

1.0 BACKGROUND

An Airport Master Plan (AMP) is a comprehensive study of an airport that includes an evaluation of existing conditions and needs, forecasting of aviation activity, a description of development plans to meet future aviation demand, and the preparation of supporting graphical drawings, information, and data sheets, collectively referred to as the Airport Layout Plan (ALP) (Appendix A). The purpose is to provide a plan for capital improvements and operations over a 20-year planning horizon.

The City of Wasilla (City) last updated the AMP for the Wasilla Municipal Airport (referred to as Wasilla Airport) in 2013 (USKH, 2012) and the ALP in 2020. Since then, public and private development at the airport has continued with the construction of general aviation (GA) aprons and individual and multiple-unit hangars, reducing the land available for lease. The Matanuska-Susitna Borough's (MSB) population continues to grow, along with interest in commercial development and accommodations for larger aircraft at the airport. The AMP provides a framework to address changing demand and needs at Wasilla Airport while ensuring compliance with Federal Aviation Administration (FAA) design standards.

Public involvement was integral to the development of this AMP, ensuring input from airport users, community members, and agency stakeholders was incorporated throughout the planning process. A summary of public involvement is provided in Appendix B.

The City has contracted HDL Engineering Consultants, LLC (HDL) to update the AMP and ALP to reflect current and forecasted uses, design standards, and development goals.

1.1 REGIONAL SETTING

The Wasilla Airport (FAA identifier: IYS) is owned and operated by the City. The facility is a GA facility located in southcentral Alaska, approximately 30 miles north of Anchorage (Figure 1-1). It serves a regional role for the Wasilla area, as well as the surrounding communities of Meadow Lakes, Knik-Fairview, Big Lake, Houston, and Willow.

