



WASILLA MUNICIPAL AIRPORT MASTER PLAN 2026



WASILLA MUNICIPAL AIRPORT MASTER PLAN

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EXECUTIVE SUMMARY

The Wasilla Airport Master Plan provides a 20-year roadmap to transform Wasilla Airport from a constrained general aviation facility into a safer, more efficient, and more financially sustainable asset that supports the City's long-term economic and transportation goals. The plan responds to documented facility deficiencies, strong local demand for additional aircraft storage, and the City's interest in attracting larger general aviation and commercial operators while preserving the airport's role as a community gateway.

Airport Role, Existing Conditions, and Key Needs

Wasilla Airport currently operates with a paved primary runway, Runway 04/22, measuring approximately 3,700 feet by 75 feet, and a 1,690-foot by 60-foot gravel runway (Runway 04S/22S) used primarily by Short Takeoff and Landing, tundra-tire, and ski-equipped aircraft. The airport is classified as a non-primary general aviation facility and already supports a high volume of training and recreational traffic, as well as growing demand for based aircraft, business aviation, and aviation-related commercial activity. Wasilla Airport is located in the most populous of the three cities in the Matanuska-Susitna Borough, which has been the fastest-growing region in the state for the past 40 years.

Technical analyses and user outreach identified several core needs:

Safety & Compliance

- Extend and widen the primary runway to meet B-II design standards.
- Acquire land in the Runway 04 Runway Protection Zone and remove obstructions in approach/departure paths.
- Improve taxiway alignments to reduce hotspots and enhance operational safety.

Capacity & Operational Efficiency

- Expanded general aviation and large-aircraft apron areas are needed to accommodate future demand.
- More transient parking, based aircraft tie-downs, and dedicated commercial aircraft parking.
- Separation of smaller general aviation aircraft from larger commercial/charter/turboprop users.

Economic & Land Use

- Significant additional leasable land is needed for both hangars and commercial development.
- Opportunities for commercial parcels (hotel, retail, aviation businesses) require strategic land acquisition and utility/road extensions.

These needs form the basis for the alternatives analysis and selected development program.

Development Alternatives Considered

Three primary development alternatives were evaluated over the 20-year planning horizon:

- Alternative 1 – No Build.

- Maintains Runway 04/22 at 3,700 by 75 feet and Runway 04S/22S at 1,690 by 60 feet. Does not meet B-II design requirements.
- Does not add new aprons, tie-down, or lease areas, failing to meet current or forecast demand for tie-downs and lease lots and does not support the City's economic development objectives.
- Alternative 2 – Expand Primary Runway 04/22, Aprons, and Lease Lots.
 - Extends and widens Runway 04/22 to 6,000 by 100 feet, while maintaining the gravel runway.
 - Increases general aviation apron areas and provides approximately 130 new small tie-downs (netting 105 after reconfiguration) and four large-aircraft tie-downs.
 - Includes land acquisition to southwest of the airport within the ultimate Runway 04 Runway Protection Zone and approach areas to enable obstruction removal and compatible land use control. Includes land acquisition to southeast to accommodate future airport growth.
 - Realigns Aviation Avenue to provide access to the proposed lease areas and improve vehicle circulation in and around the airport. Will require a new stop sign at the intersection where it terminates at Beacon Street.
 - Provides sufficient lease lot acreage to meet projected demand for the 20-year period but does not fully maximize leasable land or commercial opportunities.
- Alternative 3 – Expand Primary Runway 04/22, Aprons, Lease Lots, and Commercial Lots (Preferred Alternative).
 - Extends and widens Runway 04/22 to 6,000 by 100 feet, similar to Alternative 2, and retains Runway 04S/22S.
 - Increases general aviation apron and provides 111 new small tie-downs (netting 86 after reconfiguration) and four large-aircraft tie-downs.
 - In addition to land acquisition described in Alternative 2, acquires land northeast of the airport (currently occupied by the Museum of Alaska Transportation and Industry) for the realignment of Aviation Avenue.
 - Realigns Aviation Avenue through the newly acquired museum property. The realigned road would terminate at a three-way stop at the existing intersection between West Museum Drive and Beacon Street, eliminating the need for a new stop sign.
 - Provides sufficient lease lot acreage to meet projected demand, while also maximizing separation of GA and commercial uses.

Alternative 1 was determined inadequate to accommodate growth. Alternatives 2 and 3 both address key safety and capacity needs, but Alternative 3 provides the greatest benefit in terms of lease revenue potential, operational safety, and long-term economic development.

Preferred Development Concept

Alternative 3 is the preferred alternative. It balances airfield, landside, and commercial improvements to meet forecast demand, improve safety, and enhance the airport's financial position. This alternative enables the airport to better balance its operating expenses and revenues closer to break-even and to be sustainable through more revenue generating options. Key elements of the preferred alternative include:

Airfield Improvements

- Primary Runway 04/22 Extension and Widening
 - Near-term extension to 5,100 feet with further extension to 6,000 feet in the ultimate configuration to serve larger aircraft and improve performance margins.
 - Upgrade to 100-foot width with appropriate shoulders in the ultimate configuration, aligning with B-II/B-III design standards and user preferences.
 - Associated improvements include new pavement, drainage, lighting, runway end identifier lights, and precision approach path indicators.
- Runway 04S/22S Improvements
 - Shift centerline 15 feet north to accommodate widening of Runway 04/22. Resurface with crushed aggregate surface course.
 - Add a dedicated ski taxiway and designated ski apron area on Apron C to support winter ski-equipped aircraft without requiring them to operate on plowed taxiways.
- Taxiway System Enhancements, Including Taxiway K
 - Extend Taxiway B to provide a full-length parallel taxiway to Runway 04/22.
 - Construct Taxiway K, a new approximately 1,300–1,600-foot by 50-foot parallel taxiway southeast of Runway 04/22, with an interlink Taxiway H at the Runway 22 threshold.
 - Taxiway K is specifically designed to separate small general aviation from larger aircraft, provide access to a new large-aircraft apron, and open up commercial lease lots that can support larger aircraft operations.
 - Construct Taxiways J and L to serve new commercial lease areas northeast of the airfield.
 - Extend Taxiway C and M to provide airside access to new northwest private hangar lease lots.
 - Construct Taxiway R to provide airside access to new southern commercial lease lots.

Apron, Parking, and Lease Lot Enhancements

- General Aviation Aprons and Tie-Downs
 - Construction of multiple new general aviation aprons providing 111 new small tie-downs and 8 new transient tie-down spaces, resulting in a 56% increase in small general aviation tie-downs and an 89% increase in transient parking compared to existing conditions.
- Large Aircraft Apron

- A new commercial/large aircraft apron adjacent to Taxiway K with four new large aircraft tie-downs, increasing large aircraft parking capacity by approximately 67%.
- Lease Lot Development
 - Approximately 30.9 acres of new private hangar lease area and 45.3 acres of commercial lease lots with airside access.
 - An additional ~89 acres of landside commercial lease area suitable for manufacturing, retail, hotel, and restaurant uses.
 - Overall, the accessible leasable area on the airport increases by approximately 457%, significantly expanding the airport's long-term revenue potential.

Landside, Access, and Support Facilities

- Aviation Business Center
 - A City-owned Aviation Business Center of approximately 13,300 square feet with an attached hangar bay and a 71,000-square-foot public parking lot (about 160 spaces). The facility will consolidate the Airport Manager's office, passenger waiting, pilot briefing spaces, classroom space, concessions, terminal and baggage functions, and short-term hangar rental.
- Fuel Service Center
 - Dedicated lease lot for a fuel facility with above-ground storage and dispensing, improving fuel availability and generating lease revenue.
- Fire and Rescue Facility & Helipad
 - Lease area for a Fire and Rescue Facility to be owned and operated by the Matanuska-Susitna Borough, reducing emergency response times and allowing aviation-specific equipment to be based on-airport.
 - A new helipad adjacent to the fire facility to support medevac, helicopter training, and transient helicopter operations while separating them from fixed-wing traffic.
- Hotel and Commercial Development
 - A future hotel site on newly acquired, rezoned land near Aviation Avenue and Clapp Street, plus additional commercial parcels suitable for rental car facilities and other supportive land uses.
- Ground Access and Security
 - Realignment and renaming of Aviation Avenue/Airport Way to route through-traffic around the airport's perimeter and create safer, more intuitive intersections with existing city streets.
 - New vehicle access roads to commercial lease lots and a network of vehicle gates and taxiway barrier gates to improve security and reduce the potential for runway/taxiway incursions.
- Runway Protection Zone Land Acquisition and Obstruction Management

- Acquisition of approximately 71.4 acres of land within and adjacent to the Runway 04 runway protection zone and associated aviation easements to support obstruction removal and full land-use control within the runway protection zones.

Benefits and Outcomes

When implemented, the preferred alternative will:

- Improve safety and compliance by lengthening and widening the primary runway, enhancing taxiway geometry, acquiring runway protection zone properties, and adding security and access controls.
- Increase capacity and flexibility through expanded general aviation and large-aircraft apron space, additional tie-downs, and separation of general aviation and larger aircraft via Taxiway K and dedicated commercial aprons.
- Support economic development by increasing accessible leasable area by over 450%, enabling significant growth in hangars, aviation businesses, and non-aviation commercial uses such as a hotel and retail/industrial space.
- Enhance community connectivity through improved roadway alignment, better-defined airport access, and future options for intermodal connections with the railroad.
- Strengthen financial sustainability by pairing Airport Improvement Program grants with strategic lease-rate adjustments, third-party development, and targeted bonding to cover the sponsor share of capital costs.
- Meet community and regional aviation needs and support long-term demand and financial sustainability within Alaska's fastest-growing region.

Overall, the master plan positions Wasilla Airport to safely accommodate forecast aviation activity, support larger aircraft and commercial operations, and serve as a catalyst for broader economic development in the City of Wasilla and the Matanuska-Susitna region, while clearly distinguishing which elements will rely on federal assistance and which will require non-federal funding solutions.

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List of Abbreviations

AAC.....	Aircraft Approach Category
AASP	Alaska Aviation System Plan
AC.....	Advisory Circular
ACAIS.....	Air Carrier Activity Information System
ADA	Americans with Disabilities Act
ADG.....	Airplane Design Group
ADIP	Airport Data and Information Portal
AFFF.....	Aqueous Film Forming Foam
AGL.....	Above Ground Level
AHFC.....	Alaska Housing Finance Corporation
AIP.....	Airport Improvement Program
ALP.....	Airport Layout Plan
AMP.....	Airport Master Plan
APRC.....	Approach Reference Code
APV.....	Approach with Vertical Guidance
ARFF	Aircraft Rescue and Firefighting
ARRC.....	Alaska Railroad Corporation
ATCT.....	Air Traffic Control Tower
AWOS.....	Automated Weather Observation System
BIL.....	Bipartisan Infrastructure Law
BTS.....	U.S. Department of Transportation Bureau of Transportation Statistics
CDP	Census Designated Place
CFR.....	Code of Federal Regulations
City	City of Wasilla
CIP.....	Capital Improvement Program
COVID-19	Coronavirus 19
CPI	Consumer Price Index
CTAF.....	Common Traffic Advisory Frequency
DOLWD	Alaska Department of Labor and Workforce Development
DOT	U.S. Department of Transportation
DOT&PF.....	Alaska Department of Transportation & Public Facilities
DPRC.....	Departure Reference Code
FAA.....	Federal Aviation Administration
FBO	Fixed Base Operator
FTE.....	Full-time equivalent
FY.....	Fiscal Year
GA.....	General Aviation
HDL.....	HDL Engineering Consultants, LLC
IFP.....	Instrument Flight Procedures
IFR.....	Instrument Flight Rules
IYS.....	FAA Airport Identifier for Wasilla Airport
LBC.....	Local Boundary Commission
LT.....	Long-term

M&O.....	Maintenance & Operations
MIRL.....	Medium Intensity Runway Edge Lighting
MITL.....	Medium Intensity Taxiway Edge Lighting
MLCC.....	Meadow Lakes Community Council
MSA.....	Metropolitan Statistical Area
MSB.....	Matanuska-Susitna Borough
MT.....	Mid-term
MTOW.....	Maximum Certified Takeoff Weight
NAAQS.....	National Ambient Air Quality Standards
NAS.....	National Air Space System
NEPA.....	National Environmental Policy Act
NOAA.....	National Oceanic and Atmospheric Administration
NPI.....	Non-Precision Instrument
NPIAS.....	National Plan for Integrated Airport Systems
NRHP.....	National Register of Historic Places
NT.....	Near-term
OFA.....	Object Free Area
OFZ.....	Obstacle Free Zone
PAPI.....	Precision Approach Path Indicator
PCI.....	Pavement Condition Index
QTY.....	Quantity
RASP.....	Regional Aviation System Plan
RDC.....	Runway Design Code
REIL.....	Runway End Identifier Light
ROW.....	right-of-way
RPZ.....	Runway Protection Zone
RSA.....	Runway Safety Area
RVR.....	Runway Visual Range
SREB.....	Snow Removal Equipment Building
STOL.....	Short Takeoff and Landing
TAF.....	Terminal Area Forecast
TDG.....	Taxiway Design Group
TERPS.....	Terminal Instrument Procedures
TFMSC.....	Traffic Flow Management System Counts
TLOFA.....	Taxilane Object Free Area
TOFA.....	Taxiway Object Free Area
TSA.....	Taxiway Safety Area
USCB.....	U.S. Census Bureau
USFWS.....	U.S. Fish and Wildlife Service
VFR.....	Visual Flight Rules
Wasilla Airport.....	Airport

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.

1.0 BACKGROUND

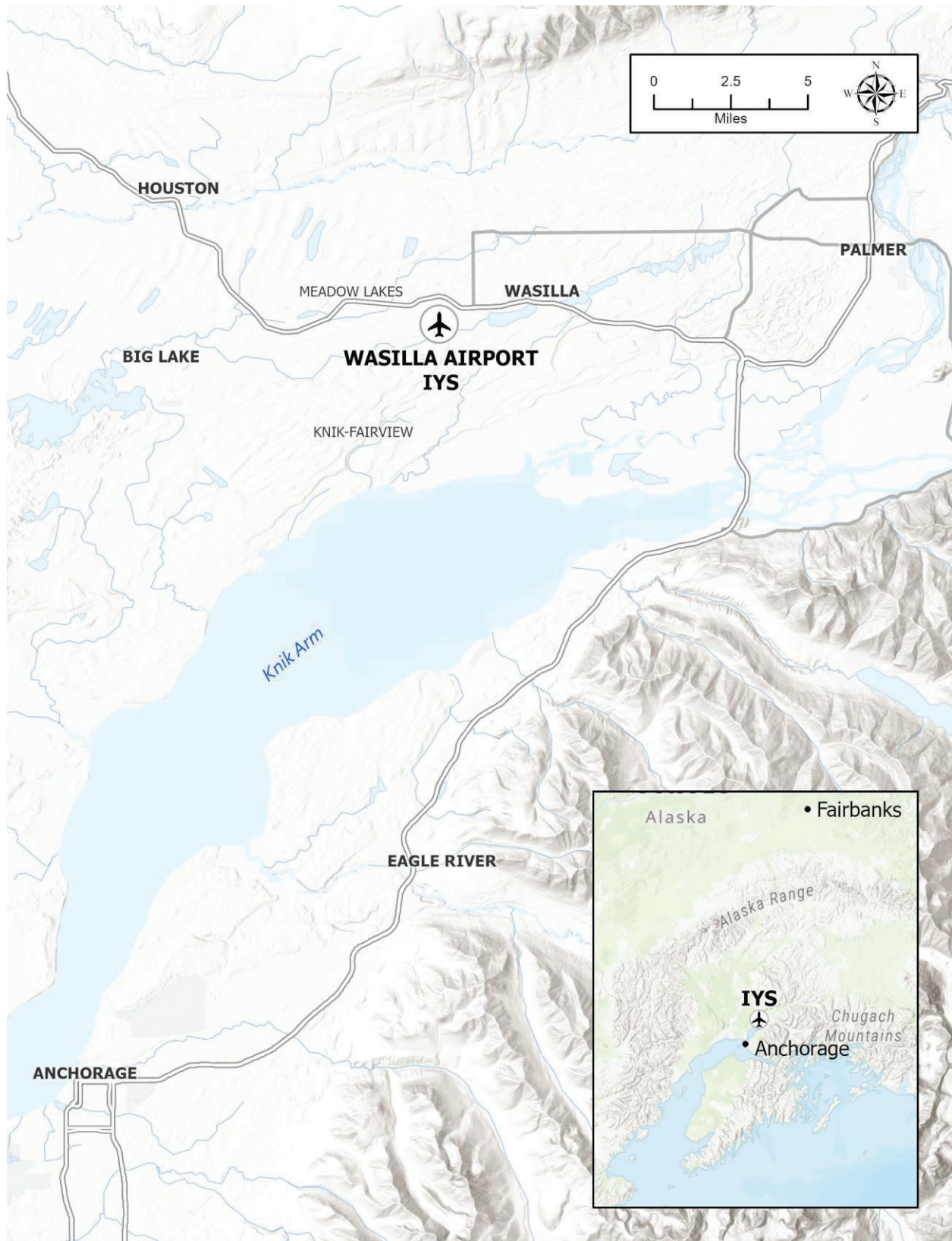


Figure 1-1: Wasilla Airport Location and Vicinity

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.

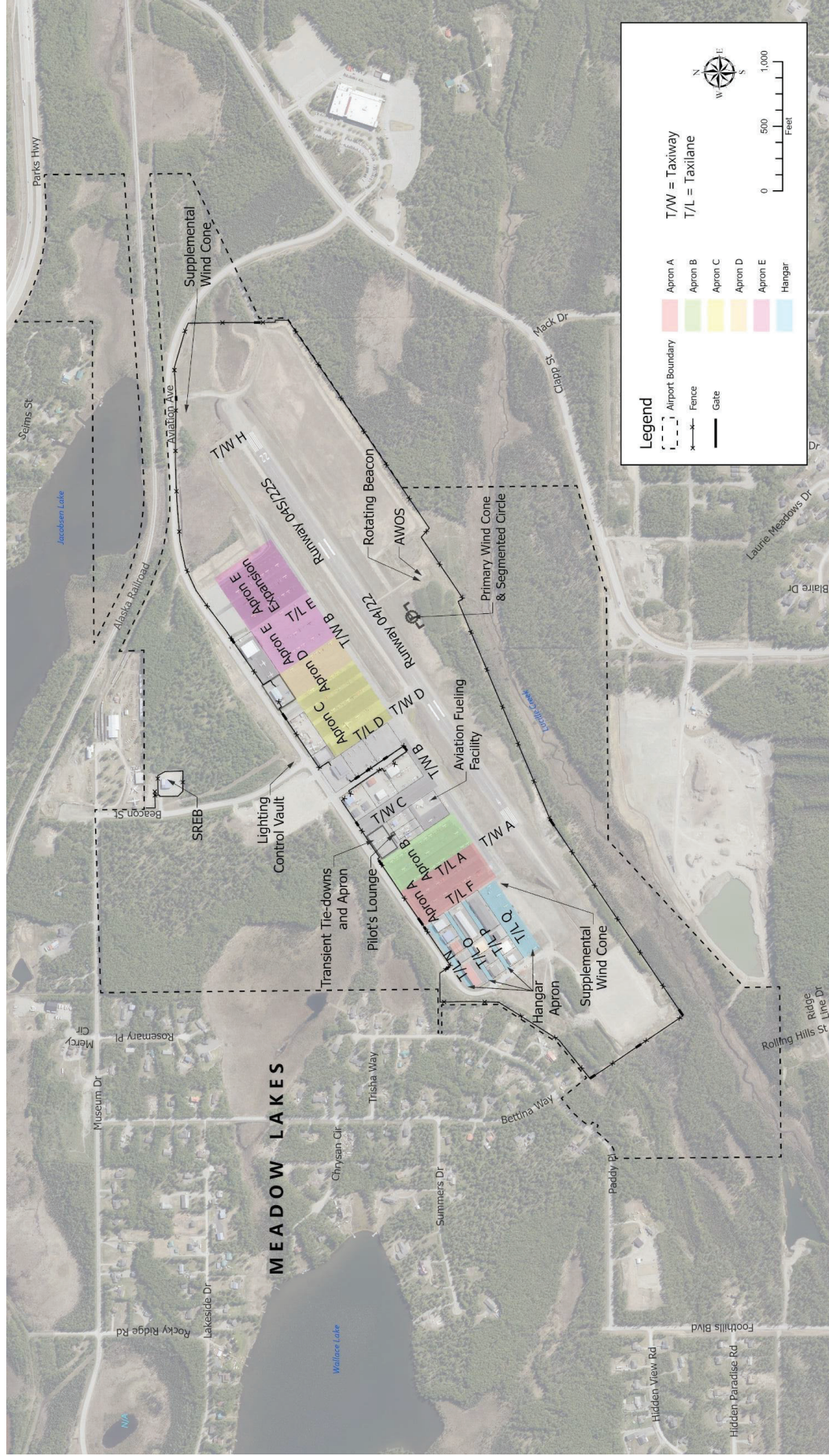


Figure 1-2: Existing Airport Facilities

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.

1.0 BACKGROUND

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

2.0 AIRPORT INVENTORY AND DESCRIPTION OF EXISTING CONDITIONS

This chapter summarizes the existing infrastructure and operating conditions at Wasilla Airport, including facilities, visual and navigational aids, and airspace. The chapter also addresses relevant aspects of the surrounding community and presents findings from supporting analyses related to socioeconomic trends and land use, which provide additional context for future planning considerations.

HDL conducted an on-site inspection of the airport on October 21, 2022, and carried out follow-up site visits and coordination with maintenance personnel on November 9 and 10, 2022. During the inspection, HDL interviewed the City Roads and Airports Maintenance Supervisor, Keith Jones, to gain a better understanding of the operations and maintenance of the airfield. Additional interviews took place with tie-down holders, hangar associations, existing airport users, and based and non-based commercial operators.

2.1 AIRSPACE

The FAA classifies the airspace at Wasilla Airport as Class G uncontrolled from ground level to 700 feet above ground level (AGL) and Class E controlled starting at 700 feet AGL. Class A controlled airspace is present above 18,000 feet mean sea level. The Wasilla airspace abuts Class E controlled airspace for the Palmer, Big Lake, and Willow Airports, which also start at 700 feet AGL. The airspace outside of these airports is Class E controlled airspace, starting at 1,200 feet AGL.

Figure 2-1 depicts the airspace surrounding the Wasilla Airport (FAA, 2025a). Class E controlled airspace requires aircraft operating under Instrument Flight Rules (IFR) to have air traffic control clearance. Aircraft operating under Visual Flight Rules (VFR) do not need to be in contact with air traffic control.

2.0 AIRPORT INVENTORY AND DESCRIPTION OF EXISTING CONDITIONS

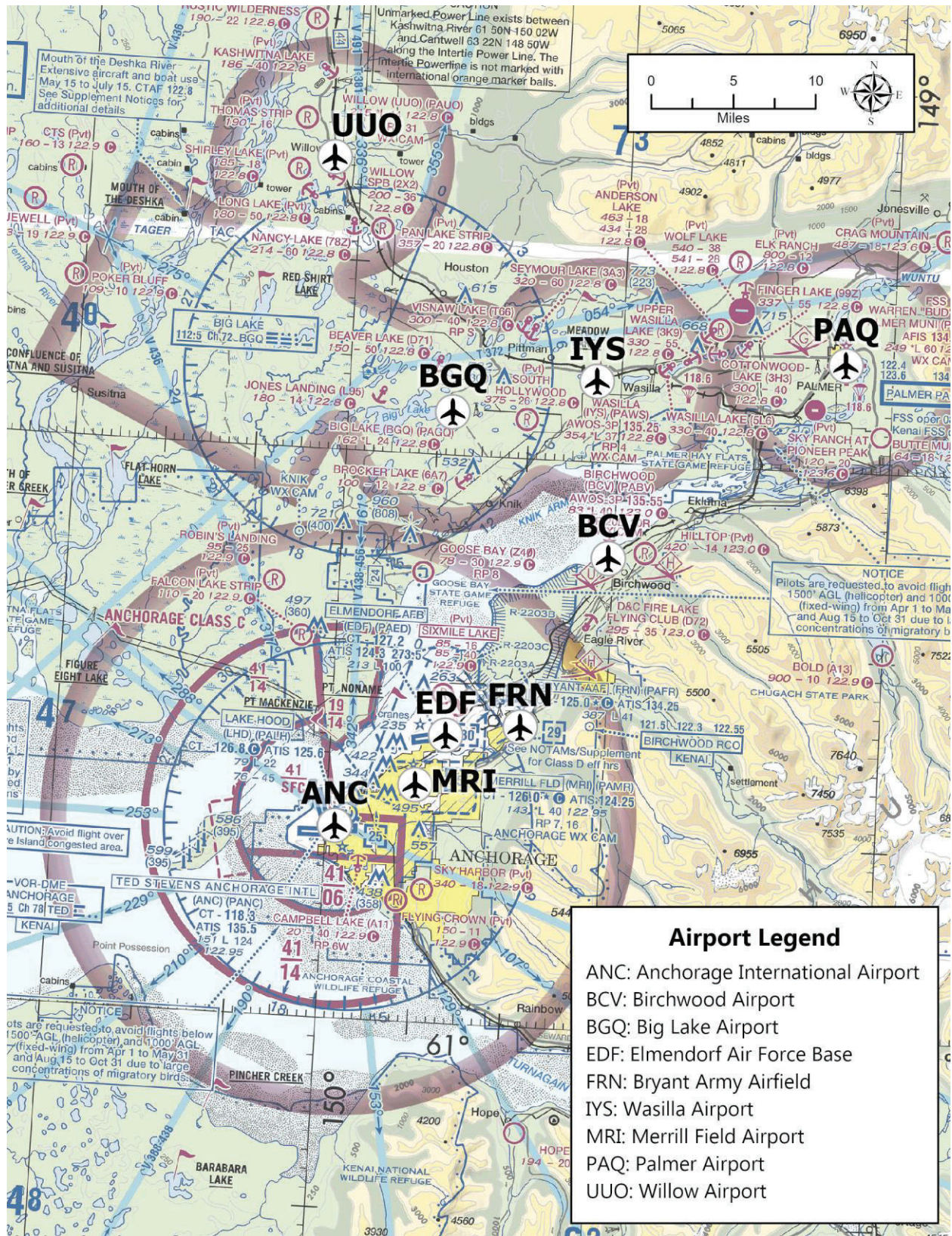


Figure 2-1: Airspace Sectional Chart

2.1.1 AIRSPACE SURFACES

The FAA regulates airport airspace under Title 14 CFR Part 77 (14 CFR 77, 2010), threshold siting under Advisory Circular (AC) 150/5300-13B (FAA, 2022b), and terminal instrument procedures under FAA Order 8260.3F, *United States Standard for Terminal Instrument Procedures* (TERPS) (FAA, 2023a). These rules and regulations establish imaginary airspace surfaces and standards for determining obstructions to air navigation. The geometry and slopes of imaginary surfaces are governed by the airport category (Utility or Other than Utility), the type of instrument approach procedures planned, and visibility minimums. Table 2-1 summarizes existing airspace surfaces in place at the Wasilla Airport based on the Aviation Activity Forecast included in Section 3.0 of this Master Plan and shown on the ALP in Appendix A.

2.0 AIRPORT INVENTORY AND DESCRIPTION OF EXISTING CONDITIONS

Table 2-1: Existing Airspace Surfaces

	RUNWAY 04 (NPI ¹ , 3/4-mile minimum, Small/Utility ²)	RUNWAY 22 (NPI ¹ , 3/4-mile minimum, Small/Utility ²)	RUNWAY 04S (Visual, Small/Utility ²)	RUNWAY 22S (Visual, Small/Utility ²)
Primary Surface (Part 77)	500 wide centered on runway to 200' off runway end		250' wide centered on runway to 200' off runway end	
Approach Surface (Part 77)	5,000' outward and upward at 34:1 from Primary Surface width: 500' – 2,000'		5,000' outward and upward at 20:1 from Primary Surface width: 250' – 1,250'	
Approach Surface (AC 150/5300-13B) Surface 2	N/A		2,250' outward and upward at 20:1 from inner width of 250' at runway threshold to width of 700'; 2,750' outward and upward at 20:1 maintaining 700' width width: 250' – 700'	
Approach Surface (AC 150/5300-13B) Surface 5	10,000' outward and upward at 20:1 from inner width of 400' at Primary Surface to outer width of 3,400' width: 400' – 3,400'		N/A	
Approach Surface (AC 150/5300-13B) Surface 6	10,200' outward and upward at 30:1 from inner width of 275' at threshold to outer width of 1,520' width: 275' – 1,520'		N/A	
Transitional Surface (Part 77)	7:1 from Primary and Approach Surfaces		7:1 from Primary and Approach Surfaces	
Horizontal Surface (Part 77)	10,000' arc, 150' above airport elevation		5,000' arc, 150' above airport elevation	
Conical Surface (Part 77)	4,000' at 20:1 outward and upward from horizontal surface		4,000' at 20:1 outward and upward from horizontal surface	
Departure Surface (AC 150/5300-13B)	Section 1: 12,152' outward and upward at 40:1 from inner width of 75' to outer width of 6,587' Section 2: Extends from each runway edge, laterally to a point 500' from runway centerline and 150' above threshold elevation. Surface follows Section 1 at a 40:1 slope until leveling out at an elevation of 304'. Outer width is 7,512'		N/A ³	

¹ Non-precision instrument (NPI) runway applies to runways with an approved instrument approach procedure

² Small/Utility runways are intended for use by aircraft less than 12,500 pounds gross weight

³ Runway departure threshold siting applies to runways used for instrument operations. Runway 04S/22S has no published procedures.

2.1.2 OBSTRUCTIONS

Title 14 CFR Part 77 provides guidance for identifying obstructions to air navigation consisting of the primary, approach, transitional, horizontal, and conical surfaces. The TERPS provides standardized methods for designing and evaluating instrument flight procedures (IFPs) by specifying the minimum measure of obstacle clearance to provide a satisfactory level of vertical protection from obstructions to IFR procedures and establishes the standard takeoff and landing minimums for instrument runways. FAA's AC 150/5300-13B outlines the criteria for evaluating runway approach and departure surfaces for runways serving only visual operations and provides basic planning surfaces for instrument runways to protect select TERPS surfaces.

HDL's 2025 field surveys identified the following airspace obstructions, as reflected in the updated ALP (Appendix A). The location of the existing penetrations to the Runway 04 and Runway 22 approaches are shown in Figure 2-2 and Figure 2-3, respectively.

Runway 04/22: The ALP denotes six groups of trees penetrating the existing Part 77 surface.

- Runway 04 Approach: Approximately 1,100 feet prior to the threshold and 350 feet northwest of the extended runway centerline, a group of trees penetrates the 20:1 approach surface to Runway 04 by up to 3 feet.
- Runway 22 Approach: There are four groups of trees beyond the Runway 22 threshold that penetrate the 20:1 approach surface by as much as 33 feet. The first group is located approximately 200 feet beyond the threshold and 400 feet northwest of the runway centerline. The second group is located approximately 870 feet beyond the threshold and 240 feet southeast of the extended centerline. The third group extends from approximately 680 to 1,890 feet beyond the threshold and spans the entire width of the approach surface. The final group extends approximately 1,340 to 1,800 feet beyond the threshold and is located on the extended centerline.
- Other Part 77: There are two groups of trees on the northeast side of Runway 22 that penetrate the 7:1 transitional surface by as much as 24 feet. The first group is located approximately 200 feet beyond the threshold and 415 feet northwest of the extended centerline. The second group is a continuation of the trees penetrating the 20:1 approach surface, extending from approximately 290 to 790 feet beyond the threshold and from the edge of the approach surface to 575 feet northwest of the extended centerline. The transitional surface prior to the Runway 04 threshold has no penetrations.

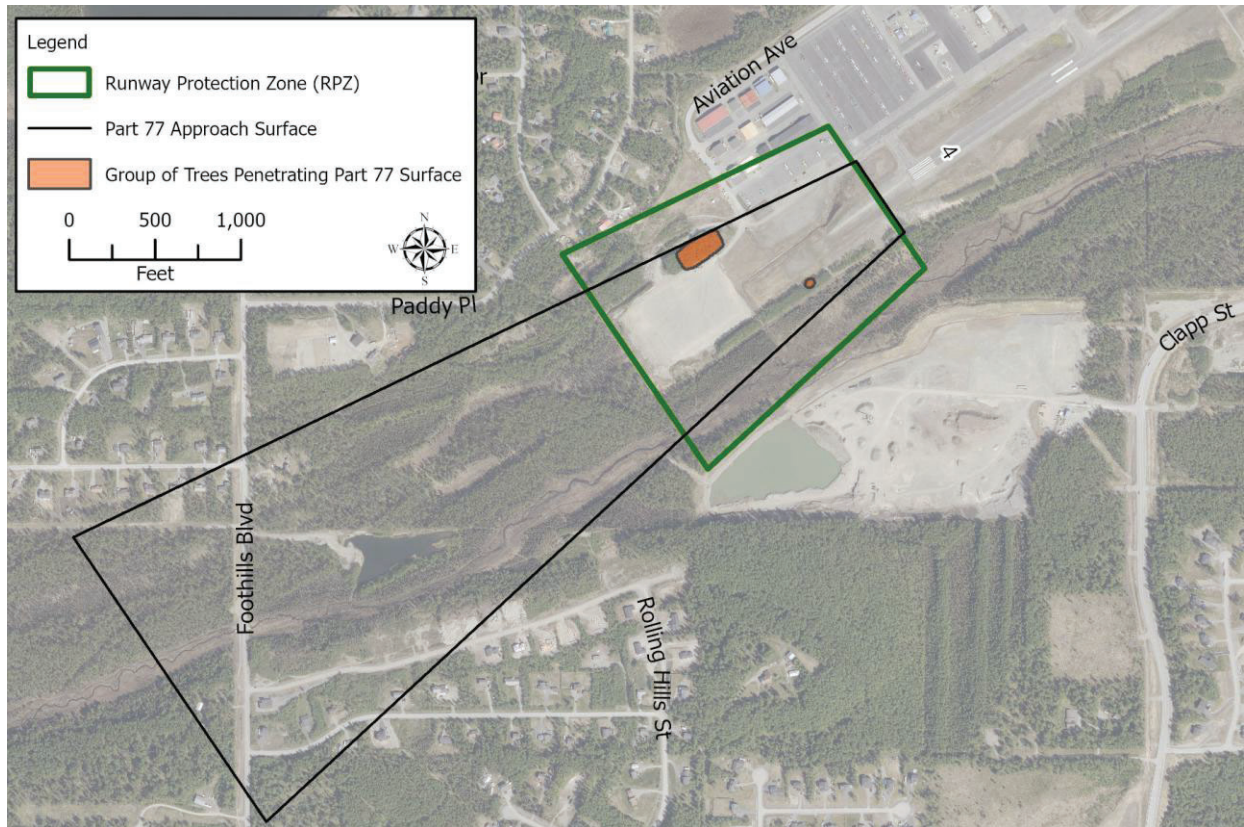


Figure 2-2: Runway 04 Part 77 Surface Penetrations

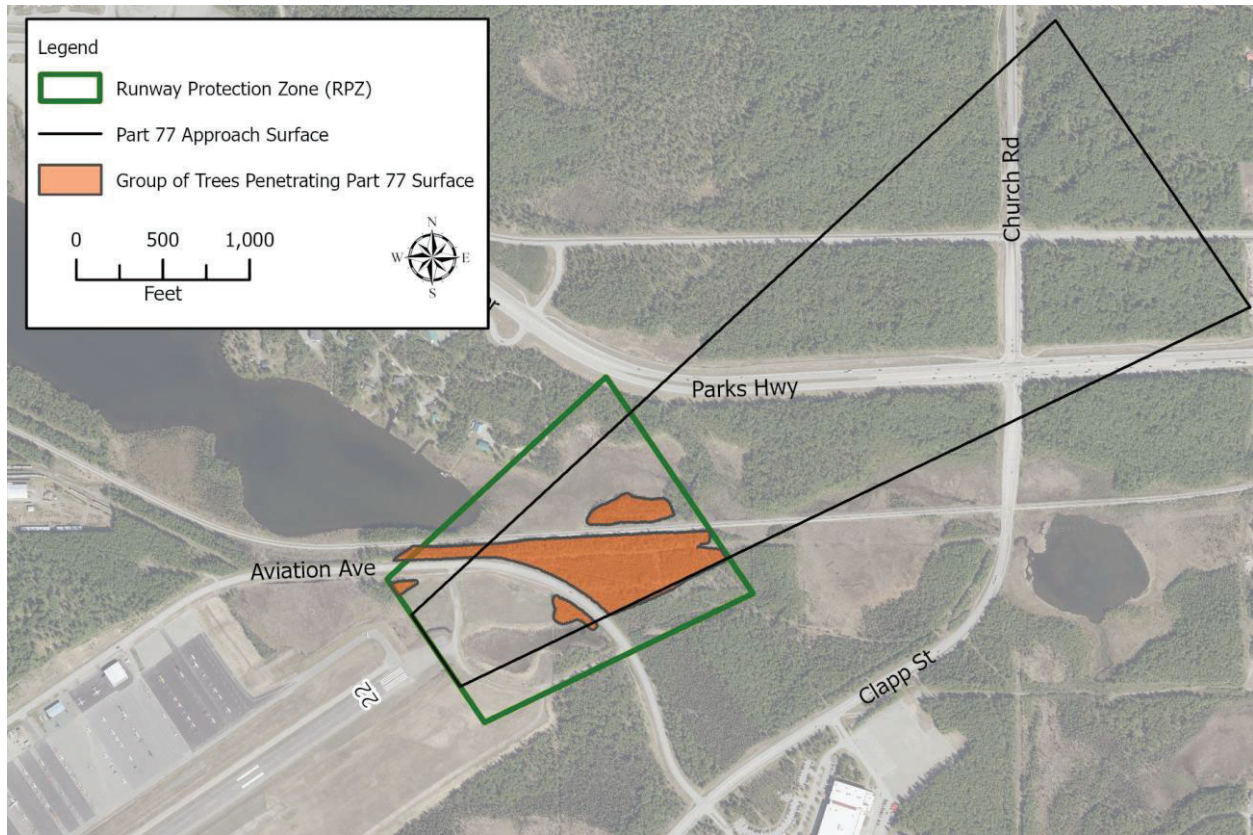


Figure 2-3: Runway 22 Part 77 Surface Penetrations

2.1.3 TRAFFIC PATTERNS

The airport does not have an Air Traffic Control Tower (ATCT). Pilots voluntarily report their position on a common traffic advisory frequency (CTAF) of 122.8 megahertz (AirNav, 2023). Fixed-wing aircraft use a rectangular pattern to the south of the airport. Runway 22 has a standard left-hand traffic (aircraft turns to the left) pattern, and Runway 04 has a non-standard right-hand traffic (aircraft turns to the right) pattern.

At uncontrolled airports, FAA regulations recommend that helicopters avoid the flow of fixed-wing aircraft because of the helicopter's slower speed. Helicopters may use a direct path to or from the airport or a mirror image of the fixed-wing pattern on the opposite side of the runway, with turns opposite of fixed-wing aircraft to avoid the flow of fixed-wing traffic. The normal helicopter pattern altitude is 500 feet AGL.

During interviews and public comment, users reported the following safety issues related to the existing use and traffic patterns:

- Pilots occasionally operate at the airport without broadcasting their intentions on the radio.
- Simultaneous operations have been witnessed on both runways.
- Pilots occasionally land short of the threshold on Runway 04.

2.1.4 INSTRUMENT APPROACH AND DEPARTURE PROCEDURES

FAA's Air Traffic Division developed two non-precision area navigation global positioning system approaches for the airport.

The NPI approach with vertical guidance (APV) consists of a holding pattern followed by a straight-in approach and published missed approach procedure to Runway 04. Runway 22 has an NPI APV consisting of a straight-in approach with a circling missed approach.

Figure 2-4 and Figure 2-5 show the published approach for Runway 02 and Runway 22 (AirNav, 2023).

The NPI for Runway 22 is an RNAV (GPS) procedure with a straight-in approach for Category A and B aircraft. The Runway 22 approach has visibility minimums published at $\frac{3}{4}$ of a mile, with varying decision altitudes and visibility minimums depending on aircraft category and equipment. A circling option is available to Runway 04; however, circling is not applicable to Runway 04S and 22S. This approach does not allow for helicopters to use standard visibility reduction criteria below $\frac{3}{4}$ of a mile. The missed approach includes a climbing right turn to Big Lake (BGQ) VORTAC.

The NPI for Runway 04 is an RNAV (GPS) procedure and includes a holding pattern followed by a straight-in approach for Category A and B aircraft. The Runway 04 approach has visibility minimums published at $\frac{3}{4}$ of a mile, with varying decision altitudes and visibility minimums depending on aircraft category and equipment. Circling options are available to Runway 22 but not allowed to Runways 04S and 22S. The missed approach for this procedure is a climbing left turn to the BGQ VORTAC.

Both approaches are restricted further if the local altimeter is not available. Barometric vertical navigation and visual descent points cannot be used if no local altimeter is available. Aircraft are instructed to use Palmer altimeter settings. When using Palmer altimeter settings, aircraft must increase decision altitude by 46 feet, minimum decision altitude by 60 feet, and all visibilities by $\frac{1}{4}$ of a mile for Runway 04 and $\frac{1}{8}$ of a mile for Runway 22.

Runway 04 and Runway 22 also have published Obstacle Departure Procedures (ODPs) with trees identified as penetrating up to 60 feet into the departure surface of both runway ends.

2.0 AIRPORT INVENTORY AND DESCRIPTION OF EXISTING CONDITIONS

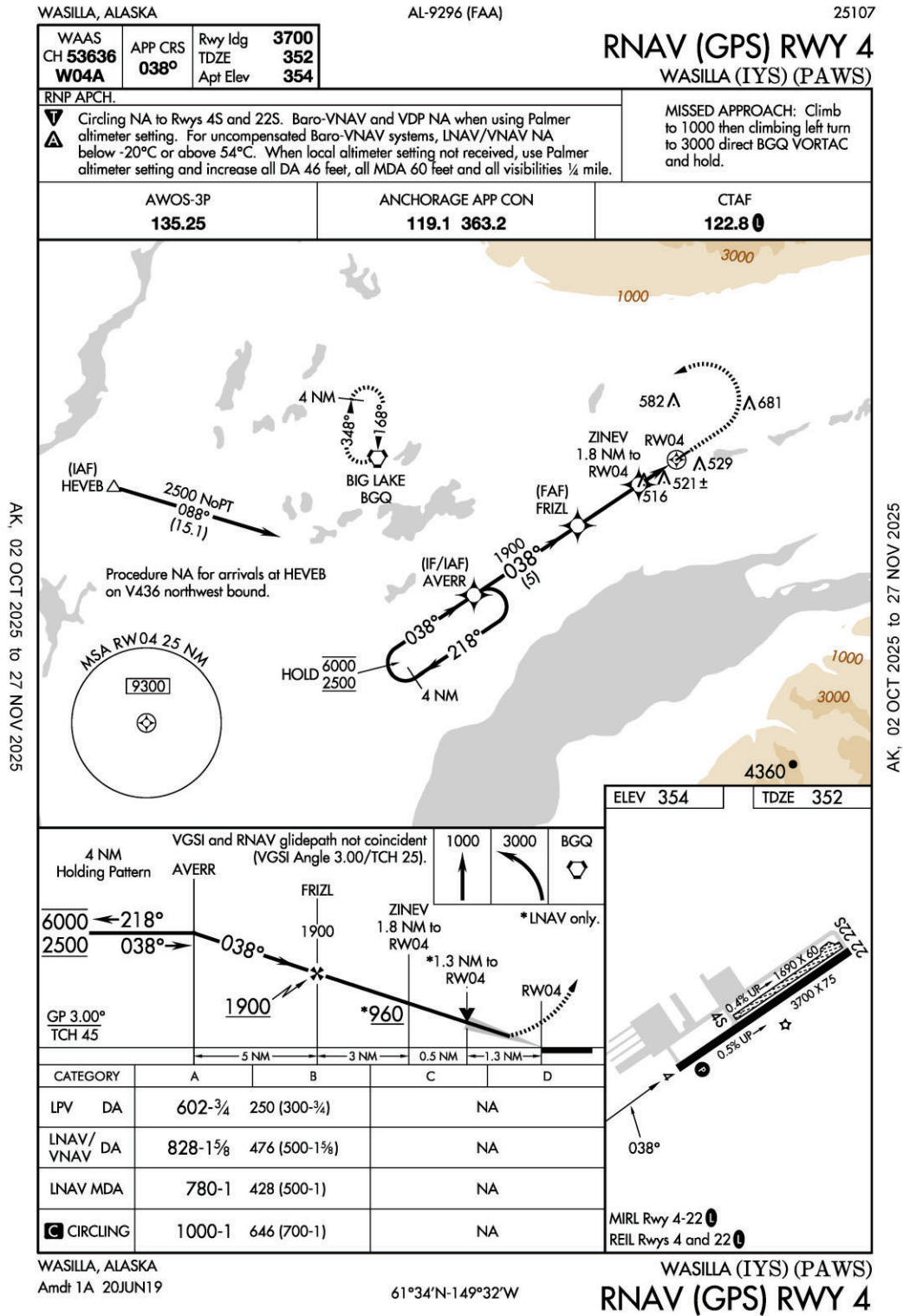


Figure 2-4: Runway 04 Approach

2.0 AIRPORT INVENTORY AND DESCRIPTION OF EXISTING CONDITIONS

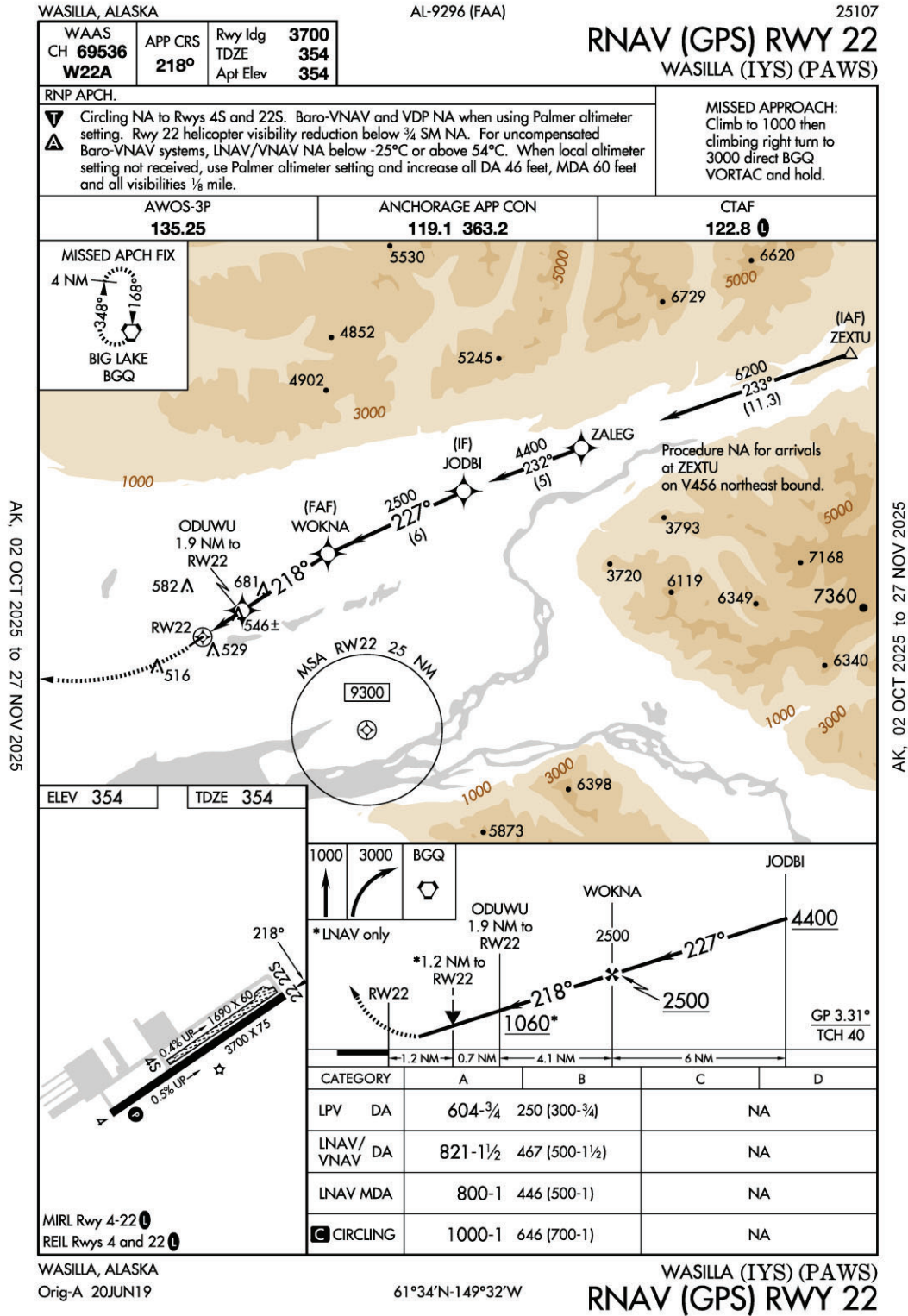


Figure 2-5: Runway 22 Approach

2.2 AIRSIDE FACILITIES

2.2.1 RUNWAYS

The existing airfield consists of two runways: Primary Runway 04/22 and Gravel Runway 04S/22S. Existing runway conditions reflected on the 2020 ALP update are summarized in Table 2-2. The runway separation of approximately 87.5 feet does not meet the required 700-foot separation for simultaneous operations during VFR conditions (FAA, 2022b).

