

APPENDIX B
Public Involvement

PUBLIC INVOLVEMENT SUMMARY

The public involvement summary describes the public involvement process for the Wasilla Airport Master Plan Update. Public involvement - such local knowledge of conditions and airport uses and feedback on project material - was central to identifying airport issues and needs, and to developing proposed airport development alternatives.

Public Involvement Plan:

A Public Involvement Plan (PIP) was developed at the beginning of the project to outline the team's approach for engaging with the public to develop an Airport Master Plan that meets the needs of the City of Wasilla, airport users, adjacent landowners, stakeholders, and the surrounding community. The PIP identified a range of tools and techniques used to engage and inform potentially interested parties, provide opportunities to gather input early and often, and apply participant feedback when preparing AMP recommendations and alternatives.

The PIP is on file with the City of Wasilla and available upon request.

User Questionnaire and Interviews:

A user questionnaire and stakeholder interviews were conducted early in the project to identify airport issues and needs.

Public Meetings:

The purpose of the public meetings was to facilitate stakeholder input through the presentation of emerging findings. The project team coordinated efforts to prepare meeting materials, conduct outreach, develop visual aids, lead presentations, and engage stakeholders in providing feedback. Four public meetings were held throughout the planning process. The team documented each public meeting in a written summary.

- Public Meeting #1 (12/8/2022)
- Public Meeting #2 (1/17/2024)
- Public Meeting #3 / Community Workshop (8/13/2024)
- Public Meeting #4 (2/11/2025)

All materials presented at public meetings are on file with the City of Wasilla and available upon request.

Stakeholder Meetings:

The project team attended three regularly scheduled City of Wasilla Airport Advisory Commission meetings to provide project updates. The project also held a separate meeting with the Airport Advisory Committee to obtain input on the development of airport layout alternatives.

The project team presented at two regularly scheduled Meadow Lakes Community Council meetings to share project updates.

Outreach Methods:

A comprehensive outreach strategy was developed early in the planning process. This included compiling a stakeholder list and identifying methods for distributing information and advertising public events. Project information and meeting notices were shared through multiple channels, including:

- **Project Website:** A dedicated website (<https://akprojectinfo.com/wasillaamp>) was created to host project information and provide opportunities for public review and comment. The website went live on October 19, 2022, and was updated regularly as new information became available.
- **Newspaper Advertisements:** Public notices were published in the *Anchorage Daily News* and the *Frontiersman* to advertise public meetings.
- **Email and Electronic Postcards:** Notifications were distributed to stakeholders on the project mailing list.
- **City of Wasilla Facebook Page:** Announcements and meeting reminders were posted on the City's official Facebook page.
- **Traffic Message Board:** A traffic message board on Aviation Avenue was used to advertise upcoming public meetings.

Documentation of outreach is on file with the City of Wasilla and available upon request.

Documentation of Public Comments:

Public comments were accepted throughout the duration of the project. However, most comments were received in response to materials presented at public meetings, during designated comment periods. As such, comment logs are organized by public meetings and are attached to the public meeting summaries. Comments received outside of formal comment periods are documented in the summary for the nearest corresponding public meeting.

ATTACHED:

1. User Survey and interviews
 - Summary of User Questionnaire Responses
 - Summary of Aviation Activity Interviews
2. Public Meeting
 - Meeting Summary - Public Meeting #1 (12/8/2022)
 - Meeting Summary - Public Meeting #2 (1/17/2024)
 - Meeting Summary - Public Meeting #3 / Community Workshop (8/13/2024)
 - Meeting Summary - Public Meeting #4 (2/11/2025)
3. Airport Advisory Committee Meetings
 - Meeting Summary - 6/10/2024 AAC Members Meeting
4. Meadow Lakes Community Council Meetings
 - Meeting Summary - 8/14/2024 MLCC Public Meeting
 - Meeting Summary - 2/15/2025 MLCC Public Meeting

1: USER SURVEY AND INTERVIEWS

USER SURVEY SUMMARY

A user survey was distributed to Wasilla Airport users, providing input into what user's value about the airport, identifying issues and needs, and collecting information about how users envision the airport changing in the future. Below is a summary responses received from the user questionnaire. All returned responses are on file with the City of Wasilla.

Existing Uses and Strengths:

- The primary use of the airport is general aviation. Users indicated that important uses of the airport are cargo and passenger transport, pilot training, hanger and tie-down space, and maintenance / fuel / aircraft support.
- The multi-use functionality and variation in runway options are important to users. The dirt runway was mentioned several times as being important.
- The convenience of the location was frequently noted as a strength.
- A strength of the Wasilla Airport is that it presents potential for expansion.

Issues and Needs:

Does Not Meet Demand for Airport Users:

- Many users commented on a lack of available tie-down spaces. Additionally, some users expressed a need for more tie-down spaces that have electricity, an interest in covered parking spaces, and the need for more transient tie-downs.
- Another deficiency frequently commented on was a lack of hanger space, a lack of affordable hanger space, and a lack of leasable land to build hangers.

User Conflicts:

- Noise from helicopters
- Should separate the different users at the airport. There are commercial hangars mixed with private hangars and they each have unique needs. There are helicopters operating around fixed wing aircraft and large aircraft operating around small aircraft. These things don't mix well.
- Potential negative impacts on surrounding airstrips if the Wasilla Airport expands and airspace designations change
- Noise and fume pollution impacting the surrounding neighborhood and the need to consider neighboring residents with airport expansion plans

Flow and Congestion:

- General congestion was noted
- An additional taxiway at the center of the runway could mitigate congestion
- Safety concerns from other pilots not properly following traffic patterns
- The Wasilla Airport is being overused by training planes from Anchorage

- Safety concerns for landing gliders, and suggestion for a separate landing area for gliders
- Better separate different user types at the airport
- Some users indicated the need for a tower

Float Plane Facility:

- Many users indicated the need for float plane access
- Build a float plane facility at the Wasilla Airport
- Use Jacobson Lake as float plane base

Vehicle Access and Parking:

- There is need for more parking, and additional parking areas
- Long term parking improvements
- Visitor parking
- Signs and access procedures could improve
- More than one gate needs to be open during business hours to reduce congestion into gate C
- Separate access for commercial activities
- Access from East side of airport

Security:

- Some users indicated that they would like increased security on the premise – such as surveillance, live webcam coverage, and gates with a keypad system limiting access.
- Better securing the airport against wildlife is also needed.