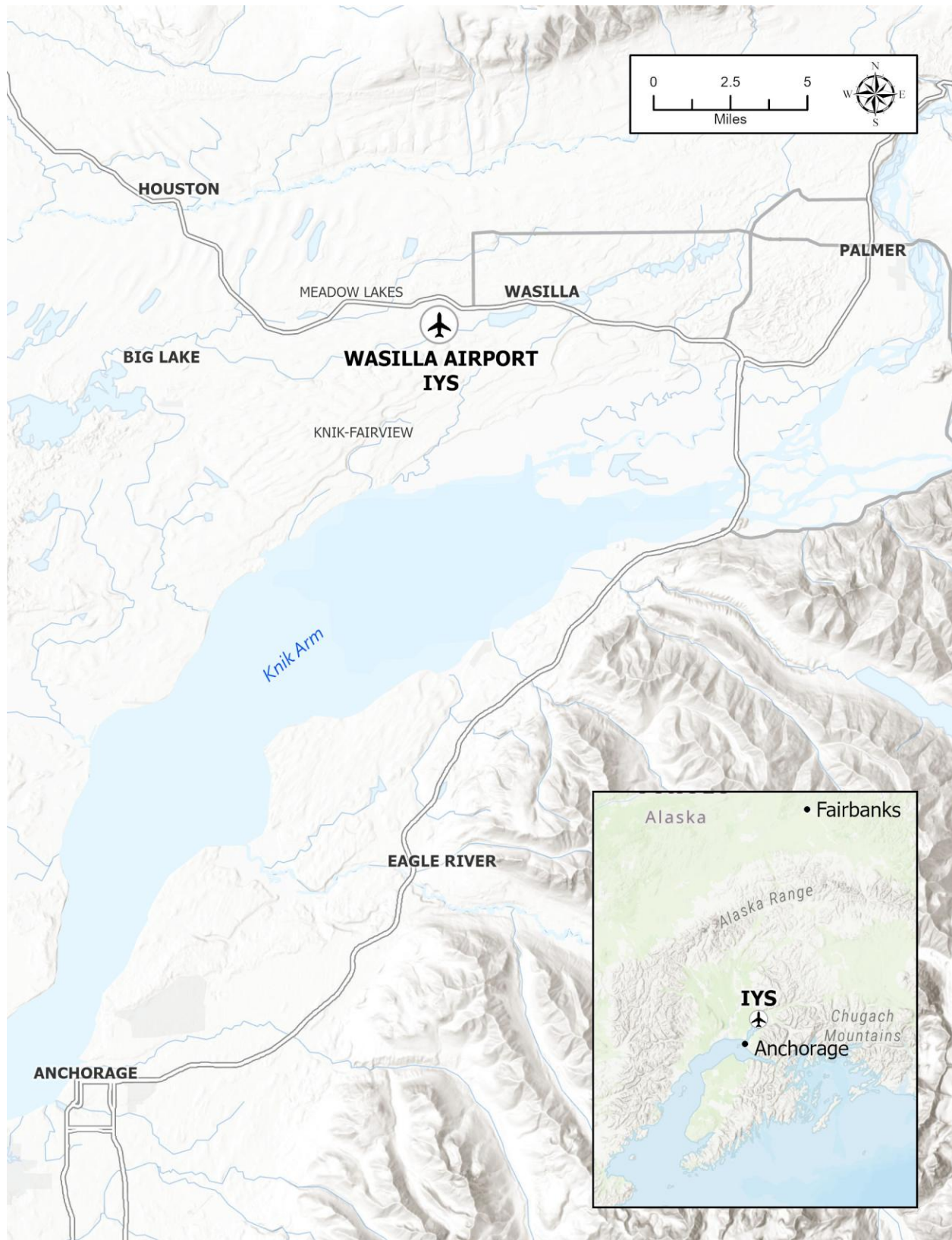


Figure 1-1: Wasilla Airport Location and Vicinity

1.2 AIRPORT OVERVIEW

The airport is primarily composed of the following operational surfaces and features:

- **Primary Runway 04/22:** Runway 04/22 is a paved, non-precision runway measuring 3,700 feet long by 75 feet wide.
- **Gravel Runway 04S/22S:** Runway 04S/22S serves tundra-tire and ski-equipped aircraft with Short Takeoff and Landing (STOL) capabilities. The runway is 1,690 feet long by 60 feet wide and is surfaced with a combination of gravel and grass.
- **Five (5) taxiways (A, B, C, D, and H):** Taxiways include connecting Taxiways A, D, and H linking Runway 04/22 to parallel Taxiway B. Taxiway C extends from Taxiway B to provide airside access to lease lot areas.
- **Six (6) aircraft aprons (A, B, C, D, E, and the Hangar Apron):** Aprons serve primarily small GA aircraft with occasional use by larger commercial operators.
- **Twenty-six (26) lease lots:** Lease lots are used for a mix of private hangars, T-hangars, and commercial businesses.

Figure 1-2 shows the airport's key facilities, buildings, and access roads.

