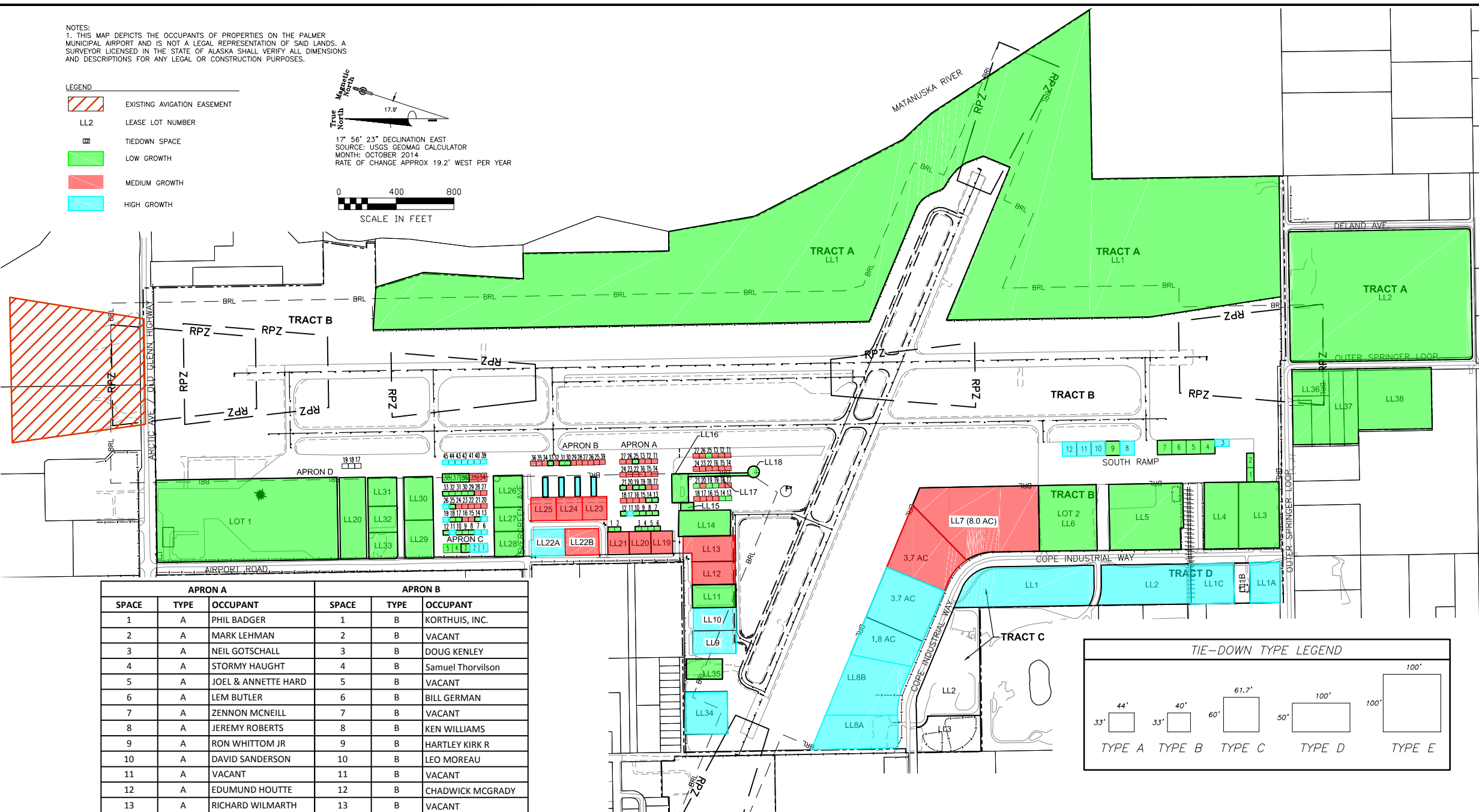
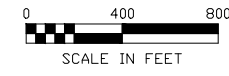
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 LAYOUT: med  
 XREF: 14015\_00-X-BUILDINGS, 14015\_00-X-PARCEL, 14015\_00-X-BASE, Z\_05021\_ALP\_BD01

NOTES:  
1. THIS MAP DEPICTS THE OCCUPANTS OF PROPERTIES ON THE PALMER MUNICIPAL AIRPORT AND IS NOT A LEGAL REPRESENTATION OF SAID LANDS. A SURVEYOR LICENSED IN THE STATE OF ALASKA SHALL VERIFY ALL DIMENSIONS AND DESCRIPTIONS FOR ANY LEGAL OR CONSTRUCTION PURPOSES.