Maintenance:

- Several users indicated that winter maintenance is generally good
- Users that operate ski planes noted that during the winter, all taxi paths to access the ski strip are plowed to asphalt.
- Users indicated that there are low spots and ditches around the taxiways and runways
- Need to maintain or even increase level areas next to runways, to better meet needs of glider operations
- Too many trees off end of Runway 22

Growth Visions for the Future:

- Some users indicated an aspiration for the airport to expand capacity and build infrastructure to better serve commercial operators and become a regional hub.
- In contrast, some users indicated that they would prefer the Wasilla Airport to focus on local general aviation.
- The need to lengthen the runway was expressed by many users
- Having more gravel / grass runway options was also noted

- Increasing aviation business:
 - More infrastructure for aircraft and associated businesses
 - More land available to lease for aviation business
- Amenities for pilots:
 - Wash station
 - More maintenance services
 - Refueling
 - Pilot lounge and restaurant
- Infrastructure to serve tourist, such as a hotel, was also identified as a potential area for expansion

Aviation Activity Interview

Current and Future Airport Users

Interviews, in the form of a questionnaire or phone call, were conducted with current and potential future airport users, including general aviation and commercial operators. Records of Aviation Activity interviews and all filled out surveys are on file at the City of Wasilla.

Below is a summary of issues and needs that users and stakeholders commented on during the Aviation Activity Survey.

Aircraft Parking and Storage:

- Would like more hanger availability
- Would like more leasable land for hanger development
- More Tie-downs
- Transient tie-down spaces w electricity
- Tie-down areas for gliders
- Smaller tie –downs for small planes, current tie downs allow too much slack
- Roof over tie-downs
- Additional wind protection for tie downs

Runway and Taxiway Configuration:

- Lengthen runway
- Wider taxiways
- Ability to use gravel and paved runway simultaneously. Grass areas would need to be better mowed.
- Overruns at ends of paved runway for emergency operations like a tow rope break, that can be used for emergency landings
- It would be nice to see the grass / gravel between the asphalt taxiway and the runway be useable as a taxiway for bushwheels again
- Additional taxiway entrances/exits about 1,000 feet from thresholds to allow for clearing the runway for glider and tow aircraft
- Alternative areas to land with increased wing clearance

Land Use:

- Would like to see segregation of commercial and private activities on the apron/hangar side of things. Would increase ease of access for daily commercial users.
- More commercial real estate opportunities
- Take into account homes directly affected by noise, light, and jet fumes pollution as airport grows

- Language put into the lease agreements notifying users that they are located on an airport and should expect standard aircraft noise associated with standard operating procedures, to mitigate noise complaints

Traffic and Flow

- General congestion issues
- Poor communication/operation practices of users
- Consider having a specific radio frequency for IYS
- better phasing during construction to limit closures of the entire airport

Other User Needs:

- Support for a floatplane facility
- Helicopters operators indicated the need for a flatter surface at end of the airport for helicopter operation, and a dedicated helipad away from aircraft
- The expansion of aircraft maintenance services would be supported by a designated aircraft engine runup area separated from normal flow of traffic, wider taxiways, and a longer runway would help support a maintenance
- Ski plane users reported that during winter, all taxi paths are plowed to asphalt and ski planes can't easily taxi

City of Wasilla Employees

Employees of the City of Wasilla were interviewed, to collect information about current airport uses to inform the forecast, and to collect information about maintenance and operational issues and needs at the airport. The following list of issues and needs were reported:

- Enhanced access controls and fencing realignment/repairs to provide a more positive wildlife barrier.
- Increased operations and facility controls (key fobs and cameras) to know who is coming and going.
- Ability to monitor aircraft operations (takeoffs/landings – possibly via cameras) to quantify the use of the airport.
- Airport land and hangar development to increase leasable facilities.
- Development of hangars with City water and sewer.
- Developing the airport (build the backbone) with future uses in mind.
- Plans to include the development of private parcels between the airport and the Menards Center. Making sure that private land next to airport has a plan and is developed with the airport in mind.
- Runway extension to allow operation of larger aircraft.
- Designated area for engine run-ups and testing.

- Review possibility of development of Jacobsen Lake for float plane basin / seaplane operation for IYS.
- Development of a City-owned terminal building to include office spaces for an airport manager and required personnel. Allow for an on airport presence for City of Wasilla.
- Noted that the runway stripes are faded and recent (prev. seasons) crack sealing and pavement maintenance has made the condition worse.
- Would like to see the possibility of a mobile app for transient parking with QR code to allow pilots to pay via phone.
- Need appropriate tools for airport maintenance
- Would like continued availability of areas for snow storage as the airport expands and that they have budget and are allowed the time to continue to perform required maintenance

The following future uses were also reported:

- Providing and planning to provide amenities that will draw potential future leaseholders.
- Plan for future government agencies to use the airport as a base of operations
- Availability of land has the potential to attract larger potential lease holders

FAA

Representatives from the FAA were also consulted via the Aviation Activity Survey, to gather comments and concerns related to the development of the forecast and the master plan. The following comments were provided:

- FAA only needs to approve the Forecast and the ALP. However, it is good practice to use the FAA as an advisory role throughout the entire process. FAA wants to be involved in the "idea/alternative" process and wants to ensure that ideas/alternatives meet FAA standards.
- FAA will be able to clarify AIP funding eligibility during the process
- There is an airspace redesign (ATAAPS) in the Anchorage Bowl based on the new ILS Approach for JBER. This may impact surrounding communities
- Non-aeronautical use at IYS (lease lots) need to be charged for use based on fair market appraisal rate at the very minimum
- Provided compliance files from Wasilla Airport

2: PUBLIC MEETINGS



PUBLIC MEETING NO. 1 WASILLA AIRPORT MASTER PLAN

DECEMBER 8, 2022

MEETING LOCATION: Curtis D. Menard Sports Center
1011 Clapp Street, Wasilla, Alaska
5:30-7:30 p.m.

MEETING AGENDA: 5:30-6:00 p.m.—Open House
6:00-6:30 p.m.—Presentation
6:30-7:30 p.m.—Small Group Discussions/User Questionnaire

**PROJECT TEAM
IN ATTENDANCE:** HDL Engineering Consultants, LLC: Heather Campfield, Adam Bruscher, Mark Swenson, David Lundin. City of Wasilla: Robert Walden, Erich Schaal

ATTENDANCE: Thirteen members of the public signed in

OPEN HOUSE

The airport layout was presented on a large figure and displayed on three separate tables. Attendees were able to visit each table and were allowed to write comments directly on the figures. Project staff members were on hand to talk to the public and answer their questions.

