

## Aviation Advisory Board Meeting Minutes

July 22, 2022

4111 Aviation Ave, Main Conf Room, Anchorage

And Virtual via Microsoft Teams

1:00 pm – 4:00 pm

Meeting was called to order at 1:00 pm by Steve Strait Straight

**PRESENT:** Steve Strait, Jim Dodson, Adam White, Dennis Parrish, Gideon Garcia, Frank Neitz, Marilyn Romano, Mike Reeve

Excused: Bob Hajdukovich, Lee Ryan, Dave Wilson

**OTHERS IN ATTENDANCE:** Craig Campbell (AIA) Dylan Blankenship (DOT), Troy LaRue LaRue (DOT), Bryn Hiner (DOT), Jodi Gould, (AIA), Megan Peters (AIA)

Pubic

Tom George– Fairbanks

Merle Acers - Anchorage

**Meeting was called to order at 1:00 pm by Steve Strait Strait.**

**MINUTES: Motion:** Marilyn moved to approve minutes. Seconded by Steve Strait. Motion passed unanimously.

**Fairbanks Internatnional:**

DC John Binder filled in for the FAI update, as Angie and Teresa were unavailable.

DC Binder filled in the boards request for the overall economic development view of FAI. Big items of note were: Many airlines choose to go to ANC due to the close proximity of FAI as an alternative, as well as FAI is a key gateway to the interior of Alaska. FAI continues to focus its activities around this. A side note is tourist activity, notable Asian charters continue to grow.

Leasing activity is a big positive, they have more leasing activity than they can handle. BLM has really expanded in FAI as well due to all the firefighting opportunities. And a lot of new activity regarding the float plane slips as well.

DC Binder continued, stating the Airport Affair Committee is renewing its agreement with the internationals, the current agreement expires June 30<sup>th</sup> of next year. The new agreement is close to being ready, and currently under review by legal. It is looking like another 10 year agreement, which is a big positive.

Steve S. asked DC Binder if there was any revenue earned from the Federal fire fighting activity in FAI.

DC Binder stated offhand he was unaware of what agencies are exempt from landing fees.

Troy L. informed the board about the centurion flight that took place at FAI, a large drone (12 foot wingspan, 300 pounds) within the controlled traffic pattern. The first flight in the nation that they are aware of.

### **Ted Stevens Anchorage International:**

Craig Campbell began to brief the board on ANC global competitiveness.

He began by stating that ANC and FAI are a system, he wants to see more activity up there and so the goal is to approach development as a system and not one airport.

The first goal is building awareness about ANC, Craig C. said they hired an individual specifically for this task. Attending trade shows and working with Visit Alaska to promote the airport. Trudy Wassell visits virtually every air cargo conference to also represent the airport.

### **Cargo**

Air cargo is beginning to max out the infrastructure capacity. It will be a priority for ANC to find new locations reserved for cargo activity.

Northlink, on the South side, they're planning for 15 cargo hard stands. Their first phase is to do five with a small warehouse. They're still in the process of their environmental process, the NEPA process. They have to go through. They will probably not break ground this year, but the preliminary work should be done by the end of this year.

Craig C. continued, saying the West side of the airport is still under debate about what to do. It was leased out, terminated, and now under an appeal process.

The master plan, will continue looking for future trends as far as cargo, and being that it has been a steady increase, more cargo hard stands will be needed in the future.

### **Pax**

Pax service is also projected to continue increasing. The master plan will address where to put additional Pax airplanes. Currently the South terminal is commuter, but all set up for large pax. The issue is then where do you put the commuter. There is also the issue of where to store large aircraft, which is a known issue at the moment. The simple solution is more infrastructure is needed.

### **Construction**

- ANC TW K, G1 and J: \$25,000,000
- ANC Terminal Loop Road Rehabilitation: \$10,500,000
- ANC ST Cascading Escalator Enclosure Replacement: \$5,200,000
- ANC ST Cooling Upgrades: \$9,100,000
- ANC Network Core Devices Replacement: \$1,500,000
- ANC Master Plan Update: \$3,500,000
- ANC Supply Warehouse Roof Replacement: \$1,500,000

- ANC Runway 7R/25L Joint Repair: \$3,500,000
- ANC Gates B4, B6, B7, B8, & B9 Apron Rehabilitation: \$4,900,000
- ANC Gate B9 Jet Bridge Replacement: \$3,000,000
- ANC E1, E3 & G/E Intersection Reconstruction: \$18,000,000
- ANC Underground Storage Tanks Replace NT, ST, ARFF: \$1,500,000
- ANC Communications System Upgrade: \$500,000
- ANC North Terminal Improvements: \$5,000,000
- ANC Vertical Infrastructure Earthquake Repairs: \$7,000,000
- LHD RW 14/32 Rehabilitation: \$1,700,000

## Q&A

Adam White commended Craig C. on his willingness to send business to Fairbanks, and the cooperation between the two airports has never been better.