- LEGEND
- EXISTING AVIGATION EASEMENT
  - LL2 LEASE LOT NUMBER
  - TIEDOWN SPACE
  - LOW GROWTH
  - MEDIUM GROWTH
  - HIGH GROWTH

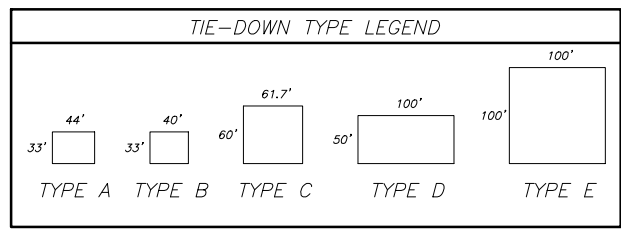


17° 56' 23" DECLINATION EAST  
SOURCE: USGS GEOMAG CALCULATOR  
MONTH: OCTOBER 2014  
RATE OF CHANGE APPROX 19.2" WEST PER YEAR



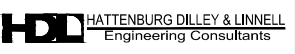
LEASE LOTS			
LOT TRACT	LEASE LOT	OCCUPANT	AREA (ACRES)
A	LL1	GOLF COURSE	118.5
A	LL2	GOLF COURSE	26.3
B	LL10	VACANT	1.1
B	LL11	PALMER HANGARS OWNERS ASSOCIATES	1.1
B	LL12	VACANT	1.1
B	LL13	VACANT	1.4
B	LL14	CRUZ	1.5
B	LL15	AIRPORT LIGHTING/NAVAIDS	0.2
B	LL16	AIRPORT ADMIN	0.5
B	LL17	FAA	0.2
B	LL18	FAA	0.1
B	LL19	VACANT	0.6
B	LL20	VACANT	0.6
B	LL21	VACANT	0.6
B	LL22A	VACANT	1.0
B	LL22B	VACANT	1.0
B	LL23	VACANT	0.6
B	LL24	VACANT	0.6
B	LL25	VACANT	0.6
B	LL26	ARTIC AIR ACADEMY	1.0
B	LL27	ARTIC AIR ACADEMY	0.8
B	LL28	GALLAGHER	0.8
B	LL29	HELMERICKS	1.2
B	LL3	HITCHINBROOK EQUIPMENT	3.2
B	LL30	COLVILLE LOGISTICS	1.4
B	LL31	CUSTOM AIRCRAFT (BJ'S)	0.9
B	LL32	JAMES DENEIR	0.8
B	LL33	FISH CREEK AERONAUTICS	0.9
B	LL34	VACANT	2.0
B	LL35	HILL	1.1
B	LL36	AG LEASE	3.1
B	LL37	AG LEASE	2.4
B	LL38	AG LEASE	5.0
B	LL4	NEW HORIZONS TELECOM	2.5
B	LL5	NEW HORIZONS TELECOM	5.4
B	LL7	VACANT	20.5
B	LL8A	CITY FIRE DEPARTMENT	5.2
B	LL8B	VACANT	2.2
B	LL8C	SNOW STORAGE	2.2
B	LL9	VACANT	1.1
C	LL1	VACANT	5.7
C	LL2	MATANUSKA-SUSITNA BOROUGH	5.9
C	LL3	BALL FIELDS	2.5
D	LL1A	VACANT	1.5
D	LL1B	CITY WELL	0.7
D	LL1C	VACANT	1.8
D	LL2	VACANT	4.1
Lot 1	-	STATE OF ALASKA FORESTRY	16.5
Lot 2	LL6	HAGELAND AVIATION SERVICES	4.2