PRESENTATION

Mark Swenson, HDL, introduced the project team and explained the need and purpose of updating the current Airport Master Plan for the City of Wasilla. Mark described the overall master planning process and where the team is at within the process. Mark explained the open house format of the meeting.

PUBLIC INPUT

Each of the three tables hosted small groups of airport users. User questionnaires were available at each table for attendees to fill out and turn in before leaving. The results of the individual questionnaires will be summarized and made available in the public involvement summary report.

The project team provided printed maps of the Wasilla Airport and sticky notes, so that meeting attendees could populate the airport maps with comments. Comments received on the airport maps are Attached.

PUBLIC MEETING OUTREACH

Outreach to notify and inform the public about the project and the public meeting on December 8, 2022, is summarized below.

Transportation Fair. The City of Wasilla attended the Mat-Su Transportation Fair on October 20, 2022, from 3:00-7:00 p.m. HDL prepared a project Fact Sheet for the proposed Wasilla Airport Master Plan Update, which the City of Wasilla presented during the Transportation Fair.

Project Website. A project website was created to host project information and engage the public to review and comment on the project (<https://akprojectinfo.com/wasillaamp>). The project website went live on October 19, 2022 and is updated regularly as new project information becomes available. An announcement specific to the public meeting location, date, and time was posted to the project website 21 days prior to the meeting.

Newspaper Advertisement. The public meeting was announced in the Anchorage Daily News on Thursday, November 24, 2022.

Email. On December 2, 2022, the City of Wasilla distributed an electronic postcard to airport stakeholders announcing the date, location, and time of the public meeting.

Traffic Message Board. The City of Wasilla placed a traffic message board announcing the meeting on Aviation Avenue from November 28-December 2, 2022, and on Clapp Street from December 5-7, 2022.

Facebook. The City of Wasilla posted a public meeting announcement on its Facebook page, "City of Wasilla – The Administration," on December 8, 2022.

City of Wasilla Airport Master Plan Update

December 8, 2022: Map-Based Comments

NOTE: Comments are listed and transcribed as they were placed on each map; photos of each map follow the comments; each map showed the existing airport layout; 3 maps were provided at the meeting for people to comment on.

Table #1	Comments
<h1>1</h1>	Large 2+ acre lease lots for business or tie-downs (noted in cleared area off of south of Runway 22)
	Man gate C malfunctions regularly – especially winter
	N, O, P, Q Taxiways are narrow for snow removal & multiple planes. Future taxiways need to be wide like C and future lease lots need to be sized appropriately for expansion
	Keep taxilanes open and clear
	MORE TIE-DOWNS
	NO TOWER please
	Make tail dragger tie-downs until this is fully built out (in reference to the cleared area off of south Runway 22)
	We like it the way it is - general aviation.
	Second to “we like it the way it is - general aviation
	Covered (open) parking/tie-down.
	More visible rotating beacon
	More lights for transient parking and more transient parking
	Overnight accommodations – pilot hotel/motel/food cart/coffee
	Water runway
	New taxiway connecting to the Runway from Taxilane E
	The gravel runway is narrow, too long, and troughed
Ditch adjacent to Runway 04/22 between Taxiways A and D is deep	
Noise abatement, light pollution, jet fuel pollution directly affecting homes next to Wasilla Airport: 1271 S. Paddy Place	

From younger pilot – would like to see more T hangars and less tiedowns – interested in acquiring hangar space @ BCV – affordability to do this for younger pilots is a big issue.

Table #2

Comments

Water runway

New taxiway connecting to the Runway from Taxiway E

The gravel runway is narrow, too long, and troughed

Ditch adjacent to Runway 04/22 between Taxiways A and D is deep

Noise abatement, light pollution, jet fuel pollution directly affecting homes next to Wasilla Airport: 1271 S. Paddy Place