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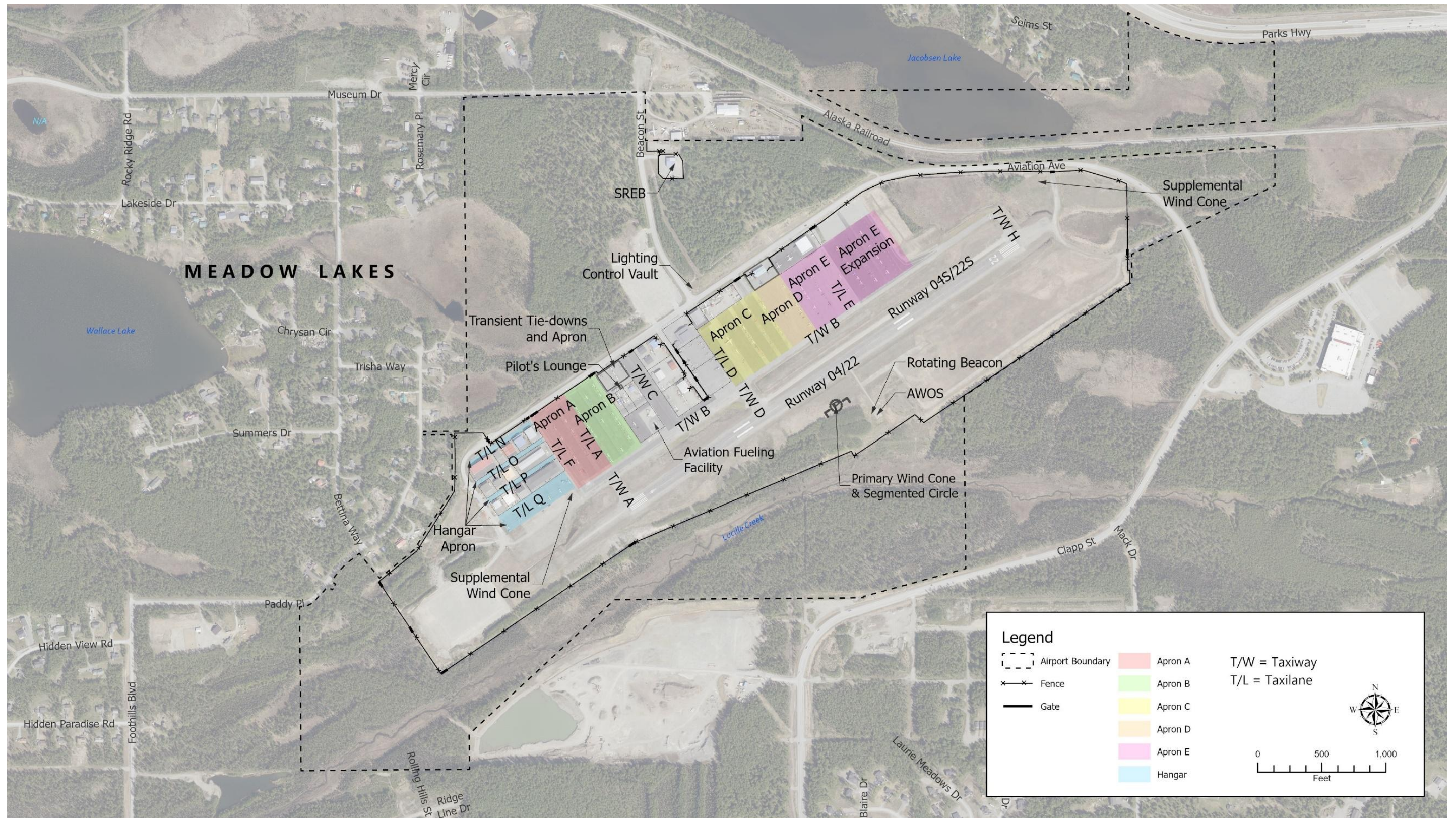


Figure 1-2: Existing Airport Facilities

1.3 AIRPORT MANAGEMENT

The airport is owned and operated by the City and is managed by the Public Works Director. At present, there is not a stand-alone Airport Manager position. The Department of Public Works manages leasing, and the Department of Finance manages billing for lease lots and tie-downs.

1.4 AIRPORT CLASSIFICATION

The FAA classifies the airport as a non-primary, local GA airport (FAA, 2022a). The Alaska Department of Transportation and Public Facilities' (DOT&PF) Alaska Aviation System Plan (AASP) identifies Wasilla Airport as a Local High Activity airport (DOT&PF, 2022). Local airports mostly serve the GA community in and around Alaska's urban areas and supplement communities by providing access to primarily intrastate and some interstate markets. The "High Activity" designation means that the airport is included in the National Plan of Integrated Airport Systems (NPIAS), does not meet the definition of an International, Regional, or Community class airport, and has 20 or more based aircraft.