APRON A			APRON B		
SPACE	TYPE	OCCUPANT	SPACE	TYPE	OCCUPANT
1	A	PHIL BADGER	1	B	KORTHUIS, INC.
2	A	MARK LEHMAN	2	B	VACANT
3	A	NEIL GOTSCHALL	3	B	DOUG KENLEY
4	A	STORMY HAUGHT	4	B	Samuel Thorvilson
5	A	JOEL & ANNETTE HARD	5	B	VACANT
6	A	LEM BUTLER	6	B	BILL GERMAN
7	A	ZENNON MCNEILL	7	B	VACANT
8	A	JEREMY ROBERTS	8	B	KEN WILLIAMS
9	A	RON WHITTON JR	9	B	HARTLEY KIRK R
10	A	DAVID SANDERSON	10	B	LEO MOREAU
11	A	VACANT	11	B	VACANT
12	A	EDUMUND HOUTTE	12	B	CHADWICK MCGRADY
13	A	RICHARD WILMARTH	13	B	VACANT
14	A	STEVEN KEVAN	14	B	VACANT
15	A	VACANT	15	B	GUY MCCONNELL
16	A	VACANT	16	B	VACANT
17	A	VACANT	17	B	VACANT
18	A	VACANT	18	B	VACANT
19	A	STAN RATLUFF	19	B	VACANT
20	A	VACANT	20	B	VACANT
21	A	AL SCHADLE	21	B	VACANT
22	A	VACANT	22	B	ROBERT & KIT JONES
23	A	VACANT	23	B	VACANT
24	A	VACANT	24	B	VACANT
25	A	AERIAL BANNERS	25	B	VACANT
26	A	VACANT	26	B	VACANT
27	A	VACANT	27	B	VACANT
T1	A	TRANSIENT	28	B	VACANT
T2	A	TRANSIENT	29	B	VACANT
T3	A	TRANSIENT	30	B	PAUL LADEGARD
T4	A	TRANSIENT	31	B	KENNETH MARTIN
T5	A	TRANSIENT	32	B	VACANT
T6	A	TRANSIENT	33	B	DAVID EARL
T7	A	TRANSIENT	34	B	VACANT
T8	A	TRANSIENT	35	B	VACANT
T9	A	WARREN WOODS	36	B	VACANT
			37	B	KENNETH BOZINOFF
			38	B	VACANT
			39	B	VACANT



APRON C			APRON C			APRON D			SOUTH RAMP		
SPACE	TYPE	OCCUPANT	SPACE	TYPE	OCCUPANT	SPACE	TYPE	OCCUPANT	Location	Column1	Owner
1	C	VACANT	24	A	VACANT	1	C	ALASKA WILDLIFE TROOPERS	1	D	ALASKA AIR FUEL
2	C	Vacant	25	A	ROBERT A CASE	2	C	ALASKA WILDLIFE TROOPERS	2	D	ALASKA AIR FUEL
3	C	MARK LEE	26	A	VACANT	3	A	RESERVED	3	D	VACANT
4	C	VACANT	27	A	VACANT	4	A	RESERVED	4	E	JOHN S REFFERT
5	C	VACANT	28	A	VACANT	5	A	DOUGLAS KELSCH	5	E	JOHN S REFFERT
6	A	VACANT	29	A	CLAUDE ADAMS	6	A	SARAH DOWNING	6	E	BUSH AIR CARGO
7	A	VACANT	30	A	JIM KOECHER	7	A	RESERVED	7	E	BUSH AIR CARGO
8	A	MICHAEL HOLMAN	31	A	EVAN BORDENKIRCHER	8	A	RESERVED	8	E	VACANT
9	A	MICHAEL HOLMAN	32	A	RYAN SCHLISSER	9	A	RESERVED	9	E	DAVID GILLET
10	A	CAREN DELLACIOPPA	33	A	AVIATION LEASING SVC	10	A	JEAN BREW	10	E	VACANT
11	A	VACANT	34	C	VACANT	11	A	NORALIE JENNINGS-VOIGT	11	E	VACANT
12	A	RANDALL SEARS	35	C	VACANT	12	A		12	E	VACANT
13	A	VACANT	36	C	GALEN GAUNT	13	A	RESERVED			
14	A	CHARLES GALLAGHER	37	C	NORTHERN AVIATION	14	A	RESERVED			
15	A	VACANT	38	C	NORTHERN AVIATION	15	C	RESERVED			
16	A	VACANT	39	A	VACANT	16	C	RESERVED			
17	A	JOHN MEARS	40	A	VACANT	17	A	RESERVED			
18	A	LEO NARDIN	41	A	VACANT	18	A	RESERVED			
19	A	VACANT	42	A	VACANT	19	A	RESERVED			
20	A	VACANT	43	A	VACANT						
21	A	VACANT	44	A	VACANT						
22	A	VACANT	45	A	VACANT						
23	A	VACANT									