Table 2-2: Current Runway Conditions based on 2020 ALP Update

	RUNWAY 04	RUNWAY 22	RUNWAY 04S	RUNWAY 22S
Visibility Minimums	≥ 3/4 mile	≥ 3/4 mile	≥ 3-mile	≥ 3-mile
Type	NPI	NPI	Visual	Visual
Category	Other than Utility ¹	Other than Utility ¹	Small/Utility ²	Small/Utility ²
Runway Design Code	B-II-4000 ¹	B-II-4000 ¹	A-I-VIS	A-I-VIS
Runway Length x width (ft)	3,700 x 75	3,700 x 75	1,690 x 60	1,690 x 60
Runway Shoulder Width (ft)	10	10	10	10
Runway Surface	Paved	Paved	Gravel	Gravel and Grass
Allowable Crosswind (knots)	13	13	10.5	10.5
Runway Safety Area				
Length Beyond Departure End (ft)	300	300	240	240
Length Prior to Threshold (ft)	300	300	240	240
Width (ft)	150	150	120	120
Runway Object Free Area				
Length Beyond Departure End (ft)	300	300	240	240
Length Prior to Threshold (ft)	300	300	240	240
Width (ft)	500	500	250	250
Runway Obstacle Free Zone				
Length Prior to Threshold (ft)	200	200	200 ²	200 ²
Width (ft)	400	400	250	250
Approach Runway Protection Zone				
Length (ft)	1,700	1,700	1,000	1,000
Inner Width (ft)	1,000	1,000	250	250
Outer Width (ft)	1,510	1,510	450	450
Area (acres)	48.978	48.978	8.035	8.035
Departure				
Length x Inner Width x Outer Width (ft)	1,000 x 500 x 700	1,000 x 500 x 700	1,000 x 250 x 450	1,000 x 250 x 450
Area (acres)	13.770	13.770	8.035	8.035
Runway Separation to:³				
Hold Position (ft)	200	210	NA	NA
Parallel Runway (ft)	87.5	87.5	87.5	87.5
Parallel Taxiway (ft)	300	300	212.5	212.5
Aircraft Parking (ft)	370	370	282.5	282.5

¹The existing critical aircraft for Runway 04/22 is changing to A-1 small/utility based on the findings of the Aviation Activity Forecast in Section 3.0

² Small/Utility runways are intended for use by aircraft less than 12,500 pounds gross weight (14 CFR Part 77, 2010) and (FAA, 2022b)

³ Distances noted are measured from runway centerline

PRIMARY RUNWAY 04/22

Runway 04/22 is the main runway at Wasilla Airport. The runway is a paved, non-precision runway measuring 3,700 feet long by 75 feet wide. The 2020 ALP Update classified the runway as a utility runway designed to accommodate Aircraft Approach Category (AAC) B and Airplane Design Group (ADG) II aircraft. The current Runway Design Code (RDC) for Runway 04/22 is B-II-4000, meaning the runway serves aircraft with an AAC of B, an ADG of II, and the runway's visual range (RVR) is 4,000 feet (based on $\frac{3}{4}$ mile approach minimums). Runway 04/22 is shown in Figure 2-6.

Runway pavement, lighting, and marking conditions are described in the sections below.



Figure 2-6: Primary Runway 04/22

GRAVEL RUNWAY 04S/22S

Runway 04S/22S was constructed in 2007 to serve tundra tire and ski-equipped aircraft with STOL capabilities. The "S" in the runway designation indicates its intended use as a STOL runway. The runway was constructed with a 1,690-foot-long by 60-foot-wide grass surface. The runway is located along the northwest edge of Runway 04/22 between Taxiways D and H. The RDC for Runway 04S/22S is A-I-VIS, meaning the runway serves aircraft with an AAC of A, an ADG of I, and that the runway only supports VFR operations, as is indicated by "VIS". Runway 04S/22S is unlit, edges are marked with cones, and the threshold is delineated with threshold markers. Runway surface maintenance, consisting of adding gravel surfacing and reestablishing grade, is performed by airport maintenance personnel on a yearly basis. Through continuous maintenance efforts, the surface of the runway has gradually changed from grass to gravel. The gravel portion is currently 50 feet wide,

centered on the runway centerline, which gives the visual impression that there is only 50 feet of runway width available for landing. Runway 04S/22S is shown in Figure 2-7.



Figure 2-7: Runway 04S/22S

RUNWAY SAFETY AREA

The Runway Safety Area (RSA) is graded to allow a deviation from the runway surface without significant damage to the aircraft or risk of injury. Both longitudinal and transverse grades are defined by the FAA. The RSA should provide a suitable safety margin in case of overshoots, underruns, and excursions adjacent to the runway. RSAs are required to be graded to minimum safe grades, be load-bearing under dry conditions, and be free of non-essential and non-frangible objects. The area should be capable of supporting snow removal equipment, emergency services, and passage of aircraft without causing major aircraft damage under dry conditions (FAA, 2022b).

Primary Runway 04/22 RSA: The RSA for Runway 04/22 is 150 feet wide and starts 300 feet prior to the thresholds of Runway 04/22. The standard RSA length before the threshold of a B-II runway is 300 feet. The graded portion of the RSA narrows down to approximately 140 feet at the end of each overrun area.

Runway 04/22 is located within the RSA of Runway 04S/22S. Simultaneous operations are prohibited on these runways.

Gravel Runway 04S/22S RSA: The RSA for Runway 04S/22S is 120 feet wide and 2,170 feet long and extends 240 feet beyond each runway end. Runway 04S/22S is located within the RSA of Runway 04/22. Simultaneous operations are prohibited on these runways.

RUNWAY OBJECT FREE AREAS AND OBSTACLE FREE ZONE

The object free area (OFA) is the area on the ground, centered on the runway centerline, that must remain free of all objects that are non-essential for air navigation and ground movement, such as signs and navigational aids. The Obstacle Free Zone (OFZ) is the volume of airspace located from the ground to 150 feet AGL that must remain free of non-essential objects, taxiing and parked aircraft, and other penetrations, except for frangible navigational aids, which have fixed locations by function.

Primary Runway 04/22 OFA: The existing OFA for Runway 04/22 is 500 feet wide and extends 300 feet beyond each threshold, meeting the requirements for B-II aircraft with greater than ¾-mile visibility minimums.

Gravel Runway 04S/22S OFA: The existing OFA for Runway 04S/22S is 250 feet wide and extends 240 feet beyond each threshold. These dimensions meet the requirements for A-I small aircraft for visual runways.

The OFAs and OFZs for both runways appear to be clear of non-frangible objects.

RUNWAY PROTECTION ZONES

The runway protection zones (RPZs) for both runways are outlined in Table 2-2 and shown in Figure 2-8. The purpose of RPZs is to protect people and property on the ground from aircraft operations during final approach and initial takeoff. The FAA requires that airport sponsors restrict the use of land within the RPZ to allowable uses defined by FAA Order 5100.38D “AIP Handbook” and reserve the right to control the height of objects in the RPZ to ensure safety on the ground and in the air. The FAA prefers that airport sponsors secure that right by owning the land inside the RPZ. When that is not possible, an aviation easement or a zoning restriction is acceptable (FAA, 2022c).

Approximately 0.66 acres of land in the northwest corner of the Runway 04 RPZ lies outside the City limits and overlaps two lots within the MSB Saska’s Meadows subdivision. The City currently has aviation and hazard easements on one of these parcels (Tract 3 Parcels) acquired through AIP No. 03-02-0417-01 (HDL, 2020). The 0.2-acre remainder of the RPZ is located on a privately owned residential parcel (Address: 1391 S Paddy Place), which is outside the city limits and contains no zoning designation. There is currently no aviation easement for this portion of the RPZ.

Roughly 1,620 feet of the Alaska Railroad Corporation (ARRC) railway bisects the Runway 22 RPZ perpendicular to the runway centerline, and the Runway 22 RPZ overlaps approximately 7.50 acres of the ARRC ROW. The northwest corner of the Runway 22 RPZ overlaps approximately 0.04 acres of the Parks Highway ROW. They both lie within City limits and are currently zoned for industrial and commercial use, respectively. No land use compatibility issues or airspace obstructions are anticipated in the Parks Highway ROW, and an aviation easement is not needed. There are approximately 0.63 acres on the northwest edge of the Runway 22 RPZ that fall outside the city limits and overlap one lot within the MSB McCallister subdivision. The City currently has aviation and hazard easements established for the ARRC ROW (Tract 4 Parcel B) and the MSB McCallister subdivision lot (Tract 4 Parcel D), which were acquired through AIP No. 03-02-0417-01 (HDL, 2020).

A summary and the status of existing aviation easements are shown in Table 2-3.

2.0 AIRPORT INVENTORY AND DESCRIPTION OF EXISTING CONDITIONS

Table 2-3: Avigation Easements Within Runway 04/22 RPZ

Label (Figure 2-8)	ALP Parcel Name	Description	Size
A	Tract 3 Parcel D	Portion of privately owned residential parcel (Address: 1431 S Paddy Place). Outside of city limits and no zoning designation.	0.5 Acres
B	Tract 4 Parcel D	Portion of privately owned residential parcel (Address: 3162 W Seims Street). Outside of city limits and no zoning designation.	0.6 Acres
C	Tract 4 Parcel B	ARRC ROW. Zoned for industrial use.	7.4 Acres

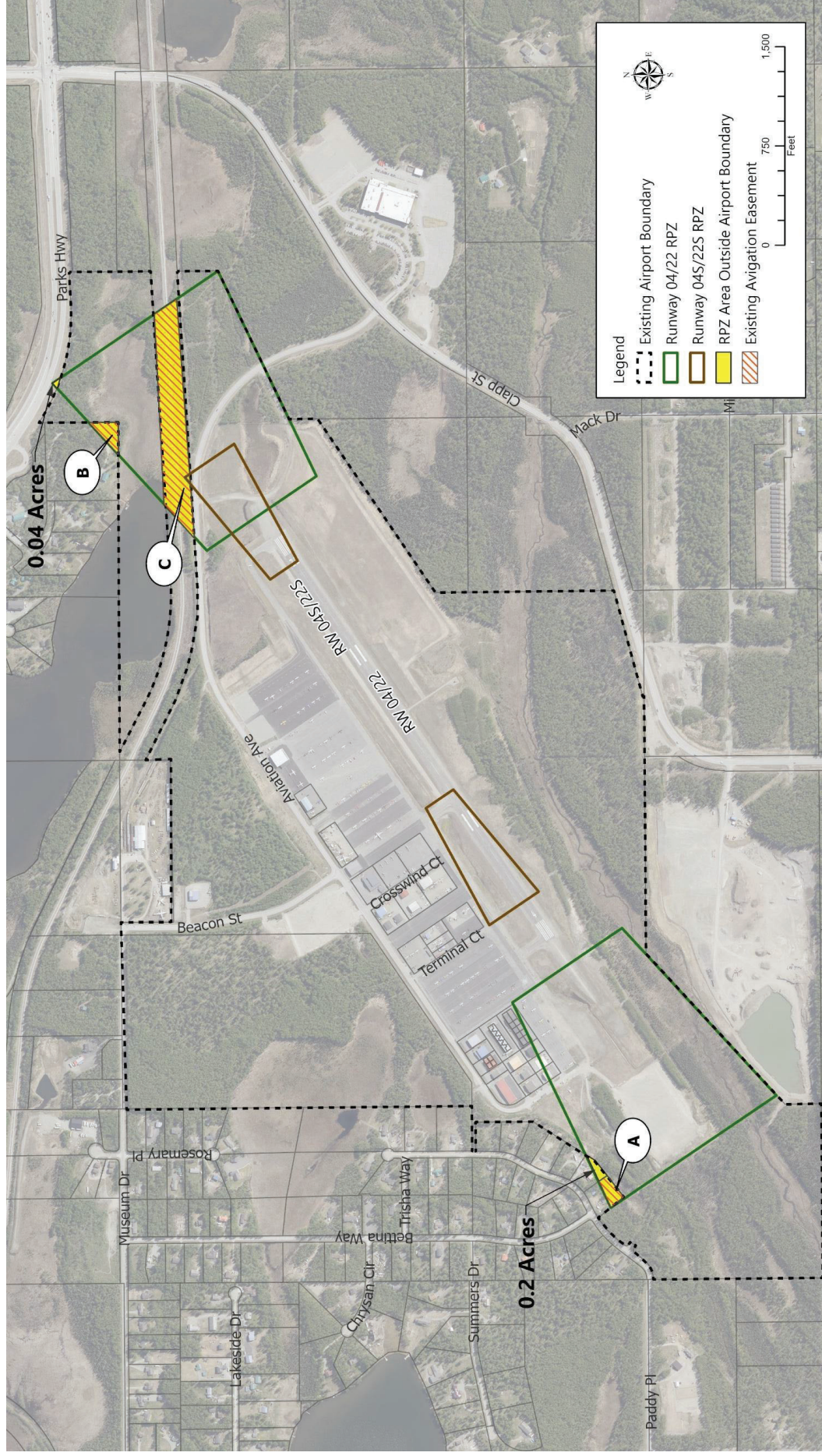


Figure 2-8: Runway Protection Zones

2.2.2 TAXIWAYS AND TAXILANES

TAXIWAYS

There are five taxiways at Wasilla Airport, as shown in Figure 2-9.

- Taxiway B is a 3,850-foot full-length parallel taxiway, terminating at Taxiway H (northeast end) and Taxiway F (southwest end).
- Taxiways A, D, and H are connecting taxiways that interlink Taxiway B and Runway 04/22. Taxiways A and H serve as entrance/exit taxiways onto Runway 04 and Runway 22 thresholds, respectively. Taxiway D connects at the midpoint of Runway 04/22. Taxiways D and H also serve as entrance/exit taxiways onto Runway 04S and Runway 22S, respectively.
- Taxiway C connects to Taxiway B and extends northwest to Aviation Avenue, providing access to various lease lots between Aprons B and C. Taxiway dimensions are summarized in Table 2-4.

Table 2-4: Existing Taxiway Dimensions

TAXIWAY DATA ¹				
Taxiway	Taxiway Width	Shoulder Width	Taxiway Safety Area (TSA) Width	Taxiway Object Free Area (TOFA) Width
A	40	5	79	131
B	35	10	79	131
C	40	15	79	131
D	40	5	79	131
H	35	10	79	131

¹ All dimensions given in feet

² Existing shoulder, TSA, and TOFA dimensions sourced from Wasilla Airport 2020 ALP

Taxiway pavement condition, marking, signage, and lighting are described in the sections below.

TAXILANES

The existing taxilanes are shown in Figure 2-9.

Aprons A and B are accessible from Taxiway B via Taxilanes A and F. Aprons C, D, and E in the northeastern terminal area are accessible via Taxilanes D and E. The Hangar Apron in the southwestern terminal area is accessible via Taxilanes N, O, P, and Q, with Taxilanes N and Q providing access to the northern and southernmost rows of hangars, respectively. Taxilane Q also provides sole access to the Hangar Apron tie-downs. Taxilane and corresponding safety area dimensions are summarized in Table 2-5.

2.0 AIRPORT INVENTORY AND DESCRIPTION OF EXISTING CONDITIONS

Table 2-5: Existing Taxilane Dimensions

TAXILANE DATA ¹			
Taxilane	Taxilane Width	Taxiway/Taxilane Safety Area Width ²	Taxilane Object Free Area Width (TLOFA) ²
A	40	49	79
D	40	49 ³	79
F	40	49	79
N	35	49	79
O	35	49	79
P	35	49	79
Q	35	49	79
E ³	50	118	158

¹ All dimensions given in feet

² Existing TSA and TLOFA dimensions sourced from Wasilla Airport 2020 ALP

³ Existing dimensions for Taxilane E and corresponding safety areas are based on Taxiway Design Group (TDG) 3/ADG III design standards. Information sourced from Construct Apron E, Phase 1 (AIP No. 3-02-0417-021-2018) project documents

Taxilanes A, D, F, N, O, P, and Q accommodate GA activity and were designed to serve the airport's A-I Small critical aircraft. Taxilanes A, D, F, O, and P meet TDG 1A requirements. Hangars along Taxilanes N and Q, and wingtips of aircraft parked on the Hangar Apron next to Taxilane Q, currently lie within the 79-foot-wide TLOFA required for TDG 1A aircraft. Some hangars on the Hangar Apron are built to the edge of the TLOFA. Therefore, planes and vehicles that park in front of the hangar doors can occasionally block traffic on the taxilanes or require aircraft to maneuver around the parked obstacle.

Taxilane pavement and marking conditions are described in the sections below.

2.2.3 BASED AIRCRAFT APRONS

The airport has six primary aprons as shown on Figure 2-9: Aprons A, B, C, D, E, and the Hangar Apron. Table 2-6 summarizes the existing dimensions and features for each apron.

Table 2-6: Existing Apron Features

Apron	Approx. Size (ft x ft)	Tie-downs ¹ (ft x ft)	Lighted	Headbolt Heaters
A	330 x 655	25 (qty) @ 24 x 20	No	No
B	290 x 655	39 (qty) @ 24 x 20	No	No
C	545 x 530	26 (qty) @ 24 x 20 6 (qty) @ 35 x 30	Yes	Yes
D	230 x 530	18 (qty) @ 24 x 20	No	No
E	410 x 530	27 (qty) @ 24 x 20	Yes	Yes
Hangar	630 x 635	14 (qty) @ 24 x 19	No	Yes

¹Number of tie-downs for use in each area (quantity [qty]) per City records. Additional tie-downs may exist but are not used.

The condition of the apron pavement and markings is described in the sections below.

2.2.4 TRANSIENT AIRCRAFT APRON

There is approximately 4,220 square yards of transient parking space located at the northwest end of Taxiway C, immediately northeast of the Apron B limits, as shown in Figure 2-9. The parking area features nine 24-foot by 20-foot tie-down spaces reserved for transient A-I Small aircraft.

2.0 AIRPORT INVENTORY AND DESCRIPTION OF EXISTING CONDITIONS

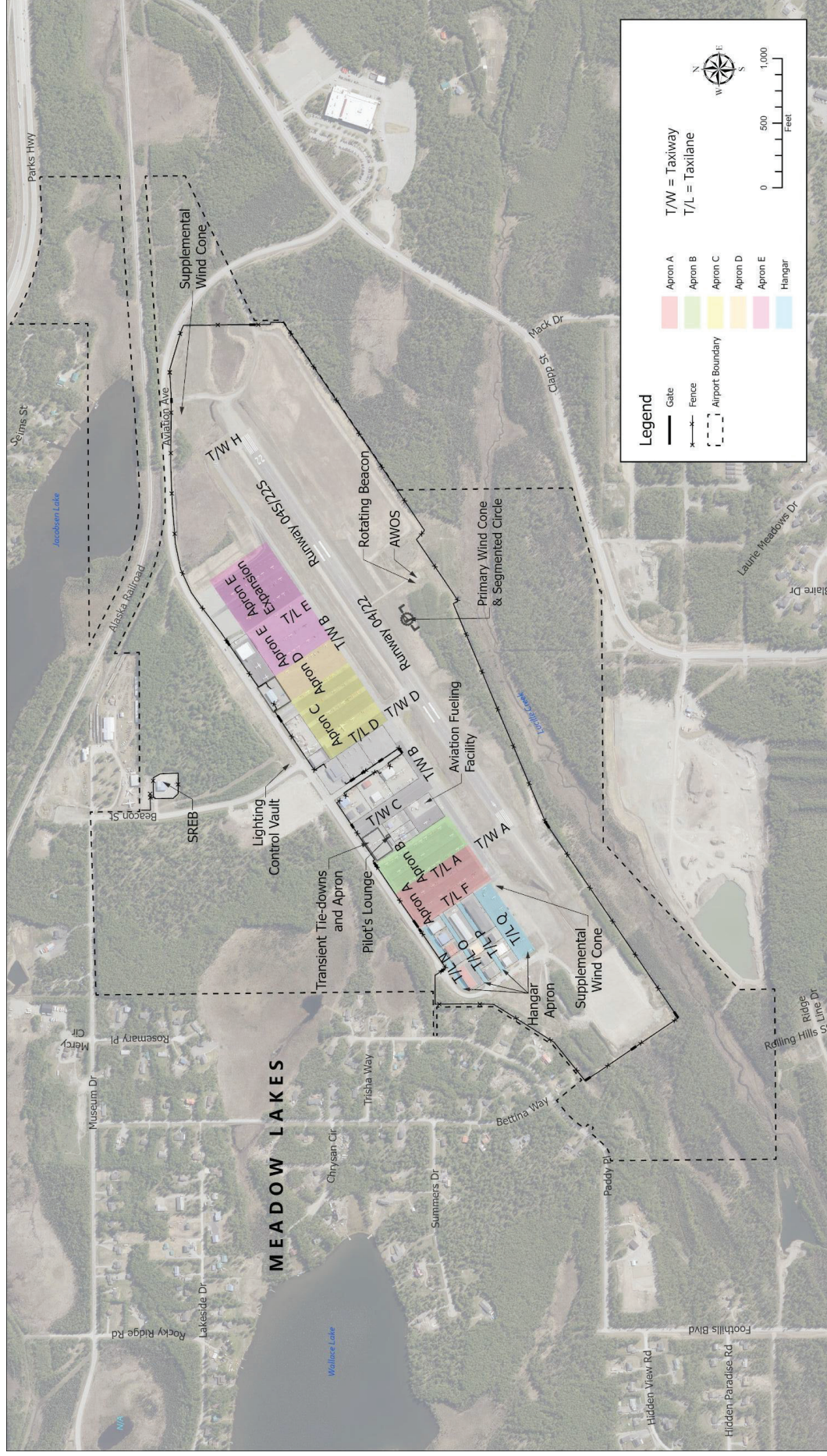


Figure 2-9: Existing Airfield Facilities (Taxiways, Taxilanes, and Aprons)

2.2.5 PAVEMENT CONDITION

RUNWAY 04/22 PAVEMENT

The latest pavement condition survey was completed by DOT&PF in 2024. The DOT&PF provides general recommendations based on pavement condition index (PCI) scores, as shown in Table 2-7.

Table 2-7: Recommendations Based on PCI scores

PCI Range	Recommendation
85-100	Preventative maintenance
70-84	Preventative and/or corrective maintenance
55-69	Rehabilitation
<54	Reconstruction

A maintenance project was completed in 2021-2022 that performed crack sealing on the surface of Runway 04/22. At the time of the 2024 DOT&PF pavement condition survey, Runway 04/22 was given a PCI score of 63, making it a candidate for rehabilitation.

TAXIWAY PAVEMENT

The 2024 DOT&PF taxiway pavement condition results are shown in Table 2-8 (DOT&PF, 2024).

Table 2-8: Existing Taxiway Pavement Conditions

Location	PCI
Taxiway A	63 – Rehabilitation
Taxiway B west of Taxiway A	61– Rehabilitation
Taxiway B between Taxiway A and D	67– Rehabilitation
Taxiway B east of Taxiway D	77- Preventative and/or corrective maintenance
Taxiway C	69– Rehabilitation
Taxiway D	69– Rehabilitation
Taxiway H	77 - Preventative and/or corrective maintenance

All existing taxiway pavement contains longitudinal and transverse cracking, which was recently sealed. The City's pavement maintenance (crack sealing) has increased the PCI value on taxiways and extended the life of the pavement.

APRON PAVEMENT

Pavement conditions for each apron are summarized in Table 2-9.

Table 2-9: Existing Apron Pavement Conditions

Apron	PCI Range
A (Includes Taxilanes A and F)	54-73 Preventative and/or corrective maintenance / Rehabilitation
B	71 Preventative and/or corrective maintenance
C (Includes Taxilane D)	69-73 Preventative and/or corrective maintenance

2.0 AIRPORT INVENTORY AND DESCRIPTION OF EXISTING CONDITIONS

Apron	PCI Range	
D	77	Preventative and/or corrective maintenance
E	94	Preventative maintenance
Hangar (Includes Taxilanes N, O, P, Q, and lease lots)	57-75	Preventative and/or corrective maintenance / Rehabilitation

The condition of the airport pavement with areas in need of preventative maintenance, preventative and/or corrective maintenance, or rehabilitation is shown graphically in Figure 2-10.

2.0 AIRPORT INVENTORY AND DESCRIPTION OF EXISTING CONDITIONS



Figure 2-10: Department of Transportation and Public Facilities Pavement Condition Index Results

2.2.6 MARKINGS

Runway 04/22 is equipped with standard non-precision runway markings, which include threshold, designator, centerline, and aiming point markings.

Markings on parallel Taxiway B include edge and centerline striping on the portion of the taxiway that is northeast of Taxiway D. The portion of Taxiway B that is southwest of the Taxiway D intersection only has centerline striping.

Interlink Taxiways A, C, D, and H have centerline and edge striping.

The taxilanes all contain centerline stripes.

Markings on Runway 04/22, the interlink Taxiways A, D, and H, and the Taxiway B centerline were refreshed during a 2023 Runway striping project. The remaining Taxiway B edge striping, Taxiway C centerline striping, taxilane centerline striping, and tie-down striping are old and faded.

The airport includes a marked compass calibration pad located on the southwest corner of Apron A. In 2025, the City remarked the compass pad markings to align with the current magnetic declination of the airport.

2.2.7 SIGNAGE

All interlink taxiways (Taxiways A, D, and H) to Runway 04/22 are equipped with lighted destination/hold position signs of Size 1/Class 2. All lighted signs are situated in line with the hold position markings on each taxiway, with the exception of the lighted sign on Taxiway D, which is located approximately 20 feet on the airside of the current hold position, in line with the previous holding position markings.

Unlit signage includes:

- Signs on Taxiways A and D, indicating the direction of transient parking in relation to each taxiway.
- Signs on Taxiways D and H (entrance/exit taxiways onto Runway 04S/22S) stating “NO SIMULTANEOUS OPERATIONS ON RWY 4-22 AND GRAVEL RWY 4S-22S.”

All unlit signs are in line with the hold position markings on each taxiway, with the exception of the sign on Taxiway A, which is approximately 45 feet on the landside of the hold short markings.

All signs are installed on concrete footings and are standard in dimension.

The signage on connecting Taxiway H is not distinctly labeled and designates the taxiway as the continuation of parallel Taxiway B.

2.2.8 TIE-DOWNS

The current GA apron space available for based aircraft is approximately 148,335 square yards (including taxilane areas) and spans six primary aprons: A, B, C, D, E, and the Hangar Apron. Tie-downs within Aprons A, B, D, E, and the Hangar Apron are currently designed to meet the design criteria of A-I Small. Apron C is designed predominantly for A-I Small but offers six tie-down spaces that accommodate B-II aircraft. There are a total of 176 small tie-downs and six large tie-downs currently available. There are nine transient tie-down

spaces available on the airport near Apron B. All based aircraft tie-down spaces are leased, and there were approximately 66 potential tie-down holders on a waitlist in the summer of 2024.

2.2.9 AIRCRAFT FUELING

Crowley Fuels Alaska operates a lease lot at Wasilla Airport and provides a self-serve fueling station for 100LL and Jet A-50 fuel. No inadequacies with the existing fuel service were identified during the site inspection.

2.2.10 HANGARS

The tenants at Wasilla Airport include a mixture of private airport users with individual tie-down or hangar leases and aeronautical businesses, maintenance, and hunting or fishing guide charter services.

2.2.11 PILOT'S LOUNGE

The City owns a small Pilot's Lounge located on the south side of the transient aircraft parking lot adjacent to Apron B. The building consists of an 8-foot by 20-foot trailer situated on concrete blocks with a portable bathroom and dumpster, both located adjacent to the building. The building is heated and lit.

2.2.12 VISUAL AND APPROACH AIDS

RUNWAY AND TAXIWAY LIGHTING AND MARKERS

Runway 04/22 is delineated with Medium Intensity Runway Lighting, each being 24 inches tall. The current lighting system was installed in 1993 and has greatly exceeded its life expectancy; however, the system remains operational and is in working condition.

Runway 04S/22S is unlit and delineated with cones, and each threshold is equipped with three frangible reflective threshold markers located on each side of both runway ends (four sets of three markers total).

Taxiways are lit with Medium Intensity Taxiway Edge Lighting (MITL), each being 30 inches tall and appearing to be in overall good condition.

The following issues were noted during the airport inspection:

- Light cans have jacked out of the ground at Taxiways H and A. The units appear to be in compliance with the 3-inch frangibility requirements (FAA, 2018); however, grade work is recommended to mitigate safety issues.
- One taxiway light, on the corner of Apron E and Taxiway B, is damaged and should be replaced by maintenance.
- A ground rod at the intersection of Taxiway A and Runway 04 has jacked approximately 17 inches out of the ground and appears to no longer be connected to the grounding system. The ground rod should be reinstalled and reconnected to the system.

RUNWAY END IDENTIFIER LIGHTS

Runway End Identifier Lights (REILs) are not present at either end of the Runway 04/22 or 04S/22S. The runway currently has outboard threshold lights located on each side of both runway ends.

PRECISION APPROACH PATH INDICATOR LIGHTS

FAA owned Runway 04 Precision Approach Path Indicator lights (PAPIs) (4-box system) are located on the right-hand side of Runway 04 and appear to be properly sited and operating in good condition. PAPI systems are normally located on the left-hand side of the runway edge, however, installation of PAPI on the right side is permissible if required due to siting constraints. PAPIs are not located on the Runway 22 threshold or either end of Runway 04S/22S.

LIGHTED WIND CONE & SEGMENTED CIRCLE

The lighted wind cone and segmented circle are located on the southeast side of Runway 04/22, at approximately midfield. The lighted wind cone and pole appear to be in good condition. The segmented circle with traffic pattern indicators consists of buried drums. Runway 04's right traffic pattern is designated by the indicators. The orange paint on the segmented circle barrels is failing.

SUPPLEMENTAL WIND CONES

There are two unlighted supplemental wind cones at the airport. One supplemental wind cone is located beyond the southwest end of Runway 04, adjacent to the Hangar Apron tie-downs. The second supplemental wind cone is located beyond the northeast end of Runway 22, near the airport boundary and adjacent to West Aviation Avenue. Both supplemental wind cones are in fair condition.

ROTATING BEACON

The rotating beacon and pole are located on the southeast side of Runway 04, at approximately midfield, near the FAA's weather station. The beacon is operational, and the foundation, pole, and light appear to be in fair condition. The gravel access trail to the Automated Weather Observation System (AWOS) and rotating beacon is in good condition and easily traversable.

2.2.13 WEATHER EQUIPMENT

The airport is equipped with an FAA-owned and maintained AWOS that is located at approximately midfield on the southeast side of Runway 04/22, next to the rotating beacon. The current location of the airport's AWOS is not within 500 feet of any buildings, and discrepancies between reported and observed wind directions or speeds have not been noted. Trees within a 500-foot radius surrounding the AWOS pad have recently been cleared. However, substantial brush growth is accumulating in the cleared area southeast of the AWOS pad. Lucille Creek and the surrounding floodplain are located directly south of the pad.

The AWOS is reporting data and appears to be in good condition.

2.3 OTHER AIRCRAFT FACILITIES

2.3.1 SKI-PLANE FACILITIES

Several of the small aircraft at the Wasilla Airport convert to ski operations during the winter months and operate off of Runway 04S/22S. Currently, these aircraft are based on various tie-downs and leases present throughout the airport. As a result, ski-equipped aircraft frequently need to taxi along plowed apron surfaces to access the runway.

2.3.2 GLIDER FACILITIES

Gliders occasionally operate at the Wasilla Airport and are generally stored in hangars and on lease lots. There are no specific glider facilities at the airport. Users stated that the existing airport generally accommodates glider use well. Glider users expressed a desire to lengthen the runway and fill in the drainage ditch in the infield between Runway 04/22 and Taxiway B to increase safety. Also, it is recommended that designated staging areas be constructed for glider and aircraft run-up and staging adjacent to Taxiway A and H such that glider staging and aircraft run-ups are not impeding accessing and exiting traffic to Runway 04/22.

2.3.3 SEAPLANE FACILITIES

As discussed in Section 2.5.2, the 2017 MSB Regional Aviation System Plan (RASP) Phase II stated that there was an unmet demand for a Seaplane Base in the southern portion of the MSB (MSB, 2017a). The study evaluated the Wasilla Airport as a possible candidate for future development of a Seaplane Base. The Wasilla Airport scored well in the categories of adjacent airspace availability, land ownership conditions, accessibility, and availability of utilities, and it had the capacity to meet the minimum and ultimate site size requirements. However, it was ranked as the 4th best choice of the top ten sites evaluated. The facility ranked lower due to the lack of nearby accessible waterways that would require development, the high number of adjacent wetlands, and the high number of possible environmental impacts. Ultimately, the study selected Sevenmile Lake as the preferred site for a Seaplane Base in the southern region of the MSB.

2.4 LANDSIDE FACILITIES

2.4.1 AIRPORT ACCESS ROADS

Four primary access roads inside the airport boundary facilitate the flow of traffic throughout the airport and are shown on Figure 2-11.

- Aviation Avenue provides the primary access to the airport from Clapp Street. The road runs along the northern edge of the airport and provides gated access to the airfield. Aviation Avenue east of Beacon Street is in good condition with occasional transverse and longitudinal cracking. To the west of Beacon Street, the condition of the road deteriorates slightly with greater transverse cracking.
- Beacon Street is a connector street running north from Aviation Avenue to Museum Drive. The pavement has transverse and longitudinal cracking and is in fair condition.
- Crosswind Court provides access from Aviation Avenue to Gate B and several lease lots. The pavement is in fair condition with transverse and longitudinal cracks that are sealed.

- Terminal Court is an access road inside the airport perimeter fencing that runs on the eastern edge of Apron B. The pavement is in fair condition and has transverse and longitudinal cracks that were recently sealed.



Figure 2-11: Access Road Conditions

2.4.2 LEASE LOTS

There are 27 platted lease lots at the airport: 13 located on the Hangar Apron, 11 located between Aprons B and C, and one each north of Aprons C, D, and E. All lots are currently under lease except for the new lease lot constructed on the northern perimeter of Apron E, which is currently under negotiation.

The City's standard airport leases include language requiring leaseholders to develop the property within 2 years of acquisition, or the lease is forfeited and returned to the City. Presently, all occupied lease lots are developed, with three leaseholders (Soloy Helicopters, Silver Sky Aviation, and one private leaseholder) currently planning further development.

The City regularly receives inquiries about lease availability for GA and commercial use. The City has received 68 separate inquiries since 2015, four of which were for potential Part 135 operations (City of Wasilla, 2023a). Conservatively assuming 50% of these inquiries would result in new lease lot development if space were available, there is an estimated unmet demand of 34 additional lease lots.

2.4.3 LIGHTING CONTROL VAULT

The lighting control vault, housing the airport lighting system and gate operators, is located at the northeast corner of the Aviation Avenue and South Beacon intersection. There are no operational issues with the lighting controls. However, an electrical box on the exterior of the building is damaged with exposed wiring. There is also a hole in the floor inside the building entry. The building is scheduled to be replaced in 2026.

2.4.4 SECURITY FENCING AND GATE ACCESS

The airport is surrounded by approximately 15,800 linear feet of 8-foot-tall chain link perimeter fence with three-strand barbed wire. Two sections of existing fence, southwest of Runway 04 and across the runway from its intersection with Taxiway D, are jacked out of the ground and/or falling over, allowing animals to access the airport property. The jacked and damaged sections of fence are scheduled for replacement in fall 2025/winter 2026. The remainder of the fencing appears to be in good condition.

The following is a breakdown of the 16 perimeter gates located on the airport, all of which appear to be in good condition (Figure 2-12).

- Gate A provides vehicle access to Apron C via a sliding gate with an automated operator and proximity card reader. Adjacent to the vehicle gate is a manual pedestrian gate with a push-button lock. Access at this gate is monitored by a camera.
- Gate B is located at the end of Crosswind Court and provides direct access to Apron B. The sliding vehicle gate has an automated operator and a proximity card reader.
- Gate C provides access to Terminal Court and consists of a sliding vehicle gate with an automated operator and proximity card reader. Adjacent to the vehicle gate is a manual pedestrian gate with a push-button lock. The sliding vehicle gate is on a timer and is open from 7:00 a.m. to 7:00 p.m. The pedestrian gate provides access from the transient aircraft parking area to vehicle parking outside the perimeter fence. Access at this gate is monitored by a camera.

2.0 AIRPORT INVENTORY AND DESCRIPTION OF EXISTING CONDITIONS

- Gate D provides access to the airfield off Aviation Avenue. Gate D consists of a sliding vehicle gate with an automated operator and a proximity card reader. The vehicle gate is on a timer and is open from 7:00 a.m. to 7:00 p.m. Access at this gate is monitored by a camera.
- Access at Taxiway F consists of a sliding gate (with no powered operator) and a pedestrian gate. There is paved access to the sliding gate from Aviation Avenue; however, the pedestrian gate does not have paved access. Airport maintenance controls access to these gates; they are not regularly used.
- The gate access to Taxiway C consists of a sliding gate (with no powered operator) and does not have paved access from Aviation Avenue. Airport maintenance controls access to this gate; it is not regularly used.
- There are three unmarked sliding gates providing access to the Soloy Helicopters, LLC lease area.
- Apron E can be accessed from Aviation Avenue by vehicle through a double swing-style gate and gravel access drive. Airport maintenance controls access to this gate; it is not regularly used.
- There are six additional perimeter gates on the airfield that are controlled and used solely by airport maintenance as needed.

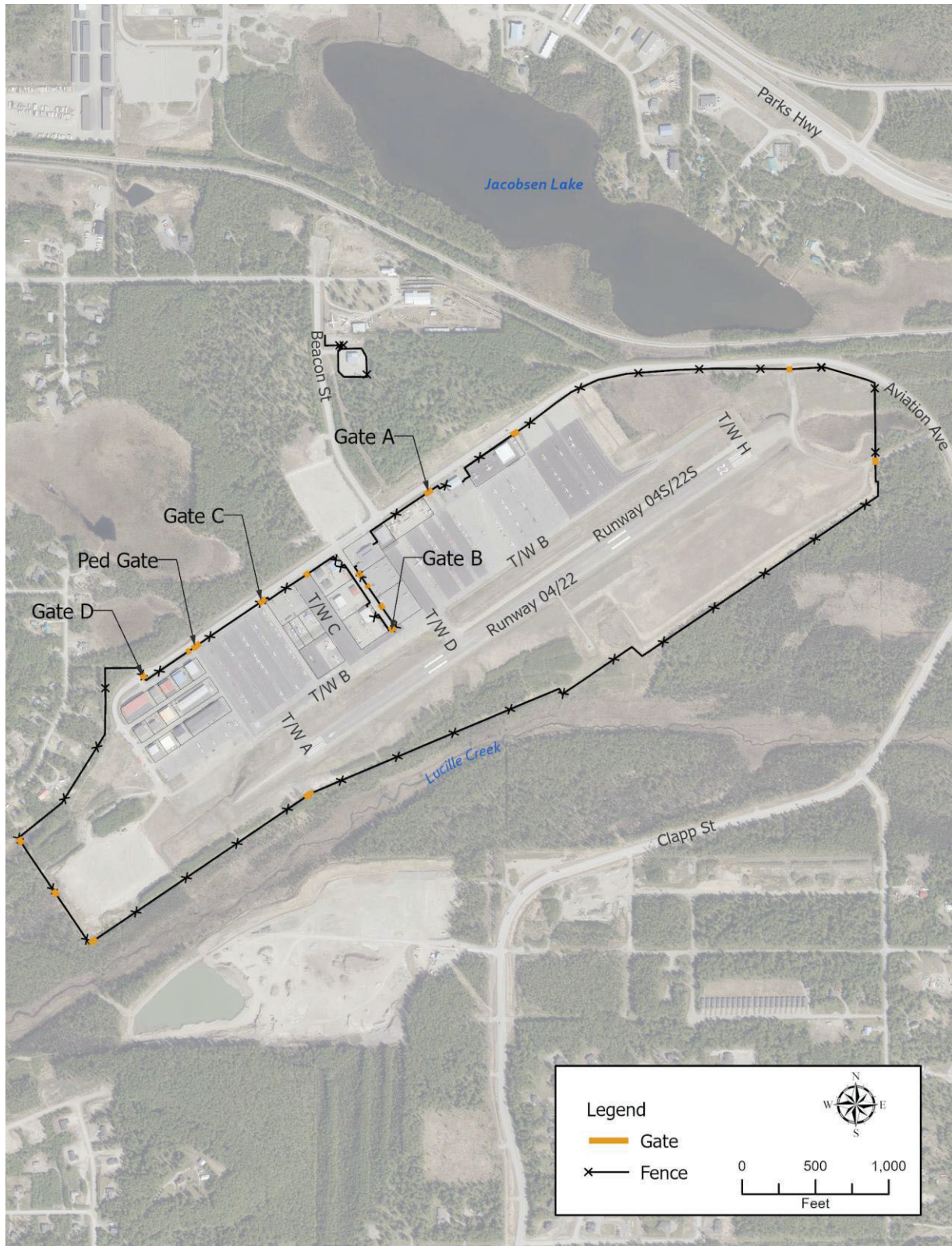


Figure 2-12: Gate Locations

2.4.5 SECURITY CAMERAS

The airfield is currently monitored by seven security cameras located at strategic locations to record entry and activity on the airport. However, the current system leaves several areas unmonitored. The City is in the process of upgrading the system to add more cameras and improve coverage, reducing existing blind spots.

2.4.6 VEHICLE PARKING

Tie-down customers and users park their vehicles in their vacant tie-down spaces when their planes are in use or along the perimeter of the GA aprons. Lease lot tenants and users park their vehicles on their lease lots. Parking is adequate on lease lots for existing businesses and activities. In addition, there are two designated vehicle parking areas: six spaces located near the transient parking area along the fence, and fourteen spaces situated between the Pilot Lounge and the Crowley Fuels Alaska fueling stations. These parking areas are sufficient to meet the current demand for transient users.

2.4.7 SNOW REMOVAL EQUIPMENT BUILDING

General maintenance at the airport is based out of the Snow Removal Equipment Building (SREB), located north of the airport on Beacon Street. Maintenance is performed by two City personnel shared with the Roads Department. A full-time maintenance person is dedicated to the airport in the winter to facilitate snow removal. Maintenance personnel plow and maintain the paved surfaces and unpaved safety areas and perform other routine maintenance on airport property. Maintenance vehicles and equipment currently located at the airport include the following:

- John Deere 930M Z-trac mower
- Case 821E loader
- Oshkosh snow blower
- Case 380 skid steer
- Skid steer blower attachment
- Ford F-350, two snow plow attachments
- Diamond brush cutter attachment
- Schulte brush cutter
- Metal Pless plow attachment
- All-terrain vehicle trailer
- Polaris Ranger
- Airfield lighting bench tester
- Greer 1,000-gallon fuel tank
- Two runway closure markers

The City's 4,760-square-foot SREB has three bays: two pull-through equipment bays and a single access bay with an office and restroom on the opposite side. The building houses the airport snow removal equipment and the controls for the security cameras. City maintenance staff mentioned that the sewer line to the building freezes every winter, but there are no other issues with the building.

2.4.8 UTILITIES

In 2014, the City extended a waterline on Aviation Avenue from Clapp Street to the east of Gate A. Airforms, LLC and Silver Skys Aviation are the only current users of the utility. Most tenants obtain water from private wells and dispose of wastewater via on-site septic systems.

The water system is planned to be extended to the south of the Runway 22 threshold in 2026 to service new lease lots and a large aircraft parking apron planned for construction in that area (Taxiway K). The City is also planning to construct a low-pressure sewer system connected to a single septic tank and leach field in that area to provide sewer service to hangars and businesses on the new lease lots.

The City's existing sanitary sewer system extends to the Curtis D. Menard Memorial Sports Center, according to the South Mack Drive Water and Sewer Extension Project as-builts (USKH, 2004), which is the last known sewer system extension project in the area. The water and sewer utilities map currently provided on the City's website indicates that there is a proposed sewer main connection from the existing facilities near the Curtis D. Menard Memorial Sports Center adjacent to the Clapp Street/Aviation Avenue intersection that would extend northwest along Aviation Avenue, terminating at South Beacon Street (City of Wasilla, 2025a).

Electrical service to the airport is provided by Matanuska Electric Association, the main feed supplied overhead from a distribution pole transitioning to underground on the corner of Beacon Street and Aviation Avenue. Services can be extended to individual lease lots from the underground system. Weatherproof outlets for tie-down users are available on the Hangar Apron and Aprons C and E.

Natural gas service is provided by ENSTAR Natural Gas Company. Services can be extended to individual lease lots from the gas line along Aviation Avenue, stemming from the main service on Beacon Street.

Telecommunication service to the airport is provided by Matanuska Telephone Association and consists of an underground copper and fiber optic cable. The services extend from Beacon Street, along Aviation Avenue from Gate A to Gate D, and then into lease lots.

The utility as-built is included in Appendix C.

2.5 LAND USE

An assessment of land use at and surrounding the airport was conducted to evaluate adjacent land for potential acquisition to better serve airport users and support future aviation-related development. This assessment looks at spatial constraints of the current airport layout, permitted uses of adjacent land, and where compatibilities exist to ensure optimal future use of the airport.

2.5.1 EXISTING LAND OWNERSHIP AND USE

Land surrounding the airport is composed of undeveloped, residential, and light commercial uses. Undeveloped land includes a mix of public and privately owned parcels. Residential land in the vicinity of the airport is generally located outside the city limits. Residential parcel sizes range from less than an acre to 40-acre tracts. Commercial land use is primarily arranged along the Parks Highway, with a material site south of Lucille Creek.

Notable additional land use in the vicinity of the airport includes the following (Figure 2-13):

- The ARRC right-of-way (ROW) is adjacent to the airport property boundary.
- West of the city limits, within the Meadow Lakes area, are private parcels that have mostly been developed for residential use.
- North of the museum are consumer-oriented businesses located adjacent to the Parks Highway, including a restaurant, an insurance agent, and a daycare facility (labeled #1).
- Land to the west of the museum is undeveloped (labeled #2).
- The City also owns a parcel to the northwest (labeled #3), which is considered part of the airport property but is currently located outside city limits.
- The private land immediately to the north of the airport and west of Jacobsen Lake is occupied by the Museum of Alaska Transportation and Industry (labeled #4).
- Private lands between the airport and the Sports Center and to the north of the highway (labeled #5) are undeveloped.
- To the south of Lucille Creek, there is land that has been developed into a material extraction site (labeled #6).
- The city-owned land to the east of the airport is occupied by the Curtis D. Menard Memorial Sports Center (labeled #7).

The privately-owned land between the airport and the Curtis D. Menard Memorial Sports Center may provide suitable areas for development of a hotel, airport-related business, or future multi-modal transportation facilities, as discussed in the City of Wasilla Comprehensive Plan (City of Wasilla, 2011).

The City is actively pursuing purchasing land and acquiring land and aviation easements to the southwest of the airport to provide additional buffer area and accommodate the future runway extension. The subject properties, proposed action, and their acquisition status as of September 2025 are shown in Figure 2-14. Once the properties are acquired, they will be incorporated into the airport boundary, and the City will adjust the city limits around the newly acquired parcels and zone the property for industrial and/or commercial use.

2.0 AIRPORT INVENTORY AND DESCRIPTION OF EXISTING CONDITIONS

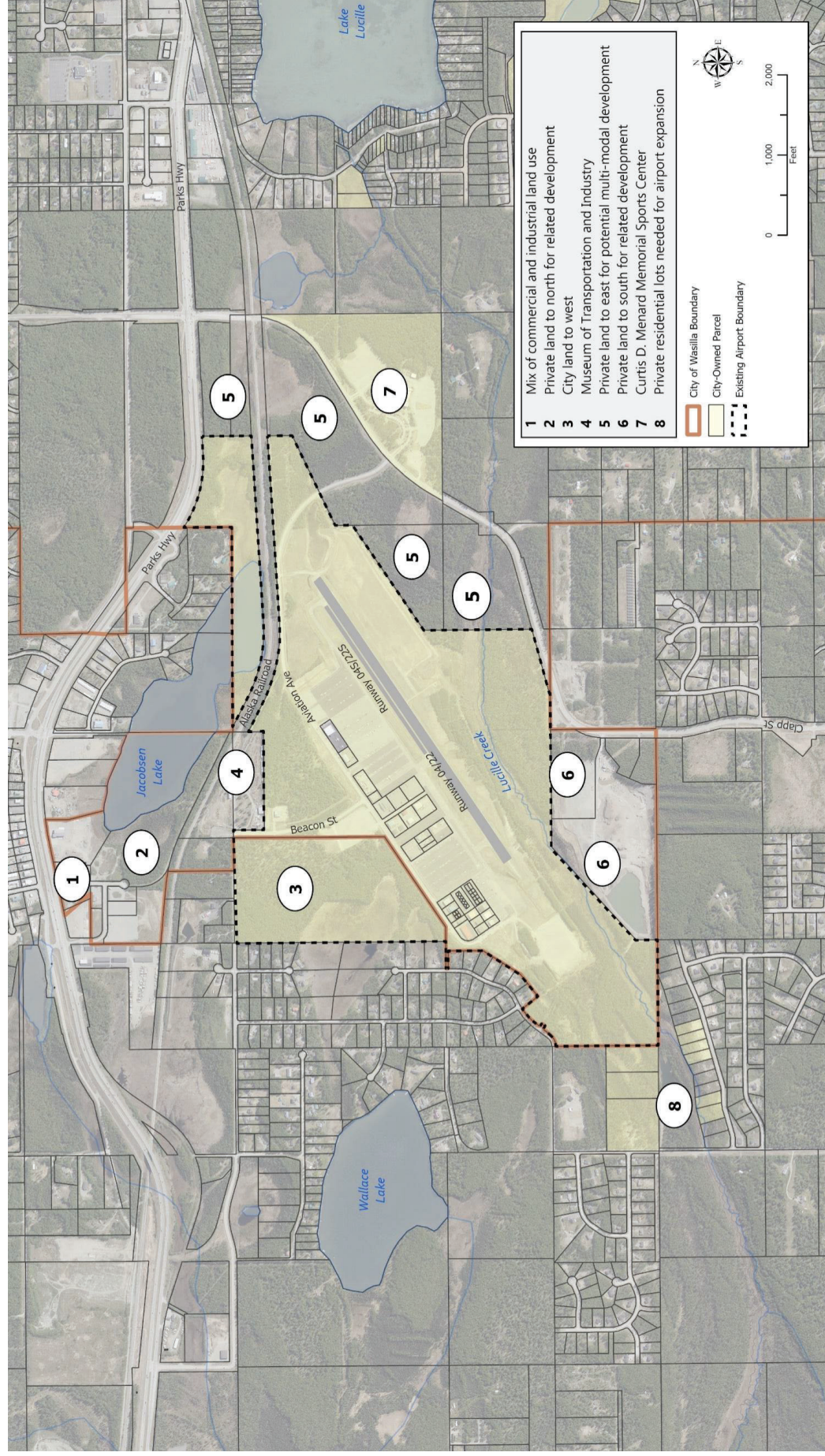


Figure 2-13: Land Use

2.0 AIRPORT INVENTORY AND DESCRIPTION OF EXISTING CONDITIONS

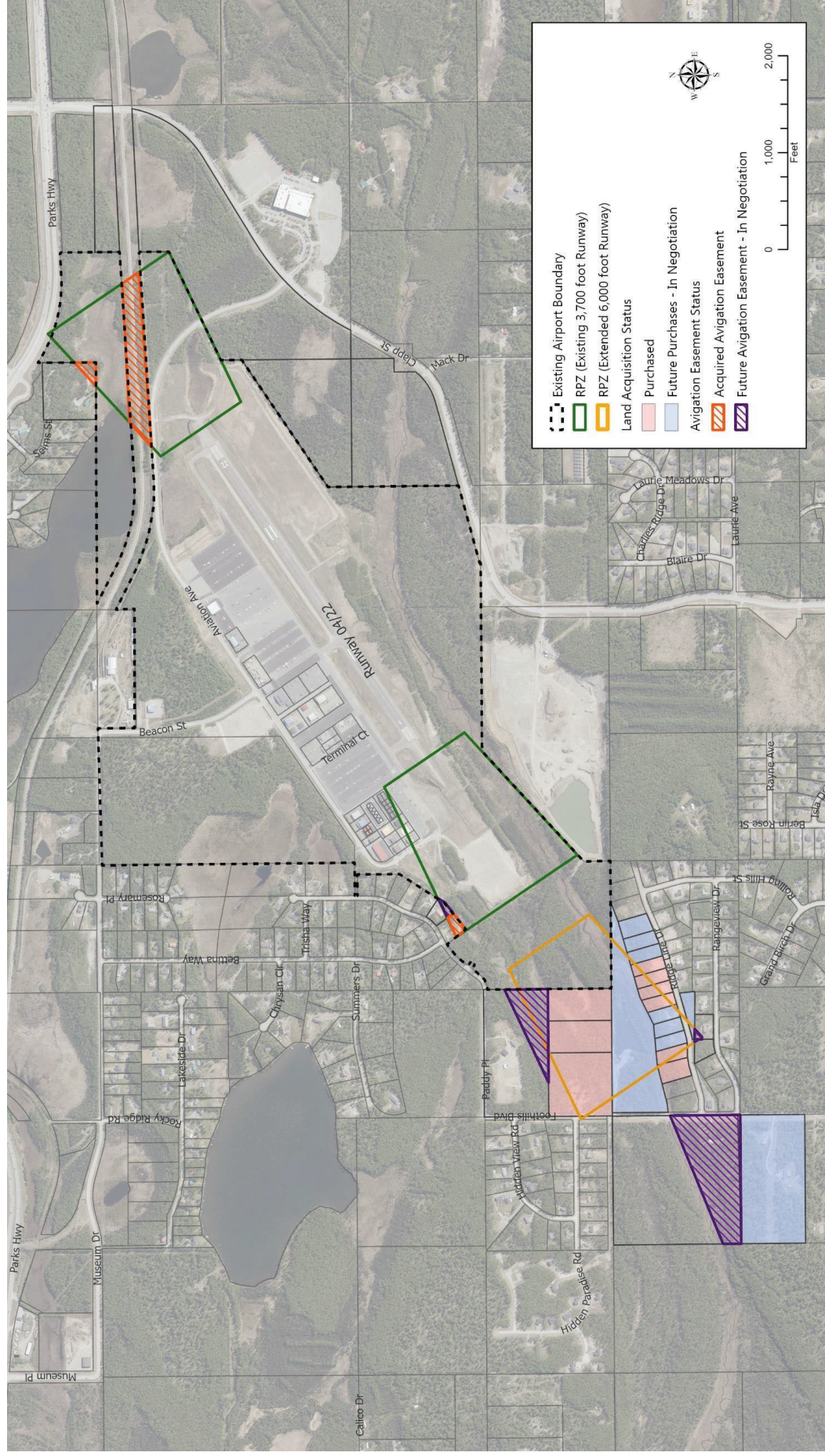


Figure 2-14: Land Acquisition Status

2.5.2 AREA LAND USE PLAN GOALS AND ZONING

The City of Wasilla's land development code classifies land use through zoning under municipal code 16.20.010 (City of Wasilla, 2023b). The airport property is classified as Industrial, which is further described in the code as:

The intent of the industrial district is to provide for and protect productive industrial areas. These areas are usually served by major highways or collector streets, the ARRC railway, the airport and public or community water or sewer. The designation of an area as industrial must contain specific provisions for traffic circulation and buffering of nearby non-industrial areas and uses from traffic, noise, dust, vibration, glare, pollution, and unsightly uses or activities.