2

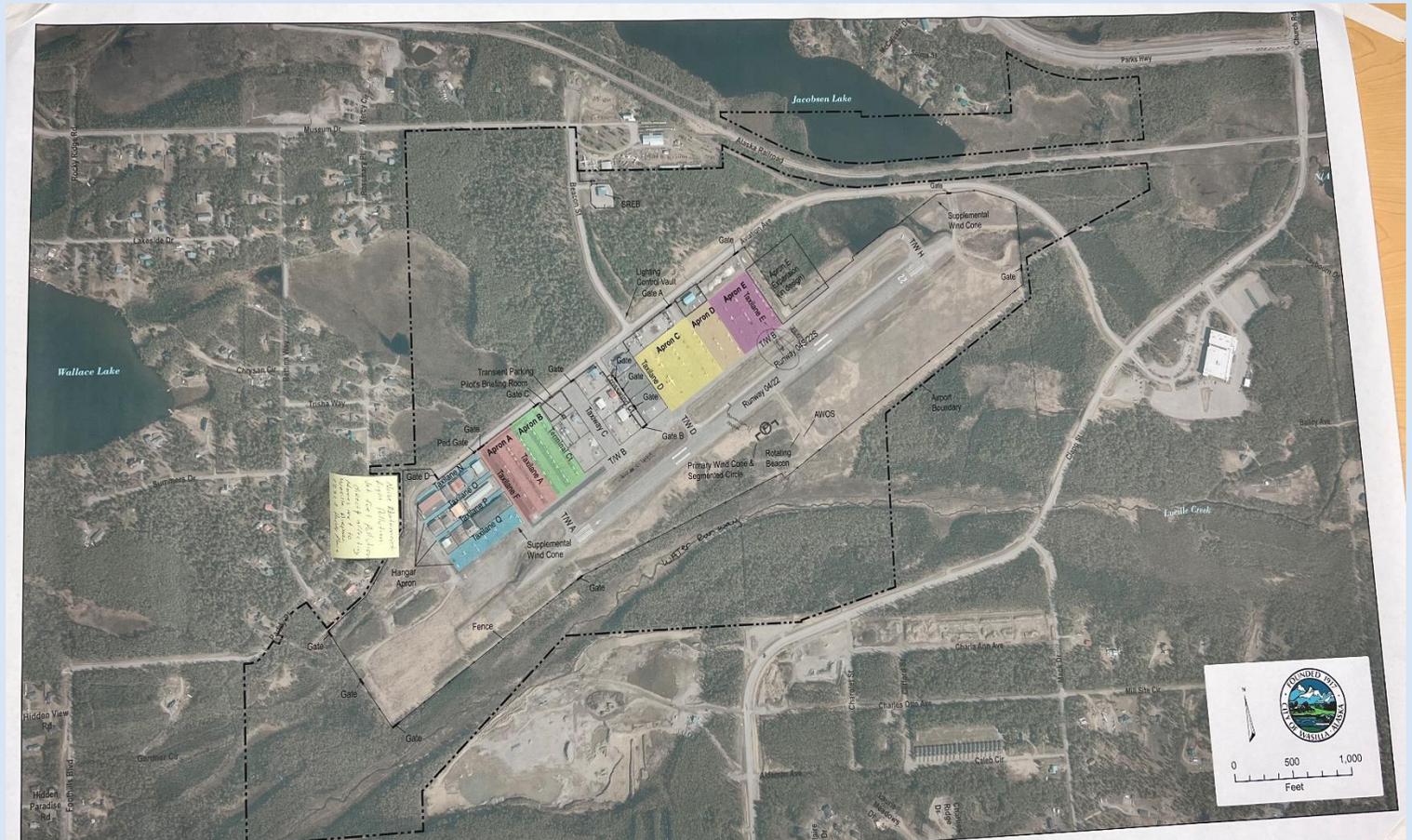


Table #3

Comments

3

Smaller T-hangar

Seasonal leases for tie-downs

Aircraft cleaning

Run up area (for maintenance)

Increase visitor parking with facility

Hangars built too close to Taxiway Q

Battery backup on gates

Extend Taxiway B; replace Taxiway Q; will prevent H/C blocking





PUBLIC MEETING NO. 2 WASILLA AIRPORT MASTER PLAN

JANUARY 17, 2024

MEETING LOCATION: Curtis D. Menard Sports Center
1001 S. Clapp Street, Wasilla, Alaska
6:00-8:00 p.m.

MEETING AGENDA: 6:00-6:30 p.m.—Open House
6:30-7:00 p.m.—Presentation
7:00-8:00 p.m.—Small Group Discussions/User Questionnaire

**PROJECT TEAM
IN ATTENDANCE:** HDL Engineering Consultants, LLC: Heather Campfield, Mark Swenson
City of Wasilla: Robert Walden, Erich Schaal, Crystal Nygard, Rick Antonio,
Glenda Ledford

ATTENDANCE: 40 members of the public signed in

OPEN HOUSE

The airport layout was presented on a large figure and displayed on three separate tables. Attendees were able to visit each table and were allowed to write comments directly on the figures. Project staff members were on hand to talk to the public and answer their questions.

PRESENTATION

Mark Swenson, HDL, introduced the project team and explained the need and purpose of updating the current Airport Master Plan for the City of Wasilla. Mark described the overall master planning process and where the team is at within the process. Mark explained the open house format of the meeting. Mike Fisher presented findings from the financial assessment of the airport and the existing land use and economic development potential surrounding the airport property.

PUBLIC MEETING OUTREACH

Outreach to notify and inform the public about the project and the public meeting on January 17, 2024, is summarized below.

Project Website. A project website was created to host project information and engage the public to review and comment on the project (<https://akprojectinfo.com/wasillaamp>). The project website went live on October 19, 2022 and is updated regularly as new project information becomes available. An announcement specific to the public meeting location, date, and time was posted to the project website 14 days prior to the meeting.

Newspaper Advertisement. The public meeting was announced in the Anchorage Daily News on Sunday, January 7, 2024.

Email. On January 5, 2024, HDL, on behalf of the City of Wasilla, distributed an electronic postcard to airport stakeholders announcing the date, location, and time of the public meeting.

U.S. Postal Service. On January 5, 2024, HDL stamped and mailed 500 meeting announcement postcards to property owners, stakeholders, and other interested parties. Names and mailing addresses were obtained from airport tie-down and leaseholder information provided by the City, Public Meeting No. 1 sign-in sheets, and property owner information from the Matanuska-Susitna Borough parcel mapper.

Traffic Message Board. The City of Wasilla placed a traffic message board announcing the meeting on Aviation Avenue from January 12 - 16, 2024.

Facebook. The City of Wasilla posted a link to the project website and a follow-up to the public meeting on its Facebook page, "City of Wasilla – The Administration," on January 17 and 20, 2024, respectively.

PUBLIC COMMENT PERIOD

The public can submit comments about the project at any time. However, the City allowed a 30-day public comment period following the public meeting (January 17, 2024-February 16, 2024) to allow project stakeholders to submit comments in regard to airport use, issues identified, and long-term visions. A comment summary is attached



City of Wasilla Public Comments Received Public Meeting 2

Date Received	Comment	Response
01/16/24	<p>I just wanted to voice my support for the great asset that is the Wasilla Airport. 1. I no longer fly but want that option for everyone willing to exercise the privilege. 2. The Airport, PAWS is home to my favorite sound, the DC-4 Alaska Air Fuel rumbling over head, 3. Challenges will be to keep those that move in next to a airport then complain about airplanes flying overhead from causing a shutdown, they knew there was a airport there when they moved in. such a wonderful sound. Everyone should fight to keep the Wasilla Airport strong and thriving. If there are any issues with the safety and stability please contact AOPA, they have crews of people to fight airport closures. 4. Considering PAWS is non towered it has a superb safety record, a testament to the professionals flying in and out of PAWS.</p>	<p>Thank you for your comment. Our team will take your feedback into consideration as the master planning process proceeds.</p>
01/17/24	<p>I have significant long term vision for an economical engine for the community. I need to review the plan and then comment. I would also like a brief meeting with the planning team. Please call mee.</p>	<p>Thank you for your comment. There will be additional public meetings which will provide opportunity to engage with the project team.</p>
01/17/24	<p>Wasilla airport can get extreme winds and with the bank being removed with the current expansion, there is no protection. Several times each winter people are up all night babysitting planes and parking trucks in front of them. Cub type aircraft are especially vulnerable. Have you documented how many planes hae been damaged over the years? Please consdider wind barriers in the key area for cub type aircraft. Maybe a few tie downs with a center tie down for the cabane vee.</p>	<p>Thank you for your comment. Our team will take your feedback into consideration as the master planning process proceeds.</p>
01/17/24	<p>Wasilla - PAWS is used for training (pilot) by a number of companies not based here. The gates should require two-way evening access F.O.B. Wind deflection fences on NE area should be considered.</p>	<p>Thank you for your comment. Our team will take your feedback into consideration as the master planning process proceeds.</p>