DATA SOURCE: AIRPORT MANAGER'S APRON AND LAND USE SPREADSHEET  
CURRENT AS OF 09-08-2014



**CITY OF PALMER**  
PALMER MUNICIPAL AIRPORT  
APRON & LAND USAGE  
PALMER, ALASKA

DRAWN BY: DWK CHECKED BY: SLH  
SCALE: AS NOTED DATE: 10-29-2014  
JOB #: 14-018 SHEET: 1 OF 1

H:\Jobs\14-018 Palmer Airport Master Plan (GDP)\CAD\DRAWINGS\14015\_09\_ALP\_10-Land-Occupancy-Figure\_1=1\_06/25/15 at 07:57 by WJB  
LAYOUT: high  
XREF: 14015\_00-X-PARCEL\_14015\_00-XBASE\_Z\_05021\_ALP\_BD01

## Appendix B: FAA Compliance Letter





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Alaskan Region Airports Division

222 West 7<sup>th</sup> Avenue, Mail Stop 14  
Anchorage, AK 99513

November 24, 2010

\$ 857 DOJ  
90 to FAA Doseraemus

Scott P. Lewis, Esq.  
Kevin D. Batt, Esq.  
Anderson and Kreiger, LLP  
One Canal Park, Suite 200  
Cambridge, MA 02141

Dear Mr. Lewis and Mr. Batt:

Thank you for submitting a revised proposed corrective action plan on behalf of the City of Palmer, Alaska (City) dated October 18, 2010.

The Federal Aviation Administration's Alaska Airports Division conducted a land use inspection of the Palmer Airport on September 17, 2008. The inspection report dated December 3, 2008 identified ten (10) discrepancies. Three discrepancies were resolved. One additional item was indentified that was not included in the initial December 3rd report pertaining to water wells and snow storage area, which is addressed here.<sup>1</sup>

The following items are the outstanding discrepancies and where applicable, include the City's proposed corrective action as provided in their October 18, 2010 plan:

### 1. Land Use Plan

The most current Land Use Plan, (Exhibit 2 of the Airport Layout Plan) dated May 1, 2004, depicted "non-aviation revenue areas" for large areas of the Airport. A review of FAA records indicated that the land in question was designated "aviation use" and was

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1. Lease #2436 is between the Airport and the State of Alaska, Department of Forestry, for 16.15 acres on the Palmer Airport. The land is used by the Department of Forestry for "Aircraft Operations, service to aircraft operations, and office and related facilities for departments or agencies of the State of Alaska that administer or support aircraft operations." The lease is for 99 years, beginning in 1997 and concluding in 2096. The lease rate is \$0.0631/sf per year for total annual revenue to the Airport of \$44,356. An additional payment of \$38,710 per year was made for the first 9 years of the lease. The rate of \$0.0631 is subject to adjustment every five years based on the consumer price index during the preceding five years. An appraisal has shown that a fair market rental rate (for non-aeronautical use) is \$0.057/sf per year. Although the use of the leasehold is primarily aeronautical, the rate being paid by the State is for a non-aeronautical use and is slightly higher than fair market rental rate for airport property. The FAA agrees that the lease rate and use of the land is acceptable. The FAA cautions the City that leases in excess of 50 years are not favored, and should the opportunity arise to renegotiate the term; the FAA would expect the City to exercise its right to do so.

purchased with Airport Improvement Program (AIP) funds. There were no records of requests and approvals to change the aviation use to non-aviation, revenue generating land use. The change from aviation use to non-aviation use can only be accomplished with specific requests and approvals for this change. A change has not been approved to date and therefore the Land Use Plan does not accurately depict the present classification of the property.

