



City of Palmer, Alaska
Joint City Council and
Airport Advisory Commission Meeting
January 28, 2020, at 6:00 PM
City Council Chambers
231 W. Evergreen Avenue, Palmer
www.palmerak.org

AGENDA

A. CALL TO ORDER

B. ROLL CALL

City Council:

Edna DeVries, Mayor
Linda Combs, Deputy Mayor
Julie Berberich
Richard W. Best
Steve Carrington
Sabrena Combs
Jill Valerius

Airport Advisory Commission:

Jeff Helmericks
Shannon Jardine
Leighton Lee
Joyce Momarts
Kenneth More
Shayne Reese
Andrew Weaver

C. PLEDGE OF ALLEGIANCE

D. APPROVAL OF AGENDA

E. AUDIENCE PARTICIPATION

F. NEW BUSINESS

1. Committee of the Whole (note: action may be taken by following the committee of the whole)
 - a. 2019 Airport Advisory Commission Accomplishments Recap
 - b. 2020 Commission Projects and Goals
 - c. Other Matters Related to the Palmer Municipal Airport
 - d. City Council Direction to the Commission

G. RECORD OF ITEMS PLACED ON THE TABLE

H. COUNCIL AND COMMISSION MEMBERS COMMENTS

I. ADJOURNMENT

AIRPORT ADVISORY COMMISSION REPORT TO CITY COUNCIL

January 28, 2020

Ken More, Chair

Jeff Helmericks, Vice-Chair

1) Introduction of new AAC members to the City Council

- Leighton Lee, CEO with NHTI and John Lee's son
- Shayne Reese, Avionic Technician with the Air National Guard

"RECAP OF 2019 PALMER MUNICIPAL AIRPORT PROJECTS & IMPORTANT INFORMATION"

2) 2019 Airfield Safety Improvements Project Update

- Fence Line and Gate Repair work is now substantially completed with springtime punch list items to be completed.
- Tree clearing (11 Acres) on the transitional surface area south of RW 10/28 is completed with stump removal, grading and hay seed planned for the spring.
- The vehicle and pedestrian directional signs are up and in place with the Auto-Flash Blinkerstop Signs expected to be installed soon.
- All of the Apron light pole bases are in with the actual light poles expected to arrive in March for installation.
- The new airfield directional signs have been ordered and are also expected to be installed this spring upon arrival.

3) Designated Aircraft Run-Up Areas and Tough and Go Training

- Due to airfield concerns with emergency aircraft being delayed by aircraft performing their engine run-ups on the two main taxiway hold lines for the North/South Runway, the AAC is working with Airport Administration and the FAA as additional work for the 2019 ASI project to pay for the installation of aircraft run-up areas signs. This will give pilots and the Flight Service Station personnel a design area to perform run-up work without delaying other aircraft.
- Touch and Go flight training activities during the height of wildland firefighting activities has increased due to the number of flight training operations on the airport. Measures are being put into place to defer to Division of Forestry contracted aircraft on departure and return activity during the season.
- Published notification will appear in the 5010 report, facility directory, the supplement and the Airport Newsletter.

4) Avigation Easement Planning Study

- The City has not been able to obtain a complete avigation easement from the Mat-Su Borough at the north end of Runway 16 for the past 33 years. One half of the

area was granted an avigation easement in 1986, but the second half was never granted by the Borough. The area in question is more commonly known as the Matanuska River Park and Campground and for numerous reasons is a historically complicated issue.

- The current Airport Superintendent with the help of the AAC has again approached the MSB to secure agreement to participate in a proposed avigation easement planning study. This study is meant to determine the best course of action to be able to fully utilize the complete 6008' feet of the north south runway which currently has a 500' displaced landing threshold. The displaced threshold is due to the lack of this complete avigation easement and certain taller trees (mostly old Cottonwoods) within the park that penetrate the 20 to 1 sighting surface (Stick up into the path of aircraft landing or potentially departing).
- The Airport Superintendent with the assistance of the AAC have been able to secure resolutions from the MSB Aviation Advisory Board as well as the Parks, Recreation and Trails Board in favor of the Boroughs participation in this study.
- A solution to this issue after 33 years will hopefully provide for full utilization of the North / South RW, enabling safer aviation activities in the area and allow for safer and enhanced Division of Forestry aeronautical firefighting capabilities, provide for better emergency medical flight safety, a safer pilot training area, a safer MSB park environment and increased Borough emergency preparedness capabilities (Diverted aircraft from Anchorage, earthquake damage to roads and bridges).
- This is truly more of a Borough issue than a Palmer Municipal Airport issue, mainly due to the increased population of the Borough now in excess of 100 thousand people. The compounded scale of safe aeronautical transport should roads and bridges to Anchorage and Fairbanks not be available has compounded greatly. Not to mention the brown swath of dead and dying spruce trees from Kenai to Talkeetna and beyond create a much greater need to be prepared for future devastating fire seasons and the need to be better prepared.