01/19/24	<p>As I recall from the slides at the Jan 17 meeting, the City of Wasilla is almost \$1,000,000 in the hole, largely due to depreciation costs. The projected plan is to add a significant amount of infrastructure to the airport complex which would significantly increase the depreciation costs in the future. What is the operational plan change that would reverse the net loss projections in the future. It seems like getting "free" money from the Federal Govt., could have long term, negative financial impacts on the city if it is managed in the same manner that has lost ~ \$1,000,000 over the past ten years.</p>	<p>Thank you for your comment. Our team will take your feedback into consideration as the master planning process proceeds.</p>
01/27/24	<p>The City of Wasilla/Matsu Borough could possibly qualify for infrastructure improvement Federal funding to build the Wasilla Airport seaplane base.</p>	<p>Thank you for your comment. Our team will take your feedback into consideration as the master planning process proceeds.</p>
01/30/24	<p>I think the Master Plan should include all of the land in city limits adjacent to the airport. The city has it all zoned "industrial" and I believe that could attract businesses to relocate or develop. However, a barrier for development around the airport is utility availability. K&H Civil owns land to the south of the airport and has recently created a subdivision called South Clapp Industrial Park. We have 3 larger (3.5 to 13 AC) parcels for sale now. It's a good location for businesses relocating to this area. However, there are no utilities along S. Clapp St. or a portion of W Aviation Ave. If a business wants to relocate to this area, they will have to calculate the cost of installing utilities to their desired site specifically. This increases the cost of development and will deter many away from the area. Additionally, there are several large parcels along S. Clapp and W. Aviation Ave. that could be developed if there were utilities available. I believe the City should invest in the installation of power, gas and telecom at a minimum to all of these parcels. This could significantly impact the long term economic impact of the airport itself with industrial type businesses supporting airfield services or not. S. Clapp Street continues to see an increase of traffic every year which makes the available land in the City limits more valuable. I believe if utilities were installed soon, commercial and industrial development on the south side of the airfield would follow. I also think the City should develop their own 70 AC parcel on Beacon St. and W. Museum Dr. immediately for small aircraft tie-downs, private/commercial hanger space, and a City owned hanger for short-term lease for repairs to aircraft. The need for tie-downs is definitive. You have customers in the queue. You should provide the needed space ASAP. I also think you should increase the rate for existing tie-down space. There are planes that are simply "parked" there and never fly because it's inexpensive. If you raise the rate, some may choose to move thus opening up space for your wait list. Regarding tie-down spaces, the "demand" is high; the "supply" is low; therefore the price should be higher.</p>	<p>Thank you for your comment. Our team will take your feedback into consideration as the master planning process proceeds.</p>



**PUBLIC MEETING NO. 3 /
COMMUNITY OPEN HOUSE
WASILLA AIRPORT MASTER PLAN**

AUGUST 13, 2024

MEETING LOCATION: Curtis D. Menard Sports Center
1001 S. Clapp Street, Wasilla, Alaska
3:00-7:00 p.m.

MEETING AGENDA: 3:00-7:00 p.m.—Open House

**PROJECT TEAM
IN ATTENDANCE:** HDL Engineering Consultants, LLC: Heather Campfield, Mark Swenson, Marie Schmidt, Shawn Hull
City of Wasilla: Robert Walden, Erich Schaal

ATTENDANCE: 35 members of the public signed in

OPEN HOUSE

The existing airport layout, 2 potential future airport layout alternatives, and a short term implementation layout were presented on large figures, displayed on three separate tables. Attendees were able to visit tables and were encouraged to provide comments, either by writing or placing sticky notes on the alternative posters, or by submitting a comment sheet. Project staff members were on hand to talk to the public and answer their questions. A summary of comments that were written on the posters is attached.

PUBLIC MEETING OUTREACH

Outreach to notify and inform the public about the project and the public open house on August 13, 2024, is summarized below.

Newspaper Advertisement. The public meeting was announced in the Anchorage Daily News and the Frontiersman on Wednesday, July 31, 2024.

Project Website. A project website was created to host project information and engage the public to review and comment on the project (<https://akprojectinfo.com/wasillaamp>). The project website went live on October 19, 2022 and is updated regularly as new project information becomes available. An announcement specific to the public meeting location, date, and time was posted to the project website 14 days prior to the meeting.

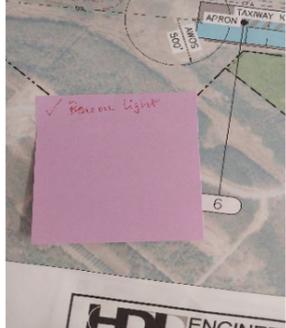
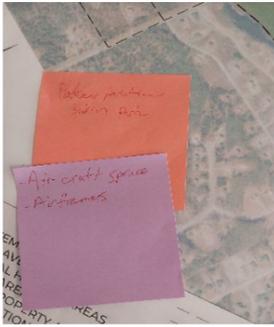
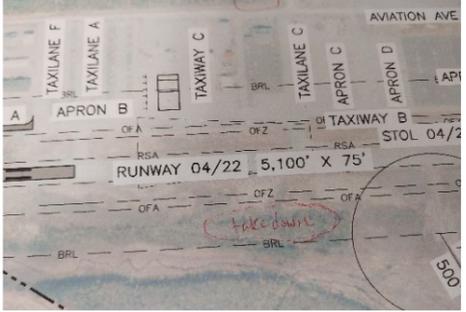
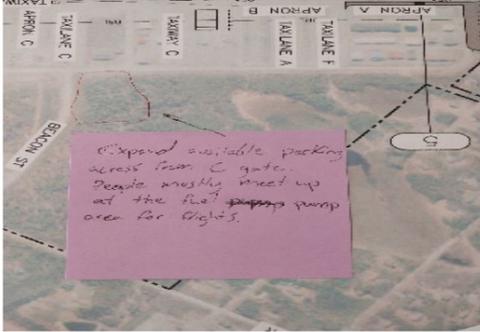
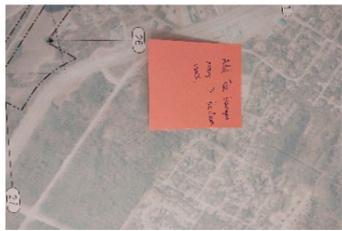
Email. On Wednesday, July 31, HDL, on behalf of the City of Wasilla, distributed an electronic postcard to airport stakeholders announcing the date, location, and time of the public meeting.