**Unresolved Discrepancy:** Although this discrepancy was identified in the Land Use Inspection on December 3, 2008, as of today, the Alaska Airports Division Regional Office (RO) has not received an updated Land Use Plan. Please provide a current Land Use Plan within 60 days of receipt of this letter.

## 2. Palmer Municipal Golf Course

There is no lease agreement for the Palmer Municipal Golf Course which is AIP grant purchased Airport land. There is no record of requests or approvals to change the aeronautical use to non-aeronautical revenue generating land use.

**Proposed Corrective Action:** As to the Palmer Municipal Golf Course, the corrective action plan states that "Taking account of the low probability that a light industrial user could be found for Tract A, the appraiser found that for the next 10-15 years, the use of the golf course parcel as a golf course, generating nominal rent of \$40/acre/year, should be considered to be its interim highest and best use". The corrective action plan proposes to pay this rental rate to the Airport, both retrospectively and prospectively, for the 144.75 acres that make up the golf course. The City's proposed corrective action plan calls for the payment of annual rent of \$5,790.

**FAA Response:** The FAA agrees that at this time, or in the near-future, there will likely not be an aeronautical need for the land currently occupied by the Palmer Municipal Golf Course.<sup>2</sup> The proposed payment of \$5,790.00 via a formal lease agreement is an acceptable payment retrospectively and prospectively. Be advised that this use shall not interfere with safe and efficient airport operations, and shall terminate as soon as the land is needed for aeronautical use. Accordingly, should there be a demand for an aviation use of the land, the formal lease agreement should be tailored to allow a reasonably prompt timeframe to return the property to an aviation use. The updated Land Use Plan and request for non-aviation revenue generation use should be submitted reflecting this change.

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<sup>2</sup> However, there is an aeronautical need to accommodate airport design surfaces as currently shown in the ALP. The ALP shows the Runway Visibility Zone (RVZ) and Object Free Area (OFA) within the current Golf Course. The Airport should set measures to prevent any permanent or temporary obstructions to the light of sight. The OFA standard allows objects needed for air navigation and aircraft ground maneuvering and does not allow for a perimeter fence. The airport fence needs to move back from the runway to include the RVZ and OFA.

### 3. Fire Department Training Facility

There is no lease agreement for the Fire Department Training facility (lot 7, Tract C), which is located on AIP Grant purchased Airport land. This property is aviation use property and the Fire Department Training facility is a non-aviation use.

**Proposed Corrective Action:** In the corrective action plan, the City states that for 2010 and subsequent years, fire training activities will only take place on Parcel 7. The Follett Report concluded that the annual fair market rental value of this parcel alone is \$5,670. The City deducted the rent the Airport already received from the State Fire Marshall from the City's rent obligations for each of the years 2006 through 2009.

**FAA Response:** The FAA accepts the corrective action plan as proposed which shall include a lease agreement designating fair market rent. This is consistent with FAA's recommendation that fair market rental value be obtained for a non-aviation use of Airport land. The updated Land Use Plan should be submitted reflecting this change.

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### 4. Payment in Lieu of Taxes for Fire and Police Charges

During an October 3, 2008, meeting, the Airport Manager provided an issue paper to the Alaska RO indicating that a payment in lieu of taxes method was used for fire and police changes. There was no documentation on how much money may have been covered by this method.

**Proposed Corrective Action:** In the corrective action plan, the City states that the cost of public services, including police and fire services provided to the Airport by the City, was a total of \$31,621 over the years 2003-2006. The City further states that these offsets were taken into account in accordance with 49 U.S.C. § 47107(l)(5), over the years 2003-2009.<sup>3</sup>

**FAA Response:** The FAA accepts this provision of the corrective action plan. Payments in lieu of taxes may not exceed the value of services provided, and must be based on a reasonable, transparent cost allocation formula. The FAA reserves the right to review the City's cost