The bulk of the airport is within the city limits, west of downtown Wasilla. A 70-acre parcel (MSB account ID: 17N02W12D006) owned by the City is adjacent to the airport to the north and considered part of the airport property. This property is outside the city limits and is a candidate for annexation. In addition, the properties that the City is in the process of acquiring below the Runway 04 approach (Figure 2-14) also fall outside of the airport boundary and city limits. These properties are within the Meadow Lakes Community Council (MLCC) area, under the municipal authority of the MSB. The MLCC area borders the airport along the western airport boundary as well as portions of the northern and southern airport boundaries. Proposed projects may necessitate plan reviews for the MLCC, MSB, and the City, and may require construction permits from the MSB and City.

The airport is zoned industrial (Figure 2-15). The surrounding land within the city limits is zoned commercial to the north and rural residential to the east. The MSB land located outside city limits is not zoned and appears to be used primarily for residential development. Rezoning the newly acquired land for industrial and commercial use will be necessary when it is incorporated into the airport boundary and city limits.

The areas to the north, east, and south of the airport are mostly undeveloped, except for the Museum of Alaska Transportation. The only adjacent development is a single-family residential area immediately to the west.

ANNEXATION AND REZONING PROCESS

Annexation in Alaska is governed under Alaska Statute 29.06. For municipally owned property that adjoins existing city limits, a streamlined local action procedure can be used. The process begins with adoption of an ordinance by the Wasilla City Council, followed by preparation of a petition to the Alaska Department of Commerce, Community & Economic Development, Local Boundary Commission (LBC) that includes a description of the property and justification for annexation. Public notice and opportunities for involvement are required, including advance publication of the proposal, notification of adjacent property owners and local governments, and time for public comment. The LBC then reviews the petition, conducts a hearing, and issues a decision; upon approval, the annexation takes effect (LBC, 2017).

Once annexed, the City can rezone the property under Wasilla Municipal Code Title 16. The rezoning process includes submittal of a rezoning application, public notice, and a public hearing before the Planning Commission. Following the Commission's recommendation, the City Council considers the rezoning request by the ordinance. Adoption of the ordinance amends the City's zoning map, completing the rezoning process.

2.0 AIRPORT INVENTORY AND DESCRIPTION OF EXISTING CONDITIONS

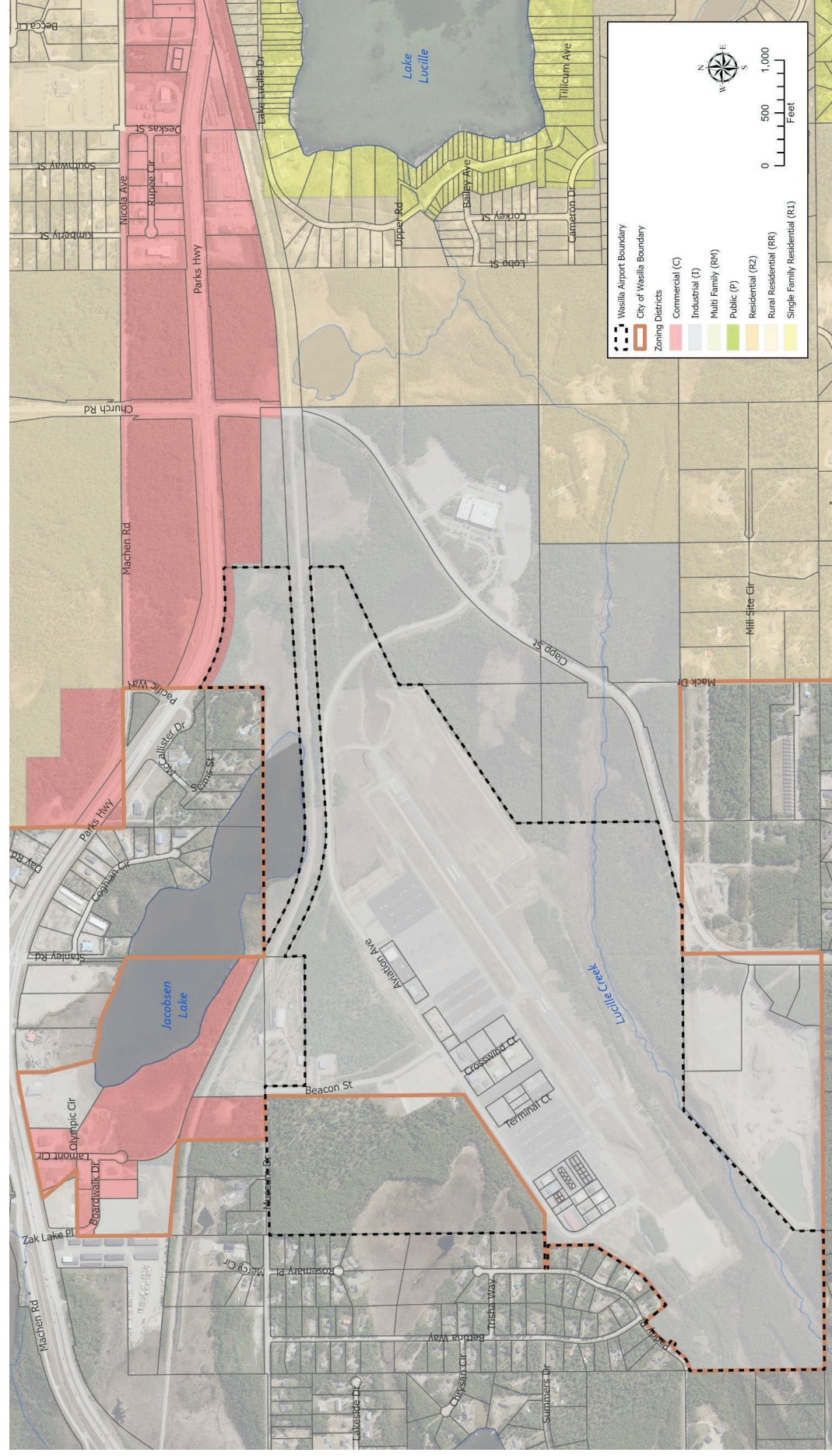


Figure 2-15: Zoning Around the Wasilla Airport

CITY OF WASILLA COMPREHENSIVE PLAN

The City of Wasilla Comprehensive Plan (City of Wasilla, 2011) notes the sizeable amount of City-owned industrial land at the airport and provides a desired future condition in which that land will have enhanced multi-modal connections (freight and commuter rail, plane, and road), along with infrastructure and rail connectivity to allow new economic enterprises to grow. These new enterprises would include local product development and manufacturing, and high-tech businesses that can take advantage of technical skills and education of former military and North Slope workers, material transport and resource storage/staging, and transit-oriented tourism and connectivity to the Museum of Alaska Transportation and Industry. Additionally, the airport would expand and become a regional hub for small jets and planes while small plane use safely flourishes.

Goals, objectives, and actions specific to the airport are presented in Table 2-10 (City of Wasilla Comprehensive Plan, 2011).

Table 2-10: Goals and Objectives for Wasilla Airport

Goal	Objectives and Actions
Diversify the economic base and attract new employment generators	• Continue to expand the City airport. • Encourage the development of adjacent economic generators on City-owned land.
Support the City as a transportation hub that provides connecting highways, railroad, and expanded air service	• Continue to support improved aviation and an expanded airport. ○ Adopt, implement, and regularly update an AMP to identify future aviation demand and support infrastructure and site development needs. • Improve road connectivity to the new multi-modal transportation node at the City airport. ○ Consider a Museum Drive extension and new airport access road.

WASILLA COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY

Public input gathered for the Wasilla Comprehensive Economic Development Strategy (McKinley Research Group, LLC, 2023) showed that 22% of respondents identified the Wasilla Airport as an area of opportunity—a greater percentage than any other opportunity. Additionally, many of the other opportunities are linked to the airport, based on the City Comprehensive Plan (City of Wasilla, 2011), namely the opportunities to expand industries and the workforce. Table 2-11 presents goals, objectives, and actions that are relevant to Wasilla Airport planning.

Table 2-11: Goals and Objectives for Wasilla Airport (Wasilla Comprehensive Economic Development Strategy)

Goal	Objectives and Actions
Goal A: Improve Infrastructure to Support Economic Resilience	• Develop regional transportation infrastructure. ○ Adopt AMP to expand cargo and passenger service.
Goal B: Diversify Local Economy	• Attract new industries, e.g., manufacturing, logistics, and “value-added.” ○ Study available incentives to attract new businesses and industries. ○ Become an Economic Development Administration-designated “Tech Hub.” ○ Conduct direct marketing and outreach efforts to logistics, manufacturing, and value-added companies.

MATANUSKA-SUSITNA BOROUGH LONG RANGE TRANSPORTATION PLAN

The MSB Long Range Transportation Plan is intended to guide transportation solutions, improvements, funding decisions, and policy development by the MSB and the State of Alaska both in the near- and long-term through 2035 (MSB, 2017b). It contains three recommendations pertinent to the Wasilla Airport:

- Adopt the proposed precision instrument approach, included in the 2012 Wasilla AMP, to address the lack of regularly scheduled airline commuting or air freight services available for residents.
- Continue to actively support the development, improvement, maintenance, operation, and funding of a system of public airports and seaplane bases throughout the MSB, recommending that the two municipal airports (Wasilla and Palmer) be improved to provide for the needs of commercial aviation companies, as well as air taxi operators and private pilots.
- Encourage public airport sponsors to investigate the potential for Public-Private Partnerships in the provision and/or operation of airport infrastructure in the MSB.

MATANUSKA-SUSITNA REGIONAL AVIATION SYSTEM PLAN

The MSB’s RASP consists of multiple reports focused on the development of aviation in the MSB. The RASP Phase 1 report (MSB, 2008a) notes that the purpose of the RASP is “to identify the current state of aviation in the MSB, how that might change over the next 20 years, and any actions that should be taken to ensure aviation can grow in a positive way for MSB citizens.” The Phase 1 report notes that, for the municipal airports (Wasilla and Palmer), “an optimum land use situation may be difficult because, in some cases, incompatible uses predated the current zoning,” highlighting in Wasilla Airport’s case that there is “existing and planned residential development north and west of the airport.” Residential development to the north of the airport has not yet occurred, though it has taken place to the west. Public input suggested four proposed improvements:

- Extend utilities to lease lots
- Gravel or grass strip and ski strip (completed)

- Extend runway and establish precision approach
- Establish seaplane base at Jacobsen Lake

After the initial RASP study identified the need for a seaplane base in the southern portion of the MSB, the Phase II report (MSB, 2017a) refined the potential for a seaplane base and recommended a long-term development program for a preferred site. The report identified factors that could affect airspace compatibility, including a future precision approach at the Wasilla Airport. Ultimately, the study identified Sevenmile Lake as the final site. The Phase I and Phase II RASP are available on the MSB planning website (<https://matsugov.us/planning/plans/rasp>).

MEADOW LAKES COMPREHENSIVE PLAN

The Meadow Lakes Comprehensive Plan (MLCC Planning Team, 2005) noted that the southeastern corner of the MLCC boundary wraps around Wasilla Airport. Although the plan does not provide land use recommendations specific to the airport or adjacent areas, general land use policies identified in this plan would be applicable to future airport development within the MLCC boundary.

The Meadow Lakes Comprehensive Plan noted that:

The southeastern corner of the Meadow Lakes Community Council boundary wraps around the Wasilla Airport. ... With an extensive but mostly informal trail system, trails in Meadow Lakes have long been used by snowmachines, hikers, dog sleds, horse riders, and skiers; virtually all trails cross what are now private lands, and consequently, these trails are likely to be closed to future public use.

JACOBSEN LAKE MANAGEMENT PLAN

The Jacobsen Lake Management Plan outlines the goals and objectives to balance the physical and social demands of those who live or recreate on Jacobsen Lake and prioritizes maintenance of a healthy and productive lake ecosystem (MSB, 2008b). The plan acknowledges the City's consideration of Jacobsen Lake as a potential seaplane base site. The site was found to be unsuitable for development of the seaplane base due to airspace conflicts with Wasilla Airport. Further, the development of the lake to accommodate a floatplane facility is in direct conflict with the goals and objectives of the plan. Property owners and residents support the recommendation of the Jacobsen Lake Management Plan and prefer that no further floatplane development occur at the lake.

2.5.3 FUTURE OPPORTUNITIES

Stakeholders envision a future full of opportunities for the Wasilla Airport, with a focus on expansion, improvements, and increased functionality. They desire the airport to become a regional hub that accommodates scheduled airline service to destinations throughout Alaska. They envision the airport as a center for small businesses, tourism infrastructure, and commercial growth, with amenities such as restaurants, pilot lounges, a hotel, an aviation business center, and refueling services. Furthermore, stakeholder feedback highlights the need for efficient parking, access to electricity for tie-downs, and improved facilities for pilots and transient users. Overall, these visions represent a collective effort to position the Wasilla

Airport as a thriving aviation hub with enhanced services and infrastructure, catering to a diverse range of aviation needs while maintaining a neighborhood-friendly environment. Key aspirations include the following:

- Extend the runway to accommodate larger aircraft
- Install additional tie-downs and lease spaces for business and private hangars
- Develop an aviation business center with classrooms, onsite offices for airport administration, bathrooms, heated hangar space, and pilot support services
- Address noise abatement concerns and ensure harmonious coexistence with surrounding residential areas

Based on the adjacent, undeveloped land on three sides of the airport, there appear to be substantial opportunities to expand the airport to accommodate growth as well as develop a multi-modal node and new economic enterprises. Past studies identified challenges associated with a seaplane base linked to Wasilla Airport. Therefore, the concept of a seaplane base is not being advanced as part of this AMP.

2.5.4 LAND NEEDS FOR LONG-TERM AIRPORT AND ECONOMIC DEVELOPMENT

The land offering the greatest potential for long-term airport and economic development appears to be the privately owned parcels to the north, east, and south of the existing airport (labeled 2, 5, and 6, respectively, in Figure 2-13), along with the undeveloped airport property to the west that is outside the city limits. In particular, the land to the east of the airport (labeled 5 in Figure 2-13) could support a multi-model node with access to the airport, local roads, Parks Highway, and the railway. Land to the north and south (labeled 2 and 6 in Figure 2-13, respectively) could support the development of related businesses; transit-oriented tourism could be developed to the north (labeled 2 in Figure 2-13) so it could be tied in with the Museum of Alaska Transportation and Industry and other land around the airport could support other economic enterprises.

The airport is currently pursuing acquisition of additional property to the southwest, below the Runway 04 approach (Figure 2-13), to accommodate future runway expansion.

2.6 SOCIOECONOMIC EVALUATION

In 2023, Northern Economics, Inc. (NEI) completed a Socioeconomic Evaluation of the airport and surrounding region as part of this master planning process, which is summarized in this section and provided in Appendix D. The socioeconomic profile of the study area included the City of Wasilla as well as the MSB (NEI, 2023). The study area also encompassed nearby unincorporated areas designated as Census Designated Places (CDPs), including Knik-Fairview and Meadow Lakes, located to the south and west of Wasilla (Figure 2-16). These CDPs have larger populations than the City of Wasilla, with Knik-Fairview—directly adjacent to Wasilla Airport—having the highest population in the immediate vicinity (Alaska Department of Labor and Workforce Development [DOLWD], 2022a). The socioeconomic profile describes the current population, economic conditions, and key industries, and includes forecasts for regional and aviation-related growth.

2.6.1 POPULATION AND GROWTH

Users of the airport are primarily residents of Wasilla and the MSB. The MSB has experienced rapid growth over the last 40 years, from a population of under 18,000 in 1980 to nearly 109,000 in 2021. During this period,

Wasilla grew from 1,559 residents (smaller than Palmer's 2,141) to 9,227, an increase of 490 percent. That growth has made Wasilla the largest city in the MSB.

Figure 2-16 shows the relative populations of the cities and CDPs near Wasilla, with darker shading indicating increasing population levels (DOLWD, 2021a).

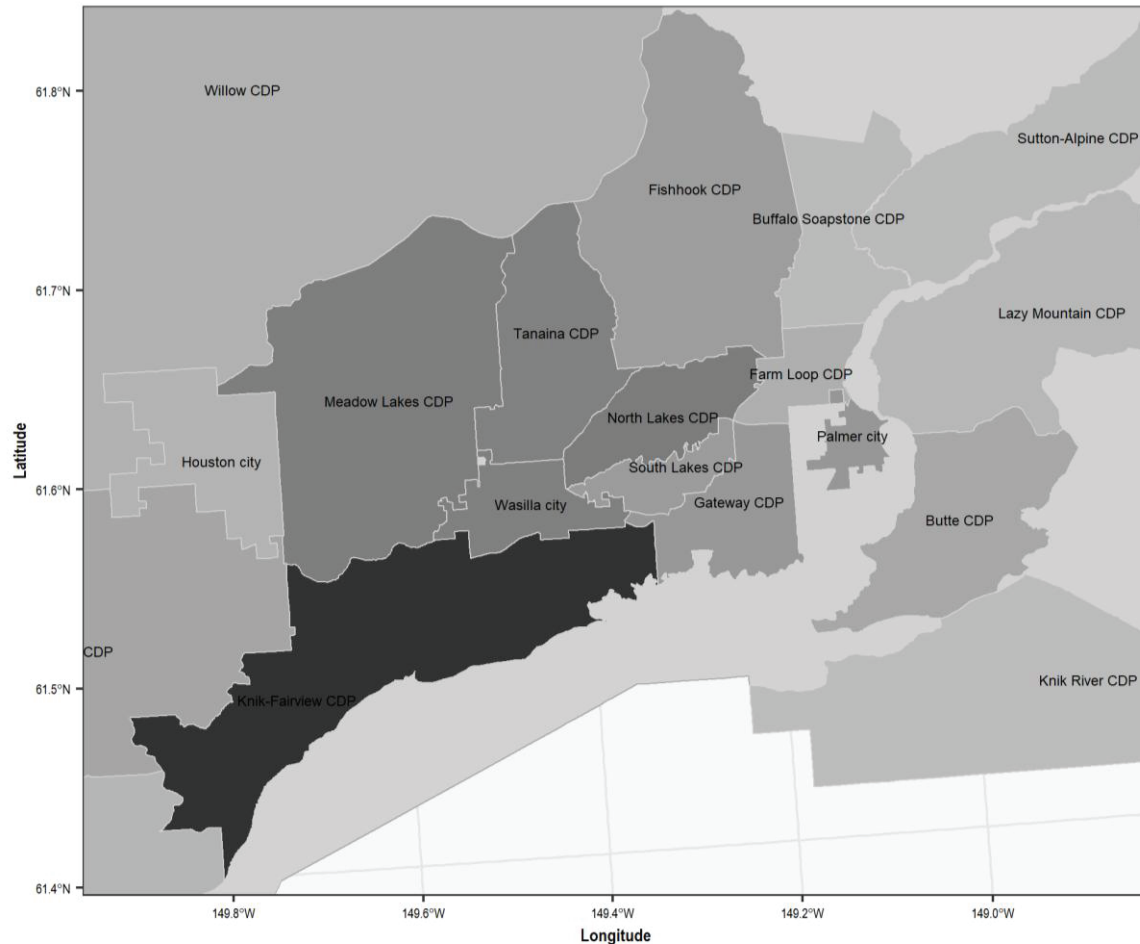


Figure 2-16: Cities and Census Designated Places near the City of Wasilla, 2020

The MSB reached an estimated population of 111,752 in 2022, with Wasilla making up approximately 8.5% of MSB's population (DOLWD, 2023). The MSB has been steadily growing over time, having nearly doubled in population since 2000 (Table 2-12).

Table 2-12: Population Estimates for Matanuska-Susitna Borough and City of Wasilla, 2000–2022

Area Name	2000	2010	2015	2016	2017	2018	2019	2020	2021	2022
MSB	59,322	88,995	99,715	102,317	103,988	104,971	105,980	107,081	109,086	111,752
Wasilla	5,504	7,831	8,420	8,682	8,809	8,750	8,706	9,054	9,250	9,547

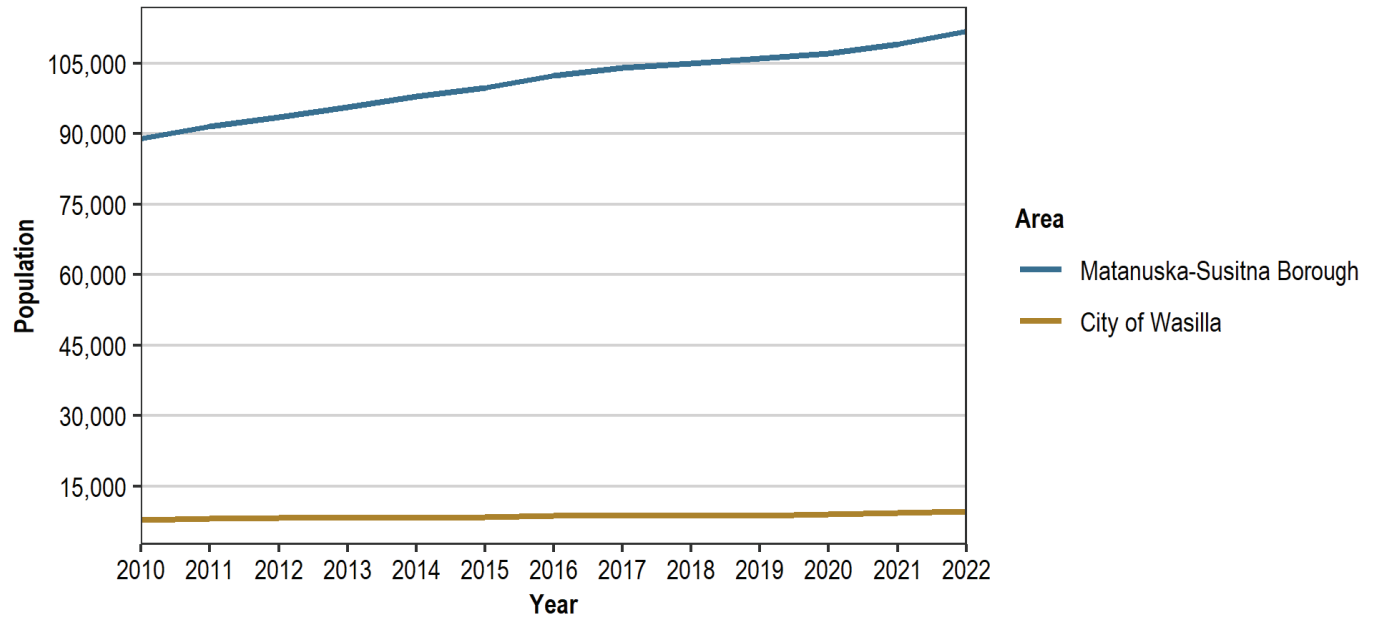


Figure 2-17: Population Trends for Matanuska-Susitna Borough and City of Wasilla, 2010–2022

The DOLWD (DOLWD, 2022b) forecasts growth at the borough level and expects the MSB to grow from its population of 108,805 in 2021 to over 147,000 by 2050 (Figure 2-18). The population is expected to be close to 120,000 in 2028 (5 years from the date of this evaluation), over 125,000 in 10 years, and approaching 140,000 in 20 years (Figure 2-18). It is important to note that this population forecast is based on natural changes (births and deaths) and net migration patterns from the MSB’s history. Changes to the MSB’s economy could also affect the growth it experiences in the future.

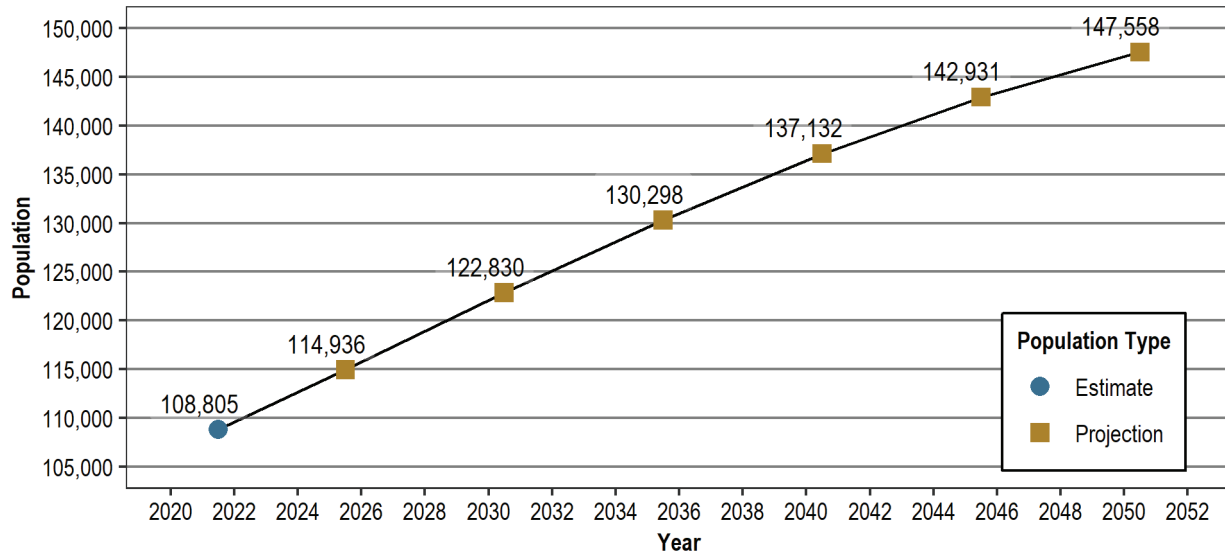


Figure 2-18: Population Projection for the Matanuska-Susitna Borough, 2021–2050

Table 2-13 provides estimated changes in Alaska, the MSB, and the study area populations through 2050.

Table 2-13: Projected Change in Population for Alaska, Matanuska-Susitna Borough, and Study Area, 2021–2050

Area	Total Population Change (%)					
	2021-2025	2025-2030	2030-2035	2035-2040	2040-2045	2045-2050
Alaska	0.82	1.29	0.80	0.43	0.10	-0.11
MSB	5.63	6.87	6.08	5.24	4.23	3.24
Study Area	8.60	8.81	7.82	6.84	5.73	3.42
City of Wasilla	7.41	7.84	7.05	6.18	5.18	2.93
Knik-Fairview CDP	9.62	9.34	8.25	7.18	6.03	3.67
Meadow Lakes CDP	7.66	8.65	7.69	6.72	5.64	3.33

SEASONALITY OF POPULATION

Data are not available to assess the seasonality of Wasilla’s resident population. Though the U.S. Census Bureau (USCB) collects quarterly housing vacancy data for metropolitan statistical areas (MSAs), the Anchorage area MSA (which includes the MSB) is not large enough to have data (Callis, 2022). Vacancy data for rental properties, which could speak to seasonal shifts in resident population, are only available on an annual basis from the Alaska Housing Finance Corporation (AHFC). It is worth noting that Wasilla had the lowest rental vacancy rate of any area when measured in 2022, at 2.13% (AHFC, 2022). Seasonality of employment is another potential indicator of the seasonality of the resident population, though data are only available for the MSB.

Some Alaska residents are snowbirds, spending winters in a more temperate climate in another state. Anecdotal, one real estate professional in the MSB indicated that the snowbird population within the city limits is very small and only slightly higher in surrounding areas. The rental market is also very tight, and he estimated that the seasonal swing in residential population is no more than $\pm 5\%$ (Van Diest, 2022). Similarly,

the tourist population increases in the summer months and during certain events, such as the start of the Iditarod; however, this seasonal activity has a variable effect on airport demand. While highway-based tourism that is common in the summer months may have limited influence on airport demand, higher visitor numbers can affect air taxi and flightseeing operations, particularly given the large helicopter presence at the airport.

2.6.2 ECONOMY

EMPLOYMENT

The MSB has experienced a rapidly growing labor force along with its population growth. Presently, there are about 50,000 members in the labor force (Figure 2-19), which is slightly less than half of the MSB’s population. Employment levels have largely tracked with the labor force, with the most notable exception in early 2020 at the start of the Coronavirus Disease 2019 (COVID-19) pandemic, as depicted in Figure 2-19. Since that time, however, the labor force and employment levels have nearly returned to the highs they saw at the start of 2020, and the unemployment rate is at a 30-year low (DOLWD, 2022c). Figure 2-20 provides a closer look at the unemployment rate, which, as of mid-2022, dropped to only 4% (DOLWD, 2022c).

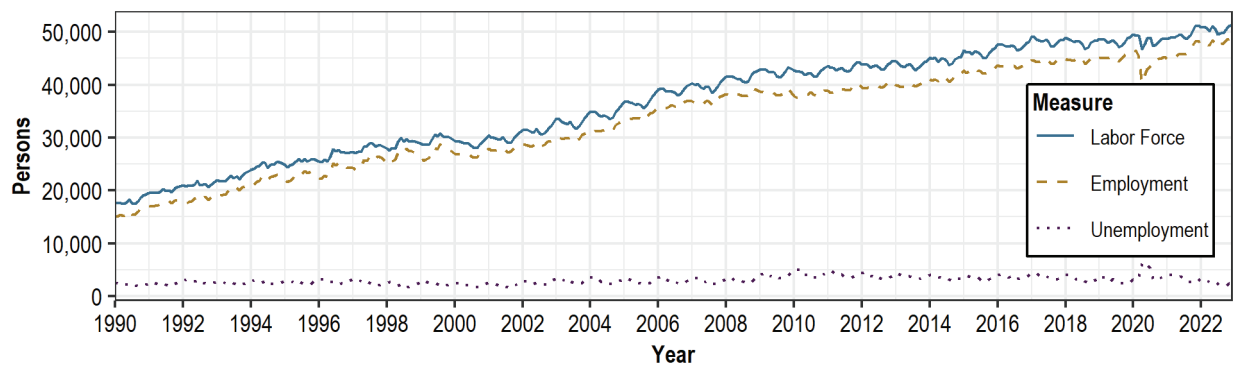


Figure 2-19: Labor Force, Employment, and Unemployment in Matanuska-Susitna Borough, 1990-2022

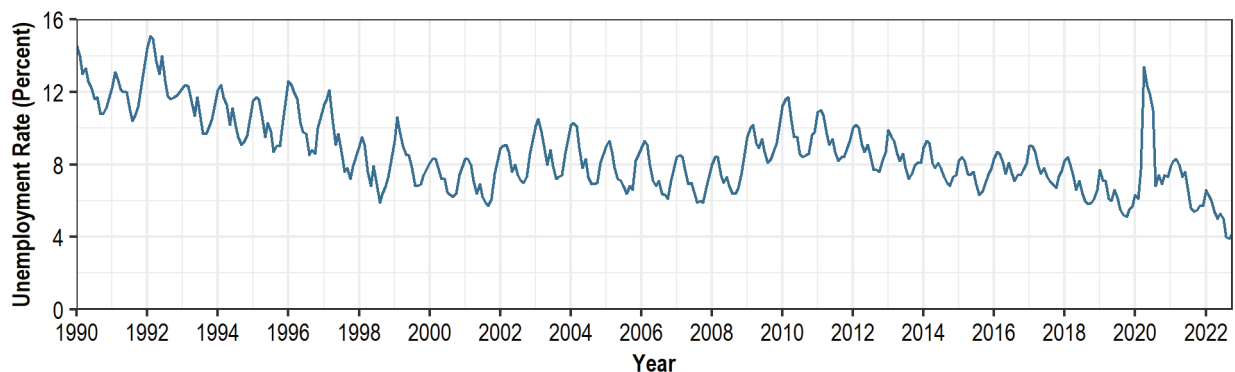


Figure 2-20: Unemployment Rate in Matanuska-Susitna Borough, 1990-2022

INCOME AND POVERTY STATUS

The MSB’s median family income was \$91,597 in 2020, with a median household income (which also includes non-family households) of \$76,118 and a per capita income of \$31,963 (USCB 2022). Slightly more than 10

percent of residents have incomes below the poverty level. The MSB has lower land and living costs than the larger urban area of Anchorage.

OCCUPATIONS

The DOLWD compiles data on workers in each of Alaska's boroughs to provide insight into the most common occupations. In 2021, the MSB had an annual average employment of 43,200, 85% of which was private non-farm employment and 14% was in the public sector. The top five private sector occupations are healthcare and social assistance (5,907 workers), retail trade (5,774 workers), construction (4,775 workers), accommodation and food services (3,364 workers), and real estate (2,218 workers) (DOLWD, 2022c). Most jobs in the MSB are based on providing services to locals, while many residents are commuting to Anchorage for higher-paying jobs and choose to live in the MSB due to lower land and overall living costs compared to Anchorage (Fried and Howell, 2020). Notable exceptions are the oil and gas industry, where many workers commute to Alaska's North Slope, and the MSB's important agriculture industry that produces goods locally.

USCB's occupation data show that the largest occupational group in the MSB is the *Management, Business, Science, and Arts*, at one-third of the workforce (USCB, 2022). Together, the two groups, *Service* and *Sales and Office*, make up slightly more than another third. The remainder of the groups, *Production, Natural Resources, and Military*, complete the occupational view for the MSB (Figure 2-21).

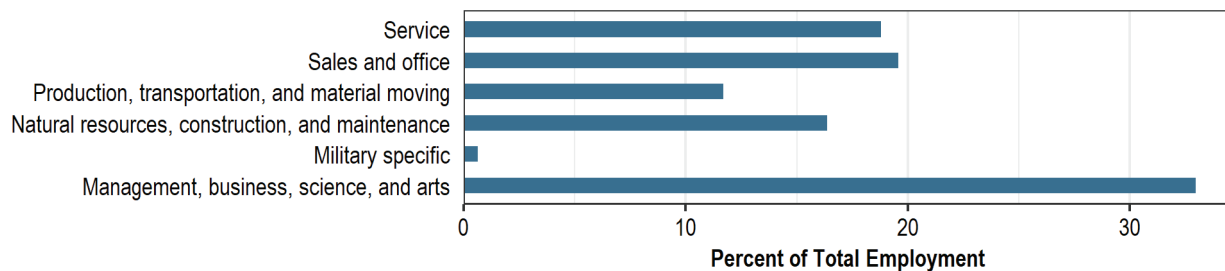


Figure 2-21: Occupations in Matanuska-Susitna Borough, 2020

KEY INDUSTRIES

The employment levels in most of the MSB's industries are seasonal. Some industries understandably peak during the summer months (e.g., agriculture, forestry, fishing, and hunting; construction; and accommodations and food services), while others historically peak during the winter. Figure 2-22 shows the seasonality that each industry exhibited from 2015 to 2021 (DOLWD, 2019a, 2019b, 2020a, 2020b). As noted, some industries have traditionally peaked in the winter months (e.g., professional, scientific, and technical), even though that was not the case in 2021 (DOLWD, 2021b, 2021c, 2022d).

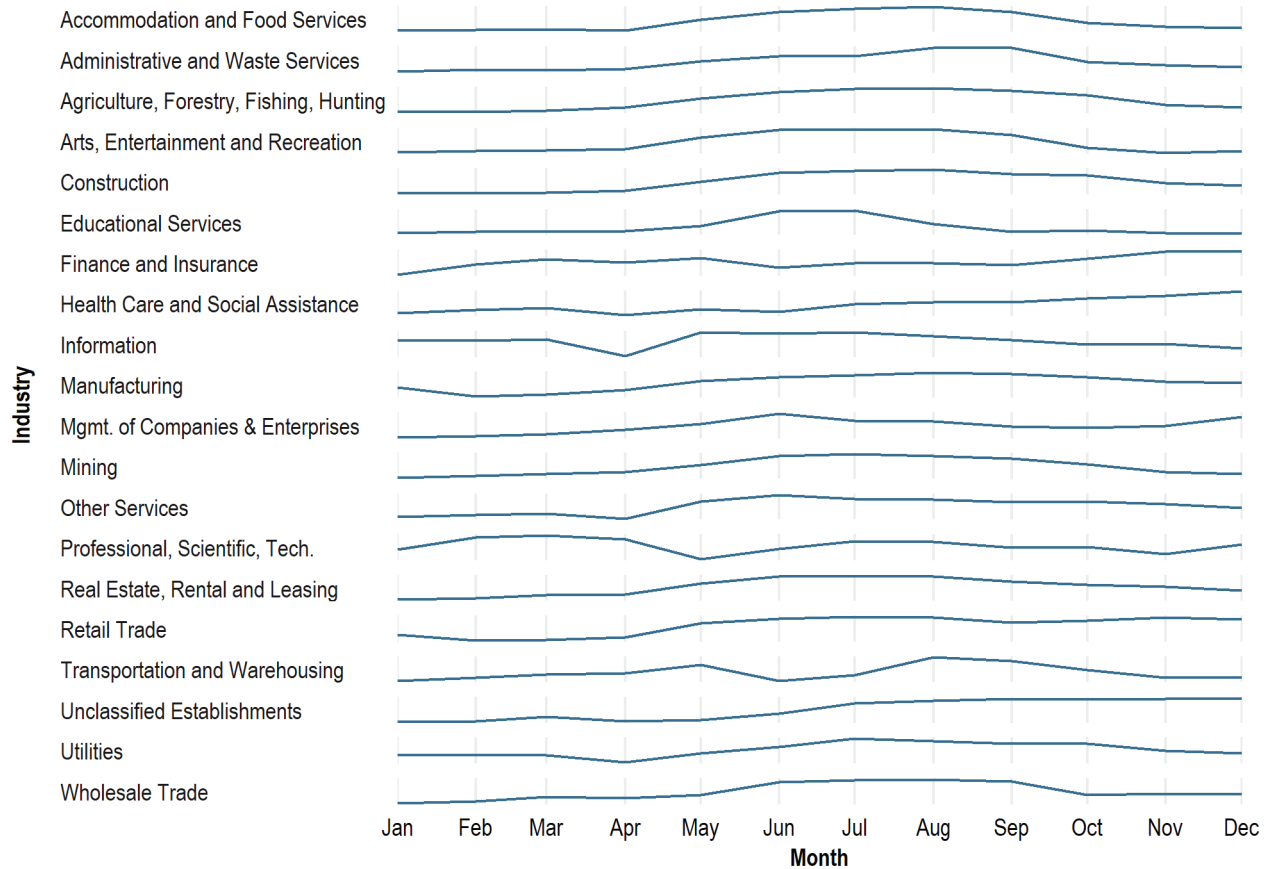


Figure 2-22: Seasonality of Employment by Private Industry in Matanuska-Susitna Borough, 2015-2021

Figure 2-23 looks more broadly at both public and private employment. The chart shows the seasonality of all industries, including oscillating employment in goods-producing industries, more pronounced changes in the service-providing industries, and the relative stability of federal and state governments. Note that school district employment is captured under local government, which causes local government employment to exhibit seasonality during the summer months when teachers and other school staff do not work.

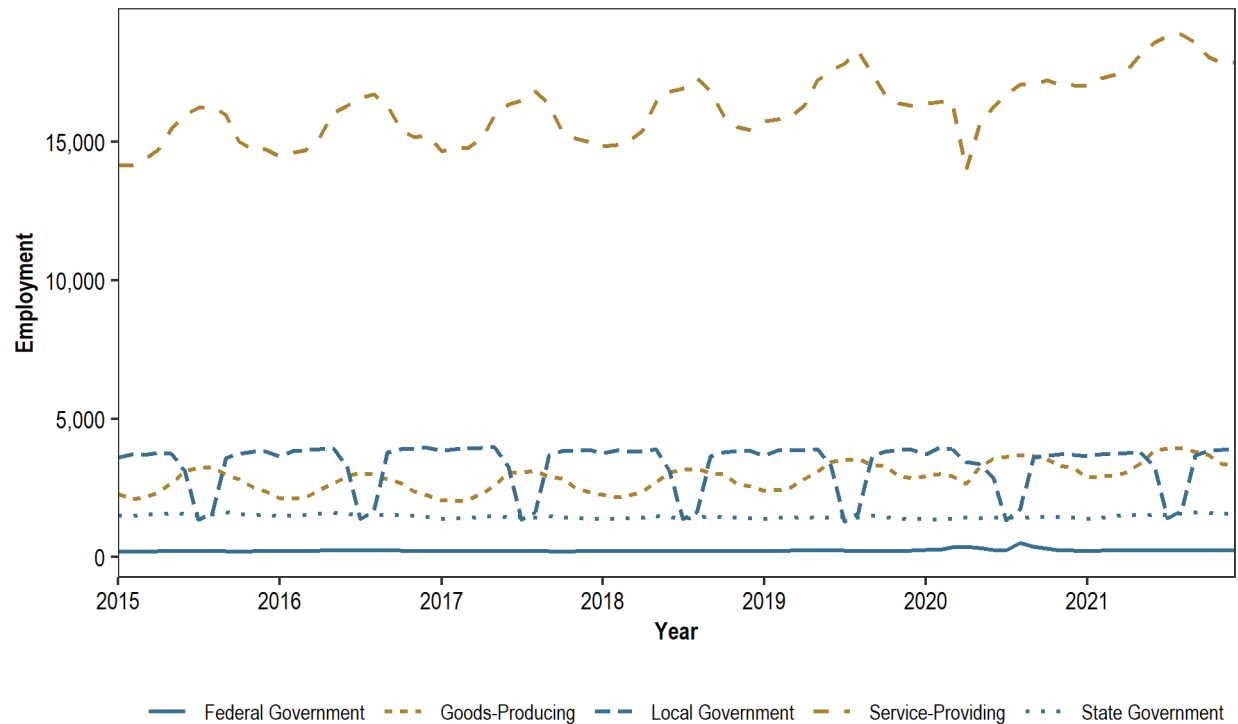


Figure 2-23: Seasonality of Employment in Matanuska-Susitna Borough, 2015–2021

GENERAL AVIATION & TOURISM

The aviation and tourism sectors are important for evaluating GA airports in the MSB. Figure 2-24 and Figure 2-25 look at MSB employment in specific industries indicative of the aviation and tourism sectors, respectively. The impact of the pandemic is visible in each figure, though the recovery from it has varied considerably. Employment in aviation-related industries in the MSB had been seasonal but steady over time prior to the pandemic. Since then, however, peak employment in the air transportation and scenic and sightseeing industries has struggled to reach prior years' seasonal lows. However, employment in the support services industry was nearly unaffected by the pandemic and has been on a steady rise.

On the other hand, tourism employment has exhibited a faster return to pre-pandemic levels. Accommodation businesses had a similar number of employees in 2021 as they did in 2015, and scenic and sightseeing employment (shown in Figure 2-24 but also part of the tourism sector) is still down, but food services and amusement employment has mostly recovered.

Note that scenic and sightseeing employment was not available in Figure 2-25 due to confidentiality restrictions based on the number of active companies. Likewise, museum, park, and zoo employment, shown in Figure 2-25 is not available prior to 2020. That industry peaked at only eight employees in 2020 and 13 employees in 2021 (DOLWD, 2022e).

2.0 AIRPORT INVENTORY AND DESCRIPTION OF EXISTING CONDITIONS

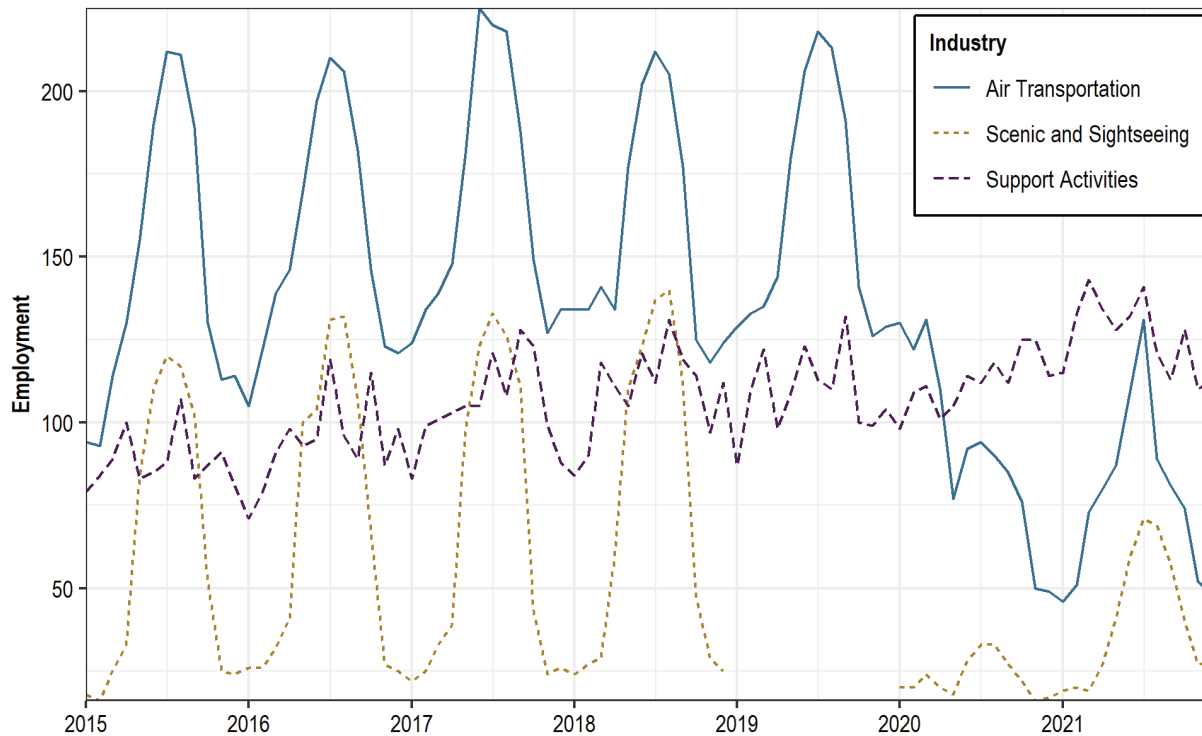


Figure 2-24: Industry Employment Related to Aviation, 2015–2021

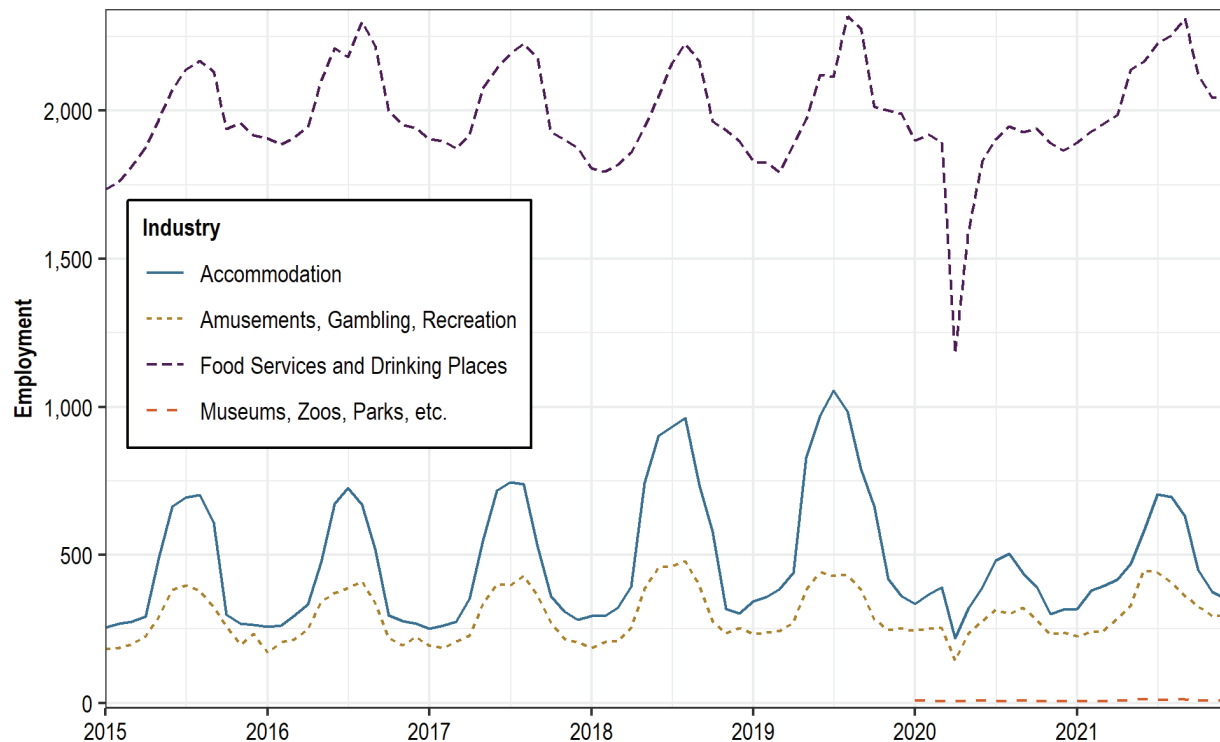


Figure 2-25: Industry Employment Related to Tourism, 2015–2021

2.6.3 OUTLOOK

As a GA airport, Wasilla Airport should benefit from continued population growth in the MSB, much of which will likely take place in the fast-growing areas near the airport. Population-based demand for airport and aviation services will likely remain strong and grow as the region expands. This is consistent with the steadily rising employment in the transportation support services industry, despite other aviation-related industries not yet having recovered to pre-pandemic employment levels.