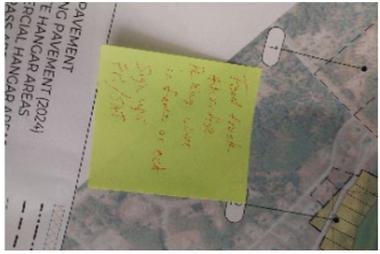
U.S. Postal Service. On July 29th, 2024, HDL stamped and mailed 394 meeting announcement postcards to property owners, stakeholders, and other interested parties. Names and mailing addresses were obtained from airport tie-down and leaseholder information provided by the City, Public Meeting No. 1 sign-in sheets, and property owner information from the Matanuska-Susitna Borough parcel mapper.

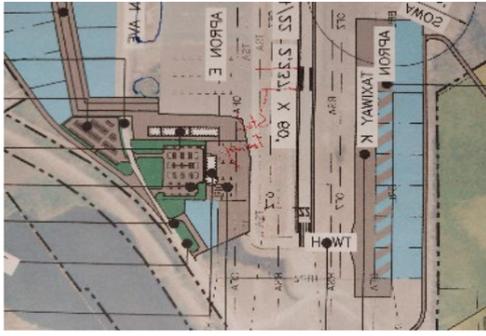
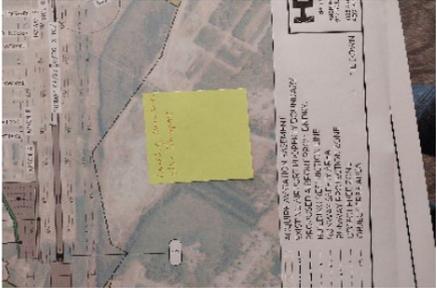
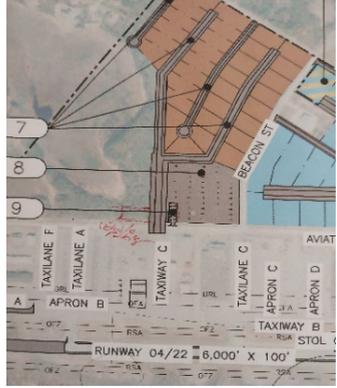
Traffic Message Board. The City of Wasilla placed a traffic message board announcing the meeting on Aviation Avenue from January 12 - 16, 2024.

PUBLIC COMMENT PERIOD

The public can submit comments about the project at any time. However, the City requested a specific comment period following the public meeting (August 13, 2024, 2024-September, 18, 2024) to allow project stakeholders to submit comments in regard to preliminary airport layout alternatives. Comments received are attached.

Layout Alternative	Comment	Picture	Response
Implementation	Beacon Light (Sticky note is placed east of Taxiway K)		Thank you for your comment.
Implementation	Aircraft spruce, airframes. Placed south of avigation easements		Thank you for your comment.
Implementation	Take down (placed south of runway 04/22)		Thank you for your comment. Your concern has been noted.
Implementation	Expand available parking across from C gate. People mostly meet up at the fuel pump area for flights		Parking is shown in each alternative. Final location of future parking areas will be determined during the preliminary design of each phase of development at the airport.
Alternative 2	Add Tee hangers every 3 tie down rows		Thank you for your comment. Existing aprons where constructed with FAA funding and are subject to the sponsor assurances and commitments from the City regarding life span and planned use. Future hangars and other are shown at the far west end of existing apron to provide a wind break. No changes to existing FAA funded Aprons will be shown in this plan.

<p>Alternative 2</p>	<p>Food truck advertise parking where in fence or out, sign up Fri/Sat</p>		<p>Thank you for your comment. The City is currently testing the viability of food trucks at the airport. Lease lot space that could be used for vending purposes are shown in the alternatives.</p>
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Alternative 2	STOL taxiway		Thank you for your comment. Access to the STOL runway will be considered during alternative development.
Alternative 2	Landing somewhere else Jumpers		Thank you for your comment.
Alternative 2	Helipad (location moved next to the proposed fire and rescue facility)		Thank you for your comment. The location depicted was chosen to co-locate the fire and rescue facility. The team will look at increasing connectivity.
Alternative 2	Noise (placed near proposed GA apron west of Apron A)		Thank you for your comment.
Alternative 2	Add vehicle Parking (west of Beacon / Aviation intersection)		Thank you for your comment. Parking will be relocated as shown.