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<sup>3</sup> In the corrective action plan, the City proposes to offset against the rent to be paid for each of the years 2003 through 2009 certain amounts that the City expended for allowable capital or operating costs at the Airport, but that have not been reimbursed by the Airport including: (a) the cost of water and sewer infrastructure improvements made at the Airport by the City (\$172,350 in 2004); (b) the cost of administrative services provided to the Airport by the City (a total of \$39,216 over the years 2003 – 2006); and (c) the cost of public services (including police and fire services) provided to the Airport by the City (a total of \$31,621 over the years 2003-2006). The water and sewer service to parcels were subsequently marketed to private persons and entities for aircraft hangar development. The corrective action plan states that the City is actually entitled to a reimbursement of \$154,746 from the Airport. However, the City states that it proposes to treat this amount as a prepayment of the General Fund's future financial obligations to the Airport.

allocation to confirm that it does not result in revenue diversion by charging a disproportionate allocation of the City's general government costs to the Airport.

#### **5. Palmer School District**

The Palmer School District lease is for 99 years at the rate of \$1.00 per year. The property was acquired by an FAA grant in July 1977 for aviation use. The rent of \$99 for 99 years is incompatible with grant assurance 24, Fee and Rental Structure. Moreover, there are no records of a request and approval to change the aviation use to a non-aviation use.

**Proposed Corrective Action:** The City has been negotiating with the Matanuska-Susitna Borough School District for a potential land swap that would lead, with FAA approval, to a release from the Airport of land comprising a total of 8.40 acres, including the School District's current 5.89 acre leasehold. The 8.40 acres would be transferred in exchange for a payment to the Airport of the appraised fair market value of the land in the amount of \$316,400. If the City is unable to consummate such a transaction, the City will demand that the Borough pay to the Airport the appraised fair market rental value of the Airport land occupied by the School District in the amount of \$13,080 for 2010 and later years. If the Borough fails to make such rental payments in 2010 or any subsequent year, the City will transfer to the Airport Enterprise Fund the appraised fair market rental value of the Airport land occupied by the School District for 2010 and later years by December 31 of each year.

**FAA Response:** The FAA accepts the corrective action as proposed. Please remember that in accordance with Grant Assurance 5, *Preserving Rights and Powers*, Palmer must obtain the FAA's prior written approval to sell, or otherwise transfer or dispose of this property. Accordingly, please provide updates every 90 days to the Alaska RO on the status of the resolution efforts.

#### **6. Hinchinbrook Leases**

Lease lot 91-2 fronts the AIP funded large aircraft apron and under the lease for these premises, the purpose was limited to aircraft parts sales and service, aircraft repair and storage, aircraft engine overhaul, offices for Airport based operations, and shop and equipment storage space for businesses requiring airport location. The lease lot contained a two-story assembly warehouse building; the actual use of the premises did not meet the lease purposes. Lease lot 97-2 was reported to be used to stage equipment for helicopter sling loads; a Bell Jet Ranger was parked on the premises during the inspection. The observed use of leased premises was inconsistent with the uses specified in the lease.

Lease lot 91-1 contains four buildings and a fueling facility. Two of the buildings were being used in a manner consistent with a lease for aeronautical use. A third building was

used as an office building; this is a nonaeronautical use. A fourth building is for multi-purpose storage/warehousing and is not an aeronautical use. All three lots are leased to Hinchinbrook, one entity, and as stated were used for both aeronautical and non-aeronautical uses.

**Proposed Corrective Action:** In the corrective action plan, the City states that in response to FAA's concern, it caused Hinchinbrook to consolidate all of its non-aeronautical activities at the Airport on a single parcel, Leasehold 91-2. An appraisal has shown that the appraised fair market rental value of Leasehold 91-2 is less than the currently agreed upon lease rate. Therefore, there will be no changes to the lease rates currently applied to these leaseholds.

**FAA Response:** The FAA appreciates the City's timely corrective action to require Hinchinbrook to consolidate its non-aeronautical activities on one leasehold. The corrective action plan states that all of Hinchinbrook's non-aeronautical activities are now consolidated on Leasehold 91-2. Please provide an explanation to the RO on how the corporate office and the multi-purpose storage/warehousing building on lease lot 91-1 were included in the consolidation onto lease lot 91-2. The FAA accepts the City's conclusion that Hinchinbrook is paying the appropriate fair market rental rate for Leasehold 91-2. This corrective action is consistent with the FAA's *Policy and Procedures Concerning the Use of Airport Revenue*, which requires that land rental, or use of land by, the sponsor for nonaeronautical purposes at less than fair market value rent, except to the extent permitted by section VII.D of the Revenue Use Policy, is prohibited.