3.0 CURRENT AND FORECASTED AVIATION ACTIVITY

The goal of an aviation activity forecast is to use observed trends at the airport to project the estimated baseline year operations forward to the end of the study period. The forecasted aviation activity is also used to determine the ultimate critical aircraft. In cases where the critical aircraft is expected to change, it is also important to estimate the timing of the change, as this may trigger the need to modify airport facilities, such as runways, taxiways, and aprons.

The aviation forecast prepared for Wasilla Airport will be used to 1) establish the current operational demands of the airport; 2) evaluate historical airport uses and trends that affect aviation activity at the airport; and 3) forecast future operational demands based on the current demand and historical trends.

3.1 TERMINOLOGY

In aviation activity forecasting, the most critical metric used is aircraft operations. The forecast studies the total number of operations based on the type of operation and the type of aircraft employed. The following terminology is used to define the different types of airport operations discussed:

- **Operations:** The FAA guidance regarding what constitutes an operation is defined differently in the FAA ACs, as follows:
 - AC 150/5070-6B, *Airport Master Plans*, provides guidance for airport master planning, including demand-capacity analysis, and defines an operation as the landing, takeoff, or touch-and-go procedure by an aircraft (FAA, 2015).
 - AC 150/5000-17, *Critical Aircraft and Regular Use Determination*, states that only local and itinerant takeoffs and landings qualify as operations for the determination of critical aircraft and regular use. The critical aircraft is the most demanding aircraft that regularly uses the airport. The threshold to determine regular use is 500 annual operations. For the determination of design requirements on the airfield, touch-and-go operations and operations by federal government agencies and the military are expressly excluded from operational counts (FAA, 2017).

In this forecast, the term aircraft operation matches the FAA definition in AC 150/5000-17 and refers only to the takeoff or landing of a local or itinerant aircraft.

- **Touch-and-Go Operations:** An operation by an aircraft that lands and departs on a runway without stopping or exiting the runway.
 - **Training Operations:** Training operations, also called touch-and-go operations, are not included in the operations count per AC 150/5000-17.
- **Itinerant Operations:** These are operations to or from an airport using aircraft based at a different airport. For these visitors, transient parking is provided to allow pilots to park their aircraft at the airport for a short duration.

- *Local Operations:* These are operations to or from an airport using aircraft based at that airport. For this forecast, 50% of the GA operations were assigned to local operations.
- *Air Carrier Operations:* Air carrier operations are scheduled passenger or cargo operations provided by a certificated air carrier. Air carriers are required to report all their operations to the U.S. Department of Transportation's (U.S. DOT) Bureau of Transportation Statistics (BTS) – Office of Airline Statistics monthly (U.S. DOT, 2007).
- *Air Taxi Operations:* Air taxi operations are on-demand charter operations provided by a certified air carrier. Air taxi operators voluntarily report operational information annually through the Airport Activity Survey (FAA, 2023b).

3.2 OTHER AIRPORT ACTIVITY FORECASTS

When preparing an aviation activity forecast, the FAA requires that Terminal Area Forecast (TAF), previous forecasts, and state or local aviation system plan studies be considered (FAA, 2015). For the Wasilla Airport, relevant data from the 2011 AASP forecast, the 2012 Wasilla AMP (updated in 2013), and the FAA's TAF were all considered and compared to the baseline data developed in this report. A discussion and comparison of each forecast are included below.

3.2.1 2011 ALASKA AVIATION SYSTEM PLAN FORECASTS

The AASP is a planning document that establishes the vision for Alaska's aviation network by addressing aviation infrastructure and policy needs. The AASP identifies airport improvements needed and establishes funding priorities. The AASP documents the condition of the aviation system with photos, maps, and data and is continuously updated as planning, design, and construction projects are complete.

The AASP includes a statewide aviation forecast published in 2011 (DOT&PF, 2011), which consists of a high-level forecast for the Wasilla Airport. The AASP forecast is based on historic FAA data for hours flown and based aircraft in Alaska compared to the rest of the United States. The forecast then used the correlation between hours flown and based aircraft to estimate operations for Alaska as a whole. Next, specific data for the Wasilla Airport is derived from the number of based aircraft at the airport. The based aircraft data used in this analysis is derived from the FAA 5010 Airport Master Records data.

The 2011 final AASP forecast reported that there is no reliable year-by-year record of based aircraft by borough or census area. Therefore, the number of based aircraft in each borough was assumed to increase with the population forecast for that borough/census area.

The 2011 Final AASP forecast includes forecasts for 2008-2030 for enplanements, operations, and based aircraft. The AASP identified the Cessna 185 (A-1 Small) as the most common aircraft in Alaska based on registration records; it was therefore assumed to be the critical aircraft at airports that do not have commercial service.

Wasilla Airport lacks commercial service. Therefore, aircraft classified as A-1 Small were identified as the study period's existing and ultimate critical aircraft. The AASP forecasted activity specific to Wasilla Airport is summarized in Table 3-1.

3.0 CURRENT AND FORECASTED AVIATION ACTIVITY

Table 3-1: 2011 Alaska Aviation System Plan Forecast for Wasilla Airport

Aircraft Operations Forecast				
	Base Year Estimate	Projected		
Category	2008	2015	2020	2030
Air Carrier	3,900	4,800	5,566	7,188
Air Taxi	0	0	0	0
GA	24,186	29,769	34,511	44,547
Military	171	211	245	317
Total operations	28,257	34,780	40,322	52,052
Based Aircraft	307	316	330	367

3.2.2 2012 WASILLA AIRPORT MASTER PLAN

The 2012 Wasilla AMP forecast covered a planning period from 2010 to 2030. This forecast was completed using the “Model for Estimating General Aviation Operations at Non-Towered Airports Using Towered and Non-Towered Airport Data” (GRA, 2001a); 123 permanently based aircraft were used as the base, with correction variables for other based aircraft and population centers within 100 miles of Wasilla Airport. Using the regression model yielded an estimate of 24,200 GA operations per year, with local and itinerant GA operations split 50/50. Commercial operations were determined by interviewing air carriers that provided service at Wasilla Airport at the time the forecast was completed.

Based on a 3% growth rate, the 2012 Master Plan forecasted 77,158 operations in 2020 with 275 based aircraft and a projected 107,821 operations by 2030 with 419 based aircraft. It should be noted that the report did not split the GA operations 50/50 between local and itinerant but entered the full number of operations under each category. This resulted in double-counting the GA operations and caused an over projection in the 2012 AMP. Correcting this calculation error results in a total of 25,914 operations in the base year, 34,826 estimated operations in 2020, and 46,804 estimated operations in 2030.

The 2012 AMP projected the installation of a seaplane base and 275 based aircraft at Wasilla by 2020. The airfield does not currently have a seaplane base, and the 2021 based aircraft numbers are 85 fewer than the 2020 prediction. Expansion of based aircraft was likely limited due to the unavailability of tie-down spaces, which has a direct correlation to the number of based aircraft. It should also be noted that the 2012 forecast predicted continued commuter/air taxi operation of Grasshopper Aviation and a new service to be provided by Everts Alaska. Grasshopper Aviation is no longer in operation at the airport, and Everts Alaska is not providing scheduled carrier service to Wasilla Airport.

The 2012 AMP projected that Wasilla Airport would see a mixture of B-II, B-III, and B-IV category aircraft and concluded that future airport improvements should be designed to B-II standards.

3.2.3 FAA TERMINAL AREA FORECAST

The TAF is the official FAA forecast for aviation activity for U.S. airports in the NPIAS and is updated frequently based on historical traffic information. The FAA maintains the TAF for non-primary and non-hub airports using

modeling based on the number of based aircraft at the airport. Wasilla Airport is a non-towered airport, so no direct traffic records are available from air traffic control.

The TAF for non-primary airports, such as Wasilla, is developed by applying a 0% growth rate for the duration of the study period from the baseline operation data obtained from the 5010 Master Record. The operation levels in the 5010 are then held constant unless otherwise specified by a local or regional FAA official. The October 20, 2022, Airport Master Record for Wasilla Airport estimates 49,514 annual operations (FAA, 2022c). The annual operations for Wasilla Airport in the TAF have remained constant since 2011. In these instances, the TAF is not representative of a modeled forecast that considers local trends. The forecast developed for this AMP Update is anticipated to be more accurate because it is based on reported operational data and interviews with air carriers and charter operators.

3.3 AVIATION ACTIVITY DATA FOR WASILLA AIRPORT

Wasilla Airport does not have an ATCT, so airport activity information must be derived from other sources. A baseline of aviation activity at the airport was established by compiling existing information from published sources regarding scheduled operations, air taxi operations, and local and itinerant operations and analyzing population growth. Data collected for use as the baseline for estimating aviation activity were supported by data collected by the FAA and airport user interviews.

3.3.1 ENPLANEMENTS

Wasilla Airport has no scheduled air service currently. The reported enplanements (passenger boardings) are from the FAA's Air Carrier Activity Information System (ACAIS), containing revenue passenger boarding and all-cargo data (FAA, 2023c). The reported enplanements from 2012 to 2021 are shown in Table 3-2.

Table 3-2: Wasilla Enplanements

Year	Enplanements
2012	0
2013	208
2014	35
2015	22
2016	17
2017	8
2018	11
2019	7
2020	28
2021	0

3.3.2 AIR CARRIER OPERATIONS

Scheduled airport activity data are collected in the BTS's "T-100 Domestic Market U.S. Carriers" database. All certified carriers that offer scheduled service are required to submit a report to BTS each month. FAA includes this information in the ACAIS (BTS, 2023). There are no air carrier reports for the Wasilla Airport included in the T-100 database, indicating that no scheduled passenger and cargo services operate at the airport. This lack of

scheduled passenger and cargo operations at the airport was confirmed through interviews with the City and airport users.

3.3.3 AIR TAXI OPERATIONS

The BTS T-100 database contains flight data from Part 135 certificated air taxis offering on-demand service. On-demand-only operators are not required to submit monthly reports but may voluntarily provide information. As such, on-demand air carrier operations and enplanements are likely not fully represented in the database. Interviews with the City and airport users indicated that there are only occasional on-demand air taxi operations at the airport.

3.3.4 GENERAL AVIATION OPERATIONS

The FAA's Traffic Flow Management System Counts (TFMSC) database provides information on traffic counts by airport based on flight plans and when flights are detected by the National Airspace System. TFMSC contains every flight record constructed, which includes IFRs and voluntarily filed VFR flights. It also includes commercial traffic (air carriers and air taxis) and military operations. This database was used as an indicator to represent the number of IFR operations annually at Wasilla Airport.

3.4 GENERAL AVIATION FORECAST METHODOLOGY – GRA MODEL

There are several methodologies and techniques for forecasting GA activity at an airport. The chosen methodology for this forecast is the GRA model, which considers based aircraft, aircraft based at airports within 100 miles, and population data from the USCB 2020 census, adjusted for the base year. These methodologies are described in *Forecasting Aviation Activity by Airport* (GRA, 2001b). GA operations are estimated using Equation 13 from the "Model for Estimating General Aviation Operations at Non-Towered Airports Using Towered and Non-Towered Airport Data" (GRA, 2001a). Use of the GRA model for this forecast was approved by the FAA in October 2023.

For this forecast, GA operations were split 50%-50% between local and itinerant due to the lack of data to support a weighted distribution. Based on these values, the equation yielded an estimated 45,949 GA operations for the Wasilla Airport in 2021.

3.5 POPULATION AND AIRCRAFT REGISTRATION GROWTH PROJECTIONS

Looking forward from 2022 to 2050, DOLWD expects an annualized population growth rate of 1.00% for MSB (DOLWD, 2022b), and NEI projects a slightly higher growth rate for the population of Wasilla at 1.15% for the period (Table 3-3). Aircraft registration in Wasilla is projected to grow 1.48% annually through 2050, compared to 0.85% for the MSB (NEI, 2023).

3.0 CURRENT AND FORECASTED AVIATION ACTIVITY

Table 3-3: Annualized Historical and Projected Population and Aircraft Registration Growth Rates, 2022–2050

Location	Annualized Growth of Population (%)		Annualized Growth of Aircraft Registrations (%)	
	Historical	Projected	Historical	Projected
Wasilla	1.94	1.15	2.69	1.48
MSB	2.17	1.00	1.89	0.85

A series of low, base, and high aviation growth rates, as shown in Table 3-4 (NEI, 2023). For this forecast, the base (middle) growth rate was chosen.

Table 3-4: Aviation Growth Rate Scenarios, 2022-2050

Growth Scenario	Annualized Growth Rate (%)	Basis for Growth Rate
Low	1.15	NIE population projections for the City
Base	1.48	Linear regression of Wasilla aircraft as a function of population applied to NEI population projections for the City
High	1.89	Linear regression of MSB aircraft as a function of population applied to DOLWD's population projections for the MSB (DOLWD, 2022c)

3.6 BASED AIRCRAFT

The Master Record for Wasilla Airport shows that there are 132 based aircraft at the airport, one of which is a helicopter, as of information provided in September 2021 (FAA, 2022c).

During a 2023 airport inspection, 16 helicopters were visibly staged on one lease lot, indicating the Master Record information is not reliable. Based aircraft data gathered from leaseholder-provided information, cross-referenced to the extent possible with tie-down information, yields an estimated 190 based aircraft (fixed-wing, glider, and helicopter) at Wasilla Airport in base year 2021. This estimated number was used as the baseline for the forecast. An additional 27 aircraft were added to the 2025 based aircraft projection in the forecast to account for increased tie-down availability on the newly constructed Apron E expansion.

3.7 AVIATION ACTIVITY FORECAST

Aviation activity (operations and enplanements) was projected forward for the years 2023, 2025, 2030, 2035, and 2040 using historical and expected population growth rates with adjustments for anticipated changes in current users of the airport and changes in the local economy. The following information was used to develop the forecast represented in Table 3-5.

3.0 CURRENT AND FORECASTED AVIATION ACTIVITY

Table 3-5: Aviation Activity Projections for Year 2023, 2025, 2030, 2035, and 2040

	AAC	ADG	Base Year = 2021				Growth=1.48%	
			2021	2023	2025	2030	2035	2040
PASSENGER ENPLANEMENTS								
Commuter/Air Taxi								
From FAA ACAIS (10 yr avg)	-	-	34	35	36	39	42	45
FIXED-WING OPERATIONS								
ITINERANT								
Air Carrier / Air Taxi / Other								
Beechcraft 1900D (combined A/B and I/II)	B	II	6	6	6	7	7	8
Bombardier Learjet 31A & 60	C	I	2	2	2	2	2	3
Bombardier Challenger 600/601/604	C	II	2	2	2	2	2	3
General Aviation								
Itinerant (Fixed-Wing/Glider)	A	I	22,974	23,659	24,365	26,222	28,220	30,371
(Assumed 50% of GA Total)								
Military								
Cessna 172	A	I	2	2	2	2	2	3
Gulfstream GLF6	D	III	2	2	2	2	2	3
TOTAL ITINERANT OPS			22,988	23,673	24,379	26,237	28,235	30,391
LOCAL								
Air Carrier / Air Taxi / Other								
Douglas DC-4	B	III	131	135	139	150	161	173
Identified Demanding Future Aircraft								
Pilatus PC-12	A	II	-	250	257	277	298	321
Cessna 208	A	II	-	50	51	55	60	64
Cessna Citation CJ1+	B	I	-	90	93	100	107	116
Air Tractor 602	B	II	-	480	494	532	573	616
King Air 200	B	II	-	80	82	89	95	103
Beechcraft 1900	B	II	-	80	82	609	655	705
Cessna Skycourier	B	II	-	50	51	55	60	64
Other Jet/turboprop	B	II	-	80	82	89	95	103
General Aviation								
Local (Fixed-Wing/Glider)	-	-	22,974	23,659	24,365	26,222	28,220	30,371
(Assumed 50% of GA Total)								
TOTAL LOCAL OPS			23,105	24,954	25,696	28,178	30,324	32,636
TOTAL FIXED-WING OPS			46,093	48,627	50,075	54,415	58,559	63,027
HELICOPTER OPERATIONS								
Air Carrier / Air Taxi / Other								
Sikorsky SH-60 Seahawk	-	-	2	2	2	2	2	3
Identified Demanding Future Aircraft								
Robinson R44	-	-	-	76	78	84	91	98
General Aviation								
Itinerant	-	-	2,527	2,602	2,680	2,884	3,104	3,341
Local	-	-	2,527	2,602	2,680	2,884	3,104	3,341
Military								
Chinook CH-47	-	-	2	2	2	2	2	3
TOTAL HELICOPTER OPS			5,058	5,284	5,442	5,856	6,303	6,786
TOTAL OPERATIONS			51,151	53,911	55,517	60,271	64,862	69,813
INSTRUMENT OPERATIONS			9	9	10	10	11	12
BASED AIRCRAFT								
Fixed-Wing	-	-	168	173	205	221	237	256
Helicopter	-	-	20	21	21	23	25	26
Glider	-	-	2	2	2	2	2	3
TOTAL BASED AIRCRAFT			190	196	228	246	264	285

3.7.1 LOCAL AND ITINERANT OPERATIONS

The number of air carriers, air taxis, and other operations, as well as the number of military operations, were obtained from the TFMSC database (FAA, 2023d). Local itinerant operations at Wasilla Airport do not currently involve regular use by air carriers or military operations. Therefore, the TFMSC database contains limited information for Wasilla. An average number of operations was used over the last 10 years, for the years that data is available, to compute the base year operations for the itinerant air carrier/air taxi/other categories.

3.7.2 POTENTIAL FUTURE USE OF WASILLA AIRPORT

Interviews with potential future users of Wasilla Airport were conducted as part of the aviation activity forecast. Aviation operators at Ted Stevens Anchorage International, Merrill Field, Talkeetna, Wolf Lake, and Palmer were interviewed to determine interest in the future use of Wasilla Airport. Two of the operators interviewed, Silver Sky Aviation and Ravn Connect, expressed imminent future use of Wasilla Airport.

Silver Sky Aviation is an FAA Part 135 repair station that focuses on small to medium-sized turboprop and corporate jet aircraft. They began operations in 2023 and are in the process of expanding their maintenance facility at Wasilla Airport. In addition to its maintenance facility, Silver Sky Aviation also plans to have over-the-counter part sales and provide fixed-base operator services. Silver Sky estimates that they will increase activity at the Wasilla Airport by approximately 650–1,000 annual operations, including 290 operations with B-II aircraft, in 2023. This projection is included in the breakdown of “Identified Demanding Future Aircraft” in Table 3-5.

At the time the Aviation Activity Forecast was developed, Ravn Alaska had plans to expand operations for Ravn Connect, its FAA Part 135 carrier. Ravn Connect operated a fleet of Beechcraft 1900Ds and specialized in charter, mail, and freight service, while also supplementing existing Ravn Alaska routes with additional cargo and passenger capacity. For Ravn Connect to supply charter service out of Wasilla Airport, Runway 04/22 would need to be a minimum of 4,000 feet in length. Ravn indicated that the growth in the MSB was appealing and that once a 4,000-foot runway was available, they would likely conduct a market analysis to determine whether expansion to Wasilla could be profitable. Assuming a 4,000-foot runway is constructed by 2030, this forecast projected that an air carrier would perform two operations per day, five days per week, using the Beechcraft 1900, or similar, aircraft. These operations are split evenly between local and itinerant operations, as shown in Table 3-5.

Since the forecast was prepared, Ravn Alaska has ceased operations and sold most of its fleet to rival air carriers. However, other carriers have been expanding service in Alaska, including on routes historically served by Ravn. The assumptions in the Aviation Activity Forecast are still reasonable, and the forecast is considered valid for planning purposes.

3.8 COMPARISON TO OTHER AIRPORT ACTIVITY FORECASTS

Table 3-6 compares the results of the current airport forecast to the 2011 AASP, 2012 AMP Forecast, corrected 2012 AMP Forecast (corrected to account for a 50/50 split of GA local and itinerant operations), and the TAF.

3.0 CURRENT AND FORECASTED AVIATION ACTIVITY

Table 3-6: Comparison of Airport Forecast to Previous Forecasts

	2020-2021 Forecasted Operations	2030 Forecasted Operations	% Difference vs 2020-2021 AF	% Difference vs 2030 AF
Current Aviation Forecast	51,151	60,271	N/A	N/A
AASP	40,322	52,052	27%	16%
Published 2012 IYS AMP Forecast	77,158	107,821	-34%	-44%
Corrected 2012 IYS AMP Forecast*	34,826	46,804	47%	29%
TAF	49,514	49,514	3%	22%

*Corrected to account for the 50/50 split of GA local and itinerant operations

3.9 CRITICAL AIRCRAFT

The current and future critical aircraft are identified in accordance with AC 150/5000-17 *Critical Aircraft and Regular Use Determination* as the most demanding aircraft or group of aircraft with 500 or more annual operations (FAA, 2017). Based on the recorded operations and forecasted activity reported in the Wasilla Airport Aviation Activity Forecast approved by FAA in October 2023, A-I Small aircraft constitute existing and B-II aircraft constitute near-term and ultimate critical aircraft at Wasilla Airport:

Existing Critical Aircraft: A-I Small

Near-Term and Ultimate Critical Aircraft: B-II

A-I Small is defined as a small aircraft with an approach speed of less than 91 knots (A), a tail height of less than 20 feet, or a wingspan of less than 49 feet, whichever is more restrictive (I), and a Maximum Takeoff Weight (MTOW) of less than 12,500 lbs (Small). The near-term (current) and ultimate critical (future) aircraft for Runway 04/22 is a B-II aircraft, which is an aircraft with an approach speed of 91 knots or more but less than 121 knots (B) and a tail height of 20 feet or more but less than or equal to 30 feet or a wingspan 49 feet or more but less than or equal to 79 feet, whichever is more restrictive (II). B-II aircraft have a MTOW of greater than 12,500 pounds.

The Approach and Departure Reference Codes (APRC and DPRC) for a runway are a measure of the largest aircraft that can operate on the runway while maintaining safety for aircraft simultaneously taxiing on a parallel taxiway (FAA, 2022b). The APRC for Runway 04/22 is B/III/4,000. Similarly, the DPRC for Runway 04/22 is B/III.

Runway 04S/22S is an unlit, visual ski (gravel/STOL) runway that is 1,690 feet in length and 60 feet wide. The RDC for this runway is A-I-VIS. The APRC for Runway 04S/22S (visual runway – visibility minimums not lower than ¾ mile) is B/I(S)/4000. The DPRC for Runway 04S/22S is B/I(S).

The A-I Small is the largest and critical aircraft currently using Gravel Runway 04S/22S. Based on existing operations at Wasilla Airport, the size or classification of aircraft using the ski runway is not anticipated to change in the near term or ultimately.

3.10 RUNWAY CAPACITY

Airfield capacity was estimated in accordance with the long-range planning method in Chapter 2.0 of AC 150/5060-5 *Airport Capacity and Delay*. The lowest annual service volume modeled for a single runway

3.0 CURRENT AND FORECASTED AVIATION ACTIVITY

configuration is 195,000 operations per year, with a peak hourly capacity of 74 VFR and 57 IFR operations per hour. The capacity of the airfield exceeds the current forecasted demand of 51,163 operations and the future 2040 projection of 69,826 per year. The airport is not currently constrained by this forecast, nor is it projected to be constrained by it.

4.0 FACILITY STANDARDS

The facility standards review considers user feedback and the requirements of the airside facilities, visual and navigational aids, GA facilities, landside facilities, airport security and access, and support facilities to meet the needs of the forecasted critical aircraft and the associated demand and capacity requirements.

4.1 AIRFIELD PLANNING FACTORS

4.1.1 CRITICAL AIRCRAFT

The critical aircraft determination for a runway influences many characteristics of the runway's design and those of adjacent airport surfaces also utilized by the runway's critical aircraft, such as taxiways. The existing critical aircraft for both runways at the Wasilla Airport is A-I Small aircraft (see Section 3.9). This category of aircraft captures most GA aircraft operating at Wasilla Airport, such as the Piper PA-18 Super Cub, Cessna 172, Cessna 180, and Cessna 206. The airport is forecasted to serve an increasing number of aircraft larger than the A-I Small, such as the King Air 200, the Beechcraft 1900D, and the Air Tractor 602. Due to this anticipated increase, the forecast determined that the near-term and ultimate critical aircraft for main Runway 04/22 is B-II.

4.1.2 AIRSPACE

The airport's current airspace classification is not anticipated to change within the planning horizon.

TRAFFIC PATTERN

The existing traffic patterns for the airport serve the needs of the current and forecasted users, and no changes to traffic patterns are proposed.

INSTRUMENT APPROACHES

The existing approaches have a $\frac{3}{4}$ -mile minimum visibility requirement and a decision altitude of 604 feet. Based on user feedback collected from interviews and a survey, these approaches serve the needs of current and forecasted airport users. According to the 2012 Master Plan Update for the Wasilla Airport (USKH, 2012), the development of a precision instrument approach procedure would be required to reduce minima to $\frac{1}{2}$ -mile visibility with a decision altitude of 200-foot AGL. This change to the airspace would require reclassification of the current airspace to extend the Class E controlled airspace to the ground. This reclassification would result in a "lock-out" of all VFR traffic when the corresponding VFR visibility minimums for the airspace are not met. Additionally, for the airport to establish precision instrument approaches, the City will need to install approach lighting, establish clear approaches at lower approach angles, and acquire navigation rights to airspace below the airport's traffic pattern. This could potentially interfere with air traffic utilizing the numerous adjacent public and private runways in the vicinity whose existence pre-dates that of the Wasilla Airport (USKH, 2012).

4.2 AIRSIDE FACILITIES

4.2.1 RUNWAYS

RUNWAY DESIGN CODE

Based on the critical aircraft, the RDC for the existing use of Runway 04/22 is A-I-4000, meaning the runway serves aircraft with an AAC of A, an ADG of I, and that the runway's RVR is 4,000 feet (based on ¾ mile approach minimums). The current RDC for Runway 04S/22S is A-I-VIS, meaning the runway serves aircraft with an AAC of A, an ADG of I, and that the runway only supports VFR operations, as is indicated by "VIS."

The RDC for Runway 04S/22S is adequate for the current and forecasted demand, while the RDC for Runway 04/22 is anticipated to change to B-II-4000 based on the forecasted demand for the near term and ultimate critical aircraft.

APPROACH AND DEPARTURE REFERENCE CODES

The APRC and DPRC for Runway 04/22 are B/III/4,000 and B/III, respectively. The APRC and DPRC for Runway 04S/22S are B/I(S)/4,000 and B/I(S), respectively. APRC and DPRC for both runways are not anticipated to change based on the current and forecasted demand.

RUNWAY ORIENTATION AND ALIGNMENT

Runway crosswind coverage at the Wasilla Airport was determined using hourly speed data and direction observations collected over 10 years (2013-2022) and the Windrose Generator tool available on the FAA Airport Data and Information Portal (ADIP) website. Wind data was obtained from the National Oceanic and Atmospheric Administration (NOAA) Integrated Surface Database, as further summarized on the FAA ADIP website.

The results indicated that Runway 04/22 provides greater than 99% crosswind coverage for both smaller aircraft with crosswind capability of 10.5 knots and larger aircraft with crosswind capability of 13 knots. Runway 04S/22S was not analyzed separately for crosswind coverage as it shares the same alignment as Runway 04/22. No additional crosswind runways or changes to runway alignment are required to provide adequate wind coverage. A summary of the crosswind coverage is shown in Table 4-1 and Table 4-2.

Table 4-1: FAA Design Standards for Allowable Crosswind Components

Runway Design Code	Allowable Crosswind Component (Knots)
A-I and B-I	10.5
A-II and B-II	13
A-III, B-III, C-I through D-III, D-I through D-III	16

4.0 FACILITY STANDARDS

Table 4-2: Crosswind Coverage

Wind Speed (Knots)	Runway 04/22		
	All Weather	Visual Flight Rules (VFR)	Instrument Flight Rules (IFR)
10.5	99.87%	99.85%	99.96%
13	99.95%	99.94%	99.98%

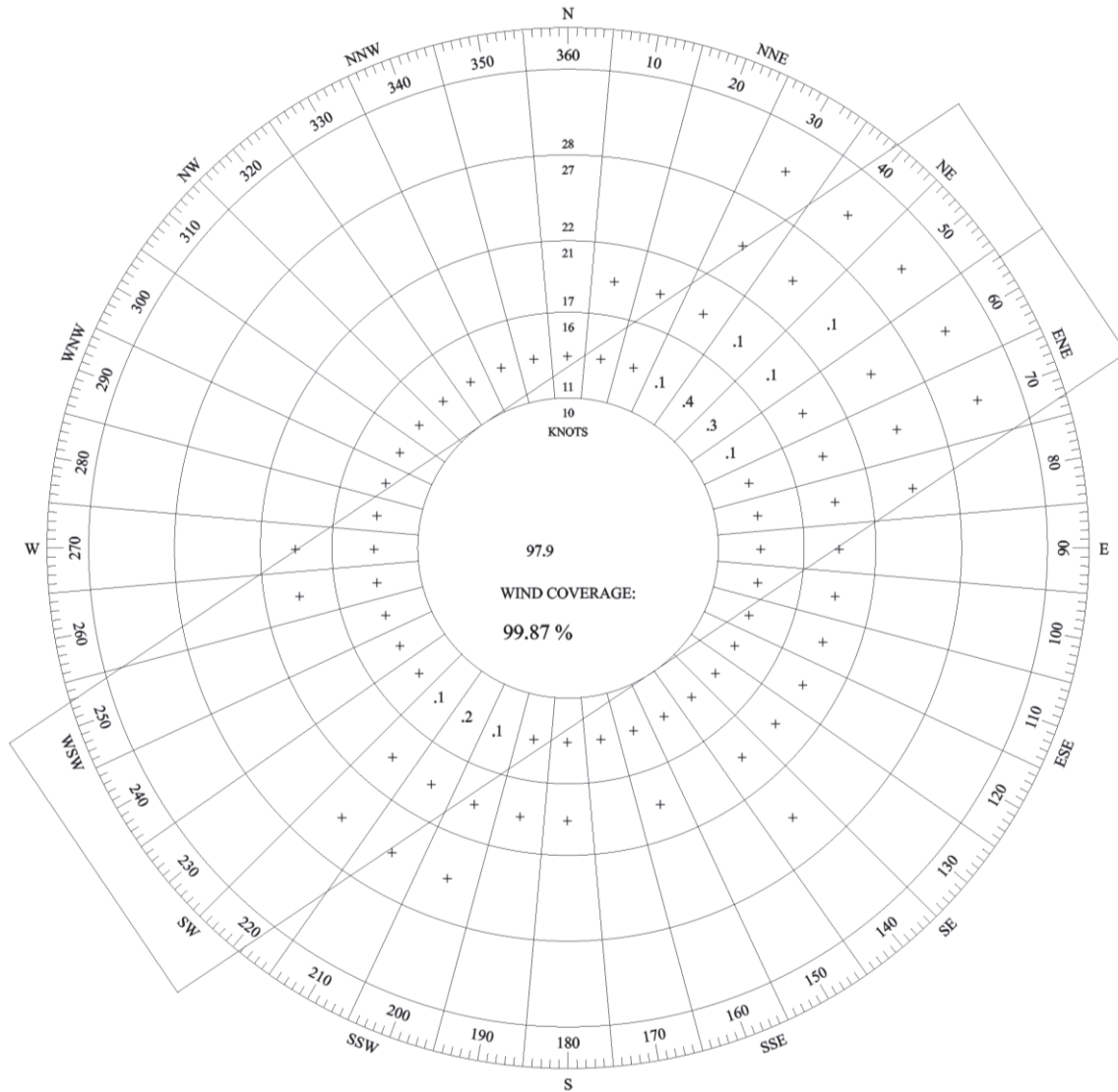


Figure 4-1: All Weather Wind Rose, 10.5 Knot Wind Speed (2013–2022)

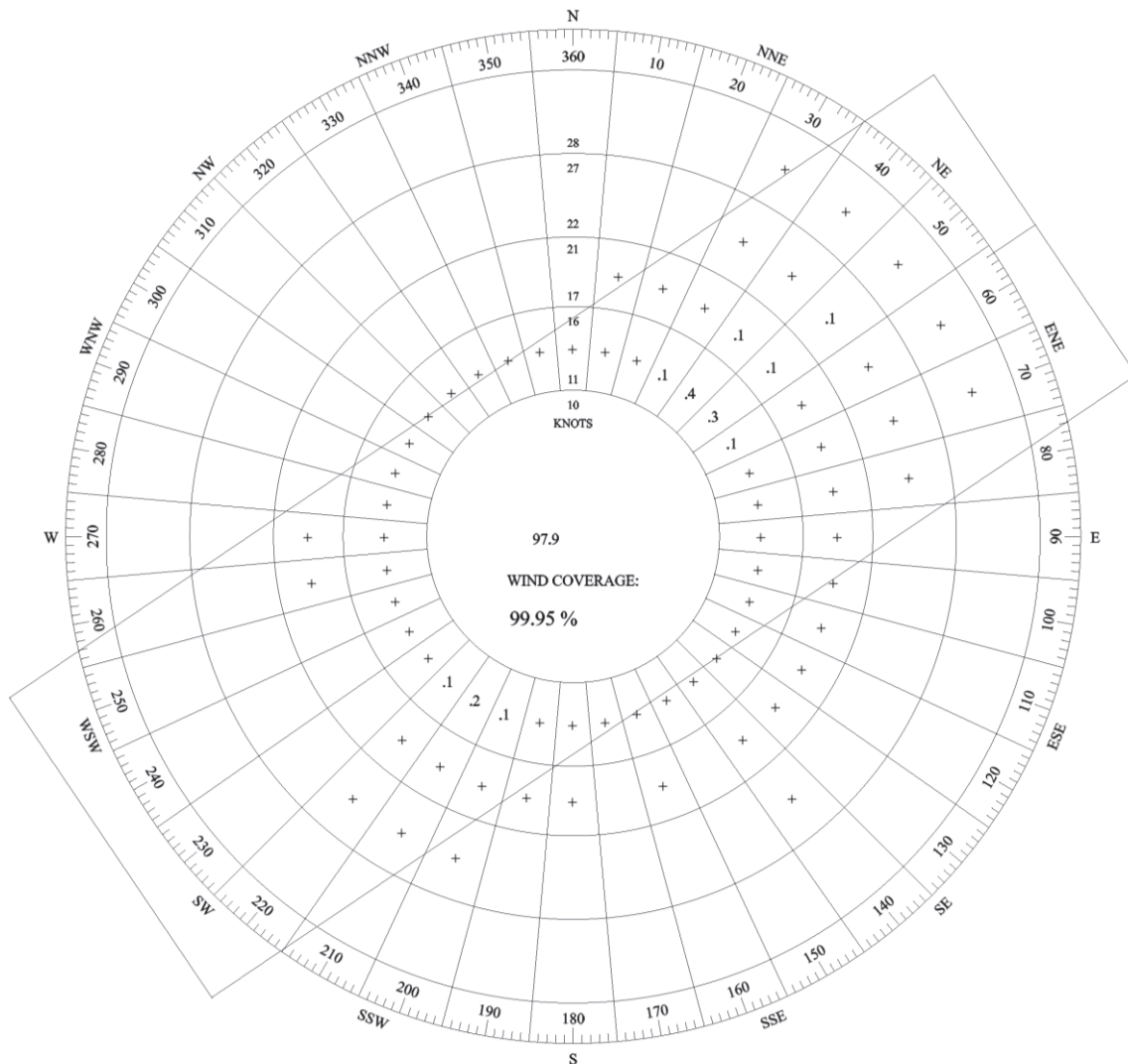


Figure 4-2: All Weather Wind Rose for Wasilla Airport, 13 Knot Wind Speed (2013–2022)

RUNWAY DESIGNATIONS

Both runways have a magnetic azimuth of 55.83 degrees. The “Runway 04/22” designation is currently compliant with the allowable variation of three degrees for runway designations, as detailed in FAA Order 8260.19J *Flight Procedures and Airspace* (FAA, 2023e). However, if the magnetic declination continues to shift at its current rate, both runways will need to be re-designated as “Runway 05/23” by roughly the year 2031 due to magnetic drift.

LENGTH

FAA AC 150/5325-4B *Runway Length Requirements for Airport Design* (FAA, 2005) provides guidance for determining runway length requirements for various categories of aircraft.

Runway Length Required for Existing Critical Aircraft

The largest aircraft that currently meets the regular use definition for the Wasilla Airport is the A-I Small, such as the Cessna 206, which has an MTOW of less than 12,500 pounds. Therefore, Figure 2-1, “Small Airplanes with Fewer than 10 Passenger Seats” of the FAA AC 150/5325-4B was referenced to determine runway length requirements for the existing critical aircraft. Figure 2-1, within FAA AC 150/5325-4B, contains one chart with two sets of data: the first data set covers the length requirements for 95% of the fleet; the second data set covers the length required for 100% of the fleet. FAA AC 150/5325-4B states that 100% of the fleet is used when the “airport is primarily intended to serve communities located on the fringe of a metropolitan area or a relatively large population remote from a metropolitan area” (FAA, 2005). As such, the “100% of fleet” portion of the figure was used to determine the minimum runway length required. Using an airport elevation of 350 feet (North American Vertical Datum 1988), a mean daily maximum temperature of 67 degrees Fahrenheit, no wind, and an aircraft assumed to be at MTOW, the recommended minimum runway length required for this group of aircraft at the Wasilla Airport is 3,450 feet. Runways 04 and 22 provide 3,700 feet of takeoff runway available, which is sufficient for the critical aircraft and occasional use by other aircraft such as the Cessna 208 Caravan. In interviews with airport users, pilots expressed the need to maintain or extend the existing runway length. Users also stated that reducing runway length would present safety concerns.

The current length of Runway 04S/22S—1,690 feet—does not meet the required runway length of 3,450 feet for A-I Small aircraft, as discussed above. The runway is primarily used by small GA tundra tire- and ski-equipped STOL aircraft. Users have stated that the runway is adequate at its existing length for accommodating short-field capability aircraft. For comparison, the gravel STOL runways at the Birchwood Airport and Palmer Municipal Airport are 1,802 feet long and 1,560 feet long, respectively.

Runway Length Required for Near-Term and Ultimate Critical Aircraft

According to the Aviation Activity Forecast, the near-term and ultimate critical aircraft for Runway 04/22 is a B-II. In accordance with FAA AC 150/5325-4B *Runway Length Requirements for Airport Design* (FAA, 2005), the runway length requirement for GA aircraft over 12,500 pounds was determined using Figure 3-1, “75 Percent of Fleet at 60 or 90 Percent Useful Load” (see AC 150/5325-4B for Figure 3-1). The figure contains two charts, one that covers the requirements for 75% of the fleet at 60% useful load and another that covers 75% of the fleet at 90% useful load. The “90% useful load” chart was used in the determination. Using the same elevation and weather data described above, the recommended minimum runway length required for a B-II aircraft at the Wasilla Airport is 5,850 feet.

Additionally, AC 150/5325-4B allows for runway length adjustment factors to account for the effective gradient of the runway. The effective gradient is defined as the difference between the high point elevation and low point elevation on the runway divided by the runway length. The effective gradient for existing Runway 04/22 is 0.48%. The AC states that to calculate the length adjustment, “The runway lengths obtained from Figures 3-1 or 3-2 (see AC 150/5325-4B for Figures) are increased at the rate of 10 feet for each foot of elevation difference between the high and low points of the runway centerline.” Currently, there is an 18-foot elevation difference between the runway centerline’s high point (elevation 353.7 feet) located near the Runway 22 threshold and the low point (elevation 335.7 feet) located at the Runway 04 threshold. Therefore, a length adjustment factor of 180 feet applies, making a total recommended minimum runway length of 6,030 feet required for B-II aircraft with a MTOW over 12,500 pounds at Wasilla Airport.

The final eligibility determination for extending Runway 04/22 from its existing length to the recommended runway length will depend on the aircraft fleet mix present at the airport at the time of proposed construction and economic development at the airport. In the FAA memorandum dated May 20, 2025, with the subject “Reauthorization Program Guidance Letter (R-PGL) 25-08: Alaska and Other Non-contiguous States and Territories” (FAA, 2025b), the FAA states that “Any economic development needs must be demonstrated by the sponsor to have a direct, tangible need for aircraft operations that warrant a longer, wider, or higher strength runway in connection to local business entities that actively use the airport. Any request for a runway expansion under this section must be approved by APP-400 based on the following information:

- The estimated number of operations by aircraft type that cannot be fully accommodated on the existing runway and under what conditions they cannot be accommodated (e.g., density altitude, payload needs including cargo such as fish hauls, runway condition);
- Letters of intent from one or more businesses operating at or proximate to the airport that detail the quantifiable benefits of the expanded runway (e.g., new aircraft operations, number of jobs);
- Complete planning to demonstrate that the expanded runway will serve aircraft performance needs using AC 150/5325-4 *Runway Length Requirements for Airport Design*, and in consideration of one-engine inoperative obstacle clearance as applicable; and
- Any other quantitative and directly attributed qualitative information related to how the runway extension would improve local economic development.”

If, at the time of the proposed extension, the City can provide supporting documentation demonstrating that they meet the criteria above and/or that the fleet mix has changed such that there is regular use by B-II aircraft with a MTOW over 12,500 pounds, then extending the runway up to 6,030 feet maybe AIP eligible. If the extension of the runway is determined to be non-AIP eligible, other funding sources will need to be utilized to extend the runway by 2,330 feet.

WIDTH

Runway Width Required for Existing Critical Aircraft

FAA AC 150/5300-13B *Airport Design* (FAA, 2022b) requires that runways intended for use by A-I Small aircraft have a minimum width of 60 feet and 10-foot shoulders. Runway 04/22 is presently 75 feet wide with 10-foot-wide unpaved shoulders, exceeding standard requirements for the airport’s critical aircraft. Users have expressed the desire to maintain the current width of 75 feet to provide additional safety, especially considering the high number of training operations that occur at the airport.

Runway 04S/22S is 60 feet wide (edge marker to edge marker) with 10-foot-wide grass shoulders. However, the gravel surfacing of the runway is roughly 22 feet wide, resulting in an inconsistent runway surface. To more closely align with FAA design standards, the gravel surface of Runway 04S/22S should be widened to 60 feet, and the edge markers should be offset from the centerline an additional 2 feet from their current position.

Runway Width Required for Near-Term and Ultimate Critical Aircraft

The forecast projected that the near-term and ultimate critical aircraft for Runway 04/22 will be the B-II. As such, future improvements to Runway 04/22 should meet the design standards of B-II aircraft. B-II runways

have a minimum width of 75 feet and 10-foot-wide shoulders. Runway 04/22 currently meets these requirements. If the fleet mix changes or documented economic data justifies widening the runway to support B-III operations, then widening the runway to 100 feet with 20-foot-wide shoulders is recommended. The City wishes to consider the 75-foot minimum runway width required for B-II aircraft in the near-term configuration but expand the runway width to 100 feet, with 20-foot-wide shoulders, in the ultimate configuration to accommodate use by larger aircraft.

The critical aircraft for Runway 04S/22S is anticipated to remain the A-I Small. To more closely align with the FAA standards, the width of the gravel surfacing should be extended to 60 feet, and the edge markers/reflectors (cones) should be offset from the centerline an additional 2 feet.

RUNWAY SAFETY AREA

The RSA for Runway 04/22 is 150 feet wide and extends 300 feet beyond each threshold. For runways with visibility greater than $\frac{3}{4}$ mile, the existing RSA dimensions meet the standards for the near-term and ultimate B-II critical aircraft but exceed those of the existing A-I Small critical aircraft, which only require an RSA width of 120 feet extending 240 feet beyond each threshold on runways with the same visibility minimums.

The graded portion of the Runway 04/22 RSA narrows to approximately 140 feet beyond each runway threshold. This condition will need to be corrected for the RSA to meet B-II requirements in the near-term layout. The City wishes to consider extending the RSA in the ultimate configuration to 300 feet wide and 600 feet beyond each runway end to provide additional safety for use by larger aircraft.

The RSA for Runway 04S/22S is 120 feet wide and extends 240 feet beyond each runway end, which meets the requirements for an A-I Small visual runway.

Runway 04S/22S is partially within the RSA of Runway 04/22, and simultaneous operations are not allowed on these runways.

RUNWAY OBJECT FREE AREA AND OBSTACLE FREE ZONE

The existing OFA dimensions exceed the standards for the runway's current critical aircraft and are sufficient to meet the needs of B-II aircraft for runways with visibility minimums greater than $\frac{3}{4}$ mile, aligning with the needs of the airport's near-term and ultimate critical aircraft. The size of the OFA shown for the existing Runway 04/22 should be 250 feet wide and extend 240 feet beyond the runway ends to serve the A-I Small Critical Aircraft with visibility minimums greater than $\frac{3}{4}$ mile.

The existing OFA for Runway 04S/22S is 250 feet wide and extends 240 feet beyond each threshold. These dimensions meet the requirements for A-I Small aircraft for visual runways, aligning with the existing and ultimate critical aircraft for the runway.

The Runway OFZ for A-I (Small) aircraft on runways with visibility minimums greater than $\frac{3}{4}$ mile should be 250 feet wide and extend 200 feet beyond both ends of the runway. The existing OFZ for Runway 04/22 is 400 feet wide and extends 200 feet beyond each threshold, which exceeds the standards for the current critical aircraft but meets the requirements for the ultimate B-II critical aircraft for runways with visibility minimums greater than $\frac{3}{4}$ mile. The existing OFZ for Runway 04S/22S meets the requirements for A-I Small visual runways.

The OFZs for Runways 04/22 and 04S/22S appear to be clear of non-frangible objects.

RUNWAY PROTECTION ZONES

The existing Runway 04/22 RPZs currently meet the design requirements for A-I Small and B-II runways with visibility minimums not less than $\frac{3}{4}$ -mile. Both RPZs for Runway 04/22 have an inner width of 1,000 feet, an outer width of 1,510 feet, and a length of 1,700 feet. The current configuration of the Runway 04/22 RPZs aligns with the existing and ultimate critical aircraft.

The existing RPZs for Runway 04S/22S meet the design requirements of A-I Small visual runways. Both Runway 04S/22S RPZs have an inner width of 250 feet, an outer width of 450 feet, and a length of 1,000 feet. The current configuration of the RPZs for Runway 04S/22S aligns with the existing and ultimate critical aircraft.

See Section 4.5.6 for land use requirements within the existing runway RPZs.

The current and future design requirements for Runways 04/22 and 04S/22S in relation to the runway's existing conditions can be found in Table 4-3 and Table 4-5.

4.0 FACILITY STANDARDS

Table 4-3: Design Standards Table for Runway 04/22 - Existing Critical Aircraft (A-I Small)

	RUNWAY 04/22 EXISTING CONDITIONS	FAA DESIGN STANDARD A-I SMALL AIRCRAFT*
RUNWAY DESIGN		
Runway Length (ft) ¹	3,700	3,450 ²
Runway Width (ft.)	75	60
Runway Shoulder Width (ft)	10	10
Blast Pad Width (ft)	N/A	80
Blast Pad Length (ft)	N/A	60
Crosswind	13 kt	10.5 kt
RUNWAY PROTECTION		
Runway Safety Area (RSA)		
Length Beyond Departure End (ft)	300	240
Length Prior to Threshold (ft)	300	240
Width (ft)	150	120
Runway Object Free Area (ROFA)		
Length Beyond Runway End (ft)	300	240
Length Prior to Threshold (ft)	300	240
Width (ft)	500	250
Runway Obstacle Free Zone (ROFZ)		
Length Prior to Threshold (ft)	200	200
Width (ft)	400	250 ³
Approach Runway Protection Zone (RPZ)		
Length (ft)	1,700	1,700
Inner Width (ft)	1,000	1,000
Outer Width (ft)	1,510	1,510
Departure Runway Protection Zone (RPZ)		
Length (ft)	1,000	1,000
Inner Width (ft)	500	250
Outer Width (ft)	700	450
RUNWAY SEPARATION		
Runway Centerline to:		
Parallel Runway Centerline (ft)	87.5	N/A – No Simultaneous Ops ⁴
Hold Position (ft)	200	125
Parallel Taxiway (ft)	300	150
Aircraft Parking (ft)	~360	Refer to AC 150/5300-13B par. 5.4.1.2

* Design Standards for Runways with visibility minimums not lower than ¼ mile

¹ FAA Standard Runway Length determined using FAA AC 150/5325-4B. Noted length based on an approx. airport elevation of 350 ft. and mean daily maximum temperature of 67 °F for Wasilla Airport.

² Minimum length required to serve Cessna 182 (small aircraft with fewer than 10 passenger seats), 100% of fleet

³ Based on aircraft meeting conditions stated in FAA AC 150/5300-13B par. 3.11.2.1.1b

⁴ Minimum separation between parallel runways at non-towered airports for simultaneous independent operations is 700 ft. using VFR, per FAA AC 150/5300-13B par. 3.9.2.1

4.0 FACILITY STANDARDS

Table 4-4: Design Standards Table for Runway 04/22 – Ultimate Critical Aircraft (B-II)

	RUNWAY 04/22 EXISTING CONDITIONS	FAA DESIGN STANDARD B-II AIRCRAFT*
RUNWAY DESIGN		
Runway Length (ft) ¹	3,700	6,030 ²
Runway Width (ft.)	75	75
Runway Shoulder Width (ft)	10	10
Blast Pad Width (ft)	N/A	95
Blast Pad Length (ft)	N/A	150
Crosswind	13 kt	13 kt
RUNWAY PROTECTION		
Runway Safety Area (RSA)		
Length Beyond Departure End (ft)	300	300
Length Prior to Threshold (ft)	300	300
Width (ft)	150	150
Runway Object Free Area (ROFA)		
Length Beyond Runway End (ft)	300	300
Length Prior to Threshold (ft)	300	300
Width (ft)	500	500
Runway Obstacle Free Zone (ROFZ)		
Length Prior to Threshold (ft)	200	200
Width (ft)	400	400 ³
Approach Runway Protection Zone (RPZ)		
Length (ft)	1,700	1,700
Inner Width (ft)	1,000	1,000
Outer Width (ft)	1,510	1,510
Departure Runway Protection Zone (RPZ)		
Length (ft)	1,000	1,000
Inner Width (ft)	500	500
Outer Width (ft)	700	700
RUNWAY SEPARATION		
Runway Centerline to:		
Parallel Runway Centerline (ft)	87.5	N/A – No Simultaneous Ops ⁴
Hold Position (ft)	200	200
Parallel Taxiway (ft)	300	240
Aircraft Parking (ft)	~360	Refer to AC 150/5300-13B par. 5.4.1.2

* Design Standards for Runways with visibility minimums not lower than ¼ mile

¹ FAA Standard Runway Length determined using FAA AC 150/5325-4B. Noted length based on an approx. airport elevation of 350 ft. and mean daily maximum temperature of 67 °F for the Wasilla Airport.