City of Wasilla

Public Comments Received

Public Meeting 3 / Community Open House

Date Received	Comment	Response
7/31/2024	<p>Is PAWS going to become towered? It looks like a tower is in place.</p> <p>I do miss the DC-3 and DC-4 flying overhead, loved those big engines rumbling overhead.</p> <p>Is there a effort to add to the number of Service shops for LSA?</p>	<p>Thank you for your comment. No tower is currently shown in the alternatives for the airport master plan.</p> <p>Adding lease space will be included in the airport master plan alternatives. Lease spaces could be used in the future by service shops, etc.</p>
7/31/2024	<p>Can't make meeting because of hunting. Hopefully you will open hangar sites for those of us who have been on the list for years.</p>	<p>Thank you for your comment. We will post the preliminary airport layout alternatives on the website after the meeting.</p>
8/2/2024	<p>Would love to attend but couldn't hardly have picked worse timing for this. A large number of pilots will be out hunting as opening day for many species is the 10th.</p>	<p>Thank you for the feedback, we will keep hunting season in mind for the future scheduling of public meetings. We will update the project website after the meeting with the preliminary airport layout alternatives. You can submit comments on the website.</p>
8/13/2024	<p>Thank you, City of Wasilla and current administration for their hard work on developing the most valuable economic asset of the community. We encourage the planning process to consider the future of scheduled airlines with Alaska Horizon and other regional and national carriers. With the 112 thousand people living in the Mat-Su Burrow, the future of transportation looks brilliant. So many of us are tired of spending hundreds of dollars for parking and transportation into Anchorage international airport. A local scheduled airline airport would be beneficial for all concerned. Thanks again for everybody's hard work with this important community project.</p>	<p>Thank you for your comment. Our team will take your feedback into consideration as the master planning process proceeds.</p>
8/13/2024	<p>I and the other pilots at Jacobsen Lake are concerned about possible conflicts in the future with our AK 43 airspace if the Wasilla Airport becomes too large. I started flying out of Jacobsen Lake over 50 years ago and want to continue to use it since we live there.</p>	<p>Thank you for your comment. We will reach out to you regarding your concerns about conflicts with your AK 43 airspace.</p>
8/14/2024	<p>Signed up at prior meeting but I received no info on 8/13/24 meeting. Can someone explain why that happened?</p>	<p>Responded on 8/16, apologizing that he did not receive outreach, and verifying that we do have his email address in our distribution list. Directed to website and encouraged to still make comments.</p>
8/16/2024	<p>I'm concerned I am on the flight path, 1.4 miles to runway 22 and pilots are flying extremely low when there's a low ceiling. They are using VFR rules liberally and one day, one plane will clip a tree here. There needs to be ATC at the airport.</p>	<p>Thank you for your comment. The viability of the ATC will be discussed in the alternatives analysis report.</p>
8/27/2024	<p>I saw on some of the preliminary layouts that aircraft may have to taxi across Aviation Ave from the Beacon St side of the airport. My office faces Aviation Ave and I have seen multiple vehicles driving at high rates of speed down Aviation. My input is to possibly put in speed humps on either side of the taxi way where it crosses Aviation Ave. PS: I'm sad to see the trees go across from my office. It has always been a delight to see moose on the hills on either side of Beacon St.</p>	<p>Thank you for your comment. Traffic control on Beacon Street will be considered in each alternative.</p>
9/4/2024	<p>I don't like the current pattern that flies over my house on Lobo St. I'm very concerned that the current use by flight schools is too much already. They fly all day and night and disrupt our peace and quiet. I want to make sure that you know that the new noise from higher usage is going to be even worse. I want to make sure that the future noise study comes all the way to Lake Lucille because they fly over us all day and night. I want to look hard at the current flight pattern to reduce the current and future noise impacts.</p>	<p>Thank you for your comment. Noise impacts associated with future development of the airport will be conducted as part of the environmental analysis.</p>

<p>9/16/2024</p>	<p>What is lacking and greatly needed in the valley is a wide enough gravel strip to conduct tailwheel training and endorsements. Wasilla, Palmer, and Birchwood have narrow gravel strips. The difficulty in learning tailwheel is directional control on landing and takeoff. Pavement is unforgiving to side loads which is often encountered in windy conditions and inexperienced tailwheel aviators. And pavement causes excessive wear on expensive Bushwheels. A wide gravel runway offers a wide margin of safety to sideloads and deviations from directional control for the tailwheel pilot. I flipped and totaled a PA18 last October at Wasilla Airport. I over corrected to a student's deviation from centerline. Had the runway been wider, I could have allowed the student to self correct his directional deviation and/or had more time to make the right intervention. A wider gravel strip adds a significant margin of safety for traditional geared airplanes. I recommend the planning committee seriously consider widening the gravel strip to at least the width of the paved strip if room allows. And if, not, as much as possible. As an FAA Safety Inspector, I'm trained in accident investigations. I know a major contributing factor to my accident was the width of the strip. And I've heard I'm not the only one who has had a mishap on the gravel at Wasilla. Preventing one mishap would be worth the expensive.</p>	<p>Thank you for your comment. The FAA will justify funding for the gravel runway that meets the size of the design aircraft, specific to the airport. At Wasilla, the 60-foot wide gravel runway meets the requirement for the design aircraft.</p>
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PUBLIC MEETING NO. 4 WASILLA AIRPORT MASTER PLAN

FEBRUARY 11, 2025

MEETING LOCATION: Curtis D. Menard Sports Center
1001 S. Clapp Street, Wasilla, Alaska
5:30-7:30 p.m.

MEETING AGENDA: 5:30-6:00 – Sign In and preliminary review of the preferred alternative
6:00-6:30 – Presentation
6:30-7:30 – Open House and Discussion

**PROJECT TEAM
IN ATTENDANCE:** HDL Engineering Consultants, LLC: Heather Campfield, Mark Swenson, Marie Schmidt, Shawn Hull, Kelsey Means, Morgan Merritt
City of Wasilla: Robert Walden, Erich Schaal, Crystal Nygard

ATTENDANCE: 42 members of the public signed in

PRESENTATION

The project team gave a PowerPoint presentation that introduced the project and provided context on its overall purpose. The presentation included a status update from the previous public meeting. Then it gave an overview of the alternatives evaluated, the analysis process, and the preferred alternative that was selected. It outlined the implementation timeframes for the different projects included in the preferred alternative.

OPEN HOUSE

A layout of the preferred alternative layout was presented on large figures, displayed on three separate tables. Additionally, figures illustrating the timeframes that different projects would be implemented were displayed. Attendees were able to visit tables and were encouraged to provide comments. Project staff members were on hand to talk to the public and answer their questions.

PUBLIC MEETING OUTREACH

Outreach to notify and inform the public about the project and the public open house is summarized below.

Newspaper Advertisement. The public meeting was announced in the Anchorage Daily News and the Frontiersman on January 29, 2025.

Project Website. A project website was created to host project information and engage the public to review and comment on the project (<https://akprojectinfo.com/wasillaamp>). The project website went live on October 19, 2022 and is updated regularly as new project information becomes available. An announcement specific to the public meeting location, date, and time was posted to the project website 14 days prior to the meeting.

PUBLIC MEETING NO. 4
WASILLA AIRPORT MASTER PLAN

Email. On January 28, 2025, HDL, on behalf of the City of Wasilla, emailed an electronic postcard to airport stakeholders announcing the date, location, and time of the public meeting.

U.S. Postal Service. On January 17, 2025, HDL mailed meeting announcement postcards to property owners, stakeholders, and other interested parties. Names and mailing addresses were obtained from airport tie-down and leaseholder information provided by the City, Public Meeting No. 1 sign-in sheets, and property owner information from the Matanuska-Susitna Borough parcel mapper.

Traffic Message Board. The City of Wasilla placed a traffic message board announcing the meeting on Aviation Avenue in advance of the public meeting.

PUBLIC COMMENT PERIOD

The public can submit comments about the project at any time. However, the City requested a specific comment period following the public meeting (February 11, 2025, March, 13, 2025) to allow project stakeholders to submit comments in regard to preliminary airport layout alternatives. Comments received are attached.