## 7. Water Well Site and Snow Storage Sites

Documents show that there is a water well site and snow storage sites located on the Airport. In accordance with the Revenue Use Policy, the lease of airport property to a unit of the sponsoring government for nonaeronautical use at less than fair market value is considered a prohibited revenue diversion unless one of the specific exceptions permitting below market rental rates applies.

**Proposed Corrective Action:** The corrective action plan states that the City will pay \$1,848 for fair market rental rates for 30,800 square feet of Airport land that it used for a water well site. The City asserts that the State of Alaska has granted a permit to the City to appropriate water by means of a public water well located within the Airport. The City argues that "the water drawn from the well site at the Airport is not 'sponsor owned' within the meaning of ¶ II.B 1 a.iii of the FAA's Final Policy Concerning the Use of Airport Revenue, 64 Fed. Reg. 7716 (Feb.16, 1999). The City therefore has no obligation to pay the Airport for the water drawn from the well site at the Airport."

As to the snow storage site, the City admits from time to time it uses vacant land at the Airport for snow storage. The City proposes to pay rent to the Airport on three sites

where snow is stored and plowed outside the Airport. The City did not seek a separate appraisal for the snow storage site, but proposes to base its rent calculations on the appraised fair market rental value of comparable Airport land. The City proposes to pay the Airport an annual rent of \$1,100.

**FAA Response:** The FAA accepts the corrective action as proposed.

#### **8. Adjustment for 2009 Rent Payments/Interest Calculations**

The land use inspection found that “there were multiple discrepancies that indicated the possibility of revenue diversion. An audit of the city records, in particular the airport fund, will be needed to identify and resolve the multiple instances of aeronautical lease rates being charged for non-aeronautical uses.”

**Proposed Corrective Action:** For 2009, the city has deducted the estimated fair market rent it has already paid to the Airport in accordance with written Inter-Departmental Airport Land Use Agreements that have been submitted to the FAA. The City states in the corrective action plan that in accordance with 49 U.S.C. § 47107(o)(5) and as specified by the City’s proposed plan, the City has calculated for each year the amount of accrued interest on these retrospective rental obligations from January 1 of the following year through August 31, 2010 using the applicable “current value of funds rates” published by the Treasury Department. The City submitted a spreadsheet documenting these amounts.

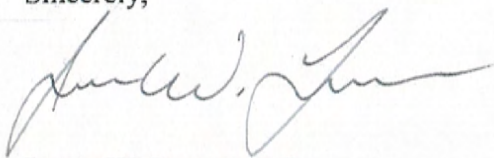
**FAA Response:** The FAA accepts the corrective action as proposed, subject to receipt of a revised Inter-Departmental Airport Land Use Agreements calling for each City department that uses Airport property for non-aeronautical purposes to pay rent to the Airport calculated on the basis of appraised fair market rental value. This would include the Golf Course, Fire Training Area, Water Well and Snow Storage Sites, and the School District. Please provide this information as soon as practicable to the Alaska RO, but no later than 90 days from the receipt of this letter. Additionally, in accordance with Grant Assurance No. 26, the FAA is requesting the City provide a financial report detailing revenue and expenses related to the properties under the Inter-Departmental Airport Land Use Agreements to the Alaska RO by December 1, 2011.

In closing, please provide an updated Land Use Plan to the Alaska RO within 60 days. The Land Use Plan submittal should include any required requests for FAA approval of any needed releases, and interim or concurrent revenue-production use.

Any FAA approval of the corrective action plan is not intended to and does not prejudice other rights that the United States may have against the City, including an action for money damages.

Thank you for your cooperation and willingness to work with the FAA to resolve these issues.

Sincerely,

A handwritten signature in black ink, appearing to read "James W. Lomen". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

James W. Lomen, P.E.  
Acting Division Manager