² Minimum length required to serve GA aircraft over 12,500 lbs, 75% of fleet at 90% useful load with 18 ft. elevation difference between existing runway high and low points

³ Based aircraft meeting conditions stated in FAA AC 150/5300-13B par. 3.11.2.1.2.a

⁴ Minimum separation between parallel runways at non-towered airports for simultaneous independent operations is 700 ft. using VFR, per FAA AC 150/5300-13B par. 3.9.2.1

Table 4-5: Design Standards for Runway 04S/22S – Existing & Ultimate Critical Aircraft (A-I Small such as Cessna 180)

	RUNWAY 04S/22S (A-I Small)	FAA DESIGN STANDARD A-I SMALL AIRCRAFT*
RUNWAY DESIGN		
Runway Length	1,690	3,450 ²
Runway Width (ft)	60	60
Runway Shoulder Width (ft)	10	10
Blast Pad Width (ft)	N/A	80
Blast Pad Length (ft)	N/A	60
Allowable Crosswind	10.5 kt	10.5 kt
RUNWAY PROTECTION		
Runway Safety Area (RSA)		
Length Beyond Departure End (ft)	240	240
Length Prior to Threshold (ft)	240	240
Width (ft)	120	120
Runway Object Free Area (ROFA)		
Length Beyond Runway End (ft)	240	240
Length Prior to Threshold (ft)	240	240
Width (ft)	250	250
Runway Obstacle Free Zone (ROFZ)		
Length Prior to Threshold (ft)	200	200
Width (ft)	250	250 ³
Approach Runway Protection Zone (RPZ)		
Length (ft)	1,000	1,000
Inner Width (ft)	250	250
Outer Width (ft)	450	450
Departure Runway Protection Zone (RPZ)		
Length (ft.)	1,000	1,000
Inner Width (ft.)	250	250
Outer Width (ft)	450	450
RUNWAY SEPARATION		
Runway Centerline to:		
Parallel Runway Centerline (ft)	87.5	N/A – No Simultaneous Ops ⁴
Hold Position (ft)	N/A	125
Parallel Taxiway (ft)	212.5	150
Aircraft Parking (ft)	~270	Refer to AC 150/5300-13B par. 5.4.1.2

* Design Standards for Visual Runways

¹ FAA Standard Runway Length determined using FAA AC 150/5325-4B. Noted length based on an approx. airport elevation of 350 ft. and mean daily maximum temperature of 67 °F for the Wasilla Airport.

² Minimum length required to serve Cessna 180 (small aircraft with fewer than 10 passenger seats), 100% of fleet

³ Based on aircraft meeting conditions stated in FAA AC 150/5300-13B par. 3.11.2.1.1b

⁴ Minimum separation between parallel runways at non-towered airports for simultaneous independent operations is 700 ft. using VFR, per FAA AC 150/5300-13B par. 3.9.2.1

4.2.2 TAXIWAYS AND TAXILANES

FAA AC 150/5300-13B *Airport Design* (FAA, 2022b) provides the standards for taxiways and taxilanes, which are dictated by the TDG. The TDG is determined by the most demanding aircraft regularly using the taxiway or taxilane, which can vary across the airfield. The TDG of an aircraft is determined by its undercarriage

dimensions, specifically the aircraft's main gear width and the cockpit to main gear distance. Conversely, TSAs are determined by wingspan and are a function of the ADG of the taxiway's critical aircraft.

TAXIWAYS

The existing dimensions of each taxiway and corresponding safety area compared to the FAA dimensional requirements for TDG 2A and ADG II design groups, which apply to the airport's ultimate B-II critical aircraft, are summarized in Table 4-6.

Table 4-6: Taxiway Design Requirements

TAXIWAY DATA ¹								
Taxiway	Taxiway Width		Shoulder Width		TSA Width		Taxiway Object Free Area (TOFA) Width	
	Existing	TDG 2A Std.	Existing ²	TDG 2D Std.	Existing ²	ADG II Std.	Existing ²	ADG II Std.
A	40	35	5	15	79	79	131	89
B	40	35	10	15	79	79	131	89
C	40	35	-	15	79	79	131	89
D	40	35	5	15	79	79	131	89
H	35	35	10	15	79	79	131	89

¹ All dimensions given in feet.

² Existing shoulder, TSA, and TOFA dimensions sourced from the 2020 ALP.

The dimensions of all taxiways align with FAA design requirements for TDG 2A, except for shoulder width. Near-term improvements should include widening existing shoulders to provide standard shoulder width for taxiways throughout the airport.

TAXILANES

Taxilanes intended for use by A-I Small aircraft must meet the requirements of design groups TDG 1A and ADG I. It is anticipated that the A-I Small aircraft will remain the critical aircraft for these taxilanes, and, therefore, ultimate and near-term improvements to Taxilanes A, D, F, N, O, P, and Q should be designed to the standards of design groups TDG 1A and ADG I.

Existing Taxilane E and the taxilane constructed as part of the Apron E expansion project were designed to accommodate aircraft of design groups TDG 3 and ADG III to better serve a wider range of aircraft sizes that are anticipated to accompany future commercial development on the northeastern lease lots.

The existing dimensions of each taxilane and corresponding safety areas compared to those required for the taxilane's ultimate critical aircraft are summarized in Table 4-7. The ultimate critical aircraft for Taxilanes A, D, F, N, O, P, and Q is the A-I Small, which requires facilities to accommodate TDG 1A and ADG I aircraft design groups. The ultimate critical aircraft for existing Taxilane E is the B-III, which requires facilities to accommodate TDG 3 and ADG III aircraft design groups.

Table 4-7: Taxilane Design Requirements

TAXILANE DATA ¹						
Taxilane	Taxilane Width		Taxiway/Taxilane Safety Area Width (TSA)		Taxilane Object Free Area Width (TLOFA)	
	Existing	TDG 1A Std.	Existing ²	ADG I Std.	Existing ²	ADG I Std.
A	40	25	49	49	79	79
D	40	25	49 ³	49	79	79
F	40	25	49	49	79	79
N	35	25	49	49	79	79
O	35	25	49	49	79	79
P	35	25	49	49	79	79
Q	35	25	49	49	79	79
	Existing	TDG 3 Std.	Existing	ADG II Std.	Existing	ADG III Std.
E⁴	50	50	118	118	158	158

¹ All dimensions given in feet.

² Existing TSA and TLOFA dimensions sourced from the 2020 ALP

³ TSA requirement not met at northernmost ~145 feet due to proximity of lease lot.

⁴ Existing dimensions for Taxilane E and corresponding safety areas are based on TDG 3/ADG III design standards. Information sourced from Construct Apron E, Phase 1 (AIP No. 3-02-0417-021-2018) project documents.

Taxilanes A, D, F, O, and P meet TDG 1A requirements. Hangars along Taxilane N and wingtips of aircraft parked on the Hangar Apron next to Taxilane Q currently lie within the 79-foot-wide TLOFA required for TDG 1A aircraft. Some hangars on the Hangar Apron are built to the edge of the TOFA. Therefore, planes and vehicles that park in front of the hangar doors can occasionally block traffic on the taxilanes or require aircraft to maneuver around the parked obstacle. Future lease lot development should incorporate building setbacks from the TOFA to accommodate aircraft and vehicle parking and snow storage on the lease lots without encroaching onto the traveled taxilanes.

Taxiway E meets TDG 3 requirements and is designed to accommodate larger aircraft that travel through the GA Apron to reach the lease lots on the apron edge.

As the airport expands to meet the requirements of B-II aircraft, the City should expand apron capabilities to accommodate the current and forecasted fleet mix of small GA and larger commercial aircraft. The FAA allows separate areas of an airport to be designed to meet the needs of different aircraft sizes (FAA, 2022b). All facilities within each segregated area must meet the design criteria of the ADG intended to utilize the area. Facilities intended to be used by aircraft of a specific ADG that do not meet the required design standards for that ADG pose a safety risk and should, at a minimum, be declared as sub-standard conditions on the ALP. Currently, Taxilanes N and Q do not provide adequate separation requirements for the current critical aircraft of A-I Small and should be noted as having sub-standard conditions.

Moving forward, the City should prioritize the development of a new apron and lease areas to meet the demand and separate small GA parking and storage from large commercial operators.

4.2.3 AIRCRAFT FUELING

The existing fuel station serves the needs of the current airport users. As operations increase and larger commercial operators increase use at the airport, additional fueling capabilities may be required. Users have expressed a desire for a Fixed Base Operator (FBO) to sell fuel and provide mobile fuel delivery service at the airport via fuel truck. As such, airport development alternatives should provide room for additional fuel storage and service providers at the airport.

4.2.4 PILOT'S LOUNGE

Users have strongly expressed a desire for a larger terminal facility. Future improvements should consider replacing the existing Pilot's Lounge and establishing an onsite terminal offering additional amenities to transient pilots, with possible concession space available for vendors, air taxis, and air carriers. See additional information regarding terminal facilities in Section 4.2.5.

4.2.5 GENERAL AVIATION FACILITIES

BASED AIRCRAFT APRONS

The total number of leasable tie-down spaces available on the based aircraft aprons is 182, and there was a waitlist of approximately 66 pilots awaiting tie-down availability in summer 2024. This results in a total demand of 248 tie-downs in 2024. Using the base growth rates detailed in the Aviation Activity Forecast for the 20-year planning horizon and using the 2024 demand of 248 tie-downs as the present total, 314 GA tie-down spaces will be required to meet the demand in 2040, eight of which are assumed to be used for large aircraft. However, with the anticipated growth of large aircraft activity at the airport, the need for large aircraft tie-downs is assumed to outpace the need for small aircraft tie-downs, and large aircraft tie-down demand is anticipated to increase to approximately 15 by 2040. This results in a total demand of 322 tie-downs by 2040, including 307 small aircraft tie-downs and 15 large aircraft tie-downs.

For aprons with taxilanes located on the edge of the apron, the FAA's apron space planning guide recommends 755 square yards and 1,075 square yards of apron space for ADG I and ADG II aircraft, respectively, which includes space for the adjacent taxilanes and clearance around the aircraft (FAA, 2022b). Using the 2024 tie-down total of 176 small tie-downs and six large tie-downs and the 2024 apron space available, and assuming that one large aircraft tie-down will utilize roughly 142% of the space used for one small aircraft tie-down, the airport's apron layout provides approximately 804 square yards of available apron space per small tie-down and approximately 1,140 square yards of available apron space per large tie-down.

Using the forecasted projected growth and assuming that 15 of the 322 projected tie-downs will be reserved for larger aircraft, there is an estimated need for 247,910 square yards of apron space by 2040. Meeting this demand would require the development of approximately 99,575 square yards of new apron area for tie-down use. To meet the current and forecasted demand for based aircraft, new apron development should plan to continue accommodating predominantly A-I Small GA aircraft with near-term and ultimate configurations, including space to accommodate at least nine additional large aircraft tie-downs.

The majority of potential lessees on the current tie-down waitlist would prefer tie-downs with access to power for head bolt heaters. A variety of other accommodations and improvements to the aprons were requested in interviews with airport tenants, including additional apron lighting, covered parking, and the development of City-owned T-hangars.

TRANSIENT AIRCRAFT PARKING APRONS

Guidance from FAA AC 150/5300-13B (FAA, 2022b) and the Airport Cooperative Research Program (ACRP) *Guidebook on General Aviation Facility Planning* (ACRP, 2014) identify two methods to determine the need for transient apron space: (1) by number of based aircraft or (2) by number of annual operations. The based aircraft method was used to calculate the need for transient aircraft parking. This method considers multiple characteristics of the airport in addition to the number of based aircraft, such as the size of the airport, the airport's busiest month, and the percentage of itinerant operations at the airport. The Wasilla Airport was considered a small GA airport with an assumed 250 annual operations per based aircraft. Based on the current and assumed future configurations of the transient apron, the guidance recommends 755 square yards of apron space for each small GA transient tie-down, including space for taxilanes.

Considering the current 190 based aircraft, there is a current need for 10 tie-downs dedicated for transient use. Using the recommended 755 square yards of apron space for each A-I aircraft tie-down, this translates to a current need for approximately 7,000 square yards of transient apron area or 2,780 square yards more than what is currently available. Based on the forecasted 285 based aircraft, there is a forecasted need for 12 tie-downs dedicated to transient pilots by the year 2040. This would require approximately 8,680 square yards of available transient apron area or an expansion of approximately 4,460 square yards more than what is currently available.

The City is currently exploring reconfiguration of the apron space adjacent to the current transient apron, which would include the addition of six transient tie-downs (City of Wasilla, 2023a); however, these plans have not yet been finalized and are not reflected in the calculations included in this report.

TERMINAL FACILITIES

Aside from the Pilot's Lounge, Wasilla Airport does not have any other terminal facilities available. However, considering the rapid population growth of the Wasilla area and the increasing commercial interest in the airport, the City is considering developing a City-owned Aviation Business Center with office space for an onsite Airport Manager. The building will also include public restrooms and heated hangar space available for rent.

4.2.6 PAVEMENT CONDITION

With the exception of new Apron E, the existing runway, apron, and taxiway pavement contains longitudinal and transverse cracking. The cracks were recently sealed in 2021 and 2022, increasing the PCI values and extending the life of the pavement. The existing pavement needs to be rehabilitated, and this effort should be combined with the City's desire to extend the runway in the near term. If funding is not available to extend the runway, a stand-alone project should be initiated to rehabilitate the runway pavement in its current dimensions.

The City should continue its pavement management program on the existing taxiway and apron pavement and continue to seal cracks and restripe the pavement as the need arises.

4.2.7 HELIPORT

The Aviation Activity Forecast projects helicopter operations to steadily increase during the forecast period (see Chapter 3.0). The majority of these operations are assumed to be performed by various leaseholder fleets.

Due to the increased helicopter traffic, further separation of rotor-wing and fixed-wing traffic and the establishment of a designated heliport are recommended. The heliport should provide an established location for helicopter transient and training operations, military and medevac helicopter operations, and allow for the development of designated helicopter approaches. Additionally, the development of a heliport able to safely accommodate military and medevac helicopters would allow the airport to serve a more crucial role in the community, as this location could serve as a designated pick-up/drop-off medevac location. Current leaseholders could continue to operate helicopters out of their existing lease lots, but future helicopter-oriented lease development should occur in the vicinity of the site selected for future heliport development.

4.3 VISUAL AIDS AND NAVIGATION

4.3.1 SIGNAGE

Standards for airport signage and marking requirements are provided in FAA AC 150/5340-18G *Standards for Airport Sign Systems* (FAA, 2020a) and FAA AC 150/5340-1M *Standards for Airport Markings* (FAA, 2020b).

The current location of the lighted destination and unlit signs at each holding position meets the minimum offset distances for Size 1 signs, which is 10 to 20 feet from the nearest edge of the pavement to the nearest side of the sign (FAA, 2020a).

A review of the effectiveness of the existing hold short signs should be performed as the size of aircraft regularly using Runway 04/22 increases in the future. As the airport expands, increasing the size of destination signs to Size 2 may be necessary to improve effectiveness, which would result in increased separation distance requirements from the edge of the pavement.

Needed short-term signage improvements include moving the lighted destination sign on Taxiway D back in line with the hold short markings to ensure aircraft do not confuse the location of the holding position. Ultimate signage improvements should consider additional runway destination signs for Runway 04S/22S on Taxiways D and H, and additional destination signage on parallel Taxiway B and the aprons to increase locational awareness for transient pilots.

4.3.2 VISUAL AND APPROACH AIDS

PRIMARY RUNWAY 04/22

Considering that the existing MIRL system was installed in 1993 and has exceeded its life expectancy, the City should consider ultimately upgrading the lighting system.

The REILs are not present at either end of the runway. To align with current FAA safety standards, REILs should be installed in line with the runway threshold lights on Runways 04 and 22.

GRAVEL RUNWAY 04S/22S

Runway 04S/22S is delineated with cones and each threshold is equipped with three frangible reflective threshold markers located on each side of both runway ends (four sets of three markers total). The delineating cones should be replaced and offset from the runway centerline an additional 2 feet to align with FAA safety standards.

TAXIWAY LIGHTING

Taxiways are lighted with MITL that are 30 inches tall and appear to be in overall good condition. Recommended short-term improvements include re-grading the taxiway shoulders to cover light cans that have jacked out of the ground and performing repairs to damaged components (see Section 2.2.3).

PRECISION APPROACH PATH INDICATOR SYSTEM

Per FAA AC 150/5340-30J *Design and Installation Details for Airport Visual Aids* (FAA, 2018), PAPI systems are intended to be located on the left-hand side of the runway edge. The airport's current right-hand location for the PAPI is allowable as long as the inboard light housing is seen as red and the two outboard light housings are seen as white. Near-term and Ultimate configurations should consider installing a 4-box PAPI on the Runway 22 end.

LIGHTED WIND CONE AND SEGMENTED CIRCLE

The lighted wind cone and 100-foot diameter segmented circle are located on the southeast side of Runway 04/22 at approximately midfield, with its current location bisected by the runway's OFA boundary. All components of the segmented circle appear to be in good condition, except that the orange paint on various components is failing. The non-standard right-hand traffic pattern for Runway 04 is designated by the segmented circle's indicators. Orange barrels are currently used in the segmented circle. Replacement of the drums with a panel-style segmented circle is recommended to shed accumulated snow better.

SUPPLEMENTAL WIND CONES

There are two unlit supplemental wind cones at the airport. One supplemental wind cone is located beyond the northwest end of Runway 04, adjacent to the Hangar Apron tie-downs, and the second is located beyond the northeast end of Runway 22, near the airport boundary and adjacent to Aviation Avenue. Both wind cones are clear of the OFA and OFZ of both runways in their current locations.

Per FAA AC 150/5340-30J, the preferred location for a supplemental wind cone is on the left side of the runway when viewed from a landing aircraft and 500 feet to 1,000 feet inward toward the runway midpoint from the runway end (FAA, 2018). The current location of the two supplemental wind cones will need to be re-evaluated based on any proposed future extension of Runway 04/22.

ROTATING BEACON

The current location of the rotating beacon is considered suitable.

4.3.3 WEATHER EQUIPMENT

It is recommended that tree and brush clearing be performed in all areas within 500 feet of the AWOS pad for the airport to maintain the FAA siting requirements for the AWOS wind sensors.

4.4 OTHER AIRCRAFT FACILITIES

4.4.1 SKI-PLANE FACILITIES

Future apron and taxiway improvements should be planned to designate a ski-aircraft apron with tie-down areas and an alternative taxiway to Runway 04S/22S that are not plowed, except where they cross Taxiway B, to better accommodate ski-equipped aircraft.

The airside demand capacity analysis included in the forecast concluded that a parallel runway is not justified based on demand, and Runway 04/22 has sufficient capacity to meet the current and forecasted demand for the airport. However, Runway 04/22 is paved, the snow is cleared regularly, and it cannot accommodate ski-equipped aircraft.

AIP eligibility for future projects involving Runway 04S/22S will be based on demonstrated demand for a ski strip. Eligibility will not be determined until a specific ski strip improvement project is initiated, at which time the number of operations performed by straight ski-equipped aircraft will need to be documented to establish the level of FAA participation. Preliminary assumptions suggest there are over 500 annual ski operations at the airport; however, the number specifically performed by straight ski aircraft is unknown.

4.4.2 GLIDER FACILITIES

According to the Forecast, glider operations at the Wasilla Airport are not forecasted to increase considerably during the 20-year forecast period. However, the airport should consider establishing level areas in the Runway 04/22 RSA, adjacent to the runway, that are suitable for emergency glider landings. The glider operators stated that this is an important safety concern because a glider is committed to landing on short final and needs a safe area to do so if the planned runway becomes unavailable. The infield area, in its current condition, contains multiple ditches and low spots that are not suitable for glider use.

Other improvements that will increase glider operational safety at the airport include the construction of “staging areas” off of the taxiways at either end of the runway for glider preparation.

4.4.3 SEAPLANE BASE

Airport users expressed a desire for the development of seaplane facilities during the last update to the airport’s master plan (USKH, 2012); however, only a small number of the stakeholders interviewed for this Master Plan Update voiced the desire to establish a seaplane base at the airport. Due to the limited expressed interest and the potential airspace conflicts and environmental impacts associated with the development of a

seaplane base, implementation of a seaplane base at the Wasilla Airport is not recommended. Instead, seaplane facilities in the MSB should be implemented in accordance with the recommendations of the RASP.

4.5 LANDSIDE FACILITIES

4.5.1 AIRPORT ACCESS ROADS

The existing airport access roads meet the current demands of the airport, with the only exception being poor access for pedestrian and bicycle traffic due to the lack of nearby trails and pathways along Aviation Avenue. Airport users have expressed a need for future airport development to include the construction of pathways around the airport perimeter to eliminate pedestrian traffic on-field. Alternatives that consider expanding the runway and acquiring additional airport property to the west should also include consideration for further extension of Aviation Avenue. The road extension would need to be located outside of the future Runway 04/22 RSA and constructed at a height such that a 15-foot object would not present an obstruction to the approach.

4.5.2 LEASE LOTS

If the ratio of based aircraft to occupied lease lots remains steady, and assuming that based aircraft increases to 285 by the year 2040 as projected, there will be a total demand of approximately 81 lease lots. To meet this future demand, approximately 54 additional lease lots will be required to accommodate the growth following completion of the Apron E expansion. Based on these considerations, a minimum of 54 lease lots should be planned to meet the current and forecasted demand for hangar development.

The size of the existing lease lots varies greatly, with the smallest lots measuring about 14,400 square feet and the largest lot measuring roughly 1.4 acres. The City has stated that they prefer two configurations for future commercial or large GA (T-hangar) lease lots: 200 feet long by 225 feet wide or 150 feet long by 400 feet wide. These lease dimensions would provide a 50-foot building setback from the taxiway or apron with roughly 150 feet by 225 feet or 100 feet by 400 feet of buildable space, respectively. The preferred future single GA lease lot size is 150 feet long by 125 feet wide, which would provide a 50-foot building setback from taxiways or apron edge with roughly 125 feet by 100 feet of buildable space (City of Wasilla, 2023a). When using the preferred dimensions and assuming that 70% of the future lease lots will accommodate single GA operations (assume 38 additional lots total) and 30% accommodating large GA (T-hangar) or commercial use (assume 16 additional lots total), approximately 33 to 39 acres of new lease lot space is needed to meet the forecasted demand.

Based on the growing commercial demand and feedback from airport users, future improvements at the airport should make an effort to separate commercial activity and GA activity by establishing a designated commercial apron. New apron development should include the construction of a large aircraft apron adjacent to future commercial lots. Segregating aircraft of different sizes will provide an overall safer environment for airport users by allowing future development of the terminal areas to be designed to meet the specific needs of each design group.

There is airport land available north and south of the airport for the development of new GA and aviation lease areas. The near-term and ultimate improvements should consider alternatives that efficiently utilize this land to separate the GA and commercial uses and meet the current and forecasted demand for lease space.

4.5.3 LIGHTING CONTROL VAULT

The airport lighting control building is dilapidated and needs to be replaced. The building is planned for replacement in 2026 to avoid potential operational issues with the controls that could result from the building's current condition.

4.5.4 SECURITY FENCING AND GATES

Airport access is generally uncontrolled during the daytime hours. Aprons are accessible via Gate D (automated gate), located at the northeast corner of Apron B, which remains open during business hours. Airport users have expressed the desire for additional gates to remain open during business hours to relieve congestion at Gate C. All gates are closed after normal business hours. Airport leaseholders and those with tie-downs have key cards for access control after normal business hours. Airport users expressed a desire for improved after-hours access to the aprons by upgrading the existing security gate controls for better usability.

Some commercial leaseholders requested implementing additional security measures to deter theft and vandalism. They also suggested installing a security system for use only by commercial leaseholders with the anticipated influx of commercial development.

The City should upgrade the security and gate system to keep pace with future airport expansion as needed, to support commercial development.

A section of approximately 360 feet of existing fence southwest of Runway 04 and another section of approximately 560 feet of existing fence of the Runway 04/Taxiway D intersection are jacked out of the ground and/or falling over, allowing animals to access the airport property. The jacked and damaged sections of fence are scheduled for replacement in fall 2025/winter 2026.

4.5.5 VEHICLE PARKING

A corresponding increase in available vehicle parking should be considered with future tie-down apron development projects. The ACRP recommends one parking space for every other tie-down space (ACRP, 2014). The City should consider the addition of at least 39 vehicle parking spots adjacent to the western side of the terminal area to support vehicle parking needs of the Hangar Apron and Aprons A and B, and at least 52 vehicle parking spots adjacent to the eastern side of the terminal area to support the parking needs of existing Aprons C, D, and E.

The 2010 Americans with Disabilities Act (ADA) Standards for Accessible Design states that parking facilities with one to 25 parking spaces must provide at least one handicap-accessible space, and parking facilities with 51 to 75 parking spaces must provide at least three handicap-accessible spaces. The ADA standards further state that for every fraction of six handicap-accessible spaces required per parking facility, at least one shall be a van-accessible handicap space (Department of Justice, 2010). This translates to a minimum of three handicap-accessible parking spaces provided for the eastern terminal area parking (one of which is van-

accessible), and at least two handicap-accessible spaces provided for the western terminal area parking (one of which is van-accessible).

The City has explored reconfiguration of the transient apron, which would add an additional 20 long-term vehicle parking spaces in the area and 12 long-term specialty parking spaces that could accommodate longer vehicles or truck and trailer combinations (City of Wasilla, 2023a); however, these plans have not yet been finalized and are not reflected in the calculations included in this report.

4.5.6 BUILDING AND LAND USE REQUIREMENTS

LAND USE WITHIN RUNWAY PROTECTION ZONES

To enhance the protection of people and property on the land adjacent to the airport, FAA Grant Assurances require that airport sponsors seek all possible opportunities and take necessary action to restrict land use within RPZs to those compatible with normal airport operations. Ideally, airport sponsors secure land via fee simple acquisition to fulfill this requirement.

The current configuration of the Runway 04/22 RPZs is designed to the standards of A-I Small and B-II aircraft with greater than ¾-mile visibility minimums. Runway 04S/22S RPZs are designed to the standards of A-I Small aircraft for visual runways. Land within the airport's RPZ areas that fall outside the existing airport boundary is further described below. See Chapter 2.0, Figure 2-8, for the location of the existing RPZs at Wasilla Airport.

EXISTING LAND USE WITHIN THE RUNWAY 04/22 RUNWAY PROTECTION ZONES

See Section 2.2 for a summary of the land and aviation easements within the existing RPZs. There is approximately 0.22 acres of land in the northwest corner of the existing Runway 04 RPZ that the airport does not have rights of access or control. This portion of the RPZ lies outside of the airport boundary and overlaps one lot within the MSB Saska's Meadows subdivision. This parcel is identified as Tract 3, Parcel D, with the street address of 1431 Paddy Place, Wasilla, Alaska (Figure 4-3). Acquisition of an aviation easement in this area is recommended for rights to limit use and clear obstructions from this area in the existing RPZ until the Runway 04 threshold is extended in the near-term configuration.

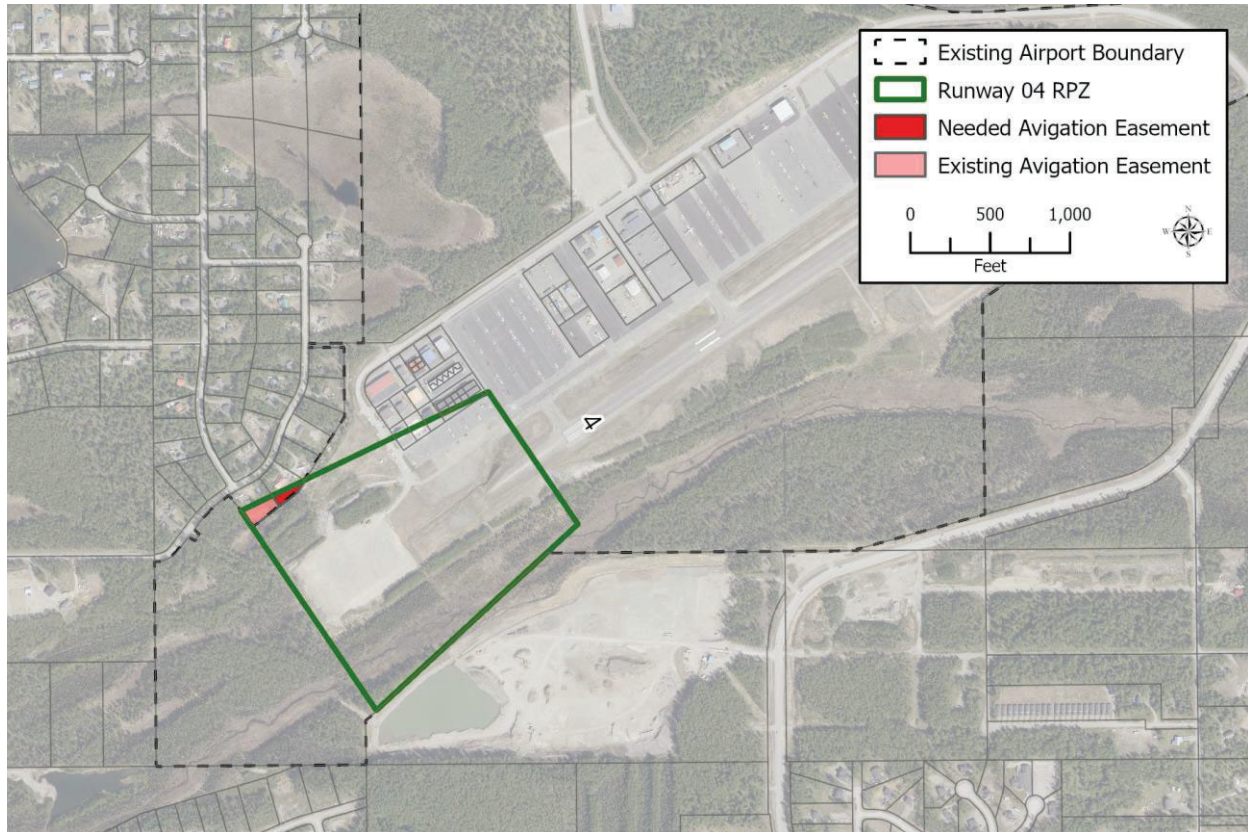


Figure 4-3: Avigation Easement Status for Runway 04 RPZ

The size of the RPZs will not change in the near-term and ultimate configuration; however, the location of the Runway 04 RPZ is anticipated to shift to the southwest to accommodate the runway extension. The City is actively working to acquire land within the ultimate Runway 04 RPZ and below the Runway 04 for the planned 6,000-foot runway length. The current status of land acquisition is shown in Figure 2-14.

It is recommended that the City formally incorporate the undeveloped City-owned parcel located on the west side of the airport boundary and zone the parcel for industrial use. As the Wasilla Airport and adjacent communities continue to expand, the development of a noise exposure map and noise compatibility program should be considered by the City.

EXISTING LAND USE WITHIN THE RUNWAY 04S/22S RUNWAY PROTECTION ZONES

All portions of the Runway 04S/22S RPZs lie within the airport boundary except for the northwest corner of the Runway 22S RPZ, which overlaps approximately 0.02 acres of the ARRC ROW. This area of the ARRC ROW falls within the city limits and is currently zoned for industrial use. This portion of overlap is also within the existing avigation and hazard easement area (Tract 4 Parcel B) that the City has established with ARRC (HDL, 2020).

4.6 AIRPORT SERVICES AND SUPPORT FACILITIES

4.6.1 UTILITIES

Individual lease lots are currently able to obtain underground natural gas, electrical, and telecommunication service extensions from the existing underground utility networks within or adjacent to the airport boundary. However, Airforms, LLC is the only lease lot currently able to access City water through the recently installed waterline extension. The development costs and overall maintenance and acquisition burden required to obtain water and sewer capabilities at lease lots on the airport are considerable, as these services are only accessible to leaseholders by means of private development. The City should consider extending City water and sewer service along Aviation Avenue towards the southwest terminal area within the next planning period. Providing these utilities will advance growth at the airport by creating a more attractive environment for potential private and commercial development.

4.6.2 SNOW REMOVAL

Snow removal at the airport is performed by priority. First priority areas include both runways, Taxiway B, and interlink Taxiways A, D, and H. The northwestern and southeastern terminal areas are considered the second and third priority areas, respectively. Snow removed from first priority areas is stored in the infields south of the main runway. Snow removed from the northwestern terminal area is stored at the northern limits of Apron E and the southern limits of Aprons C and D. Snow removed from the southeastern terminal area is stored at the southern limits of Aprons A and B and the western and southern limits of the Hangar Apron. Maintenance staff manage the height of snow piles with snow blowers throughout the winter. Future airport developments should designate additional snow storage areas on the east and west of the airport to avoid the need to truck snow for disposal. The current snow removal equipment fleet is assumed to meet the current demand at the airport.

Maintenance staff report that snow management becomes increasingly more troublesome toward the end of winter as snow storage areas reach capacity. Airport users have complained about delayed snow removal on taxilanes and taxiways and have reported that snow accumulation occasionally blocks aircraft access. Often, leaseholders clear snow from their lease lots onto adjacent taxilanes. This creates an additional burden for maintenance staff and occasionally results in blocked taxilanes. Ordinance 13.20.220 B. of the Wasilla Municipal Code states that lessees are responsible for providing sufficient area within their property lines for snow storage (City of Wasilla, 2023c). To reduce snow accumulation from lease areas blocking the airport's landside travel ways, it is recommended that the City issue frequent notifications to leaseholders stating that removal and storage of snow accumulated on lease lots is the responsibility of the leaseholder. The City should inform leaseholders that pushing snow from lease lots onto the taxilanes, taxiways, and aprons is hazardous and causes delays to airport-wide snow removal. This snow may not be removed by airport maintenance if the area was previously cleared, which will result in blocked travel ways. Additionally, the City should frequently communicate the order of snow removal priority to airport users and leaseholders so they understand that snow removal on taxilanes and GA aprons will not be addressed until the runway and main taxiways are cleared and usable.

The City should consider the importance of both increased snow storage and more frequent snow management in future development alternatives due to the forecasted increases in based aircraft and lease activity and a larger ultimate aircraft. The development of additional dedicated snow storage space should be a priority as the airport continues to expand to meet current and future demand.

4.6.3 AIRPORT MAINTENANCE

Though the SREB facility provides adequate housing for all of the current airport maintenance and snow removal equipment in addition to acting as an office space, maintenance staff report that the sewer line to the building freezes every winter, and a project is needed to repair the sewer connection.

Airport users have expressed the need for more timely maintenance of airport facilities and surfaces, such as snow removal in the winter and maintenance of grassed areas in the summer. Airport users have also expressed the need for better storage of non-aviation equipment to reduce the potential for damage to aircraft on the aprons.

As the airport continues to expand, the City should plan to ultimately provide year-round, full-time staff to address and manage the airport's day-to-day maintenance and operational needs. A full-time airport manager and maintenance personnel will improve the City's response time to operational or functionality problems related to the airport facilities, such as lighting outages and snow removal. This will translate to increased efficiency, reliability, and higher operational and safety standards for the airport, which will be necessary with the growing demand.

4.6.4 FIRE AND RESCUE

The airport lies within MSB fire service area #130 (MSB, 2025). Fire and rescue services are currently provided by the MSB Central Fire Department based out of Central Mat-Su Fire Department Station 62 and West Lakes Fire Department Station 81. As the airport continues to grow and accommodate larger aircraft, the City should begin discussions with the MSB to establish onsite Aircraft Rescue and Firefighting (ARFF) capabilities. The Wasilla Airport currently does not have any based air carriers and is not Part 139 certificated. As the airport attracts air carriers, it may eventually become Part 139 certificated. Part 139 certificated airports are required to have an ARFF facility on site with specialized fire retardants and equipment, per Title 14 Part 139.317 (Title 14 CFR Part 139, 2004). The MSB owns one ARFF vehicle that was reportedly obtained from Joint Base Elmendorf-Richardson. However, fire and rescue personnel are not trained on the ARFF vehicle, and it is not currently used.

A Part 139 certificated airport is indexed by the length of the longest air carrier aircraft operating at the airport and the average daily departures of that aircraft. Assuming that the Beech 1900D will be the aircraft predominantly used for air carrier operations within the 20-year planning period, the airport would be grouped within Index A for air carrier aircraft operating at the airport less than 90 feet in length. If longer aircraft are used for air carrier operations, average daily operations must not exceed five, or the magnitude of the airport's ARFF capabilities must increase to the index in which the longer aircraft is grouped.

One ARFF vehicle is needed for Index A Part 139 certificated airports. The vehicle needs a minimum capacity of 500 pounds of sodium-based dry chemical, halon 1211, or clean agent, or 450 pounds of potassium-based

dry chemical and water with a commensurate quantity of Aqueous Film Forming Foam (AFFF) to total 100 gallons for simultaneous dry chemical and AFFF application (Title 14 CFR Part 139, 2004).

The City and the MSB should develop a plan to expand the MSB's fire and rescue service at the airport to match the airport's anticipated growth. This plan should include specialized airfield training for first responders, acquisition and training of ARFF equipment, and decisions pertaining to the need for onsite fire and rescue facilities at the airport prior to and when the airport becomes Part 139 certificated.

4.7 SUMMARY OF FACILITY REQUIREMENTS

The Wasilla Airport serves a burgeoning population and currently plays a crucial role in the community. The airport is anticipated to become increasingly more vital as the MSB grows. For these reasons, key topics of this planning process are centered on improvements that will facilitate future expansion of the airport, with particular emphasis on commercial development, expansion for larger aircraft, and enhancing safety and operational standards.

During interviews with airport users, recurring requests included improvements to landside amenities and the need for full-time airport staff. Providing full-time operational staff for the airport in the near term is strongly encouraged and will be critical as the airport expands. The City should also prioritize addressing present safety risks associated with existing facilities and fostering a culture of safety among pilots to ensure that the airport continues to offer a safe environment for airport users and maintains eligibility for future airport improvements through the FAA's AIP.

5.0 ALTERNATIVES AND RECOMMENDATIONS

This Alternatives and Recommendations chapter presents the alternatives considered as part of the AMP Update process. Each alternative aims to address the facility requirements and future growth and supports the current and anticipated fleet mix and critical aircraft identified in Chapter 3.0.

The master planning process has identified non-standard conditions of existing infrastructure as well as current and future airport needs, which are summarized below and are addressed in each of the alternatives presented in this report.

Non-Standard Conditions

- The Runway 04S/22S RSA grades between Runway 04/22 and 04S/22S do not meet FAA standards

Future Airport Needs

- Acquire property and avigation easements to support future growth and control RPZ for the ultimate runway condition
- Increase Runway 04/22 length and width to provide a 6,000-foot-long by 100-foot-wide main runway capable of supporting B-II aircraft operations in the near term and B-II and B-III aircraft operations in the ultimate configuration.
- Resurface Runway 04S/22S
- Expand GA apron areas and provide additional commercial/large aircraft parking to meet current and forecasted demand
- Lengthen and widen Taxiway B to provide full-length parallel taxiway to ultimate Runway 04/22 threshold location that is capable of accommodating TDG 3 taxiing aircraft
- Provide additional access to lease lots to meet current and forecasted demand
- Employ a full-time Airport Manager with an office on the airport
- Develop the City-owned Aviation Business Center with space for the Airport Manager's office, meeting rooms/classrooms, public bathrooms, and short-term hangar lease areas
- Construct a helipad for transient, training, and medevac helicopter operations
- Provide access to landside areas for development of hotels and aviation, tourism, and travel-related businesses
- Provide lease area for construction of an MSB-owned fire and rescue facility on airport property for reduced response time to aviation accidents
- Increase designated vehicle parking areas
- Install taxiway and vehicle gates to improve security and access control throughout the airport

Three alternatives are being considered to address these needs: one no build alternative and two action alternatives. Each action alternative was developed to bring the runways into compliance with FAA standards, accommodate growth, increase safety by improving the operative environment, and better meet the needs of Wasilla Airport users.

5.1 PRELIMINARY ALTERNATIVES

5.1.1 ALTERNATIVE 1 – NO BUILD

Alternative 1 is the “no build” option and is included to provide a baseline of existing airport conditions for comparison to the “build” alternatives proposed. The only change recommended under this alternative is the acquisition of an avigation easement on a 0.22-acre portion of Parcel 30 that is located within the existing Runway 04 RPZ.

This alternative will not change the current layout of the airport, as shown in Figure 5-1. The no build option would not accommodate future growth or meet the identified needs of the airport.



5.1.2 ALTERNATIVE 2 – EXPAND PRIMARY RUNWAY 04/22, APRONS, AND LEASE LOTS

Alternative 2 expands Runway 04/22 to provide a 6,000-foot-long by 100-foot-wide paved runway, expands existing aprons, develops new apron and parking areas, and creates access to new lease lots. Alternative 2 consists of the following elements, each with a corresponding number in parentheses that correlates to the proposed work detailed in Figure 5-2.

CONSTRUCT PRIMARY RUNWAY 04/22 EXPANSION (2.A)

Construct Runway 04/22 expansion by extending the runway by 2,300 feet to the southwest along its current alignment and widening the runway by 25 feet (by adding 12.5 feet on either side) (Figure 5-3). This will result in a final runway length of 6,000 feet and a width of 100 feet.

The runway expansion will include new runway pavement, drainage features, markings, edge lighting, PAPIs, and REILs. The expanded runway will allow the airport to accommodate operations by larger B-III aircraft and Part 135 certificated air carriers.

5.0 ALTERNATIVES AND RECOMMENDATIONS

ALTERNATIVE 2

2.a	CONSTRUCT RUNWAY 04/22 EXPANSION	2.q	DEVELOP CITY-OWNED AVIATION BUSINESS CENTER
2.b	LAND ACQUISITION	2.r	PROVIDE LEASE LOT FOR AVIATION FUEL FACILITY
2.c	ACQUIRE AVIGATION EASEMENTS	2.s	CONSTRUCT TRANSIENT APRON
2.d	WIDEN TAXIWAY B AND CONSTRUCT TAXIWAY B EXTENSION	2.t	CONSTRUCT TAXIWAY K AND LANDSIDE AND AIRSIDE ACCESS TO COMMERCIAL LEASE LOTS
2.e	CONSTRUCT APRON F	2.u	EXTEND TAXIWAY K AND CONSTRUCT COMMERCIAL LARGE AIRCRAFT APRON
2.f	EXTEND APRON F AND PROVIDE PRIVATE LEASE LOTS	2.v	CONSTRUCT LANDSIDE ACCESS TO SOUTHERN COMMERCIAL LEASE LOTS
2.g	DEVELOP LANDSIDE AND AIRSIDE ACCESS TO NORTHWEST PRIVATE HANGAR AND COMMERCIAL LEASE LOTS	2.w	PROVIDE LEASE LOT FOR FIRE AND RESCUE FACILITY
2.h	CONSTRUCT APRON G	2.x	CONSTRUCT HELIPAD
2.i	CONSTRUCT VEHICLE PARKING AREA	2.y	PROVIDE LEASE LOT FOR HOTEL
2.j	EXTEND ACCESS ROAD	2.z	CONSTRUCT PERIMETER FENCE IMPROVEMENTS
2.k	DEVELOP AIRSIDE ACCESS TO NORTHEAST COMMERCIAL LEASE LOTS	2.aa	CONSTRUCT VEHICLE ACCESS GATES
2.l	SHIFT AND RESURFACE RUNWAY 04S/22S		
2.m	CONSTRUCT SKI TAXIWAY		
2.n	CONSTRUCT TAXIWAY BARRIER GATES		
2.o	CONSTRUCT LONG TERM VEHICLE PARKING AREA		
2.p	DEVELOP LANDSIDE AND AIRSIDE LEASE LOT ACCESS FOR NEW HANGAR BUILDING		

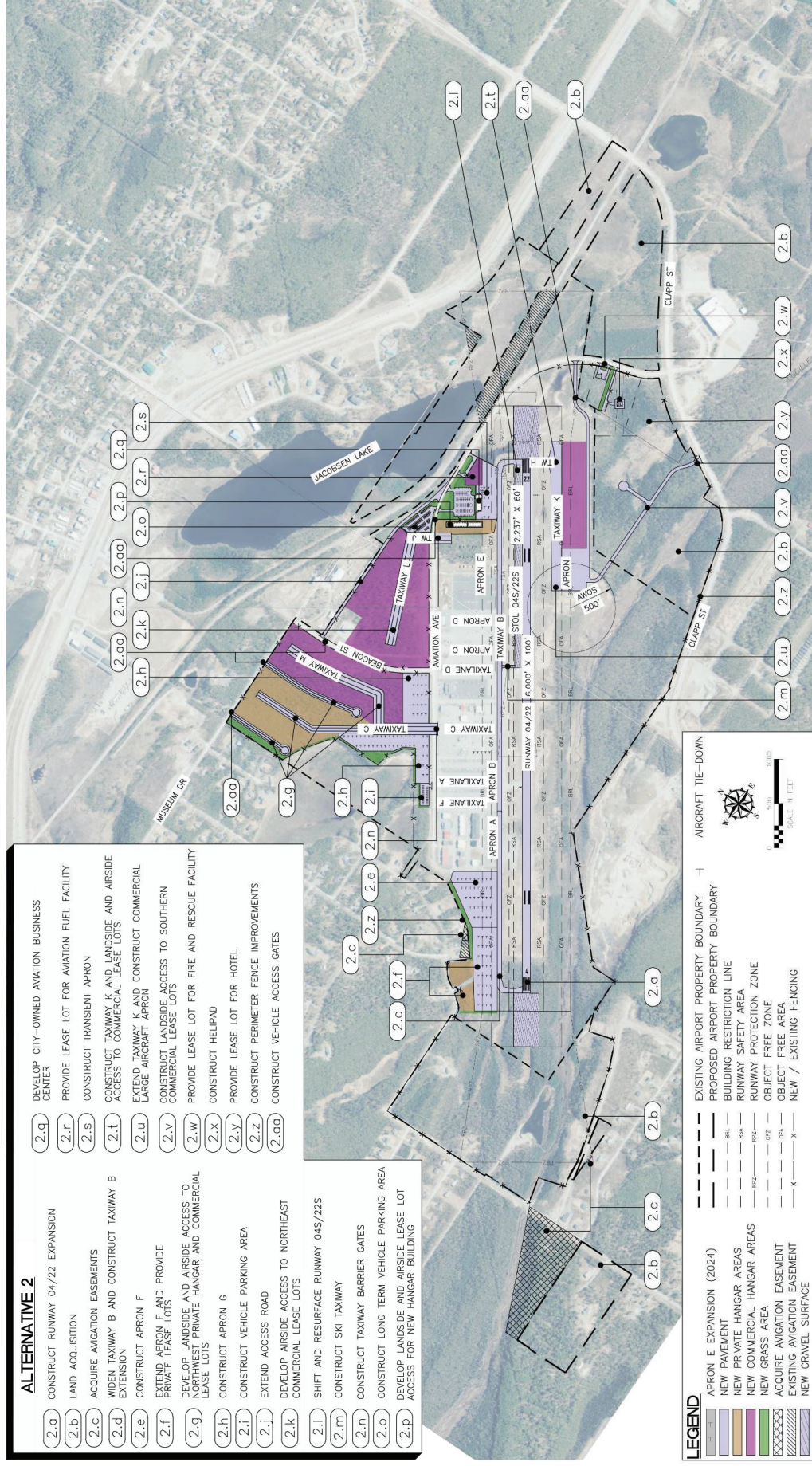


Figure 5-2: Alternative 2 – Expand Primary Runway 04/22, Aprons, and Lease Lots

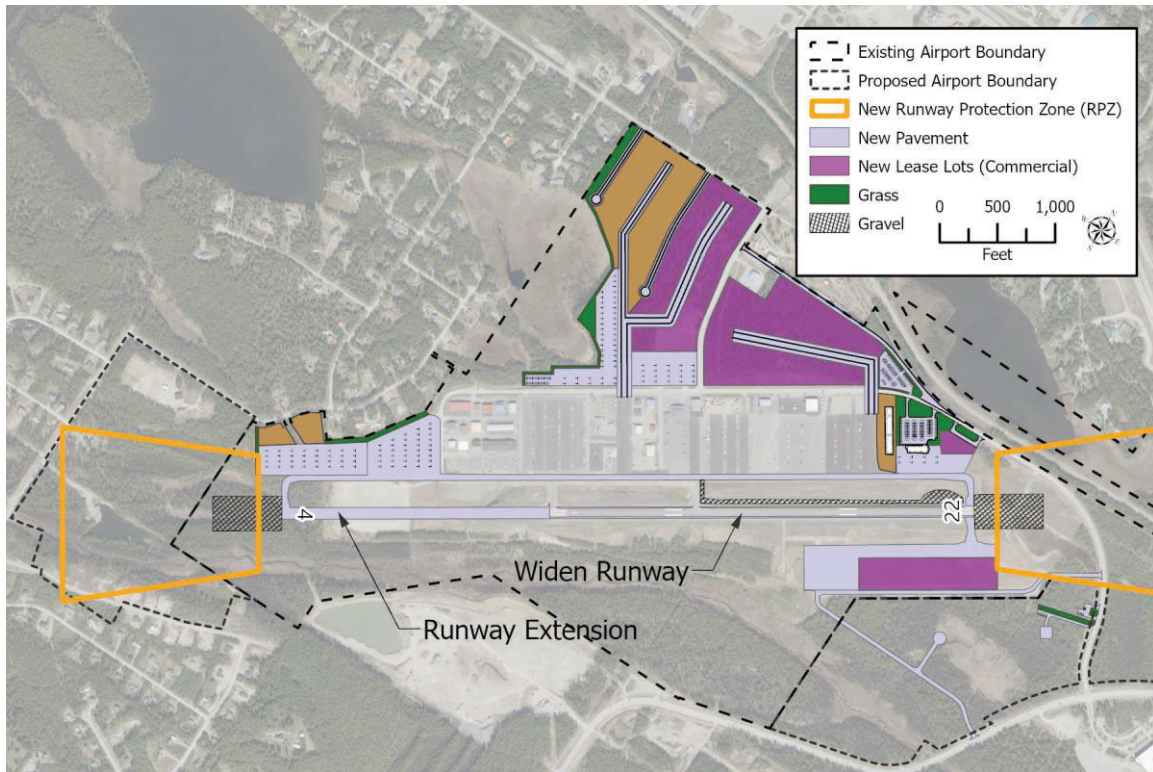


Figure 5-3: Primary Runway Expansion (2.a)

LAND ACQUISITION (2.B)

Alternative 2 will require the acquisition of approximately 206.9 acres of land (91.4 acres to the southwest and approximately 115.5 acres to the southeast) to support the ultimate runway condition and protect the airport environment. Land acquisition is required to allow the City to remove airspace obstructions and maintain control of the land within the ultimate RPZ.