1.5 HISTORY

The DOT&PF constructed the Wasilla Airport in 1992 with funding from the FAA. The DOT&PF, in conjunction with the FAA, selected the site after a study of several potential sites and completion of an FAA-approved environmental assessment. Upon completion of the new airport, its ownership was conveyed from the State of Alaska to the City of Wasilla.

Table 1-1 includes a list of FAA Airport Improvement Program (AIP) grants at the airport since the initiation of the program from 1982 through 2023 (DOT&PF, 2025a). Other minor airport improvements, such as surface preservation, striping, equipment acquisition, and pavement marking, have occurred throughout the history of the airport. In addition to the projects listed below, the City has also spent approximately \$1.6 million to construct access from Clapp Street (Aviation Avenue) and extend municipal water service to the airport.

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Table 1-1: Accepted Airport Improvement Program Grants

Federal Fiscal Year	Grant Number	Project Description	Total Cost
2023	3-02-0417-028-2023	Update Airport Master Plan or Study	\$431,200
2023	3-02-0417-027-2023	Expand Apron	\$3,978,420
2022	3-02-0417-026-2022	Develop New Master Plan or Study	\$762,495
2022	3-02-0417-025-2022	General ARPA	\$32,000
2021	3-02-0417-024-2021	Seal Runway and Taxiway Pavement Surface/Pavement Joints	\$374,904
2020	3-02-0417-023-2020	CARES Act Funds	\$0
2019	3-02-0417-022-2019	Install Perimeter Fencing Not Required by 49 CFR ¹ 1542, Replace Gate and Gate Control, Install Fiber Optic Control System.	\$362,110
2018	3-02-0417-021-2018	Expand Apron. Expand East Apron, Apron E: 18 Public Use Tie-Downs	\$3,871,038
2014	3-02-0417-020-2014	Acquire Safety and/or Security Equipment	\$564,005
2011	3-02-0417-019-2011	Conduct Environmental Study Environmental Phase 1	\$189,420
2011	3-02-0417-018-2011	Construct Apron Construction, Apron D (Phase 2)	\$1,173,734
2011	3-02-0417-017-2011	Acquire Snow Removal Equipment Acquire SRE	\$779,832
2010	3-02-0417-016-2010	Construct Apron Construction, Apron D (Phase 1)	\$1,016,148
2009	3-02-0417-015-2009	Conduct Aeronautical Survey for WAAS Approach Airport Survey and Update Airport Master Plan Study	\$474,709
2008	3-02-0417-014-2008	Expand Snow Removal Equipment Building Expand SREB and Install Perimeter Fencing	\$1,340,495
2007	3-02-0417-013-2007	Construct Taxiway	\$1,060,330
2006	3-02-0417-012-2006	Construct Runway 03-/21 and Phase 1 Apron Construction	\$4,048,990
2005	3-02-0417-011-2005	Construct Apron (Design)	\$287,440
2004	3-02-0417-010-2004	Expand Apron	\$1,996,879
2003	3-02-0417-009-2003	Construct Apron (Design) Phase 1	\$199,999
2002	3-02-0417-008-2002	Install Perimeter Fencing	\$264,264
2001	3-02-0417-007-2001	Conduct Airport Master Plan Study	\$407,072
1999	3-02-0417-006-1999	Construct Runway 03-21 and Install Perimeter Fencing	\$1,037,323
1998	3-02-0417-005-1998	Construct Runway 03-21	\$102,772
1992	3-02-0417-004-1992	Improve Snow Removal Equipment Building and Acquire Snow Removal Equipment	\$499,450
1991	3-02-0417-003-1991	Noise Mitigation Measures for Public Buildings within 75 DNL	\$925,850
1990	3-02-0417-002-1990	Construct Runway 03-3/21, Taxiway, Apron, Install Runway Lighting, and Improve Access Road	\$3,801,685
1988	3-02-0417-001-1988	Acquire Land for Development	\$2,056,280

¹Code of Federal Regulations