5) **Airport Development, Lease Lot Absorption and the Request for Taxiway November (N) Development.**

- The airport had one private hangar, the Kingdom Air Corps project and the new 10 unit T Hangar complex for PAAQ Hangar Association completed this past summer with the red iron up on the new Aurora Sky hangar building and enclosure nearing completion.
- Four more hangar projects should get underway this summer including the Blue River Aviation facility, the Lazy Mountain Hangar project, the long awaited ADD Investments Hangar(s) on the south ramp and hopefully phase (2) of the PAAQ Hangars Association project, if enough of the current units sell timely.

- All of the Lease Lots on Yukon Street and South Airport Road have been absorbed and there are only two remaining Lease Lots on the north ramp currently available on the newly named S. Aviator Way road and only one on the south ramp which have airfield access.
- There is a growing need for the Taxiway November development south of RW 10/28 to open up the 24 acres to airside access. All of the public utilities and road access to service the future lease lots are already in place on Cope Industrial Way.
- Current Design / Build cost estimates in total are approximately \$5.9M with a City match of approximately \$368K.

6) Palmer Municipal Airport Economic Impact on our community

- The last economic impact study of the airport was conducted in 2007. In the 12 years since the study was conducted the airports employment base, payroll, based aircraft, capital projects, tax base have all increased substantially.
- Some estimated comparative numbers are as follows:

| | <u>2007</u> | <u>2019</u> | |
|-----------------------------------|--------------|-------------------|--|
| Full Time Employment (airport) | 139 | 180 | (350 with Part-Time DOF activities) |
| Based Aircraft | 120 | 168 | |
| Annual Operations | 28,670 | 38,000 est. | |
| Total Business Revenue | \$19,104,478 | \$???????????? | |
| Payroll & Proprietor Income | \$10,293,078 | \$13,329,167 est. | |

Airport businesses, construction activities (that support jobs), payroll spent in town, sales tax and property tax revenue have had a substantial impact on the local economy. The recent growth at the airport has only magnified this economic impact. The Airport Advisory Commission again wants to recognize and thank the City Council for its continued support of the airport and all of the investment made over the past several years to help support and grow airport activities and subsequent private investment. The private hangar investment mention above is approaching \$6 million and has yet to have an impact on the adjusted economic impact figures for 2019.

“2020 Airport Advisory Commission Projects & Goals”

- 1) Completion of the Engine Run-Up Areas & Tough and Go training initiative
- 2) Assisting the City in and through the Avigation Easement Planning Study with active AAC participation to help insure a positive outcome.
- 3) 2020 Open House event and the possible reinstatement of the FAA “Fly In” pancake breakfast event.

Report to City Council & Airport Advisory Commission “Fuel Flowage Fee vs. Sales Tax”

Aviation Fuel Sales Tax Summary (3%)

In 2011, sales tax for fuel sales at the airport were posted to the airport fund and that lasted until July 1, 2016 when the Fuel Flowage Fee was put into place.

The sales tax for fuel sales at the airport by year follows.

| | |
|------|-----------------------------------|
| 2011 | \$6,960 |
| 2012 | \$4,323 |
| 2013 | \$4,223 |
| 2014 | \$9,471 |
| 2015 | \$8,135 |
| 2016 | \$2,975 (Only first half of year) |

Aviation Fuel Flowage Fee Summary (\$0.05 Cents Per Gallon)

| | |
|------|---|
| 2016 | \$6,459.41 (Second half of year) |
| 2017 | \$11,602.90 (Less reimbursements of \$1,426.25) |
| 2018 | \$8,563.00 |
| 2019 | \$14,567.12 |

Total Gallon's Delivered to Airport

| | |
|------|-------------------------------|
| 2016 | 129,188 (Second half of year) |
| 2017 | 232,060 |
| 2018 | 171,260 |
| 2019 | 291,342 |