Proposed land acquisition to the southwest of the airport will involve 19 parcels located within the ultimate Runway 04 RPZ and below the Runway 04 approach. Parcels proposed for acquisition are not currently zoned. Acquired land will need to be annexed by the City and zoned as “Industrial” to allow for airport development in this area. Parcels proposed for acquisition to the southwest of the airport are shown on Figure 5-4, and their associated legal descriptions and proposed acreages to be acquired are provided in Table 5-1.

The City’s acquisition of the land Runway 04 RPZ and below the Runway 04 approach is ongoing, as described in Section 2.5.

5.0 ALTERNATIVES AND RECOMMENDATIONS



Figure 5-4: Proposed Parcel Acquisitions – Southwest (2.b)

Table 5-1: Southwest Land Acquisition Descriptions

Parcel ID	Legal Description	Partial/Full Acquisition	Acreage to Be Acquired
1	T 17N R 2W S 13 LOT B4	Full	20.00
2	T 17N R 2W S 13 LOT B8	Full	10.00
3	T 17N R 2W S 13 LOT B7	Full	5.00
4	T 17N R 2W S 13 LOT B6	Full	5.00
5	BOREALIS RDG TRACT A-1	Full	16.10
6	BOREALIS RDG BLOCK 4 LOT 3	Full	1.30
7	BOREALIS RDG BLOCK 4 LOT 4	Full	1.22
8	BOREALIS RDG BLOCK 4 LOT 5	Full	1.43
9	BOREALIS RDG BLOCK 4 LOT 6	Full	1.07
10	BOREALIS RDG BLOCK 4 LOT 7	Full	1.00
11	BOREALIS RDG BLOCK 4 LOT 8	Full	1.00
12	BOREALIS RDG BLOCK 4 LOT 9	Full	1.06
13	BOREALIS RDG BLOCK 4 LOT 10	Full	1.11
14	BOREALIS RDG BLOCK 4 LOT 11	Full	1.37
15	BOREALIS RDG BLOCK 4 LOT 12	Full	1.50
16	BOREALIS RDG BLOCK 4 LOT 13	Full	1.18
17	BOREALIS RDG BLOCK 4 LOT 14	Full	1.08
18	BOREALIS RDG BLOCK 2 LOT 1	Full	1.00
20	T 17N R 1W S 7 LOT C3	Full	20.00
Total			91.42

Parcel 1 consists of 20 acres, of which 5.0 acres are located within the proposed RPZ for the ultimate runway condition. Acquisition of the entire parcel is preferred. If the owner is unwilling to sell the entire parcel, the lot will be subdivided for partial acquisition of the 5.0 acres within the southeast corner located within the ultimate RPZ. However, if the parcel cannot be subdivided, acquisition of an aviation easement for the land in the RPZ will be pursued. For this, the AMP Update, Parcel 1 is being shown as a full acquisition to ensure that the property is eligible to be acquired in the future should the property owner be willing to sell the parcel to the City for future airport development.

Parcel 2 contains existing residential structures that will require relocation consideration as part of the acquisition process.

Parcel 20 is located on the existing bluff beyond the ultimate Runway 04 RPZ. The acquisition of this parcel is necessary to control the height of constructed objects and to allow the City to remove trees that present airspace obstructions within the ultimate 34:1 Part 77 approach surface. The extent of the proposed clearing on this parcel limits the parcel's use and functionality, and acquisition is preferred by the owner and the City.

Proposed land acquisitions to the southeast of the airport involve four parcels. Each parcel is shown on Figure 5-5 and is described in detail in Table 5-2. This area is required to accommodate future airport growth, create a buffer to protect against encroachment from non-aviation-related development, and provide a lease area for City-controlled business development and airport revenue generation. Parcels proposed for acquisition are currently zoned as "Rural Residential". Zoning will need to be changed to "Industrial" to allow for airport development in this area and "Commercial" to support retail business and hotel development.

Under this alternative, parcels acquired to the southeast will not have airside access to the taxiways and runways. Future facilities and improvements in this area are anticipated to include access roads, a helipad, a fire and rescue facility, a hotel, and aviation, travel, and tourism-related businesses.

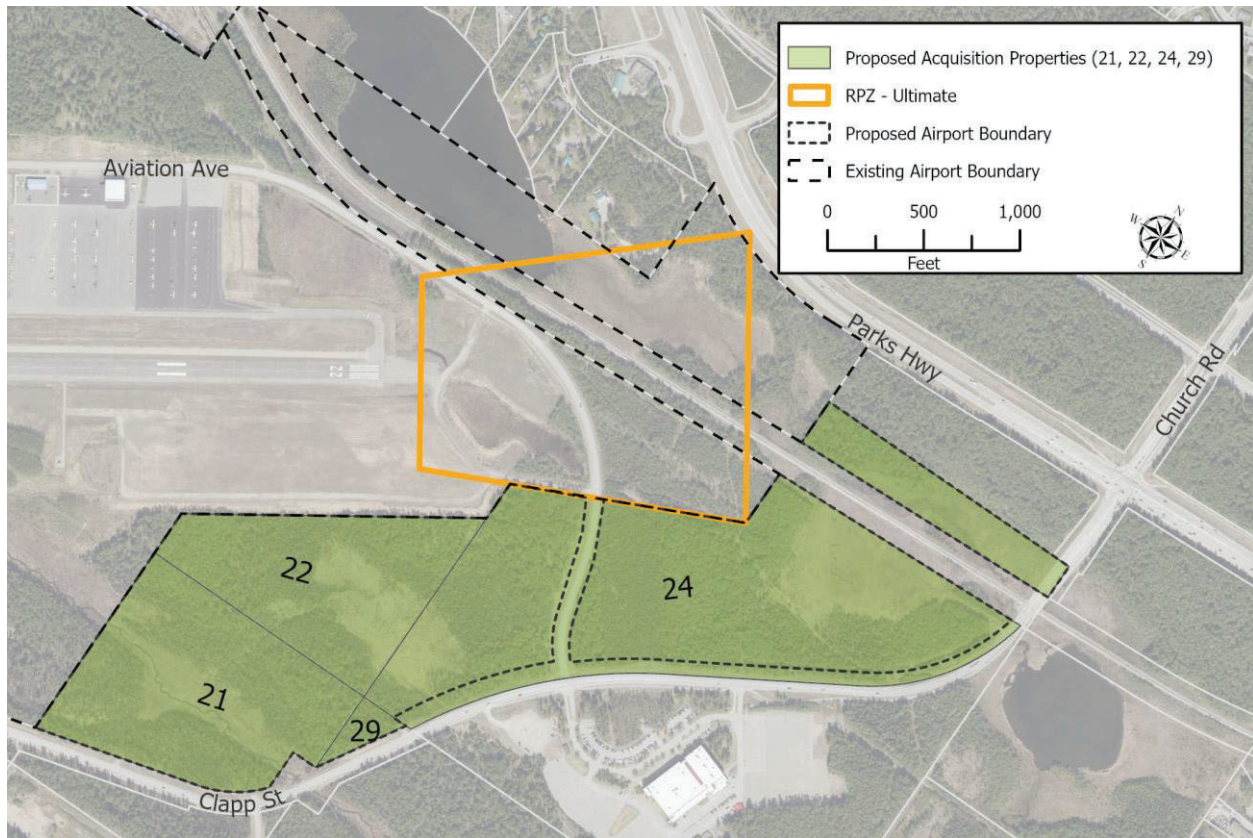


Figure 5-5: Proposed Parcel Acquisitions – Southeast (2.b)

5.0 ALTERNATIVES AND RECOMMENDATIONS

Table 5-2: Southeast Land Acquisition Descriptions

Parcel ID	Legal Description	Full/Partial Acquisition	Acreage to be Acquired
21	T 17N R 1W S 18 LOT B13	Full	26.75
22	T 17N R 1W S 7 LOT C3	Full	20.87
24	T 17N R 1W S 7 LOT D4	Full	66.53
29	T 17N R 1W S 18 LOT A22	Full	1.33
Total			115.48

ACQUIRE AVIGATION EASEMENTS (2.C)

Avigation easements are proposed within the 34:1 Part 77 approach surface for ultimate Runway 04 to limit the height of obstructions and land uses in affected areas to those that the FAA has deemed compatible with Runway RPZs under FAA AC 150/5190-4B *Airport Land Use Compatibility Planning* (FAA, 2022c).

Avigation easements are proposed on four parcels located southwest of the existing airport property boundary. The parcels are shown in Figure 5-6 and are described in detail in Table 5-3.

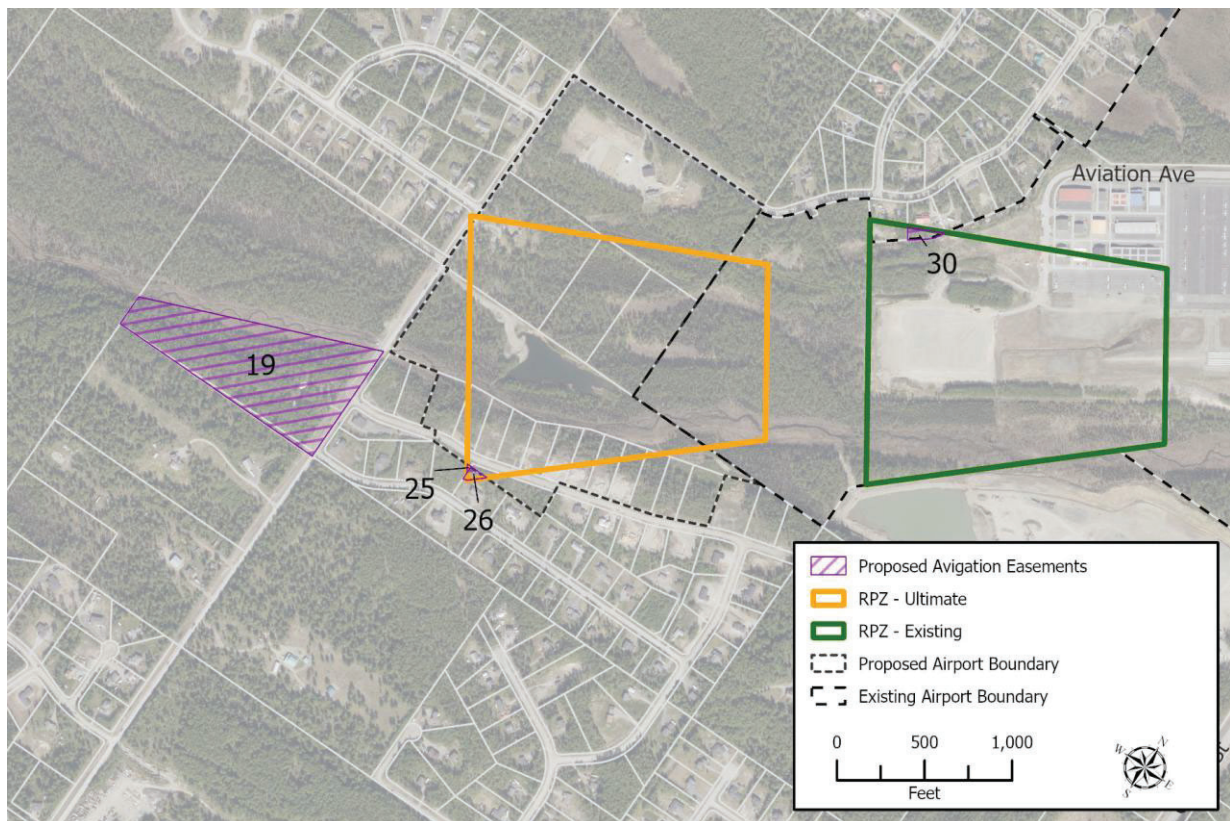


Figure 5-6: Proposed Avigation Easement Areas – Southwest (2.c)

5.0 ALTERNATIVES AND RECOMMENDATIONS

Table 5-3: Avigation Easement Acquisition Descriptions – Southwest

Parcel ID	Legal Description	Size of Easement (acres)
19	T 17N R 1W S 18 LOT B13	13.00
25	T 17N R 2W S 14 LOT D2	0.01
26	T 17N R 2W S 14 LOT D5	0.12
30	T17N R 2W S 13 LOT B4	0.22
Total		13.35

Parcel 19 is located on the edge of an existing bluff beyond the ultimate runway RPZ for Runway 04. An avigation easement is necessary in this area to control the height of constructed objects and to allow the City to remove airspace obstructions (often trees) within the ultimate 34:1 Part 77 approach surface for Runway 04. The easements in this area would include language that provides the City the right to remove obstructions infringing on the Part 77 surfaces, including the right to remove trees, structures, buildings, and any objects that interfere with runway lights, navigation aids, or radio communication.

Avigation easements are also proposed on Parcels 25 and 26, both of which are located within the ultimate Runway 04 RPZ. These easements would include the same language as required for easements on Parcel 19, but would also limit activity within those easements to compatible land uses for RPZs, as defined by AC 150/5190-4B *Airport Land Use Compatibility Planning* (FAA, 2022c). Examples of non-compatible land uses include, but are not limited to, residential, commercial, manufacturing, utility, education, health care, religious, and community service uses. Land use within the RPZ would prohibit construction of permanent structures and areas where the public may congregate.

An avigation easement is needed on a portion of Parcel 30, including a 0.22-acre area that is located within the existing Runway 04 RPZ.

WIDEN TAXIWAY B AND CONSTRUCT TAXIWAY B EXTENSION (2.D)

Widen existing Taxiway B to provide a new taxiway width of 50 feet to accommodate TDG 3 aircraft. Extend Taxiway B approximately 1,950 feet to the south from its existing terminus with Apron A to the intersection with the ultimate Runway 04 threshold, resulting in a full-length parallel taxiway (Figure 5-7). Widening the taxiway will push the existing TOFA further into the aprons and will eliminate approximately 25 existing small aircraft tie-downs.

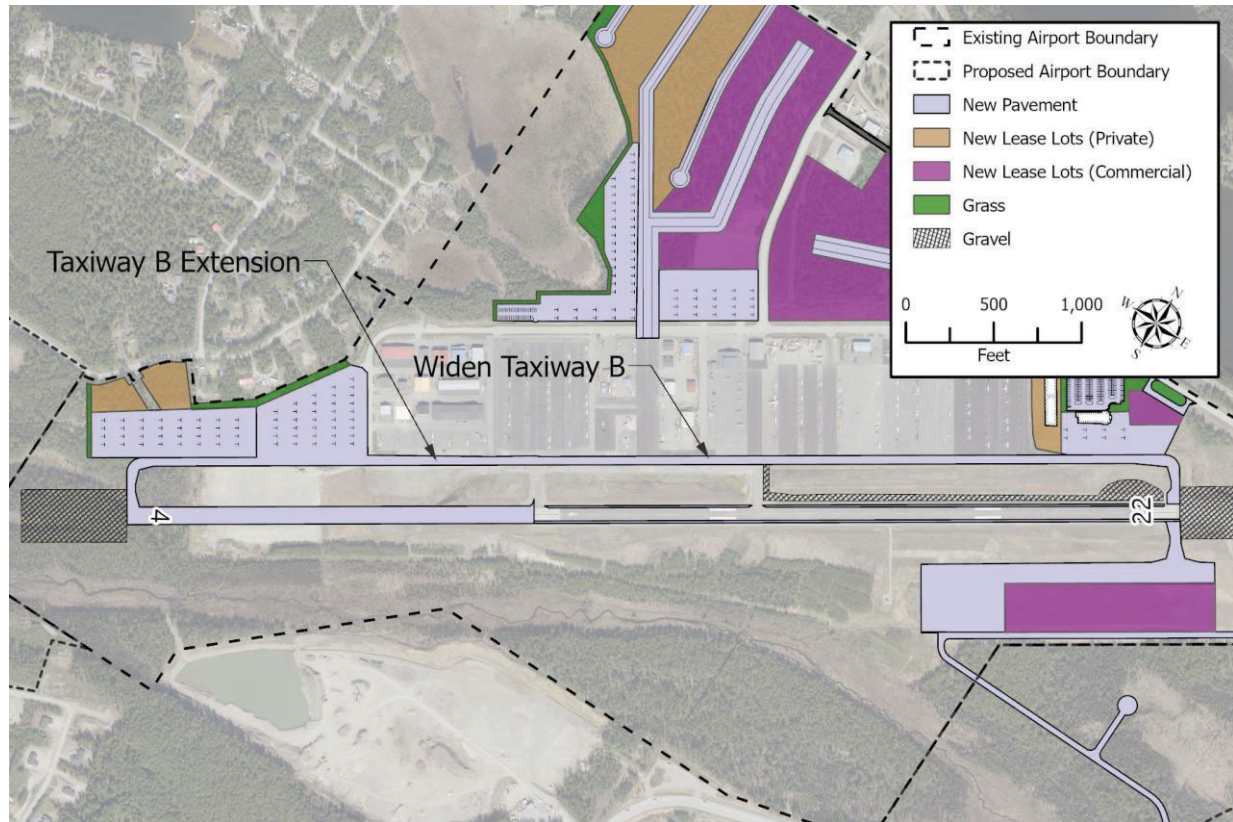


Figure 5-7: Taxiway B Improvements (2.d)

CONSTRUCT APRON F (2.E)

Construct approximately 267,000 square feet of additional GA apron southwest of Apron A that includes approximately 35 new small aircraft tie-downs (Figure 5-8). New apron development is required to meet the demand for additional tie-downs for based aircraft. Electric outlets will be installed for all tie downs on proposed Apron F.

EXTEND APRON F AND PROVIDE PRIVATE LEASE LOTS (2.F)

Extend the new Apron F (2.e) by approximately 257,300 square feet to the southwest (Figure 5-8). The apron expansion will include approximately 32 new small aircraft tie-downs with electrical outlets. Additional private lease lot space will be provided immediately west of the extension area.

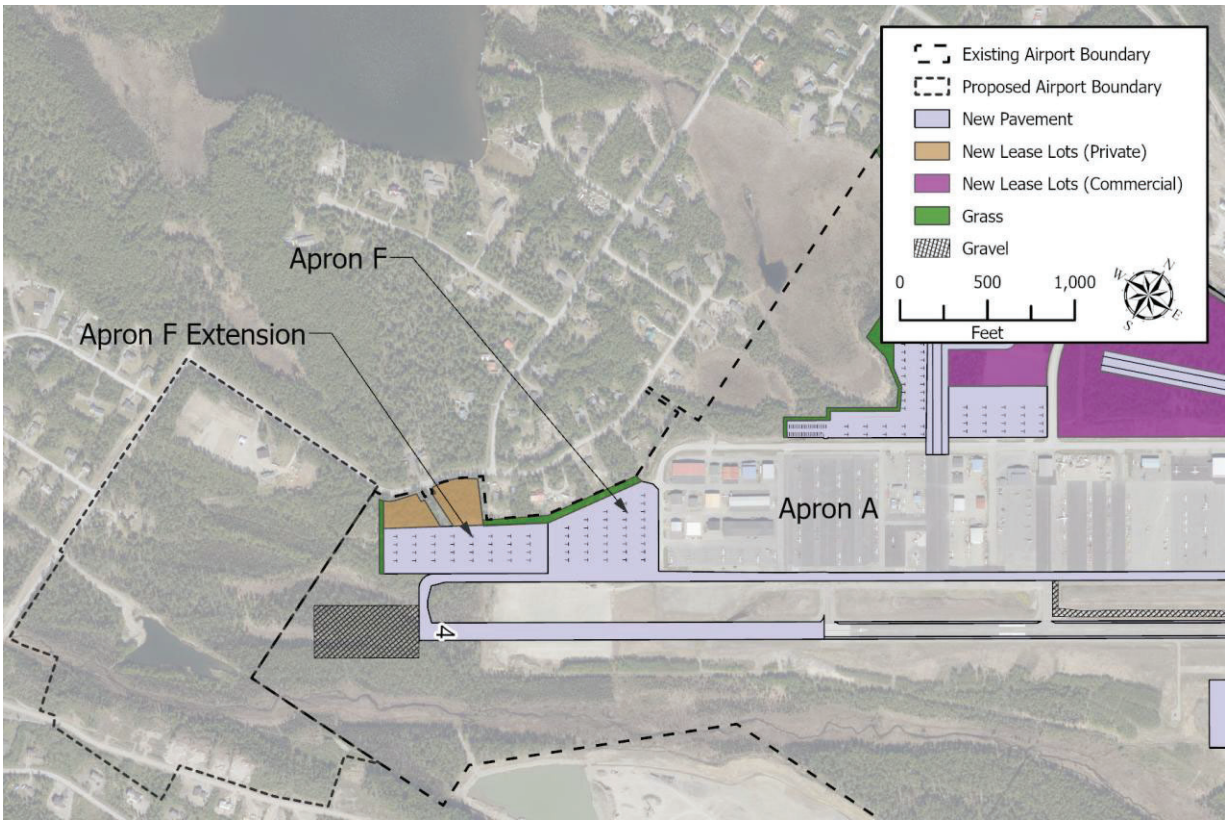


Figure 5-8: Apron F (2.e - 2.f)

DEVELOP LANDSIDE AND AIRSIDE ACCESS TO NORTHWEST PRIVATE HANGAR AND COMMERCIAL LEASE LOTS (2.G)

Construct approximately 2,200 linear feet of Taxiway C to the northwest of the current Taxiway C terminus with future Airport Way (existing Aviation Avenue) (Figure 5-9). The new taxiway will cross Airport Way and provide access to the proposed North GA Aprons (2.h), private hangar lease areas, and commercial lease areas. The taxiway will divide approximately 650 feet north of Airport Way. Taxiway C will continue north for approximately 1,500 feet to provide airside access to new private hangar lease areas. Another 50-foot-wide taxiway, Taxiway M, will continue to the northeast to provide airside access to new commercial lease areas.

Construct two separate 24-foot-wide vehicle roads, with cul-de-sacs, south from West Museum Drive to provide landside access to the new private hangar and commercial lease areas (Figure 5-9). One of the new roads will be approximately 750 feet long and provide access to leases on the northwest edge for the private hangar lease area. The other road will be approximately 1,200 feet long and will provide access to private hangars and commercial leases that are centrally located in the lease area. Utilities will be extended along each road to support and service aviation-related buildings and businesses. New electronic vehicle access gates will be installed at the intersection of the new access roads and West Museum Drive. The gates will remain open during normal business hours. At night, the gates will close and will allow for controlled key card access.

5.0 ALTERNATIVES AND RECOMMENDATIONS

Taxiway and road development are expected to include approximately 240,000 cubic yards of excavation to remove portions of an existing hill to create flat surfaces suitable for taxiing aircraft and meet the FAA's requirements for apron, taxiway, and taxilane grades per AC 150/5300-13B *Airport Design*.

CONSTRUCT APRON G (2.H)

Construct new Apron G, which will be bisected by the Taxiway C extension, north of the intersection with Airport Way (existing Aviation Avenue) (Figure 5-9). One new section of apron, Apron G (West), will be located west of the new taxiway and will consist of 220,300 square feet of additional apron space and 43 new small aircraft tie-downs. Apron G (East) will be located east of the Taxiway C extension and will consist of 165,300 square feet of additional apron space and 20 small aircraft tie-downs. Electric outlets will be installed for all tie-downs on the new aprons.

CONSTRUCT VEHICLE PARKING AREA (2.I)

Develop a 25,000 square foot vehicle parking area on Airport Way (existing Aviation Avenue) by the proposed Apron G (West) (Figure 5-9). The parking area will provide a designated area for GA tie-down holders to park vehicles and reduce the potential for conflict between aircraft and vehicles on the aprons.

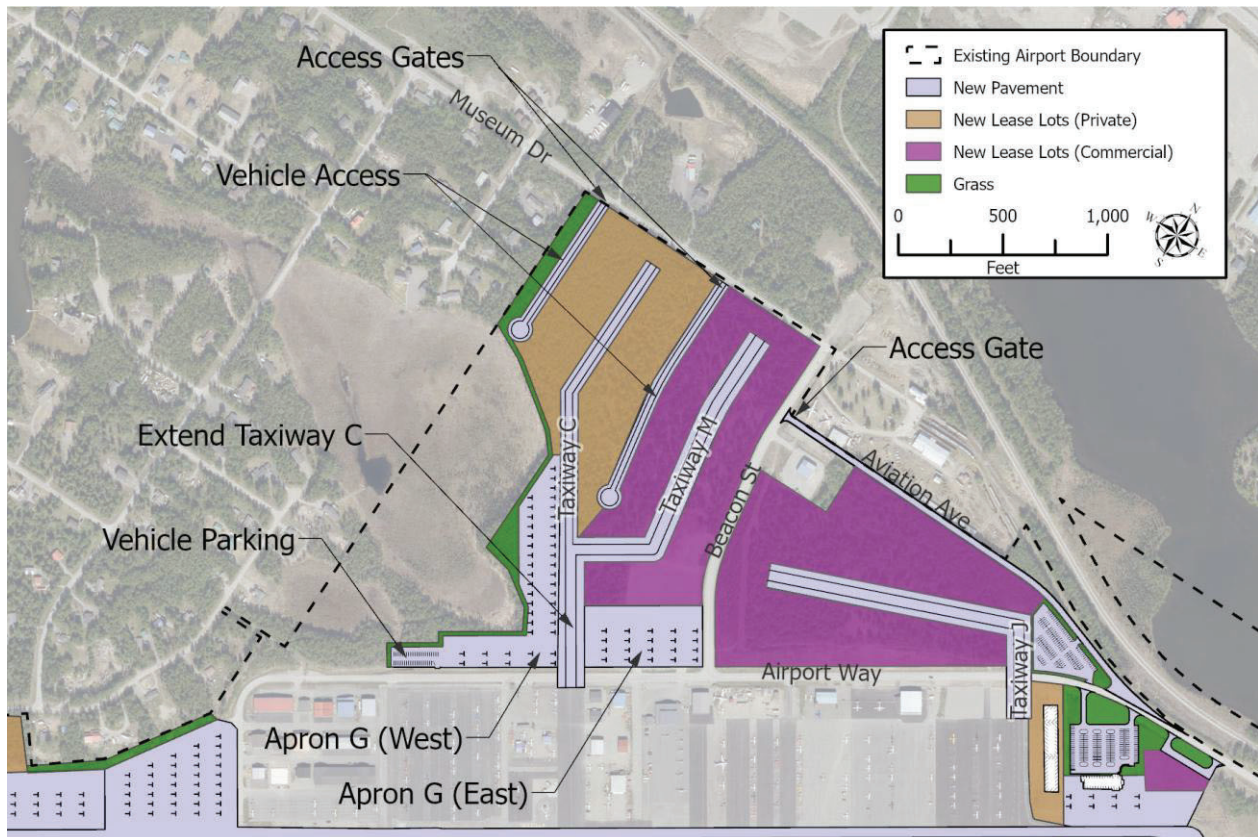


Figure 5-9: Apron G and Lease Lot Development (2.g – 2.i)

EXTEND ACCESS ROAD (2.J)

Re-route Aviation Avenue around the northern perimeter of the existing airport property boundary (Figure 5-10). Develop and construct 2,200 feet of new perimeter road (Aviation Avenue) that borders the proposed commercial lease area to the south and ARRC ROW and the Museum of Alaska Transportation and Industry property to the north. The new perimeter road will provide access to proposed lease areas and improve vehicle circulation in and around the airport between West Museum Drive and Clapp Street. The new traffic pattern will allow vehicles to travel around the perimeter of the airport property and reduce non-aviation-related traffic in close proximity to the taxiways and taxilanes. The proposed perimeter road will terminate at a new stop sign located on Beacon Street, north of the existing SREB. The road extension will be constructed on existing airport property. Therefore, additional property is not required.

Rename the section of existing Aviation Avenue that provides interior access to the airport and intersects with the southern terminus of South Beacon Street as Airport Way.

DEVELOP AIRSIDE ACCESS TO NORTHEAST COMMERCIAL LEASES LOTS (2.K)

Construct approximately 1,700 linear feet of new 50-foot-wide taxiway, Taxiway J, to provide access to proposed commercial lease lot areas located between Beacon Street and Airport Way (Figure 5-10). The new taxiway will extend from the terminus of the existing taxiway on the east end of existing Apron E and will cross Airport Way to the intersection with new Taxiway L. Taxiway L will be 50 feet wide and continue southwest to provide airside lease lot access. Landside access to the new lease lots will be provided by Airport Way, South Beacon Street, and the new Aviation Avenue extension (2.j).

Taxiway development is expected to include approximately 400,000 cubic yards of excavation to remove portions of an existing hill in order to create flat surfaces that are suitable for taxiing aircraft and meet the FAA's requirements for apron, taxiway, and taxilane grades per AC 150/5300-13B *Airport Design*.

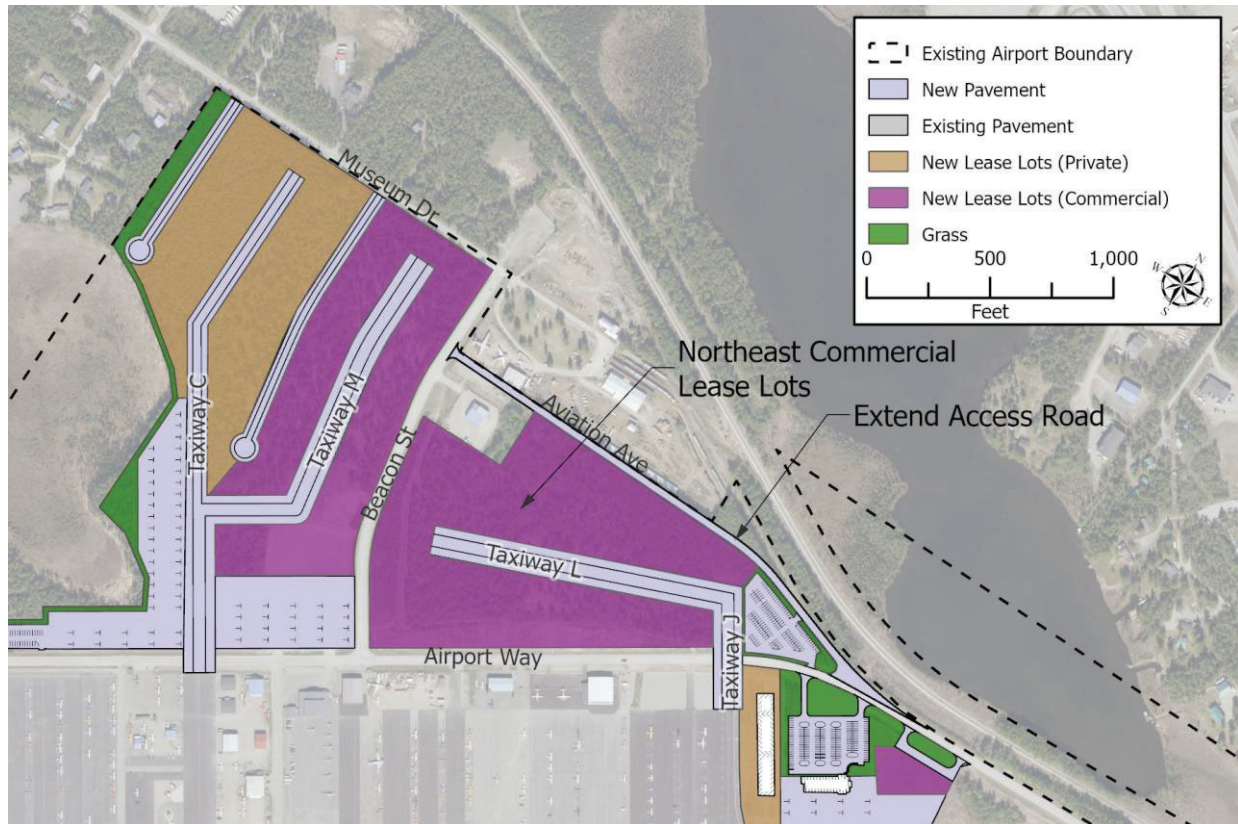


Figure 5-10: Access Road and Northeast Commercial Lease Lots (2.j – 2.k)

SHIFT AND RESURFACE GRAVEL RUNWAY 04S/22S (2.L)

Shift the centerline 15 feet north and resurface the existing 1,690-foot-long by 60-foot-wide gravel Runway 04S/22S with new crushed aggregate surface course (Figure 5-11). Shifting the runway centerline 15 feet north will provide more space between Runway 04S/22S and Runway 04/22 and will allow room to widen Runway 04/22 to the 100-foot ultimate width. Construct new embankment along the north edge of the 04S/22S to accommodate shifting the runway centerline. Extend surfacing to the edges of the full runway width. Replace existing runway edge and threshold markers and install new edge marker 2 feet beyond the runway edge.

CONSTRUCT SKI TAXIWAY (2.M)

Construct a 170-foot-long by 25-foot-wide ski taxiway between Taxiway B and the threshold of Runway 04S, parallel to the existing paved midfield connecting Taxiway D, to support wintertime ski operations only (Figure 5-11). This taxiway will be surfaced with gravel and remain unplowed in the winter to limit the need for ski-equipped aircraft to taxi on plowed taxiways. The construction of the ski taxiway will allow the City to designate a portion of Apron C as a ski apron so that the apron area may remain unplowed during winter to support ski-equipped traffic.

Designate an area of GA Apron C, directly north of the intersection of the new ski Taxiway and Taxiway B, as a ski-equipped aircraft parking area. Taxilanes will remain unplowed in this area during the winter months to provide snow surfaces for ski-equipped aircraft to maneuver on.

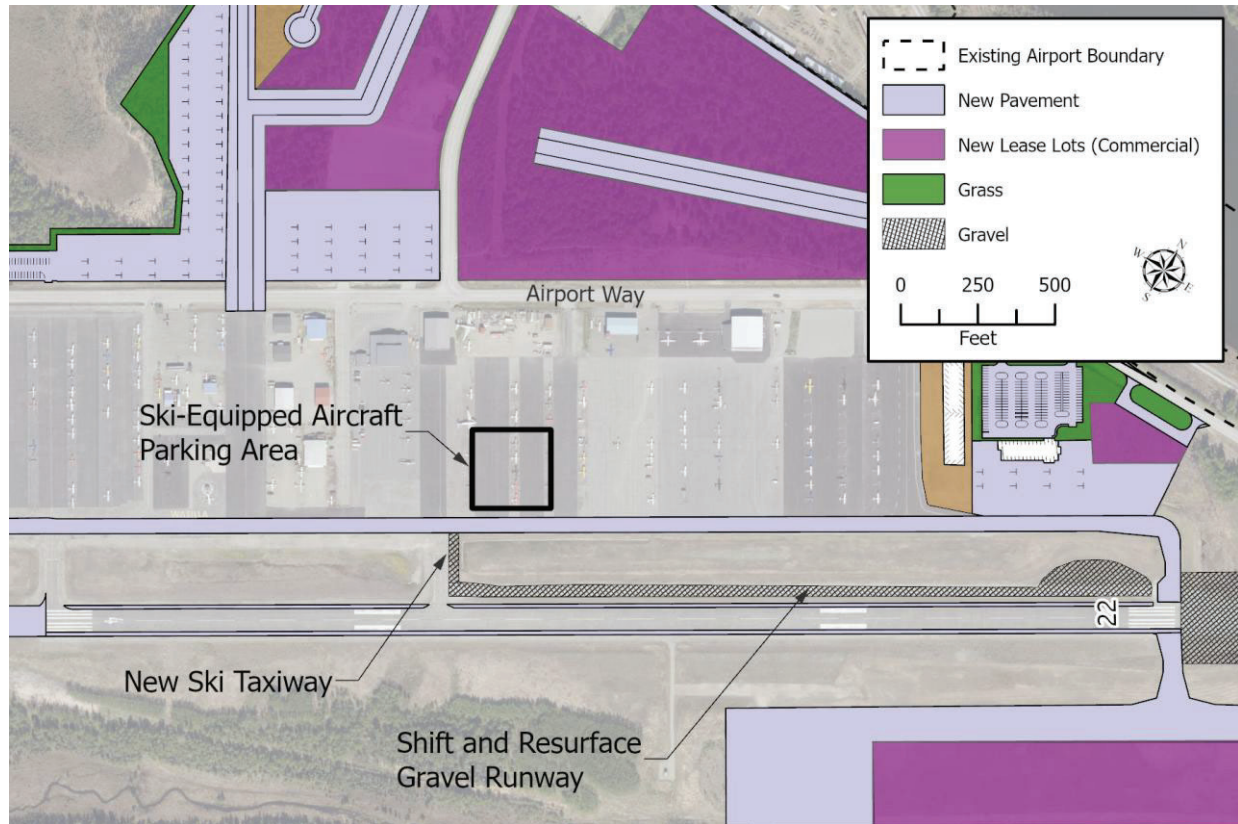


Figure 5-11: Gravel Runway and Ski Taxiway (2.l – 2.m)

CONSTRUCT TAXIWAY BARRIER GATES (2.N)

Construct two new taxiway barrier gates at the two proposed taxiway road intersections: the new intersection between Taxiway C and Airport Way (described in 2.g) and the new intersection between Taxiway J and Airport Way (described in 2.k) (Figure 5-12). The new barrier gates will be 40-foot double sliding gates that span across the airside of the Taxiway intersection, similar to existing gates located on nearby Merrill Field Airport. The gates will provide access for the airside of the taxiway and reduce vehicle access to the taxiway and the potential for vehicle incursions on the runway. The gates will remain closed and will be triggered to open and close by signals from the electronic traffic loops embedded in the taxiway pavement.

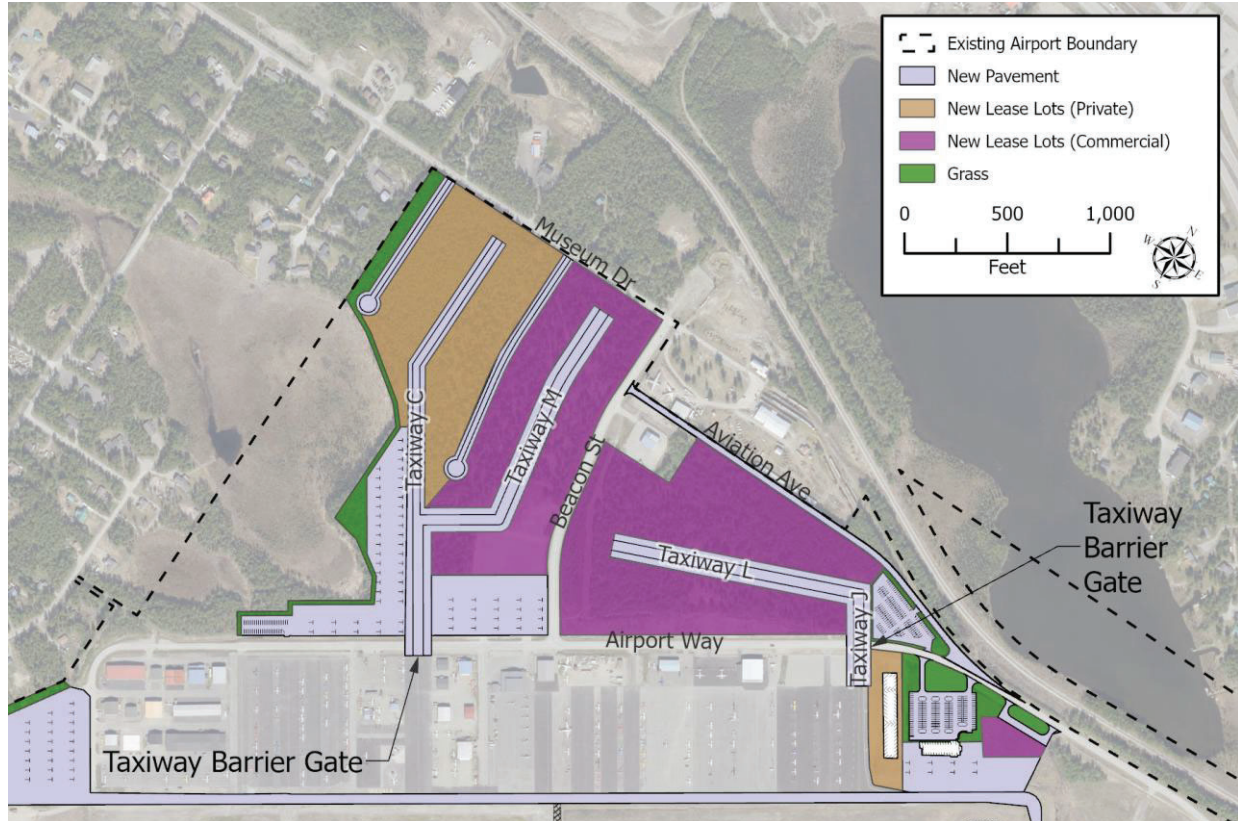


Figure 5-12: Taxiway Barrier Gates (2.n)

CONSTRUCT LONG-TERM VEHICLE PARKING AREA (2.0)

Develop a new long-term parking area encompassing 64,000 square feet to accommodate long- and short-term vehicle parking on the northeast end of the airport (Figure 5-13). The new parking area will be located to the north of the proposed Aviation Business Center, between Airport Way and the proposed Aviation Avenue extension (2.j). The long-term vehicle parking area will include approximately 123 perpendicular parking spaces and will include a fenced area for long-term vehicle storage. Short-term vehicle parking for tie-down holders located on Apron E will also be available.

5.0 ALTERNATIVES AND RECOMMENDATIONS

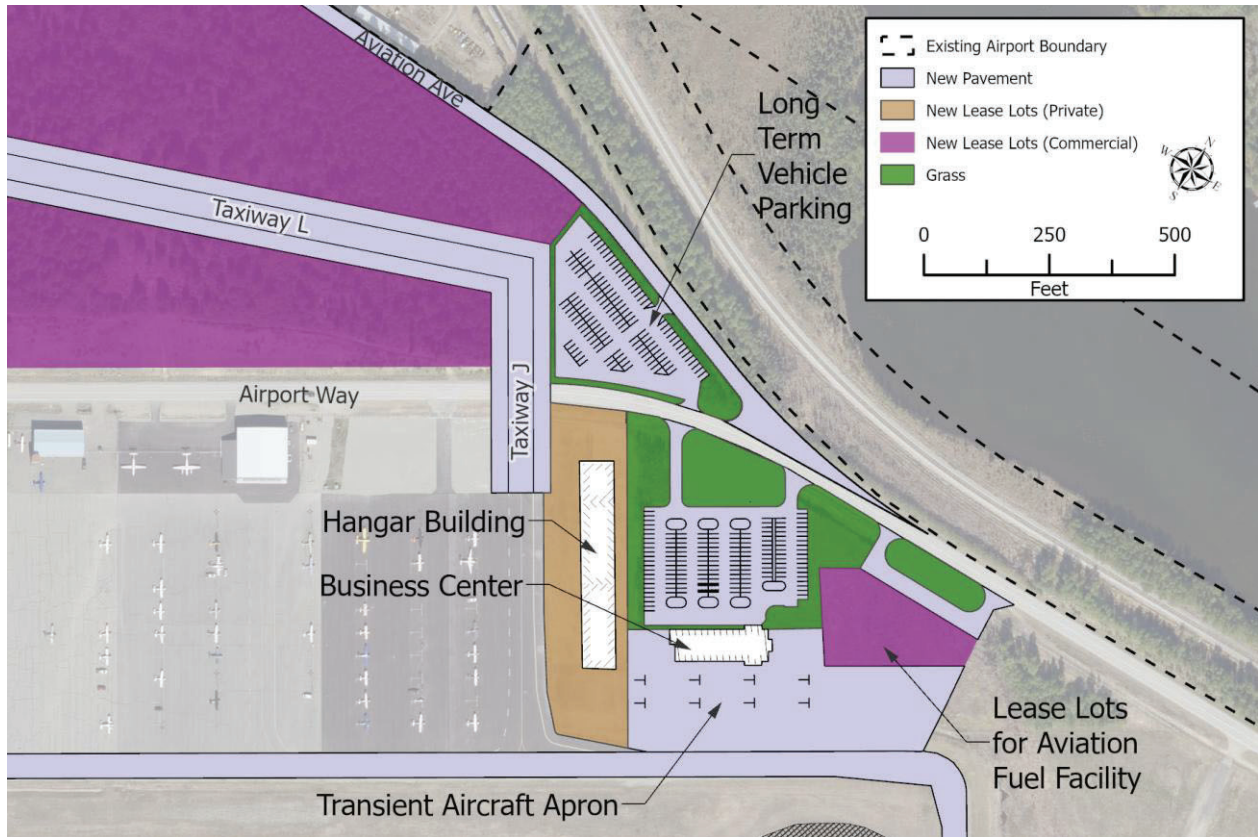


Figure 5-13: City Owned Terminal/Business Center (2.0 – 2.s)

DEVELOP AIRSIDE AND LANDSIDE LEASE LOT ACCESS FOR NEW HANGAR BUILDING (2.P)

Provide a lease area for construction of a future hangar building located between existing Apron E and the new Aviation Business Center (Figure 5-13). Development will include required site preparation, such as clearing and subgrade earthwork.

DEVELOP CITY-OWNED AVIATION BUSINESS CENTER (2.Q)

Development of this site will include an approximately 13,300-square-foot Aviation Business Center building that will be owned and operated by the City (Figure 5-13). The proposed Aviation Business Center will be located directly to the northeast of Apron E and the new City-Owned Hangar Building (2.p). The facility will house the Airport Manager's Office, public bathrooms, pilot briefing rooms, passenger waiting area, classroom, concession/vendor space, air carrier terminal, baggage facilities, and a hangar bay for short-term rental. The facility will be constructed with a 71,000-square-foot public parking area for public parking and long-term parking, with space available for a rental vehicle fleet. The proposed parking area will include approximately 160 perpendicular parking spaces to meet the increased demand at the airport. A conceptual layout for the Aviation Business Center is shown in Figure 5-14.

5.0 ALTERNATIVES AND RECOMMENDATIONS

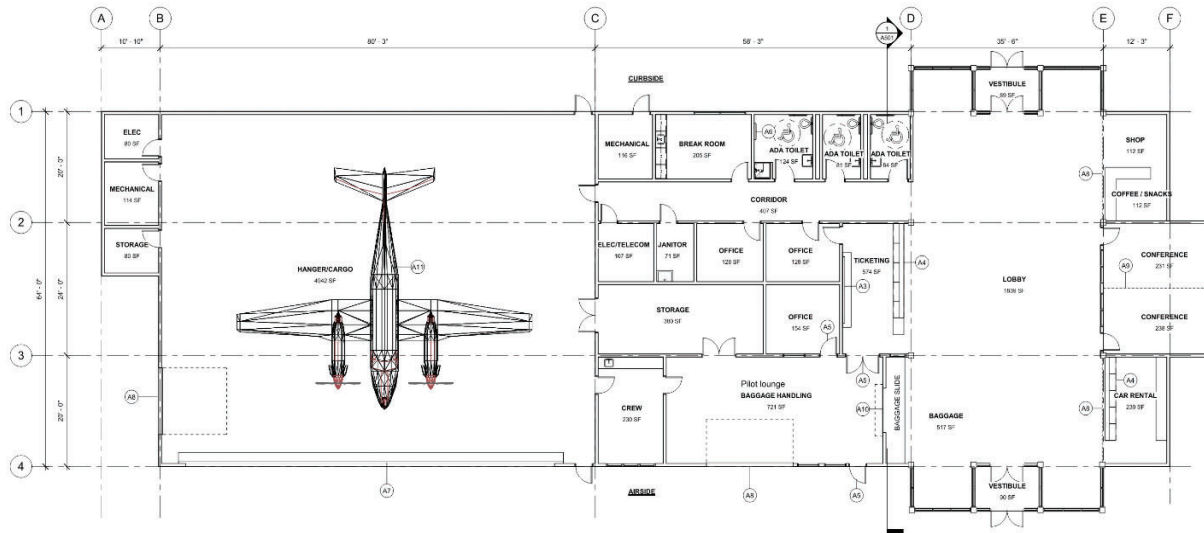


Figure 5-14: Conceptual Layout of Aviation Business Center

PROVIDE LEASE LOT FOR AVIATION FUEL FACILITY (2.R)

Develop a 44,000 square foot lease lot for lease to an aviation fuel vendor (Figure 5-13). The lease lot will be located directly north of the proposed Aviation Business Center (2.q) and have landside access via Airport Way for fuel delivery. The lease area will have sufficient room for protected above-ground bulk storage and dispensing tanks and an aviation fuel dispenser. The fuel facility will provide additional fuel sales to meet the increased aviation demand at the airport. Development includes required site preparation such as clearing, subgrade earthwork, and constructing landside access.

CONSTRUCTION TRANSIENT APRON (2.S)

Construct approximately 122,000 square feet of additional apron space south of the proposed Aviation Business Center (2.q) that includes approximately 40,000 square feet of apron for eight new transient aircraft tie-downs (Figure 5-13). The apron will be to the northwest of, and directly adjacent to, Taxiway B. New apron development is required to meet the demand for additional transient tie-downs at the airport.

CONSTRUCT TAXIWAY K AND LANDSIDE AND AIRSIDE ACCESS TO COMMERCIAL LEASE LOTS (2.T)

Construct 1,300-foot by 50-foot-wide Taxiway K, located parallel to the southeast side of Runway 04/22, to allow separation between GA and large aircraft operations (Figure 5-15). Taxiway K will provide space to develop facilities that support large aircraft, including taxiways, apron, lease lot areas, and an access road. Taxiway K will be connected to the threshold of Runway 22 by a 250-foot by 50-foot wide interlink Taxiway H. New taxiways will be designed to support operations by aircraft in TDG 3. New airfield lighting and signs will be installed along Taxiway H and K. Taxiway K will provide airside access for large aircraft to new commercial lease lots and the Commercial/Large Aircraft Apron (2.u) located south of the new taxiway. Landside access to the Taxiway K lease lots will be provided by a new access road that connects to Aviation Avenue (Figure 5-15). Lease lot utilities include underground water, sewer, electric, communication, and natural gas.

5.0 ALTERNATIVES AND RECOMMENDATIONS

A new electronic vehicle access gate will be installed at the intersection of the new access roads and Aviation Avenue under (2.aa). The gate will remain open during normal business hours. At night, the gate will close and allow for controlled key card access.

EXTEND TAXIWAY K AND CONSTRUCT COMMERCIAL/LARGE AIRCRAFT APRON (2.U)

Extend new Taxiway K (2.t) approximately 350 feet to provide airside access to the new Commercial/Large Aircraft Apron and additional commercial lease areas. Construct a new 127,000-square-foot apron designated for TDG 3 large aircraft use (Figure 5-15). Approximately four new large apron tie-downs will be installed on the apron with electrical outlets. If sufficient construction funding is available, this project may be combined with the first phase of the Taxiway K project (described above) to provide savings and efficiency during construction.