City of Wasilla

Public Comments Received

PROJECT NAME: **WASILLA AIRPORT MASTER PLAN UPDATE**

Comment	Format	Date
<p>It was my understanding a year or two ago that the airport was undergoing major improvements in order to make it accessible to standard passenger airlines. I was very excited about this potential! I think it would be the greatest thing to be able to drive less than 1/2 an hour to board a plane for Seattle or Juneau or Fairbanks. I was just wondering a couple days ago how all this was progressing when I saw the link for comments. If this is not going to be happening, then what are the plans? I am not certain now precisely what the landing strip expansion was for if not for larger airline use. I would like to know if the airport would be used for freight, mail, and cargo. All I have ever seen there is private planes. Is the airport going to be developed for the use of the general public of Mat-Su and surrounding communities? Or is it just for those who own planes? I suppose I could go to the Transportation event at Raven Hall, but I believe that having a commercial airline availability at Wasilla airport for flights in-state and to Seattle would be huge for Mat-Su! IMO, having this transportation would be one of the most important steps to moving the legislature to the mainland! I believe in accessible government! I believe there is a market for such flights, even if they are limited to specific days of the week. I am anxious to hear what the City of Wasilla has in mind for the airport. I live in Big Lake.</p>	Website	1/4/2025
<p>What was missing was a discussion on the method of funding the \$230 Million to \$250 Million cost for the airport expansion.</p> <p>There was no discussion of the possible changes in parking rates, hanger fees, Landing fees, etc.</p> <p>Is there a Return on Investment calculation to show how the \$ 230 Million will be paid back over a 7-10 year period?</p> <p>Fuel taxes and landing fees are unlikely to bring in \$25 Million a year Assumes 10 year costing).</p> <p>Or is this going to come out of the Wasilla City \$15 Mil annual budget? The match does seem to be a bit thin there.</p> <p>There was no discussion on Federal Matching funds, FAA appropriations for the Airport upgrade.</p> <p>The AOPA has a great staff to help with Airport acquisitions and upgrades, it is worth a call.</p>	Email	2/12/2025
<p>The only addition I would make as a frequent user of the gravel runway (04s/22s) is I would construct a gravel taxiway on the north side of the gravel runway near the middle of the gravel runway connecting it to the apron. Currently most pilots avoid landing on 04S due to having to back taxi the strip to gain access to the apron. This causes other pilots to have to wait for extended periods of time while the traffic taxis off the strip. If there was a midfield taxiway it would alleviate this issue. Thank you</p>	Website	3/6/2025

3: AIRPORT ADVISORY COMMITTEE MEETINGS



AAC MEMBER MEETING WASILLA AIRPORT MASTER PLAN

JULY 10, 2024

MEETING LOCATION: City of Wasilla
290 E. Herning Avenue, Wasilla Alaska
2:00-3:00 p.m.

PROJECT TEAM HDL Engineering Consultants, LLC: Heather Campfield, Mark Swenson
IN ATTENDANCE: City of Wasilla: Erich Schaal
Airport Advisory Commission: Michael Lucas, James Grogan

The City of Wasilla and HDL Engineering Consultants, LLC met with two members of the Wasilla Airport Advisory Commission – Mr. Michael Lucas and Mr. James Grogan – to discuss airport preliminary airport layout alternatives that have been developed as part of the airport master plan update. The following feedback was provided to the team:

Mr. Lucas

- Alaska Mountain Soaring is not in operation this year due to insurance costs and funding issues.
- Vehicle and transient parking locations need to be thought out as well as the fueling location.

Mr. Grogan

- Suggest that the City reserve a lease lot on Taxiway K to put transients so they are easy in/easy out.

4: MEADOW LAKES COMMUNITY COUNCIL MEETINGS

MEADOW LAKES COMMUNITY
COUNCIL MEETING
WASILLA AIRPORT MASTER PLAN

August 14, 2024

MEETING LOCATION: 1210 N. Kim Drive
Meadow Lakes, Alaska, 99623
7:00-9:00 p.m.

PROJECT TEAM HDL Engineering Consultants, LLC: Heather Campfield, Mark Swenson, Marie
IN ATTENDANCE: Schmidt
City of Wasilla: Erich Schaal

MEETING AGENDA

Meadow Lakes Community Council met on February 12, 2025 in-person, at Meadow Lakes Senior Center, on Zoom, and live on Facebook.

PRESENTATION

HDL gave a short presentation, showing the layouts of preliminary alternatives for the Wasilla Airport Master Plan Update.

PUBLIC COMMENT

HDL provided information on how to submit public comment on the project and let the council know that while the team is always accepting comments, there was a 30-day comment period for providing comment specifically regarding the preliminary airport layout alternative.



MEADOW LAKES COMMUNITY
COUNCIL MEETING
WASILLA AIRPORT MASTER PLAN

FEBRUARY 12, 2025

MEETING LOCATION: 1210 N. Kim Drive
Meadow Lakes, Alaska, 99623
7:00-9:00 p.m..

PROJECT TEAM HDL Engineering Consultants, LLC: Heather Campfield, Mark Swenson
IN ATTENDANCE: City of Wasilla: Erich Schaal

MEETING AGENDA

Meadow Lakes Community Council met on February 12, 2025 in-person at Meadow Lakes Senior Center, on Zoom, and live on Facebook.

PRESENTATION

HDL gave a presentation regarding summarizing the alternatives development for the Wasilla Airport Master Plan Update and detailed the proposed development in association with the preferred airport layout.

PUBLIC COMMENT

HDL provided information on how to submit public comment on the project and let the council know that while the team is always accepting comments, there was a 30-day comment period for providing comment specifically regarding the preferred airport layout. The comment period would close on March 14, 2025.

Meeting attendees asked the following questions. Responses to questions are included in italicized text:

There are small airstrips in Meadow Lakes and there are issues with Lucille Lake being turned into a small seaplane facility.

The landing strips around the airport have their own protected airspace with exceptions on operations. Jacobson Lake has a protected area as does Wolf Lake. The proposed development shown in the preferred airport layout will not impact airspace associated with other airstrips in the area. The FAA monitors use of the airspace in the area.

What does the museum say about the preferred airport layout?

Meadow Lakes Community Council Meeting
WASILLA AIRPORT MASTER PLAN

The museum is a willing participant in the plan and presented the relocation option to the project team.

Where do the dirt piles come from and where to they go?

Natural terrain was removed to expand airport aprons. The soil was relocated on the airport property and will be used for future airport development.