Gideon Garcia asked about the length of time it will take to complete the master plan.

Craig C. responded that the process has already begun, R&H is the consultant firm. They will spend the next six months putting together the inventory of existing facilities. He does not expect any real public engagement or stakeholder meetings until the end of the year. Estimated total time of two years.

## 1:35 Lee Ryan joined meeting remotely

### Me

#### Lake Hood

The Municipality of Anchorage received grant money to improve Spenard Park, as it is on LHD waterfront there will be cooperation between the airport and the city to update the maintenance agreement. The goal of the airport is to gain 3-4 additional slips. ANC is working with Turnagain Community Council, informing them they do not want to take the park away, just enhance it.

LHD has 453 tie-downs, which are at a 95% utilization rate

LHD has 330 Slips, are at a 97% utilization rate

There are 301 names on the wait list, which takes approx. 13 years to get through. Historically 20 names get added to the list a year, and 18 seem to fall off. It does still has an increasing trend however.

Demand remains strong, one reason is it is easy to get on the waitlist. All you need is a student pilot certification, and that is really there to enforce an age restriction. However, when your name does get called you are required to have a float rating. It is 25\$ a year to remain on the list, but we are actually losing money as the administration required to process that fee costs more than it brings in.

The FAA is relocated the control tower to Charlie Ramp which is 39 spots, LHD will relocate and find a new spot for those 39 people.

## Q&A

Mearle Acers commented he was displeased with the lack of maintenance on LHD, and was not happy

with the fact the latrine was moved down toward Lake Shore Drive where people park there cars. It makes it inaccessible for air taxis.

Steve S. asked if LHD was contaminated with PFAS.

Tim K. responded yes, but it is pretty much an issue for airports nationwide. While the lake does have PFAS, and any developers are made aware of that, the overall contamination has gone down significantly.

Chairman Ryan asked if LHD and ANC are doing simultaneous master plans

Tim K. responded in the past it was done as one master plan. In 1990 the needs of LHD were found to be different enough that a separate master plan was needed.

## **Statewide Aviation**

### **AIP**

DC Binder Discussed ATP Grants, four Airports applied but only ANC received one.

AIP funding is looking like 75 million, 25 allocated to rurals and 50 to internationals.

Unfortunately due to inflation it is averaging. Bids are coming in 50-70% over engineer estimates. To sum up, there will not be a whole lot of extra projects outside the terminal piece.

### **Staffing**

Staffing remains a challenge to keep airports at 24/7 ops. The state has not changed its pay in years and most municipalities are paying far over what the state is.

### **Economic Dev**

- Bettles - Topic for next meeting, many communities have a large portion of their land owned by airports, how do they develop economically. Airports require grant assurances which are not structured for economic growth.
  - Cold Bay is a good example

## **FAA Update**

Kristi Warden followed DC Binder, stating they are also alarmed at how high bids are coming in. They are happy with all the BIL funding to offset this however, and have rolled out 380 million additional funds with the AIP.

They are entering the last year of the reauthorization act of 2018, AIP is fully authorized until Sept. 30<sup>th</sup>

It will be up to a congressional appropriation to continue

The FAA office has grown from 22 to 28 employees.

## **Q&A**

Troy asked if they were cutting travel, Kristi responded yes due to covid they will not be inspecting Brichwood.

## **Board Comments**

### **Advanced Air Mobility**

Steve S. Asked Troy L. to brief them on the RFP that was going live Monday.

Troy stated it was for a Gap Analysis, to figure out how to best utilize what we have, and where improvements are needed. We believe we can bring money into the state for improvements, but the first step is a gap analysis of where to put those improvements. The study is estimated to cost 100,000.

## **Bethel**

Troy transitioned into the city of Bethel passing laws that look like revenue diversion. The FAA has been brought into the circle.

Frank N. said he talked to Lori in Bethel, who is going to be transparent and cooperative as possible with the FAA and DOT&PF

**100 LL**

Adam White brought up that he is concerned about the EPA stance on 100LL fuel, but it is a vital conversation for rural aviation. If the EPA determines it hazardous it would be a problem as almost all rural aircraft run off of 100LL.

Dennis P. asked to be looped in on all correspondence with this.

Steve S. reminded **Adam that he is assigned to the BIL partnership committee**

The Board commended ANC and FAI for their partnership, and the department for providing services despite staffing challenges.

Frank N. Motioned to adjourn at 3:30 Dennis P. Seconded **The meeting adjourned at 3:30**