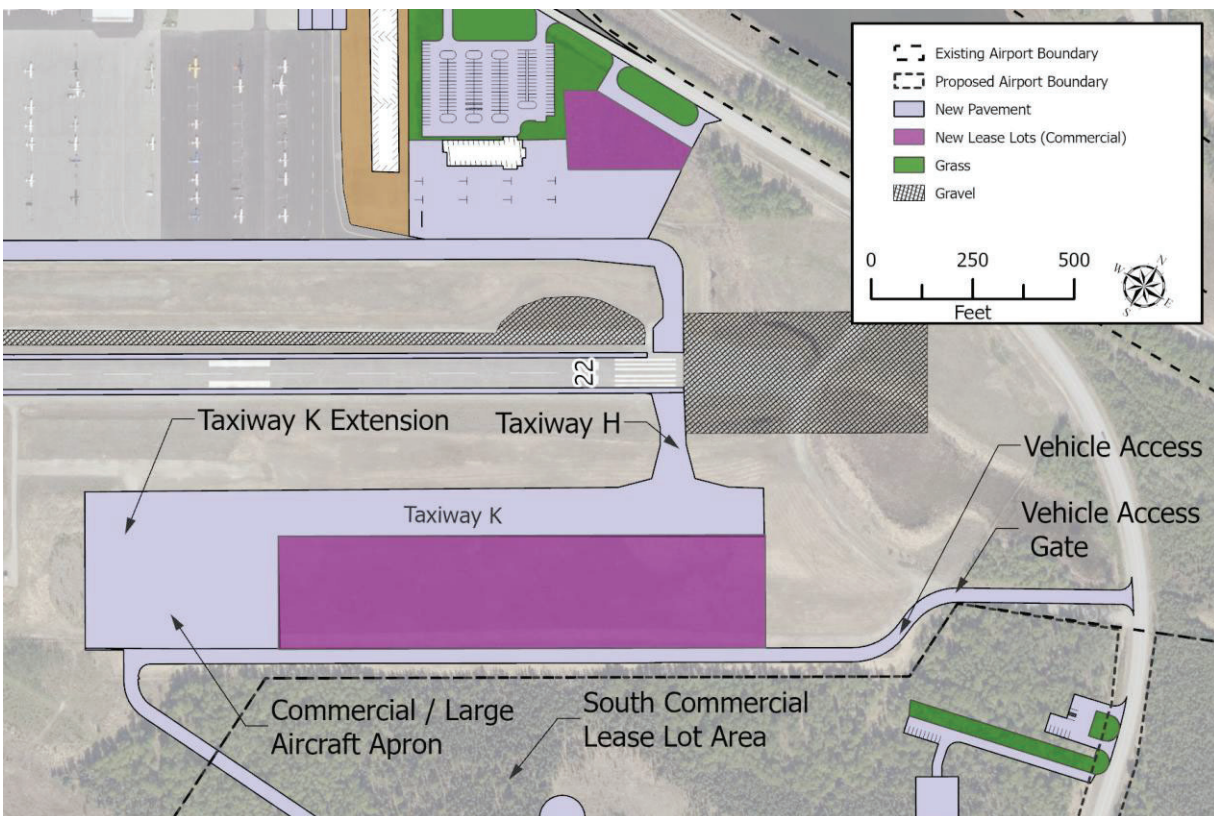


Figure 5-15: Taxiway K (2.t – 2.u)

CONSTRUCT LANDSIDE ACCESS TO SOUTHERN COMMERCIAL LEASE LOTS (2.V)

Develop and construct approximately 2,700 linear feet of 24-foot-wide access road to provide landside access to commercial lease areas on newly acquired property to the southeast of the airport (2.b) (Figure 5-16). The access road will consist of approximately 2,300 linear feet of road connecting the proposed large aircraft apron access road to Clapp Street. An additional 400 feet of road will branch from the midpoint of the proposed access road towards the northeast to provide access to additional lease areas. Underground water, electric,

communication, and natural gas utilities will be extended along the new access road for service to the lease lots.

PROVIDE LEASE LOT FOR FIRE AND RESCUE FACILITY (2.W)

Provide lease space for future development of a new fire and rescue facility on newly acquired land, southeast of the new Commercial/Large Aircraft Apron (Figure 5-16). Providing fire and rescue facilities on the airport is anticipated to decrease the response time for emergencies and allow aviation-specific fire and rescue equipment to be stored at the airport. The proposed facility will be owned, operated, and staffed by the MSB Fire Department.

CONSTRUCT HELIPAD (2.X)

Construct a new 105-foot by 105-foot helipad located on newly acquired land southeast of the airport and the new Commercial/Large Aircraft Apron (Figure 5-16). The helipad will be located directly south of the Fire and Rescue lease area to facilitate medevac helicopter operations. The helipad development would include approximately 500 linear feet of access road and an area for nine perpendicular vehicle parking spaces. The helipad is needed to accommodate helicopter training, medevac, and transient operations and provide separation between these operations and fixed wing operations on the runways, taxiways, and aprons.

PROVIDE LEASE LOT FOR HOTEL (2.Y)

Provide lease space for future development of a hotel on newly acquired land southeast of the airport, near the intersection of Aviation Avenue and South Clapp Street (Figure 5-16). The land in this area will need to be rezoned to “Commercial” to allow for hotel development.

5.0 ALTERNATIVES AND RECOMMENDATIONS

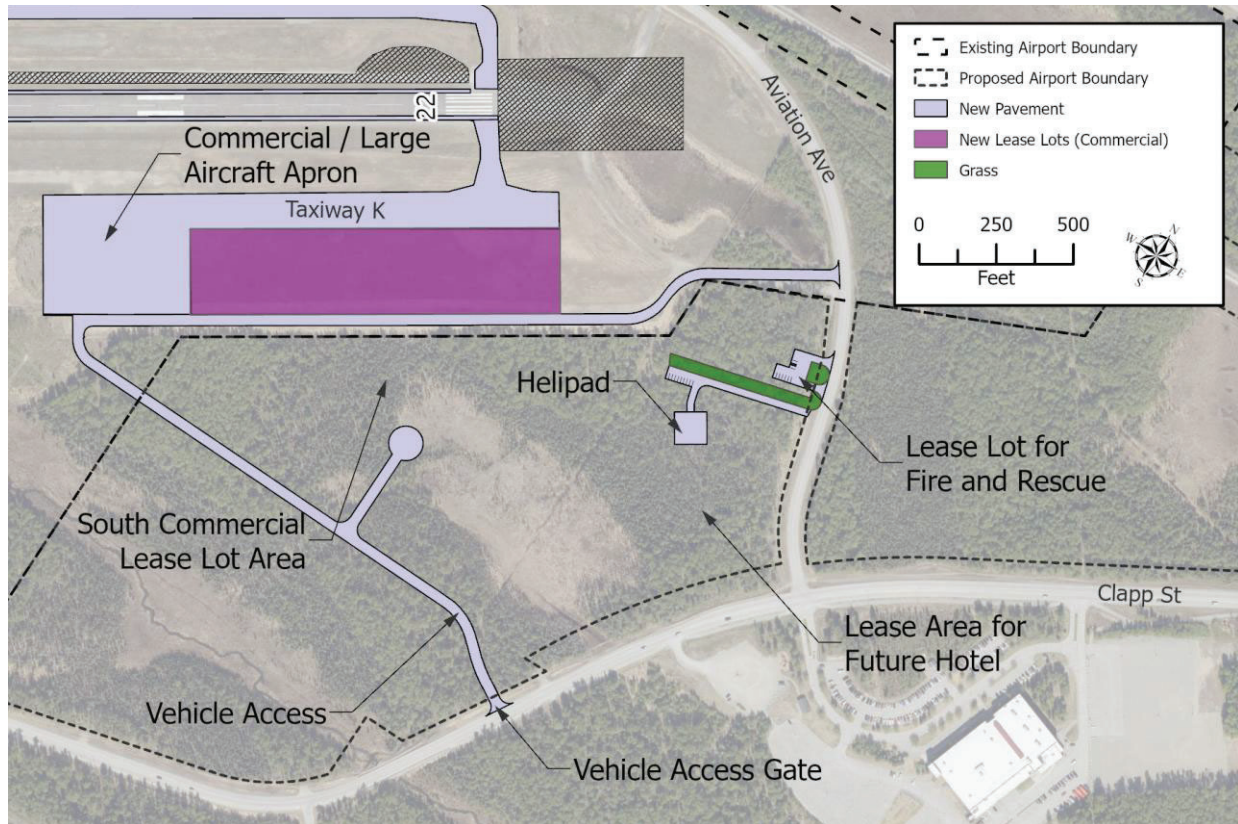


Figure 5-16: Southern Commercial Development (2.v – 2.y)

CONSTRUCT PERIMETER FENCE IMPROVEMENTS (2.Z)

Construct approximately 31,900 linear feet of fence along the perimeter of the airport that does not currently have fencing. The new fence would improve security at the airport and reduce possible incursions into airport property by wildlife and the public.

CONSTRUCT VEHICLE ACCESS GATES (2.AA)

Construct new vehicle access gates at six key locations to limit non-airport-related traffic throughout the airport (Figure 5-17). One gate will be installed on Beacon Street, south of the proposed stop sign at the terminus of the Aviation Avenue extension (discussed in 2.j). The second gate will be installed on Airport Way, west of the entrance to the proposed Aviation Business Center. Gates will be installed at the two northwest lease lot landside access entrances off of West Museum Drive (discussed in 2.g), and two gates will be installed at the two new southern landside access points from Aviation Avenue and South Clapp Street (discussed in 2.t and 2.v). The new electronic gates will remain open during normal business hours. At night, the gates will close and will allow for controlled key card access. Controlling access at these locations will allow continuous public access to businesses during normal business hours but discourage non-aviation-related traffic and limit unauthorized access during non-business hours. This additional access control will increase airport safety and security.

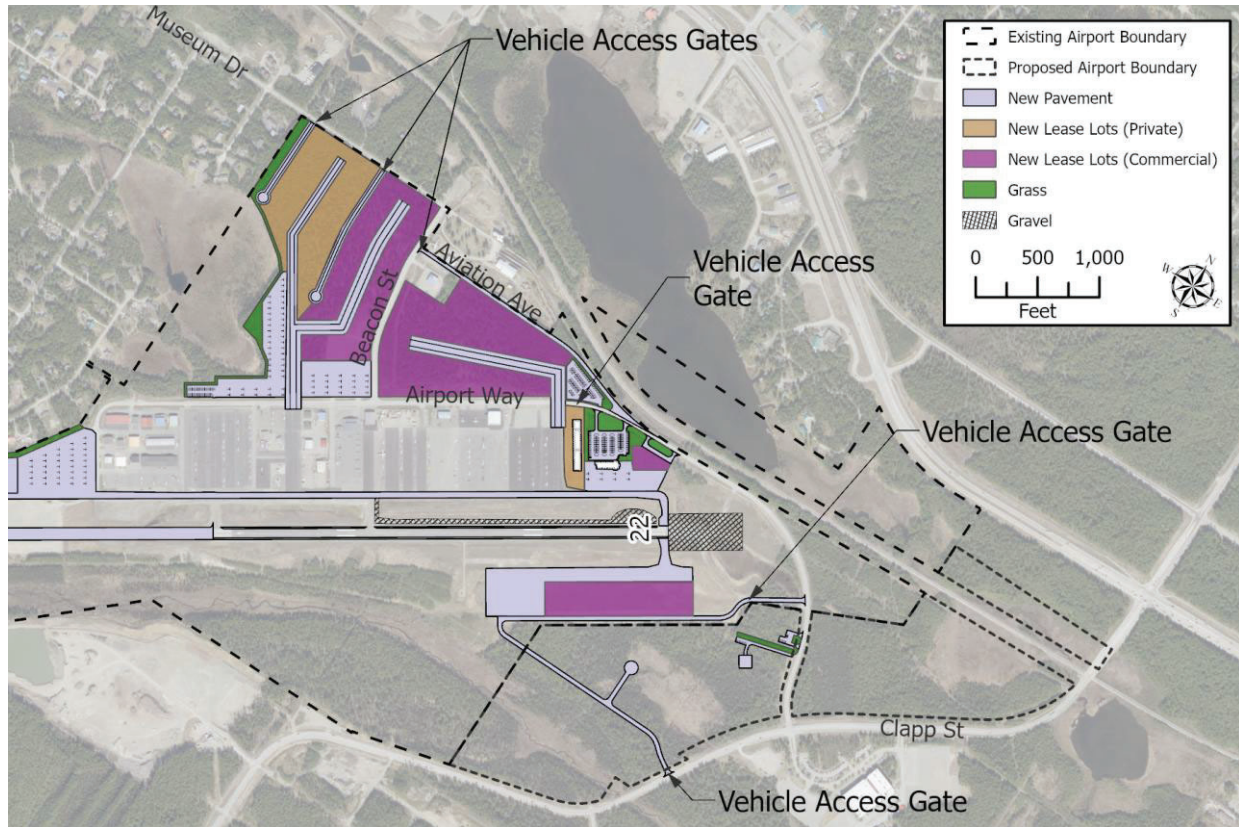


Figure 5-17: Vehicle Access Gates (2.z – 2.aa)

5.1.3 ALTERNATIVE 3 – EXPAND PRIMARY RUNWAY 04/22, APRONS, AND MAXIMIZE LEASE LOTS

Alternative 3 provides the same runway expansion and similar taxiway and aprons expansions described in Alternative 2, but acquires additional property to the northwest of the airport to provide additional lease areas and better circulate vehicle traffic in and around the airport and extends airside access to the southern commercial lease lots.

The following elements, included in Alternative 3, are the same as described in Alternative 2 and are not reiterated in this section:

- Construct Runway 04/22 Expansion (3.a)
- Acquire Avigation Easements (3.c)
- Widen Taxiway B and Construct Taxiway B Extension (3.d)
- Construct Apron F (3.e)
- Extend Apron F and Provide Private Lease Lots (3.f)
- Construct New Vehicle Parking Area (3.i)
- Resurface Runway 04S/22S (3.l)
- Construct Ski Taxiway (3.m)
- Construct Taxiway Barrier Gates (3.n)
- Develop Landside and Airside Lease Lot Access for New Hangar Building (3.p)

5.0 ALTERNATIVES AND RECOMMENDATIONS

- Develop City-Owned Aviation Business Center (3.q)
- Provide Lease Lot for Aviation Fuel Facility (3.r)
- Construction Transient Apron (3.s)
- Construct Taxiway K and Landside Access to Commercial Lease Lots (3.t)
- Extend Taxiway K and Construct Commercial/Large Aircraft Apron (3.u)
- Provide Lease Lot for Fire and Rescue Facility (3.w)
- Construct Helipad (3.x)
- Provide Lease Lot for Hotel (3.y)
- Construct Vehicle Access Gates (3.aa)

Alternative 3 consists of the following elements. Each element has a corresponding number that correlates to the proposed work areas, which are detailed in Figure 5-18.

5.0 ALTERNATIVES AND RECOMMENDATIONS

ALTERNATIVE 3

(3.a)	CONSTRUCT RUNWAY 04/22 EXPANSION	(3.s)	CONSTRUCT TRANSIENT APRON
(3.b)	LAND ACQUISITION	(3.t)	CONSTRUCT TAXIWAY K AND LANDSIDE AIRSIDE ACCESS TO COMMERCIAL LEASE LOTS
(3.c)	ACQUIRE AVIGATION EASEMENTS	(3.u)	EXTEND TAXIWAY K AND CONSTRUCT COMMERCIAL/LARGE AIRCRAFT APRON
(3.d)	WIDEN TAXIWAY B AND CONSTRUCT TAXIWAY B EXTENSION	(3.v)	CONSTRUCT LANDSIDE AND AIRSIDE ACCESS TO SOUTHERN COMMERCIAL LEASE LOTS
(3.e)	CONSTRUCT APRON F	(3.w)	PROVIDE LEASE LOT FOR FIRE AND RESCUE FACILITY
(3.f)	EXTEND APRON F AND PROVIDE PRIVATE LEASE LOTS	(3.x)	CONSTRUCT HELIPAD
(3.g)	DEVELOP LANDSIDE AND AIRSIDE ACCESS TO NORTHWEST PRIVATE HANGAR LEASE LOTS	(3.y)	PROVIDE LEASE LOT FOR HOTEL
(3.h)	CONSTRUCT APRON G	(3.z)	CONSTRUCT PERIMETER FENCE IMPROVEMENTS
(3.i)	CONSTRUCT VEHICLE PARKING AREA	(3.aa)	CONSTRUCT VEHICLE ACCESS GATES
(3.j)	EXTEND ACCESS ROAD	(3.ab)	CONSTRUCT COMMERCIAL/LARGE AIRCRAFT APRON VEHICLE PARKING AREA
(3.k)	DEVELOP AIRSIDE AND LANDSIDE ACCESS TO NORTHEAST COMMERCIAL LEASE LOTS	(3.ac)	CONSTRUCT AIRCRAFT RUN-UP AREAS
(3.l)	SHIFT AND RESURFACE RUNWAY 04S/22S	(3.ad)	CONSTRUCT 300' x 300' PARACHUTE LANDING AREA AND ACCESS ROAD
(3.m)	CONSTRUCT SKI TAXIWAY		
(3.n)	CONSTRUCT TAXIWAY BARRIER GATES		
(3.o)	CONSTRUCT LONG TERM VEHICLE PARKING AREA		
(3.p)	DEVELOP LANDSIDE AND AIRSIDE LEASE LOT ACCESS FOR NEW HANGAR BUILDING		
(3.q)	DEVELOP CITY-OWNED AVIATION BUSINESS CENTER		
(3.r)	PROVIDE LEASE LOT FOR AVIATION FUEL FACILITY		

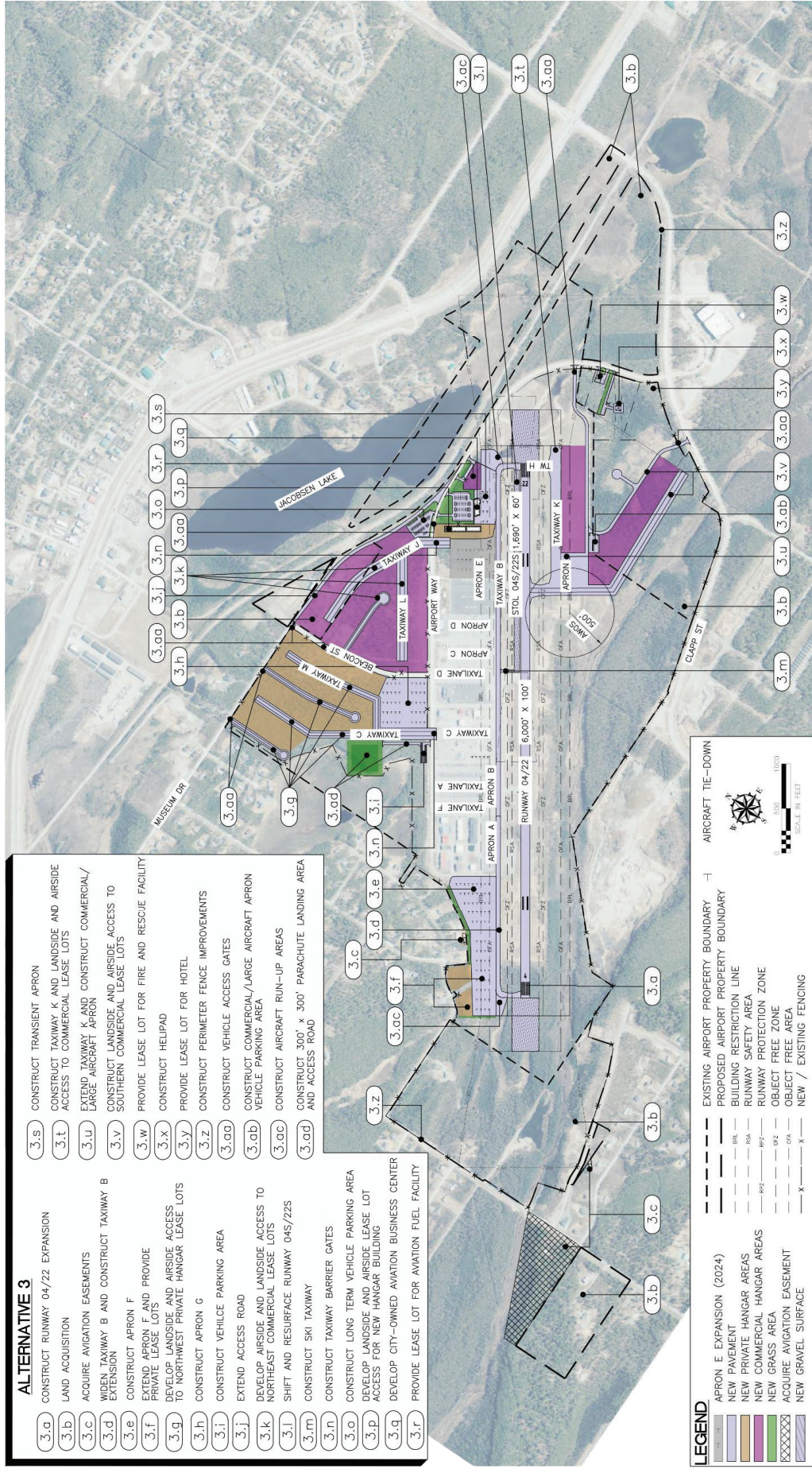


Figure 5-18: Alternative 3 – Expand Primary Runway 04/22, Aprons, and Maximize Lease Lots

LAND ACQUISITION (3.B)

In addition to the land acquisition described in association with Alternative 2, Alternative 3 proposes to acquire approximately 21.0 acres of land northeast of the existing airport property boundary that is currently owned by the Museum of Alaska Transportation and Industry. Expansion in this area will consist of the acquisition of two parcels owned by the Museum and will require relocation of the Museum and its exhibits. The parcels are shown in Figure 5-19 and are described in detail in Table 5-4.



Figure 5-19: Proposed Parcel Acquisitions – Northeast (3.b)

Table 5-4: Northeast Land Acquisition Descriptions

Parcel ID	Legal Description	Partial/Full Acquisition	Acreage to be Acquired
27	T 17N R 2W S 12 LOT D8	Full	10
28	T 17N R 2W S 12 LOT A14	Full	11
Total			21.0

Expansion in this area is required to accommodate rerouting Aviation Avenue around the northern boundary of the airport to intersect with the existing West Museum Drive/South Beacon Street intersection. This reroute will increase lease space on airport property, eliminate a stop sign on South Beacon Street and allow for more efficient routing of the Aviation Avenue extension to better serve airport users and the public.

Acquisition of this property also allows for future consideration of an intermodal connection between the airport and the Alaska Railroad. The existing museum property is located along the railroad ROW and could house a future rail stop for freight and passenger service if the demand develops.

The total land acquisition required under this alternative is approximately 228.8 acres.

DEVELOP LANDSIDE AND AIRSIDE ACCESS TO NORTHWEST PRIVATE HANGAR LEASE LOTS (3.G)

Construct approximately 2,200 linear feet of Taxiway C to the northwest of the current Taxiway C terminus with future Airport Way (existing Aviation Avenue) (Figure 5-20). The new section of Taxiway C will cross Airport Way and provide access to the proposed North GA Apron (3.h) and private hangar lease areas. The taxiway will divide approximately 650 feet north of Airport Way, with Taxiway C continuing north for approximately 1,500 feet. New Taxiway M, a 35-foot-wide taxiway, will branch off Taxiway C and continue to the northeast approximately 1,500 feet to provide airside access to additional new private hangar lease areas.

Construct two separate 24-foot-wide vehicle roads, with cul-de-sacs, south from West Museum Drive to provide landside access to the new private hangar lease area (Figure 5-20). One of the new roads will be approximately 750 feet long and will provide access to leases on the northwest edge of the lease area. The other road will be approximately 1,200 feet long and will provide access to the center of the lease area. Utilities will be extended along each road to support and service aviation-related buildings and businesses. New electronic vehicle access gates will be provided at the intersection of the new access roads and West Museum Drive. The gates will remain open during normal business hours. At night, the gate will close and allow for controlled key card access.

Taxiway and road development are expected to include approximately 230,000 cubic yards of excavation to remove portions of an existing hill to create flat surfaces that are suitable for taxiing aircraft and meet the FAA's requirements for apron, taxiway, and taxilane grades per AC 150/5300-13B *Airport Design*.

CONSTRUCT APRON G (3.H)

Construct approximately 294,000 square feet of additional GA Apron space located between the proposed Taxiway C expansion and Beacon Street, north of Airport Way (existing Aviation Avenue) (Figure 5-20). Proposed Apron G will include 44 new small aircraft tie-downs with electrical outlets.

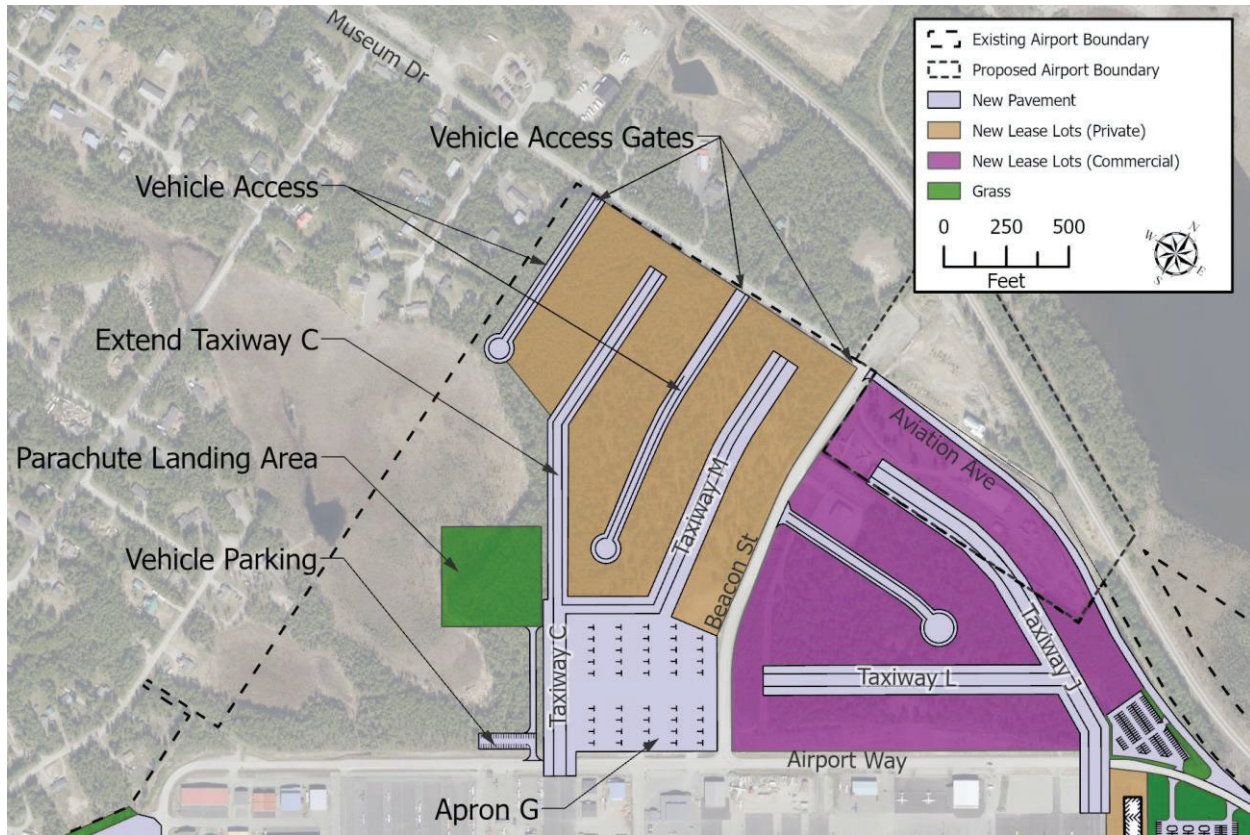


Figure 5-20: Apron G and Lease Lots Development (3g – 3.h, 3.ad)

EXTEND ACCESS ROAD (3.J)

Reroute Aviation Avenue around the northern perimeter of the existing airport property boundary and through the newly acquired Museum property (3.b) (Figure 5-21). Develop and construct 2,300 feet of new Aviation Avenue that borders the proposed commercial lease area to the south and ARRC ROW to the north. The new perimeter road will provide access to the proposed lease areas and improve vehicle circulation in and around the airport for vehicles traveling between West Museum Drive and Clapp Street. The new traffic pattern will allow vehicles to travel around the perimeter of the airport property, limit the number of stop signs, and reduce non-aviation-related traffic on the airport. The new road will terminate at a three-way stop at the existing intersection between West Museum Drive and Beacon Street.

Rename the portion of existing Aviation Avenue that provides interior access to the airport and intersects with the southern terminus of South Beacon Street as Airport Way.

DEVELOP AIRSIDE AND LANDSIDE ACCESS TO NORTHEAST COMMERCIAL LEASES LOTS (3.K)

Construct approximately 2,900 linear feet of new 50-foot-wide taxiways to provide access to the new commercial lease lot area located between Beacon Street and Airport Way (Figure 5-21). New Taxiway J will extend from the terminus of the existing taxiway on the east end of existing Apron E and will cross existing Airport Way to access the new lease lots. The taxiway will divide approximately 550 feet north of Airport Way. Taxiway J will continue northwest for approximately 1,150 feet to provide airside access to new commercial

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lease areas in the newly acquired Museum property. Another 50-foot-wide taxiway, Taxiway L, will continue 1,200 feet to the south to provide airside access to additional commercial lease lots located along Beacon Street and Airport Way.

Landside access to the new lease lots on the perimeter of the lease area will be provided by Airport Way, Beacon Street, and the new Aviation Avenue extension (3.j). Construct one additional 24-foot-wide and 800-foot-long vehicle access road, with a cul-de-sac, east from Beacon Street and directly south of the existing snow removal equipment building, to provide landside access to the center of the new commercial lease area. Utilities will be extended along the road to support and service aviation-related buildings and businesses. New electronic vehicle access gates will be provided at the intersection of the new access roads and Beacon Street. The gates will remain open during normal business hours. At night, the gate will close and allow for controlled key card access.

Taxiway and road development are expected to include approximately 405,000 cubic yards of excavation to remove portions of an existing hill in order to create flat surfaces that are suitable for taxiing aircraft and meet the FAA's requirements for apron and taxiway grades per AC 150/5300-13B *Airport Design*.

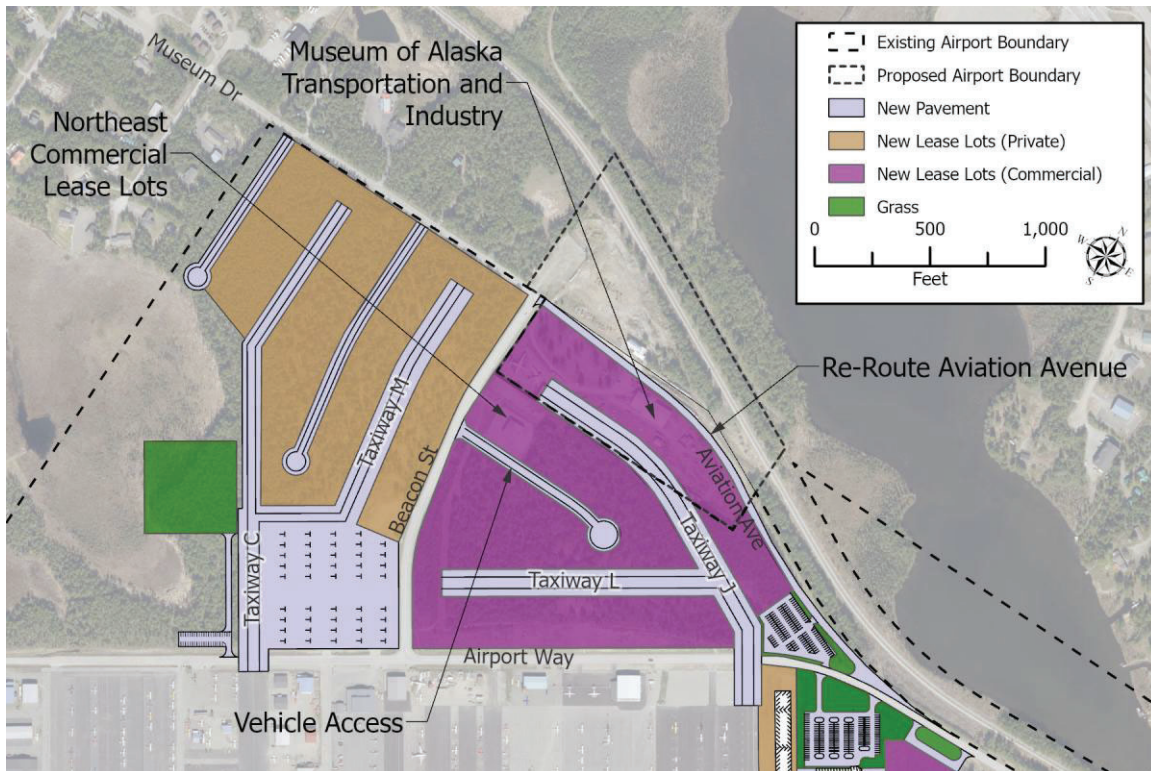


Figure 5-21: Access Road and Northeast Commercial Lease Lots (3.j – 3.k)

CONSTRUCT LONG-TERM VEHICLE PARKING AREA (3.0)

Develop a new 56,000-square-foot parking area to accommodate long- and short-term vehicle parking on the northeast end of the airport (Figure 5-22). The new parking area will be located to the north of the new Aviation Business Center, between Airport Way and the new Aviation Avenue extension (3.j). The new parking area will include approximately 107 perpendicular parking spaces. It will be available for short-term vehicle parking for

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tie-down holders located on Apron E. A fenced area will be made available to rent for long-term vehicle storage for airport users.

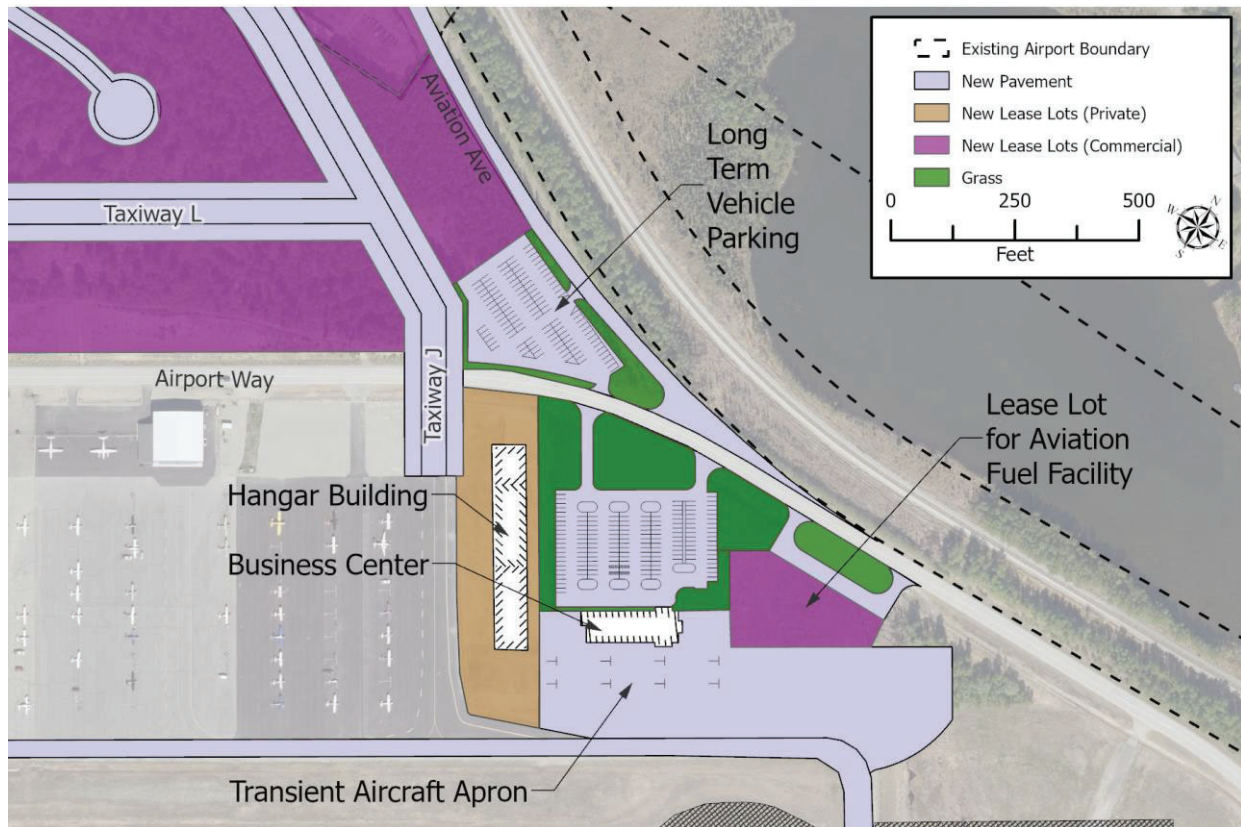


Figure 5-22: Aviation Business Center and Surrounding Development (3.o)

CONSTRUCT LANDSIDE AND AIRSIDE ACCESS TO SOUTHERN COMMERCIAL LEASE LOTS (3.V)

Develop and construct approximately 2,000 linear feet of 24-foot-wide access road (Figure 5-23) to provide landside access to commercial lease areas on newly acquired property to the southeast of the airport (3.b, Figure 5-19). The access road will consist of approximately 1,700 linear feet of road connecting the proposed large aircraft apron access road to Clapp Street, and an additional 300 feet of road will branch from the midpoint of the proposed access road towards the northeast to provide land access to additional lease areas. Underground utilities—including water, electric, communication, and natural gas—will be extended along the new access road for service to the lease lots.

Construct approximately 2,500 linear feet of new 50-foot-wide Taxiway R to provide access to the new commercial lease lot area located between the Large Aircraft/Commercial Apron and Clapp Street (Figure 5-23). The new taxiway will extend from its intersection with Runway 04/22, parallel to the Large Aircraft/Commercial Apron, and continue southeast toward Clapp Street.

Taxiway and road development are expected to include approximately 197,000 cubic yards of imported gravel to fill low areas and create flat surfaces that are suitable for taxiing aircraft and meet the FAA's requirements for apron, taxiway, and taxilane grades per AC 150/5300-13B *Airport Design*.

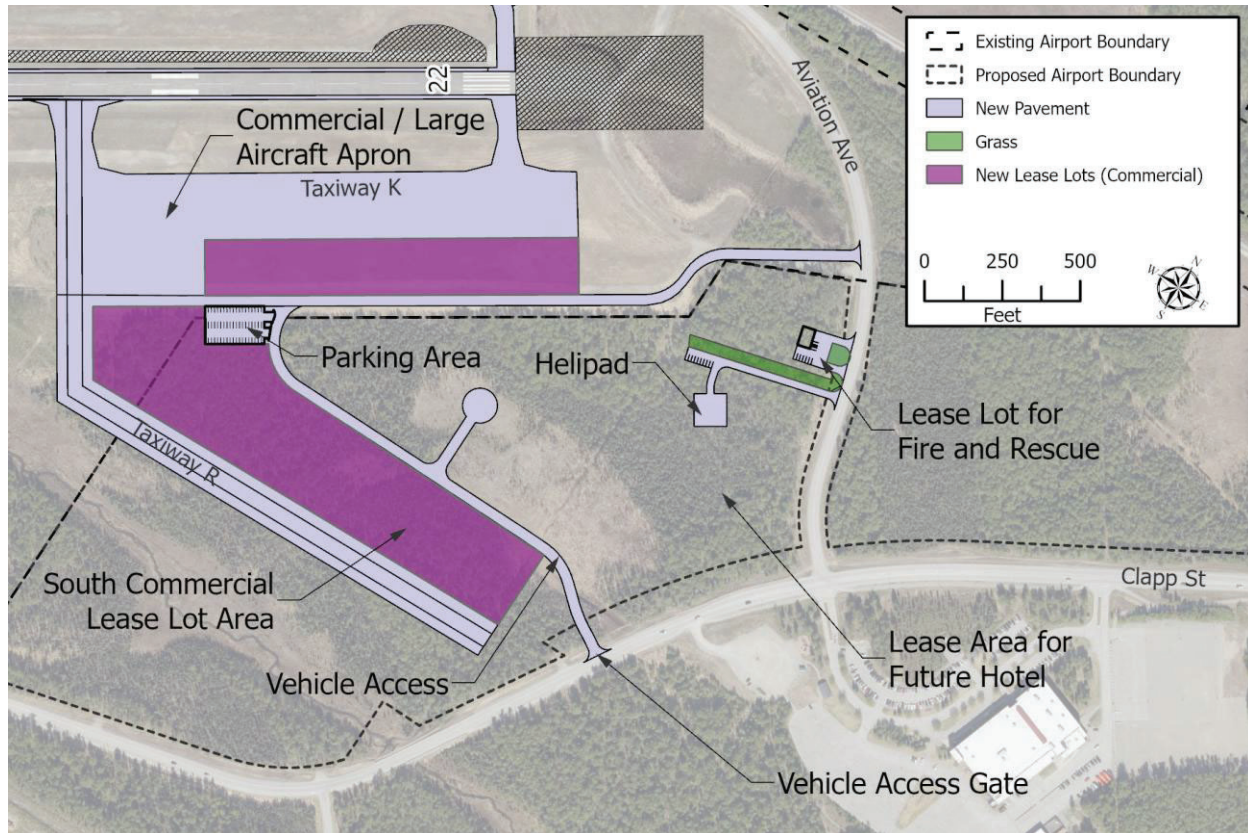


Figure 5-23: Southern Commercial Development (3.v – 3.ab)

CONSTRUCT PERIMETER FENCE IMPROVEMENTS (3.Z)

Construct approximately 31,600 linear feet of fence along the perimeter of the proposed airport that does not currently have fencing. The new fence would improve security at the airport and reduce possible incursions into airport property by wildlife and the public.

CONSTRUCT COMMERCIAL/LARGE AIRCRAFT APRON VEHICLE PARKING AREA (3.AB)

Develop a 24,000-square-foot vehicle parking area on the new large apron access road southeast of the Large Aircraft/Commercial Apron (Figure 5-23). The parking area will provide a designated area for Large Aircraft/Commercial Apron tie-down holders to park their vehicles and reduce the potential for conflict between aircraft and vehicles on the aprons.

CONSTRUCT AIRCRAFT RUN-UP AREAS (3.AC)

Construct 75-foot-wide run-up areas at both the east and west ends of Taxiway B, at the interlink taxiway with the ultimate Runway 03/21 threshold locations (Figure 5-24). Currently, glider staging and aircraft run-ups on Taxiway B can prevent landing aircraft from exiting the runway at the thresholds. A staging/run-up area is needed at these locations to allow gliders and aircraft to prepare for take-off without blocking the connecting taxiways.

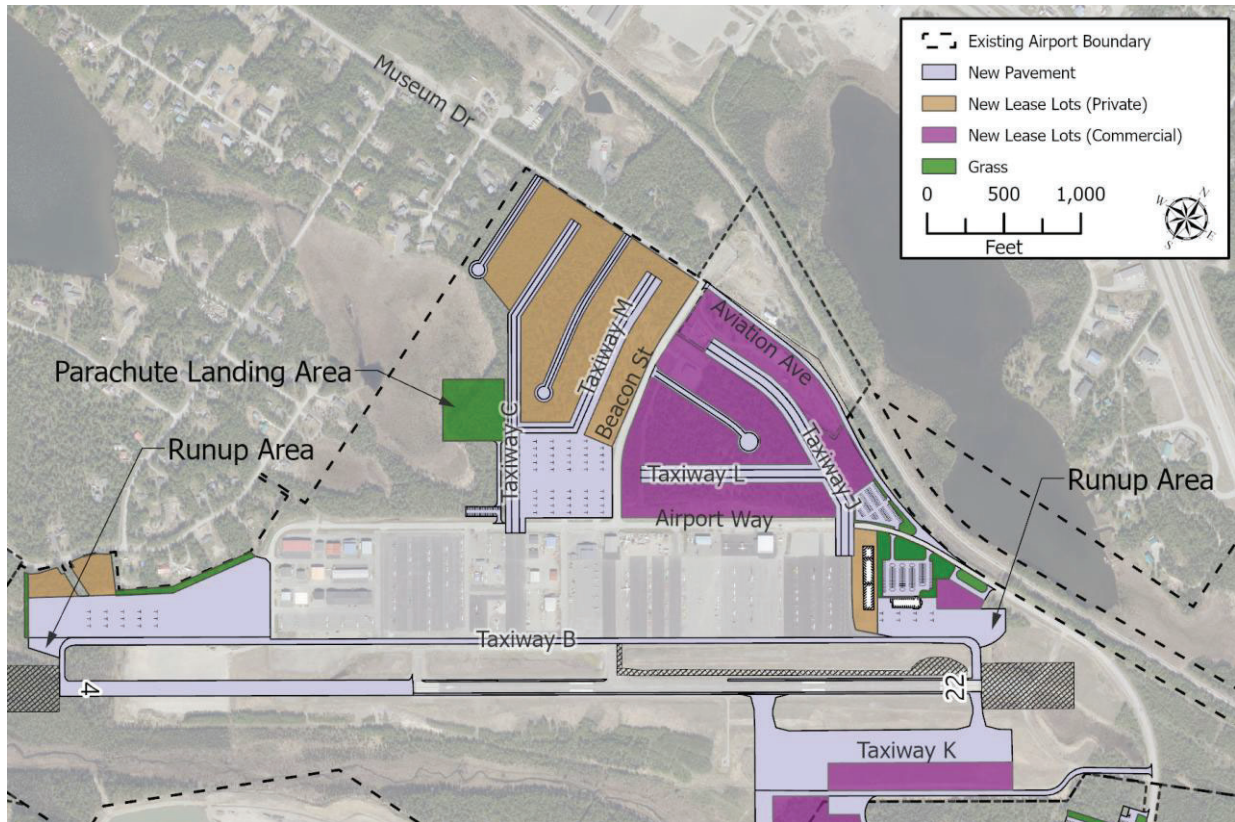


Figure 5-24: Aircraft Staging/Run-up Areas (3.ac)

CONSTRUCT PARACHUTE LANDING AREA AND ACCESS ROAD (3.AD)

Clear a 90,000-square-foot area (300 feet by 300 feet) designated for parachute landings west of the newly constructed portions of Taxiway C and the North GA Apron, north of the new vehicle parking area along new Airport Way (Figure 5-24). Provide a 50-foot buffer around the landing area perimeter that is free of obstructions. Delineate the landing area with cones, flags, streamers, landscaping, and/or mowing.

This landing area meets the size requirements of the United States Parachute Association for tandem jumps, but is not large enough to meet the requirements for training operations. If larger training areas are needed, skydiving operators should perform those jumps off airport property.

5.1.4 ALTERNATIVES SUMMARY

The attributes for the “no build” and each of the action alternatives are summarized in Table 5-5.

5.0 ALTERNATIVES AND RECOMMENDATIONS

Table 5-5: Summary of Alternatives

Basic Description	Alternative 1 No Build No changes to airport layout	Alternative 2 Expand Primary RW 04/22, Aprons, and Lease Lots		Alternative 3 Expand Primary Runway 04/22, Aprons, and Maximize Lease Lots
		Expand runway and Taxiway B; expand/develop aprons, taxiways, and access roads for lease lot areas	Expand runway and Taxiway B; expand/develop aprons, taxiways, and access roads; acquire Museum property to maximize lease lots and improve vehicular traffic, and provide airside access to Southern Commercial Lease Lots	
Runway 04/22 Improvements	None	Extend Runway to 6,000 feet long and 100 feet wide and replace edge and threshold lighting and navigation aids	Same as Alternative 2	Same as Alternative 2
Gravel Runway 04S/22S Improvements	None	Shift runway 15 feet north, resurface runway, and replace edge and threshold markers	Same as Alternative 2	Same as Alternative 2
Taxiway B Improvements	None	Expand Taxiway B approximately 1,950 feet to the southwest, parallel to Runway 04/22, widen to 50 feet, and connect to the new lengthened Runway 04 end	Same as Alternative 2	Same as Alternative 2
Land Acquisition (approximate)	None	206.9 acres	228.8 acres	228.8 acres
Aviation Easement Acquisition	0.22 acres	13.35 acres	Same as Alternative 2	Same as Alternative 2
Apron F	No	Construct two aprons adjacent to Apron A, one approximately 267,000 square feet and the other approximately 257,300 square feet for a total of approximately 524,300 square feet of apron expansion including 67 new small tie-downs with electric outlets	Same as Alternative 2	Same as Alternative 2
Apron G	No	Construct two aprons adjacent to Taxiway C extension, one 220,300 square feet and the other 165,300 square feet for a total of 385,600 square feet of apron expansion including 63 new small tie-downs with electric outlets	Construct 127,000-square foot Commercial/Large Aircraft Apron to accommodate 4 future large aircraft tie-downs	Construct one 294,000-square-foot apron including 44 new tie-downs with electric outlets
Commercial/Large Aircraft Apron	No			Same as Alternative 2
Hangar Lease Lot, Aviation Business Center, and Transient Apron	No	- Hangar Lease Lot: Develop 107,500-square-foot paved area for construction of future hangar building - Aviation Business Center: Construct 13,300-square-foot Aviation Business Center and adjacent parking area - Transient Apron: 122,000-square feet of new apron including 8 new small tie-downs with electric outlets		Same as Alternative 2
Lease Space for New Fuel Facility	No	Develop 44,000-square foot lease lot with landside access adjacent to the aviation business center for aviation fueling		Same as Alternative 2
New Taxiway K and Large Aircraft Apron	No	Construct new Taxiway H and K, and 127,000 square feet of new apron for large aircraft		Same as Alternative 2
New Helipad	No	Construct 105-foot by 105-foot helipad and 500 feet of access road and parking area with 9 vehicle parking stalls		Same as Alternative 2
New Taxiways and Taxiways	No	- Extend Taxiway C and construct new Taxiway M (3,700 feet) to access provide airside access to northwest private hangar and commercial lease lots - Construct new Taxiway J and L, totaling 1,700 feet in length, for airside access to new northeast commercial lease lots - Construct 230-foot-long connecting Taxiway H - Construct 1,700-foot-long Taxiway K - Construct 170-foot-long Ski Taxiway	- Extend Taxiway C and construct Taxiway M (3,700 feet) for airside access to northwest private hangar lease lots - Construct Taxiways J and L (2,900 feet in length) for airside access to new northeast commercial lease lots - Construct 230-foot-long connecting Taxiway H - Construct 1,700-foot-long Taxiway K - Construct 170-foot-long Ski Taxiway - Construct 2,500-foot-long Taxiway R to provide airside access to new southern commercial lease lots	
New Private Hangar Lease Lots	None	18.6 acres	30.9 acres	30.9 acres
New Commercial Hangar Lease Lots	None	40.9 acres	44.3 acres	44.3 acres
Airport Access Road Improvements	None	- Construct 2 new roads to access northwest private hangar and commercial lease lot area (1,900 feet in length) - Construct 2,200-foot extension for Aviation Avenue to South Beacon Street - Construct 2,250-foot-long access road to access Commercial/Large Aircraft Apron - Construct 2,700 feet of access roads to provide landside access to southern commercial lease lots	- Construct 2 new roads to access northwest private hangar and commercial lease lots, totaling 1,900 feet - Construct 800-foot-long access road to access northeast commercial lease lot area - Construct 2,300-foot extension for Aviation Avenue to intersect Beacon Street - Construct 2,250-foot-long access road to access Commercial/Large Aircraft Apron - Construct 2,000 feet of access roads to provide landside access to southern commercial lease lots - Construct 450 feet of access road to provide access to parachute landing area	
Airport User Vehicle Parking Improvements	None	- Northwest Public Lot: 25,000 square feet, 39 new parking stalls - Long-Term Lot: 64,000 square feet, 123 new parking stalls - New Aviation Business Center: 70,500 square feet, 160 new parking stalls - Total 169,500 square feet and 322 new parking stalls	- Northwest Public Lot: 25,000 square feet, 36 new parking stalls (3 of initial 39 removed upon construction of parachute access road) - Long-Term Lot: 56,000 square feet, 107 new parking stalls - New Aviation Business Center: 70,500 square feet, 160 new parking stalls - New Commercial/Large Aircraft Apron: 24,000 square feet, 57 new parking stalls - Total 175,500 square feet and 360 new parking stalls	
Fencing Improvements	None	Relocate 1,300 feet adjacent to Aviation Avenue and construct approximately 31,900 feet of new perimeter fence around acquired property and lease lot expansion areas	Relocate 1,300 feet adjacent to Aviation Avenue and construct 31,600 feet of new perimeter fence around acquired property and lease lot expansion areas	
Gate Improvements	None	Install 6 new vehicle security gates and 2 new taxiway barrier gates	Same as Alternative 2	Same as Alternative 2
Impacts on NAVAIDS	None	New PAPIs for RW 03/21 and supplemental wind cone; Augment Weather Station for Terminal Area Forecast information	Same as Alternative 2	Same as Alternative 2

5.2 OTHER ALTERNATIVES CONSIDERED

5.2.1 AIRCRAFT TRAFFIC CONTROL TOWER

The feasibility of implementing an FAA ATCT at Wasilla Airport was investigated due to a small number of public comments received during the master planning process that stated an ATCT was warranted. The FAA assesses an airport's eligibility for ATCT based on whether the economic benefits exceed the anticipated costs. Airport-specific activity forecasts are used to estimate the potential benefits of a tower, including the prevention of aircraft collisions, other accidents, and reduced flying time. These benefits, measured in present value, are then compared to the present value of tower costs over a 15-year period, using the cost-benefit methodology outlined in FAA-APO-90-7 *Establishment and Discontinuance Criteria for Airport Traffic Control Towers*.

To evaluate whether Wasilla Airport qualifies for a tower, now or within the next 20 years, cost-benefit ratios were calculated for both existing and forecasted operations, based on the FAA-approved 2023 Wasilla AMP Aviation Activity Forecast. Calculations were performed for the base year (2021) and the furthest projection (2040). A description of the data inputs used to calculate the cost benefit ratio is as follows:

- Cost:
 - Standardized national average costs for tower establishment and operations from FAA-APO-90-7.
- Benefits:
 - Operational data from the Wasilla AMP Aviation Activity Forecast
 - Airport-specific data on average aircraft value and number of passengers per aircraft.
 - National average safety data from FAA-APO-90-7, which includes differences in accident rates between towered and non-towered airports, injury severity fractions, and economic values for fatalities, injuries, and time savings.

For an airport to meet tower establishment criteria, the present value of benefits must equal or exceed the present value of tower costs, producing a cost-benefit ratio greater than or equal to 1.0. Under the analysis performed, the cost-benefit ratios based on existing and forecasted operations at Wasilla Airport were 0.23 and 0.30, respectively. Therefore, the cost-benefit ratio for the existing and forecasted condition at the Wasilla Airport is well below 1.0, and the airport is unlikely to qualify for installation of an FAA ATCT.

5.2.2 PRECISION INSTRUMENT APPROACHES WITH LESS THAN ¾ VISIBILITY MINIMUMS

Implementing precision approaches at Wasilla Airport was considered to reduce the visibility minimums of approach procedures and thereby improve the reliability of air service. The FAA's U.S. Terminal Procedures Publication includes non-precision instrument flight procedures for approaches to both ends of Wasilla's main runway. The existing procedures have GPS vertical guidance and visibility minimums that are greater than a ¾-statute mile. Approaches with less than ¾-mile minimums would require significant airport facility improvements that are typically supported by FAA-owned ground-based precision instruments and approach lighting systems. Implementation of the low visibility precision approaches also requires expansion of the airport's airspace and runway protection surfaces.

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FAA AC 150/5300-13B *Airport Design* stipulates that the following changes to the existing design parameters and imaginary surfaces would be required to accommodate precision approaches with visibility minimums less than $\frac{3}{4}$ -mile for A/B-III aircraft.

Table 5-6: Approach Design Requirements

	Existing NPI Approaches with Greater than $\frac{3}{4}$ -mile Visibility Minimums	Vertically Guided Precision Approaches with less than $\frac{3}{4}$ -mile Visibility Minimums
Runway Safety Area Length Beyond Runway End	600 ft	800 ft
RSA Width	300 ft	400 ft
Object Free Area Length	600 ft	800 ft
Object Free Area Width	800 ft	800 ft
Object Free Zone Length Beyond Each Runway End	200 ft	800 ft
RPZ Length	1,700 ft	2,500 ft
RPZ Inner Width	1,000 ft	1,000 ft
RPZ Outer Width	1,510 ft	1,750 ft
Hold Position Separation from Runway Centerline	125 ft	175 ft
Parallel Taxiway Separation from Runway Centerline	300 ft	350 ft
Part 77 Approach Surface: Outer Width	4,000 ft	16,000 ft
Part 77 Approach Surface: Length	10,000 ft	50,000 ft
Part 77 Approach Slope	34:1	50:1 for 10,000 ft 40:1 Beyond 10,000 ft
Glide Slope Critical Area	N/A	400 ft x 800 ft
Approach Lighting System	N/A	A minimum of 2,400-foot-long lead-in Approach lighting

A precision approach installed at Wasilla would typically be initiated and developed by the FAA and supported by an FAA-owned and maintained localizer, glide antennae, and an approach lighting system. During a phone conversation on October 2, 2024, with the Lead Planner of the FAA Regional Office, it was stated that the FAA would not likely participate in the development of precision approach infrastructure and procedures for Wasilla until there was a demonstrated need based on passenger service demand.

As shown in Table 5-6, the implementation of the precision approach at Wasilla would greatly increase the size of the RSA, RPZ, Part 77 approach surface, the required hold position separation from the runway centerline, and the required parallel taxiway separation distance from the runway centerline. These changes would greatly impact the existing airport environment and require relocation/abandonment of taxiways, reduce available apron space, and necessitate the acquisition of additional residential properties located within the expanded RPZ. Existing trees and structures are anticipated to penetrate the new 50:1 approach slopes, and expanded avigation easements would be required to maintain the approaches clear of obstructions. The expanded approach surface would also intersect with designated airspace for Wolf Lake and other smaller airstrips in the MSB, interfering with air traffic utilizing the numerous public and private runways in the vicinity.

Due to the required changes to the airport environment, the small likelihood that the FAA would fund installation and maintenance of the required equipment, and the anticipated impact to the traditional uses of

the surrounding airspace, installation of a precision instrument approach to reduce visibility minimums at the Wasilla Airport is not recommended.

5.3 ENVIRONMENTAL CONSIDERATIONS

As part of this planning process, an environmental overview has been prepared, which inventories environmental resources in the vicinity of Wasilla Airport and compiles regulatory considerations that may apply to future airport projects (Appendix E). Development proposed as a result of this AMP will be formally evaluated for environmental impacts in accordance with the National Environmental Policy Act (NEPA) once projects are selected for AIP funding. Environmental information compiled in the AMP will inform this planning-level alternative impact analysis to assess the feasibility of each alternative, and will provide relevant information for future project-specific NEPA analyses.

Alternative 1 is a no build alternative and does not introduce any new environmental impacts; therefore, this section focuses on Alternatives 2 and 3. The following list highlights key environmental considerations identified through stakeholder comments and site visits. While not exhaustive, it highlights potential environmental concerns and data needs that will impact the project development process and NEPA analysis.

5.3.1 LAND USE COMPATIBILITY AND NOISE

The Wasilla Airport is located adjacent to noise-sensitive areas, including residences. Public involvement during development of the AMP has indicated that noise is a concern for neighboring property owners. Proposed development shown in Alternative 2 and Alternative 3, including the runway extension and increases in private and commercial lease lot and tie-down availability, could increase the frequency of operations and the use of larger aircraft at the airport. It is anticipated that airport expansion projects, such as the runway extension, will necessitate a noise analysis to identify potential noise impacts caused by changes in aircraft fleet mix and frequency of activity.

Both Alternatives 2 and 3 involve developing new lease lot and tie-down areas and propose a 6,000-foot runway, all of which are essential for increasing airport capacity and accommodating larger aircraft. Changes to the noise environment surrounding the airport are anticipated in association with Alternatives 2 and 3 but are anticipated to be similar. A noise analysis will be completed in association with the future development of a NEPA document.

5.3.2 WETLANDS

A wetland delineation and preliminary jurisdictional determination were completed at the Wasilla Airport in 2025 to support the runway extension project. Jurisdictional status was evaluated under current legal framework, including the pre-2015 waters of the U.S. regulatory regime and the U.S. Supreme Court's May 25, 2023, decision in *Sackett v. Environmental Protection Agency*. The study area was limited to locations directly affected by the runway project; the rest of the airport property, including areas proposed for other development projects, has not been field delineated. For this preliminary analysis, wetlands extending outside the previous study area were assessed using available mapping from the National Wetlands Inventory (USFWS, 2023) and Cook Inlet Wetlands (Gratz, 2014), and wetlands not yet evaluated were

assumed to be jurisdictional. A field delineation and jurisdictional determination will be required for unsurveyed areas as projects progress. For wetlands where jurisdiction has already been evaluated, status should be re-evaluated during project planning to ensure impacts are assessed under the most current federal regulations.

Both Alternative 2 and Alternative 3 would require filling wetlands that may qualify as Waters of the U.S. and fall under the jurisdiction of the U.S. Army Corps of Engineers. Jurisdictional wetland impacts will require a Clean Water Act Section 404 Permit.

- Alternative 2: Development in wetlands that may be jurisdictional (have not yet been evaluated) includes an access road in the southwestern parcels and a sliver of grass near the new private lease lots on the north side of the airport (Figure 5-25), resulting in approximately 0.6 acres of wetland impact.
- Alternative 3: Development in wetlands that may be jurisdictional includes an access road and a new commercial hangar area in the southwestern parcels, and a parachute landing area, resulting in approximately 5.3 acres of jurisdictional wetland impact (Figure 5-26).

In addition, both Alternatives 2 and 3 would impact non-jurisdictional wetlands. Although non-jurisdictional wetlands are not federally regulated under the Clean Water Act, they must still be considered during the NEPA analysis for airport development projects.

- Alternatives 2 and 3 would involve the same extent of development in non-jurisdictional wetlands. Development related to the Aviation Business Center, the runway extension, and new tie-down areas would all impact non-jurisdictional wetlands, cumulatively impacting approximately 8.9 acres (Figure 5-25 and Figure 5-26).

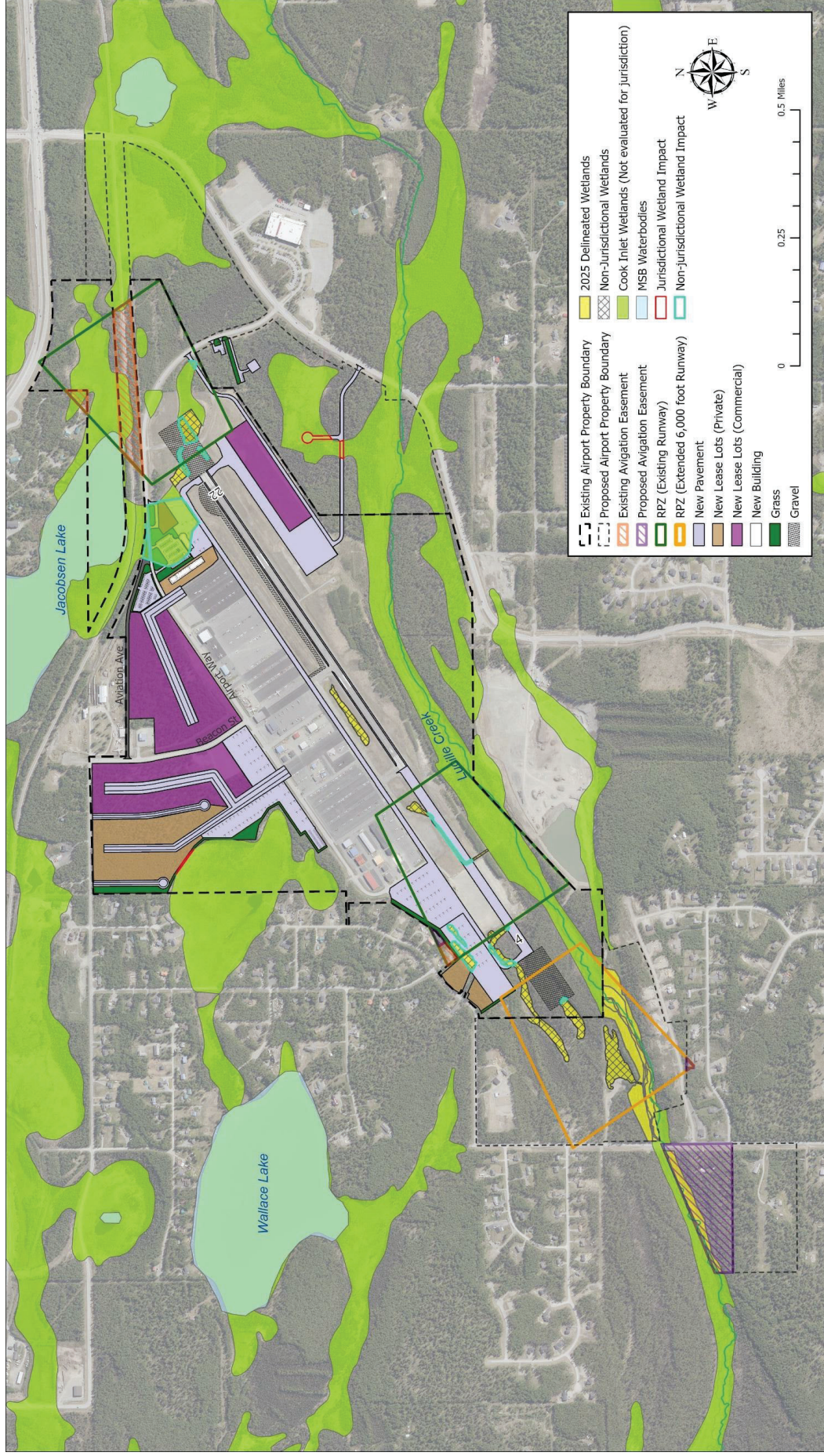


Figure 5-25: Potential Wetland Impacts (Alternative 2)

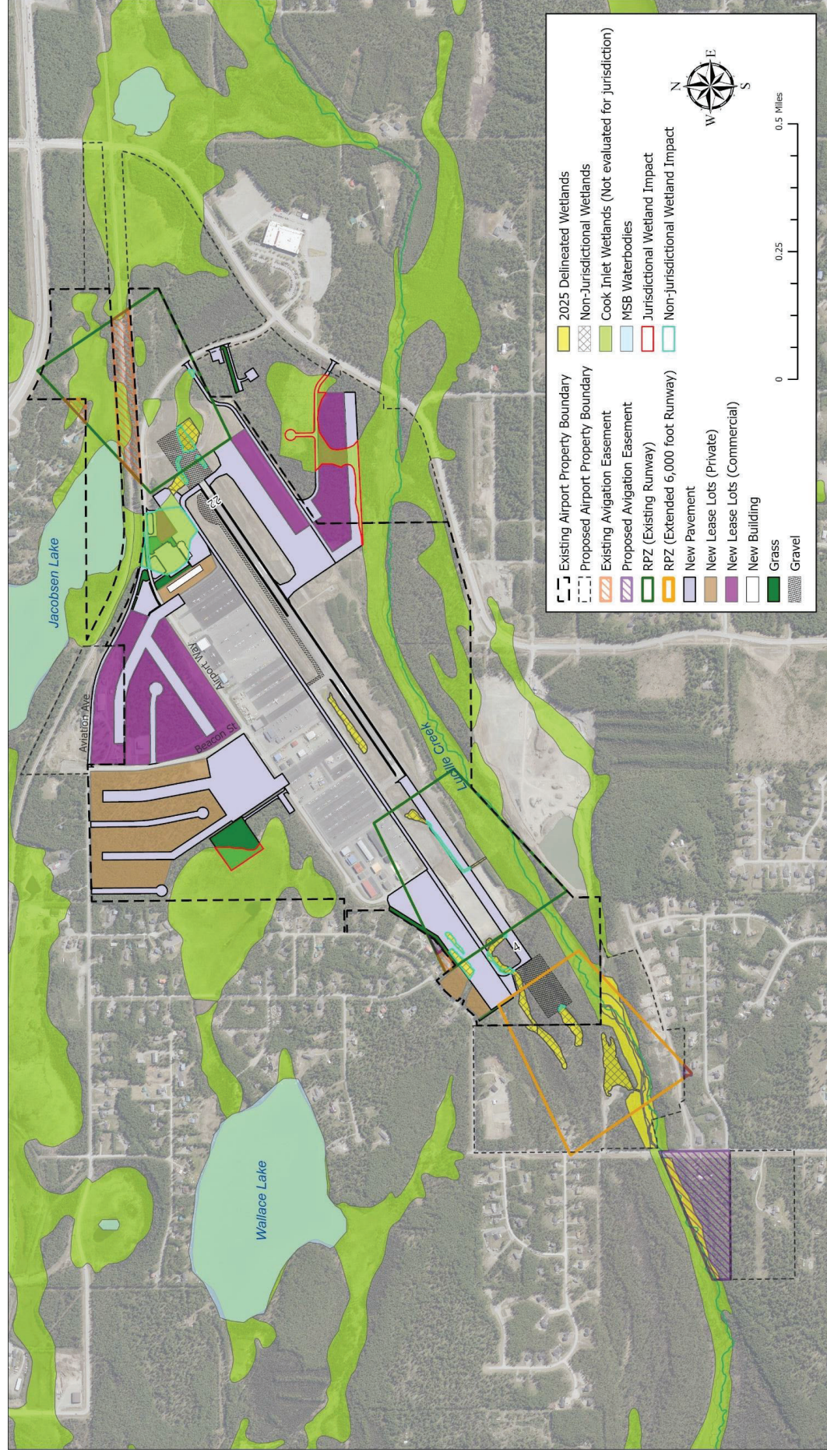


Figure 5-26: Potential Wetland Impacts (Alternative 3)

5.3.3 HISTORIC PROPERTIES

Although there are some differences in the ground disturbance footprints between Alternatives 2 and 3, the amount of ground disturbance and the degree of aesthetic impacts posed are similar, and the two alternatives have similar potential to cause effects to historic properties. Cultural resource identification studies will be required under the National Historic Preservation Act if projects advance into the environmental review stage, to determine if proposed development would impact historic properties.

5.3.4 LAND USE

Both Alternatives 2 and 3 propose acquiring private properties for new airport development and the RPZ to ensure compatibility of surrounding land uses with the runway extension. This may impact existing land uses in the surrounding area.

Alternative 3 would also require the acquisition of land currently occupied by the Museum of Transportation and Industry. The museum is a private nonprofit organization, and public engagement has highlighted it as a valuable asset to the community. If Alternative 3 progresses, additional planning would be needed to address the relocation of the museum.

5.0 ALTERNATIVES AND RECOMMENDATIONS

Table 5-7: Environmental Considerations Matrix

	Alternative 1	Alternative 2	Alternative 3
Noise	No Impact	Some of the development projects proposed under Alternative 2, including the runway extension, have the potential to introduce noise impacts. A noise analysis will be required.	Same as Alternative 2
Wetlands	No Impact	According to available wetland mapping, projects in Alternative 2 would cumulatively impact approximately 0.6 acres of jurisdictional wetland and 8.9 acres of non- jurisdictional wetland.	According to available wetland mapping, projects in Alternative 3 would cumulatively impact approximately 4.0 acres of jurisdictional wetland and 10.2 acres of non-jurisdictional wetland. Additional development in the southern commercial hangar area would result in more jurisdictional wetland impacts compared to Alternative 2.
Historic Properties	No Impact	Will need additional studies to evaluate the presence of historic and cultural resources.	Same as Alternative 2
Land Use	No Impact	Will require land acquisition of private parcels for new airport development and to accommodate the extended runway's RPZ.	In addition to land acquisition of private parcels for new airport development and to accommodate the extended runway's RPZ, will require the acquisition of land currently occupied by the Museum of Transportation and Industry.

5.4 ALTERNATIVE EVALUATION

Alternatives 1 through 3 were developed to address facility deficiencies and airport needs as identified by airport sponsors, maintenance staff, stakeholders, and other airport users. Each alternative was compared and evaluated against established criteria, including environmental impacts, construction costs, maintenance costs, airspace obstructions, land uses within the RPZs, meeting demand for additional lease lots, safety, and revenue generation.

5.4.1 ALTERNATIVE 1 IMPACT ANALYSIS

Alternative 1 is the “no build” alternative. Existing infrastructure will be maintained in its current layout, and no new improvements will be made to remove non-standard conditions or provide additional apron or lease space to meet the current demand. Acquisition of an additional aviation easement is recommended in a 0.22-acre area of the existing Runway 04 RPZ that extends beyond the airport boundary.

CONSTRUCTION COSTS

Not applicable. Alternative 1 does not include the construction of new improvements, and the proposed construction costs associated with this alternative are zero. The acquisition of the new aviation easement is anticipated to cost approximately \$152,000.

MAINTENANCE COSTS

Continued maintenance of existing infrastructure will be required under this alternative. Maintenance costs are anticipated to remain at or near the level of historical maintenance costs summarized in Section 7.3.

REVENUE GENERATION

No new tie-down and lease areas are proposed under this alternative to increase airport revenue. Revenue is anticipated to remain at or near the level of historical revenues summarized in Section 7.3.

AIRSPACE OBSTRUCTIONS

Obstruction to existing airspace will remain as described in Section 2.0. The City should perform tree removal on airport property to remove obstructions identified in the Runway 04/22 approaches and transitional surface.

LAND USES WITHIN THE RUNWAY RPZS

Both of the existing Runway 04/22 RPZs extend beyond the airport’s property line. Approximately 1.0 acre of the RPZ for the approach to Runway 04 and 0.6 acres of the Runway 22 RPZ are located on privately owned residential and commercial property outside of the airport boundary. These lands are covered by existing aviation easements, with the exception of the 0.22-acre portion of the Runway 04 RPZ. Acquisition of an easement on this portion of the Runway 04 RPZ is recommended under this alternative.

Approximately 3.1 acres of Apron A and Taxiway B lie within the Runway 04 RPZ. Also, approximately 0.38 acres of Taxiway B and Apron B are located within the Runway 04S RPZ. The presence of aprons and taxiways is incompatible with the FAA RPZ land use requirements. However, the FAA has stated that since these land uses are existing, they do not require a modification to standards. Therefore, the existing land uses in the RPZ will remain under this alternative and no changes are proposed.

SAFETY ANALYSIS

This alternative does not accommodate growth or meet the needs of larger aircraft that are forecasted to utilize the airport. Additional runway length and width are needed to safely accommodate B-II and B-III aircraft. Additional taxiways and aprons are needed to accommodate the existing and forecasted GA apron and commercial apron demand. Continued and expanded operations by larger commercial aircraft on the existing taxiways and aprons will further combine small GA aircraft with larger commercial aircraft. The mixed use presents conflict and safety concerns for both users. Separation of large commercial aircraft from small GA aircraft on aprons and taxiways is recommended to improve safety and operational efficiency.

MEETING DEMAND FOR ADDITIONAL LEASE LOTS

Alternative 1 does not provide additional apron or lease lot space to meet the existing demand.

5.4.2 ALTERNATIVE 2 IMPACT ANALYSIS

Alternative 2 consists of expanding the length and width of Runway 04/22, expanding apron and parking areas, and acquiring approximately 206.9 acres of new land for permanent control of ultimate RPZ and future apron and lease lot development, and other expansion-related improvements.

The following impacts are anticipated under this alternative:

CONSTRUCTION COSTS

Site development and construction costs developed for this alternative consider land acquisition; obstruction clearing; foundation and fill requirements; excavation of large quantities of material for taxiway, taxi lane, road, and lease lot development; utility improvements; and anticipated construction methods for each component project included in this alternative.

The total anticipated cost for the construction of Alternative 2 in 2025 dollars is anticipated to be approximately \$215,704,000.

MAINTENANCE COSTS

The cost of maintenance is anticipated to increase under this alternative to account for the maintenance of the new apron and taxiway areas. This includes routine mowing of new infield grass areas in the summer and snow removal of the newly paved surfaces in the winter.

This alternative will construct approximately 387,000 square yards of additional operational surfaces, including wider and longer paved runway and parallel taxiways, new GA and commercial aprons and taxiways, and lease lot access roads and taxilanes. The addition of these surfaces will increase the amount of City-maintained surfaces by approximately 154%. This will require additional maintenance staff and equipment to maintain access and ensure that the airport, particularly during the winter months, remains operational. The 2022 maintenance costs are included in the January 2024 Financial Assessment that was completed in support of the Wasilla AMP Update.

REVENUE GENERATION

Alternative 2 will provide approximately 18.6 acres of new private hangar lease area and 41.9 acres of new commercial lease lots with airside access. Additionally, land will be acquired to develop 100 acres of lease lots with landside access only, including land zoned to provide manufacturing, retail, hotel, and restaurant services. Construction will include approximately 20.6 acres of new GA Apron, adding a total of 130 small tie-down spaces, a new large/commercial aircraft apron with four new tie-downs, and 1 acre of new Transient Apron, adding eight tie-down spaces, and the construction of 1.8 acres of new apron space.

Based on the January 2024 Financial Assessment that was completed for the Wasilla AMP Update, approximately 44% of the airport's total annual revenue was generated from land use, and 56% was generated by airport-based tie-down and transient parking fees. Under Alternative 2, the accessible leasable area on the airport would be increased by approximately 363%, and the number of small GA tie-downs and large aircraft tie-downs available to customers would be increased by 68% and 67%, respectively. The addition of eight new transient spaces will bring the total amount of transient tie-downs available to 17 spaces, an 89% increase in transient parking.

AIRSPACE OBSTRUCTIONS

Under Alternative 2, Runway 04/22 will be extended along its alignment to the southwest and widened symmetrically along its alignment. The updated ALP (Appendix A) identifies the following obstructions to the Part 77 airspace, as documented during HDL's 2025 field surveys:

- Runway 04 Approach: The 34:1 approach surface to Runway 04 is penetrated by eight groups of trees. The first group penetrates the surface up to 16.5 feet and is located approximately 6,150 feet prior to the threshold and 1,400 feet southeast of the extended runway centerline. The second group penetrates the surface up to 43.5 feet and extends from approximately 2,700 to 4,490 feet prior to the runway threshold, from approximately 40 feet northwest to 1,200 feet southeast of the extended centerline. The third and fourth groups are located approximately 2,050 feet prior to the threshold, 580 feet southeast of the extended centerline and 1,600 feet prior to the threshold, 285 feet northwest of the extended centerline. They penetrate the surface up to 21 and 0.5 feet respectively.

The remaining groups penetrate the surface up to 10.5 feet and are located approximately 800 to 1,090 feet prior to the threshold, from approximately 640 feet northwest to 250 feet southeast of the runway centerline.

- Runway 22 Approach: There are five groups of trees penetrating the approach surface to Runway 22. The first three groups penetrate the surface up to 48 feet and are located from approximately 360 to 1,890 feet beyond the threshold and from 525 feet northwest to 515 feet southeast of the extended centerline. The fourth group penetrates the surface up to 17 feet and is located 2,230 feet beyond the threshold and 330 feet northwest of the runway centerline. The final group extends from 4,650 to 5,300 feet beyond the threshold and approximately 640 feet northwest to 240 feet southeast of the extended centerline. The final group penetrates the surface up to approximately 5 feet.

The locations of ultimate penetrations to the Runway 04 and 22 approaches are shown in Figure 5-27 and Figure 5-28, respectively.

5.0 ALTERNATIVES AND RECOMMENDATIONS

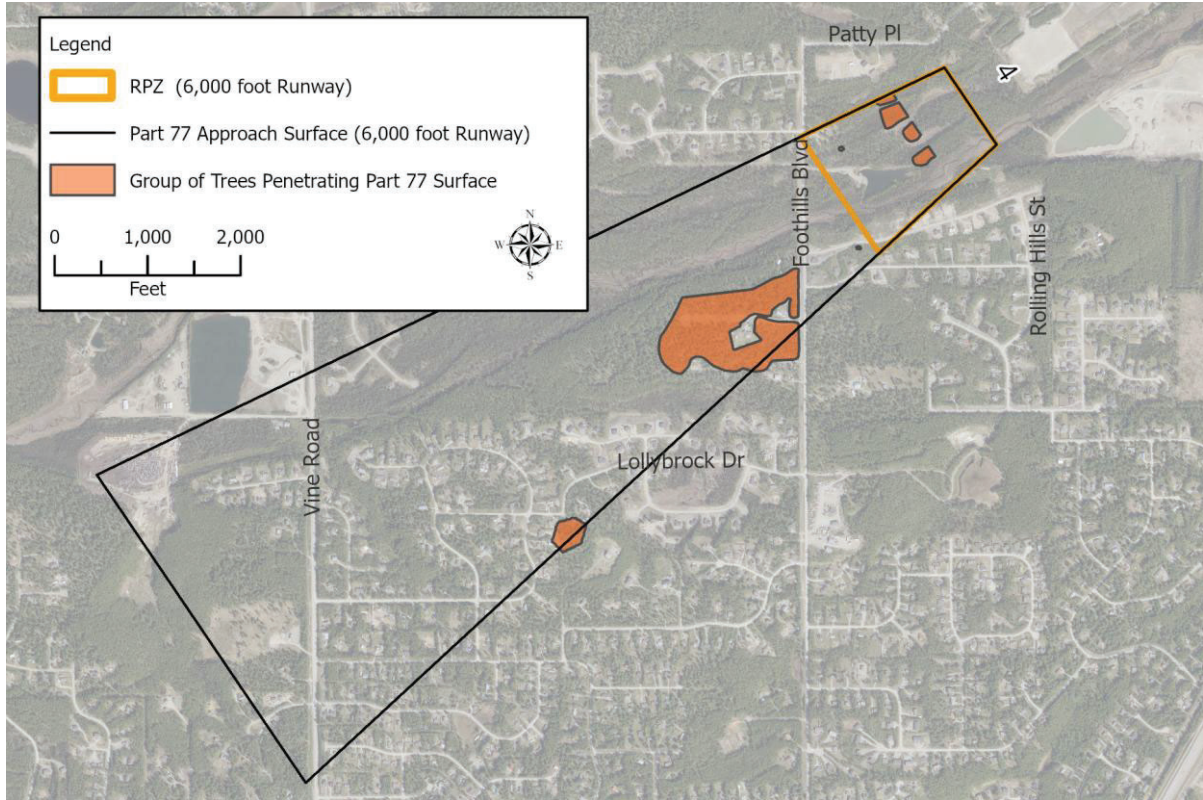


Figure 5-27: Runway 04 Ultimate Part 77 Surface Penetrations

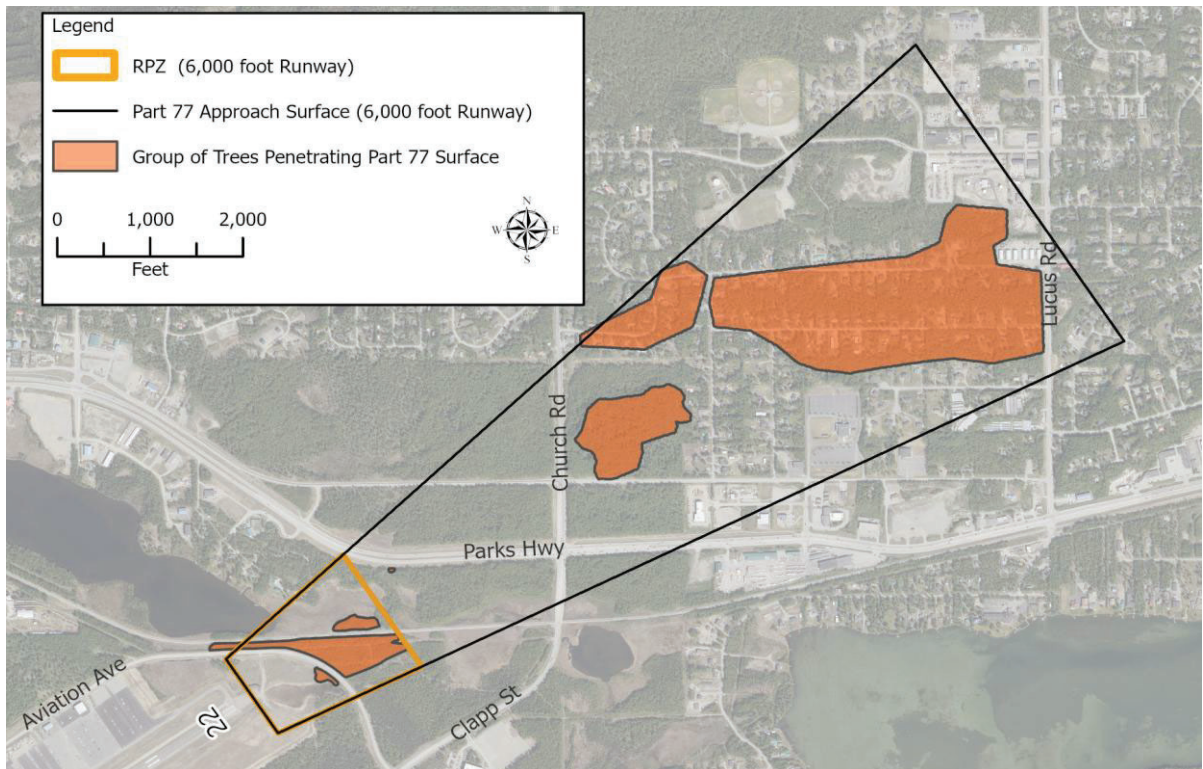


Figure 5-28: Runway 22 Ultimate Part 77 Surface Penetrations

- **Primary Surface:** The ALP denotes nine instances of penetrations to the Part 77 primary surface. Three groups of trees penetrate the primary surface by as much as 59 feet. The first group is located approximately 840 feet beyond the Runway 04 threshold and 350 feet northwest of the runway centerline. The second and third groups extend from approximately 430 to 4,360 beyond the Runway 04 threshold and approximately 100 to 500 feet southeast of the runway centerline. There are two utility poles penetrating the primary surface by up to 41 feet. Both utility poles are located within apron areas. One is located 2,295 feet prior to the Runway 22 threshold, and the other is located 1,085 feet prior to the Runway 22 threshold. Additional penetrations to the primary surface include a wind cone, rotating beacon, and weather station antenna located approximately 1,840, 1,690, and 1,670 feet prior to the Runway 22 threshold, respectively. These penetrations are located approximately 350, 450, and 500 feet southeast of the runway centerline and penetrate the surface by 25, 47, and 37 feet, respectively.
- The 7:1 transitional surface is penetrated in 10 locations, by four groups of trees, one utility pole with a luminaire, and five buildings. The first group of trees penetrates the surface up to 19.5 feet and extends from 1,660 to 370 feet prior to the Runway 04 threshold and from approximately 760 to 1,280 feet southeast of the extended centerline. The other three groups of trees penetrate the surface up to 46 feet and extend from approximately 1,170 feet prior to 1,300 feet beyond the Runway 04 threshold. They are located approximately 1,150 to 500 feet northwest of the runway centerline. The utility pole penetrates the surface by 48 feet and is located approximately 1,350 feet beyond the Runway 04 threshold, 500 feet northwest of the runway centerline. The five buildings penetrate the surface up to 33 feet and are located between 1,475 and 1,890 feet beyond the Runway 04 threshold, approximately 540 to 630 feet northwest of the runway centerline.
- The horizontal surface is penetrated by 10 groups of trees and two towers. The first group penetrates the surface up to 12.5 feet and extends approximately 6,950 to 5,250 feet prior to the Runway 04 threshold and 2,160 to 3,800 feet southeast of the extended runway centerline. The second group penetrates the surface up to 16.5 feet and extends from approximately 4,040 to 2,340 feet prior to the Runway 04 threshold and 2,060 to 3,270 feet southeast of the extended centerline. There are three groups of trees penetrating the horizontal surface, which are below the Runway 22 34:1 approach surface. The first is a continuation of the fifth group penetrating the Runway 22 34:1 approach surface and extends approximately 5,300 to 5,940 feet beyond the threshold on both sides of the extended centerline, penetrating the surface up to 5 feet. The other two groups penetrate the surface up to 63 feet and extend approximately 5,330 to 9,980 feet beyond the threshold and from approximately 1,370 feet northwest to 1,640 feet southeast of the extended centerline. The remaining five groups of trees penetrate the surface by up to 53 feet and are located from approximately 700 to 10,000 feet beyond the Runway 22 threshold and from 9,500 to 2,250 feet northwest of the extended centerline. The two towers are located 6,825 and 7,790 feet beyond the Runway 22 threshold, 270 feet northwest and 410 feet southeast of the extended centerline, and penetrate the surface by 57 and 71 feet, respectively.

Additional property and avigation easements will be acquired to the southwest of the airport boundary, which will enable tree removal to mitigate obstructions to the Runway 04 approach. The acquisition of the property and easements will allow the airport to remove penetrating obstructions to the Part 77 and AC 150/5300 approach surfaces, and approaches will not need to be altered due to the presence of obstructions.

LAND USES WITHIN THE RUNWAY RPZS

Under Alternative 2, the land within the ultimate Runway 04 RPZ will be acquired by the City. This will allow the City to have full control of future land use and development within the RPZs and prevent non-compatible use of this land.

Due to the Runway 04 extension, Apron A will no longer be located inside the RPZ. These changes will reduce the amount of paved area in the RPZs by approximately 120,700 square feet.

There will be no changes to the areas of Taxiways B and D that fall within the existing Runway 04S/22S RPZs.

SAFETY ANALYSIS

Alternative 2 increases the length and width of Runway 04/22, which improves operational safety for larger aircraft. It also acquires additional property within the ultimate RPZ and below the approaches to both runways to allow for additional obstruction removal and full control of the runway RPZs.

This alternative also reroutes Aviation Avenue around the northeast end of the existing airport property boundary and creates a new intersection between South Beacon Street and the Aviation Avenue extension to the south of the City's existing snow removal equipment building. The Aviation Avenue extension will route through traffic around the perimeter of the airport. Vehicle and taxiway barrier gates will be installed on new airport access points and taxiway intersections with roadways, respectively. These changes will better control airport access, improve security, and reduce the potential for taxing aircraft and vehicles to interact.

Alternative 2 also constructs three new vehicle parking locations outside of the aircraft operational area for the tie-down lease holder to use to park their vehicles prior to accessing the apron. This will reduce vehicle traffic on the aprons and taxiways and mitigate conflict between vehicles and taxiing aircraft.

These additions improve airport safety compared to current conditions, as represented in Alternative 1.

MEETING DEMAND FOR ADDITIONAL LEASE LOTS

Alternative 2 would provide areas for 60.6 acres of lease lot development, 20.9 acres of new GA Apron for the installation of 130 new tie-downs, and 2.9 acres of new large aircraft apron to accommodate four large aircraft tie-downs.

There is a forecasted need for approximately 33 to 39 acres of additional leasable area in the 20-year planning period. The actual number of leases developed on the new leasable land will be based on the lot configuration. This alternative provides approximately 180% of the land necessary to meet the forecasted demand for lease lots.

Also, approximately 90 additional small GA tie-downs are needed to meet the current demand, and 125 tie-downs are needed to meet the 2040 forecasted demand for public GA apron parking. Also, the need for a

minimum of 9 new large aircraft/glider spaces and three more transient parking spaces was identified. The apron development provided under this alternative provides 130 new small tie-downs at the four new GA Aprons. However, up to 25 existing tie-downs will be removed when Taxiway B is widened, resulting in a total cumulative addition of 105 tie-down spaces under this alternative, meeting 93% of the forecasted demand. This alternative also adds a large aircraft apron providing four new large aircraft tie-downs, which meets 44% of the forecasted demand for large aircraft spaces. However, sufficient lease lot space is available for private lease opportunities for additional GA and commercial aircraft parking to satisfy the unmet demand for aircraft parking that is not currently provided by City-owned tie-downs under this alternative. Also, the addition of eight transient parking spaces under this alternative exceeds the anticipated demand for additional transient parking.

5.4.3 ALTERNATIVE 3 IMPACT ANALYSIS

Alternative 3 consists of expanding the Runway 04/22 length and width, expanding apron and parking areas, and acquiring approximately 208.8 acres of new land for permanent control of runway RPZ and future apron and lease lot development, and other expansion-related improvements.

The following impacts are anticipated under this alternative:

CONSTRUCTION COSTS

Site development and construction costs developed for this alternative consider land acquisition; obstruction clearing; foundation and fill requirements; utility improvements; and anticipated construction methods for each component project included in this alternative.

The total anticipated cost for the construction of Alternative 3 in 2025 dollars is anticipated to be approximately \$239,233,000.

MAINTENANCE COSTS

The cost of maintenance is anticipated to increase under this alternative to account for the maintenance of the new apron and taxiway areas. This includes routine mowing of new infield grass areas in the summer and snow removal of the newly paved surfaces in the winter.

This alternative will construct approximately 422,900 square yards of additional operational surfaces, which will increase the amount of City-maintained surfaces by approximately 168%. The 2022 maintenance costs are included in the January 2024 Financial Assessment that was completed in support of the Wasilla Airport AMP Update.

REVENUE GENERATION

Alternative 3 will provide approximately 30.9 acres of new private hangar lease area and 45.3 acres of new commercial lease lots with airside access. Additionally, land will be acquired to develop 89.0 acres of lease lots with landside access only, including land zoned to allow manufacturing, retail, hotel, and restaurant services. New GA aprons will provide 111 new small apron tie-down spaces and eight new transient spaces. The new commercial apron will provide four new large aircraft tie-downs.

Under Alternative 3, the accessible leasable area on the airport would be increased by approximately 457%, the number of small GA tie-downs and large aircraft tie-downs available to customers would be increased by 56% and 67%, respectively. The addition of eight new transient spaces will bring the total number of transient tie-downs available to 17 spaces, an 89% increase in transient parking.

AIRSPACE OBSTRUCTIONS

As described under Alternative 2, Alternative 3 will also extend Runway 04/22 along its alignment to the southwest and widen symmetrically along its alignment. Additional property and avigation easements will be acquired to the southwest of the airport boundary, which will enable tree removal to mitigate obstructions to the Runway 04 approach. The acquisition of the property and easements will allow the airport to remove penetrating obstructions to the Part 77 and AC 150/5300 approach surfaces, and approaches will not need to be altered due to the presence of obstructions.

LAND USES WITHIN THE RUNWAY RPZS

As described under Alternative 2, the land within the ultimate Runway 04 RPZ will be acquired by the City. This will allow the City to have full control of future land use and development within the RPZs and prevent incompatible use of this land.

Due to the Runway 04 extension, Apron A will no longer be located inside the RPZ. These changes will reduce the amount of paved area in the RPZs by approximately 120,700 square feet.

There will be no changes to the areas of Taxiways B and D that fall within the existing Runway 04S/22S RPZs.

SAFETY ANALYSIS

The safety improvements of Alternative 3 are the same as described under Alternative 2, except that the acquisition of the existing Museum property to the north of the airport will allow a more efficient alignment of

the new extension of Aviation Avenue. The new alignment will intersect West Museum Drive and Beacon Street at the existing stop sign at the existing intersection between the two roads. This will eliminate the need for a new stop sign and intersection between the new Aviation Avenue extension and Beacon Street, which improves safety and connectivity of the road system. Also, Alternative 3 provides maximum separation between private hangar lease lots and commercial lease lots, with the entirety of the lease lot development southwest of Beacon Street reserved for private hangars and the development northeast of Beacon Street reserved for commercial lease lots. This separation increases safety and operational efficiency at the airport.

MEETING DEMAND FOR ADDITIONAL LEASE LOTS

Alternative 3 would provide areas for approximately 76.2 acres of lease lot development, 18.8 acres of new GA Apron for the installation of 111 new tie-downs and 2.9 acres of new large aircraft apron to accommodate four large aircraft tie-downs. This alternative provides approximately 230% of the land necessary to meet the forecasted demand for lease lots.

The apron development under this alternative provides 111 new small tie-downs at the three new GA Aprons. However, up to 25 existing tie-downs will be removed when Taxiway B is widened, resulting in a total cumulative addition of 86 tie-down spaces under this alternative, meeting 86% of the forecasted demand. This alternative also adds a large aircraft apron providing four new large aircraft tie-downs, which meets 44% of the forecasted demand for large aircraft spaces. However, sufficient lease lot space is available for private lease opportunities for additional GA and commercial aircraft parking to satisfy the unmet demand for GA and large aircraft parking that is not currently provided by City-owned tie-downs under this alternative. Also, the addition of eight transient parking spaces under this alternative exceeds the anticipated demand for additional transient parking.

5.0 ALTERNATIVES AND RECOMMENDATIONS

Table 5-8: Alternatives Evaluation Matrix

Impacts on Airport	Alternative 1 No Build	Alternative 2 Expand Primary RW 04/22, Aprons, and Lease Lots	Alternative 3 Expand Primary RW 04/22, Aprons, Lease Lots, and Commercial Lots
Runway 04/22 Dimensions	Maintain Existing (3,700 ft by 75 ft)	Lengthen and Widen (6,000 ft by 100 ft)	Lengthen and Widen (6,000 ft by 100 ft)
Runway 04S/22S Dimensions	Maintain Existing (1,690 ft by 60 ft)	Maintain Existing (1,690 ft by 60 ft)	Maintain Existing (1,690 ft by 60 ft)
Maintains Single Traffic Pattern with Simultaneous Operations Prohibited	Yes	Yes	Yes
Meets Forecasted Tie-Down Demand	No	No - provides 93% of tie-downs forecasted	No - provides 86% of tie-downs forecasted
Meets Forecasted Lease Lot Demand	No	Yes	Yes
Provide full length Parallel Taxiway B	No	Yes	Yes
Environmental Impacts	No change	Environmental impacts are greater than Alternative 1 but less than Alternative 3	Environmental impacts are greater than Alternative 1 and Alternative 2
Construction Costs (approx.)	\$152,000	\$215.7M	\$239.2M
Annual Maintenance Costs	No change	More than Alternative 1 but less than Alternative 3	More than Alternative 1 and Alternative 2
Annual Revenue Generation	No change	More than Alternative 1 but less than Alternative 3	More than Alternative 1 and Alternative 2
Removal of Airspace Obstructions	Remains as described in Condition and Needs Assessment.	Obstructions are less than Alternative 1 and the same as Alternative 3	Obstructions are less than Alternative 1 and the same as Alternative 2
Land Uses within RPZ	No change	Incompatible land uses reduced from Alternative 1 and same as Alternative 3	Incompatible land uses reduced from Alternative 1 and same as Alternative 2
Mod-To-Standards Required	No	No	No
Safety Analysis	No corrections to non-standard conditions- existing safety hazards remain	Full control of land within RPZs for obstruction removal Reduced opportunities for airfield incursions	Full control of land within RPZs for obstruction removal Reduced opportunities for airfield incursions Maximizes separation of GA and commercial operations Maximizes safety of Aviation Avenue extension and realignment

5.5 RECOMMENDATION OF PREFERRED ALTERNATIVE

Alternative 1, the no build option, would not accommodate future growth. Therefore, a development alternative (either Alternative 2 or Alternative 3) is required to meet the needs of the airport.

Alternative 3 has been chosen as the preferred alternative. Alternative 3 increases apron space to accommodate additional tie-down areas and also acquires property to maximize lease lot development and airport revenue generation. Compared to Alternative 2, the preferred alternative provides more lease lot development and provides the greatest separation of future GA and commercial aircraft operations. Alternative 3 also provides the safest alignment of the Aviation Avenue extension by connecting to existing streets at existing intersections and eliminating the potential for additional intersections and stop signs. Alternative 3 also provides area for future development of an intermodal connection between the airport and the railroad, if ever desired. Engineer's estimates have been prepared for Alternatives 1, 2, and 3, and are included in Appendix F.

6.0 IMPLEMENTATION PLAN

The analyses completed in Chapter 5.0, Alternatives and Recommendations, evaluated development needs at the airport over the 20-year planning horizon. The Implementation chapter aims to present an overview of the recommended capital improvements and provide a strategy for implementing a Capital Improvement Program (CIP) to address those needs. Recommended improvements are separated into three categories: near-term (NT) (0 to 5 years), mid-term (MT) (6 to 10 years), and long-term (LT) (11 to 20 years). Near-term projects are necessary to satisfy the existing demand and to correct safety issues. The mid- and long-term projects are needed to accommodate forecasted growth and rehabilitate existing facilities. All improvements on the CIP will be reflected in ALP.

The CIP includes all of the improvements listed in the preferred alternative, repackaged into individual projects to provide a sequential order for construction based on priority. Many projects are interrelated, and construction is phased to maximize efficiency and reduce cost while taking advantage of available funding and addressing the operational needs at the airport. Planning-level cost estimates are provided for each project. If sufficient funding is available, some projects may be constructed concurrently.

6.1 IMPLEMENTATION PROCESS

Airport improvements at the Wasilla Airport are generally funded through a combination of City funds, State of Alaska grants, and AIP grants from the FAA. Additional FAA funding opportunities came in 2021 when the U.S. Congress passed the Bipartisan Infrastructure Law (BIL), which provides 5 years of separate FAA funding to airport sponsors. The FAA generally provides \$150,000 in yearly AIP entitlement funding for Non-Primary GA Airports. Wasilla qualified for an additional \$159,000 of BIL funding annually between 2022 and 2026. If the AIP program funding designated by the U.S. Congress exceeds the level necessary to meet the commitments of the entitlements, the FAA may provide additional support to a particular improvement by allocating “discretionary” AIP funding to the project. Projects funded through the AIP program are typically subject to a 6.25% local sponsor match. For fiscal years (FY) 2025 and 2026, the sponsor share was reduced to 5.0% by Congress during the reauthorization of the AIP program.

Projects developed in accordance with the FAA’s AIP program follow the implementation process outline Order 5100.38D “FAA AIP Handbook,” otherwise known as the “Sponsor Handbook.” The Sponsor Handbook emphasizes initiating projects early to allow sufficient time for planning, preparation of the appropriate environmental documentation, and land acquisition, design, and construction. Typically, funding for AIP-eligible projects aligns with the sequence graphically shown on the following page (Figure 6-1).

6.0 IMPLEMENTATION PLAN

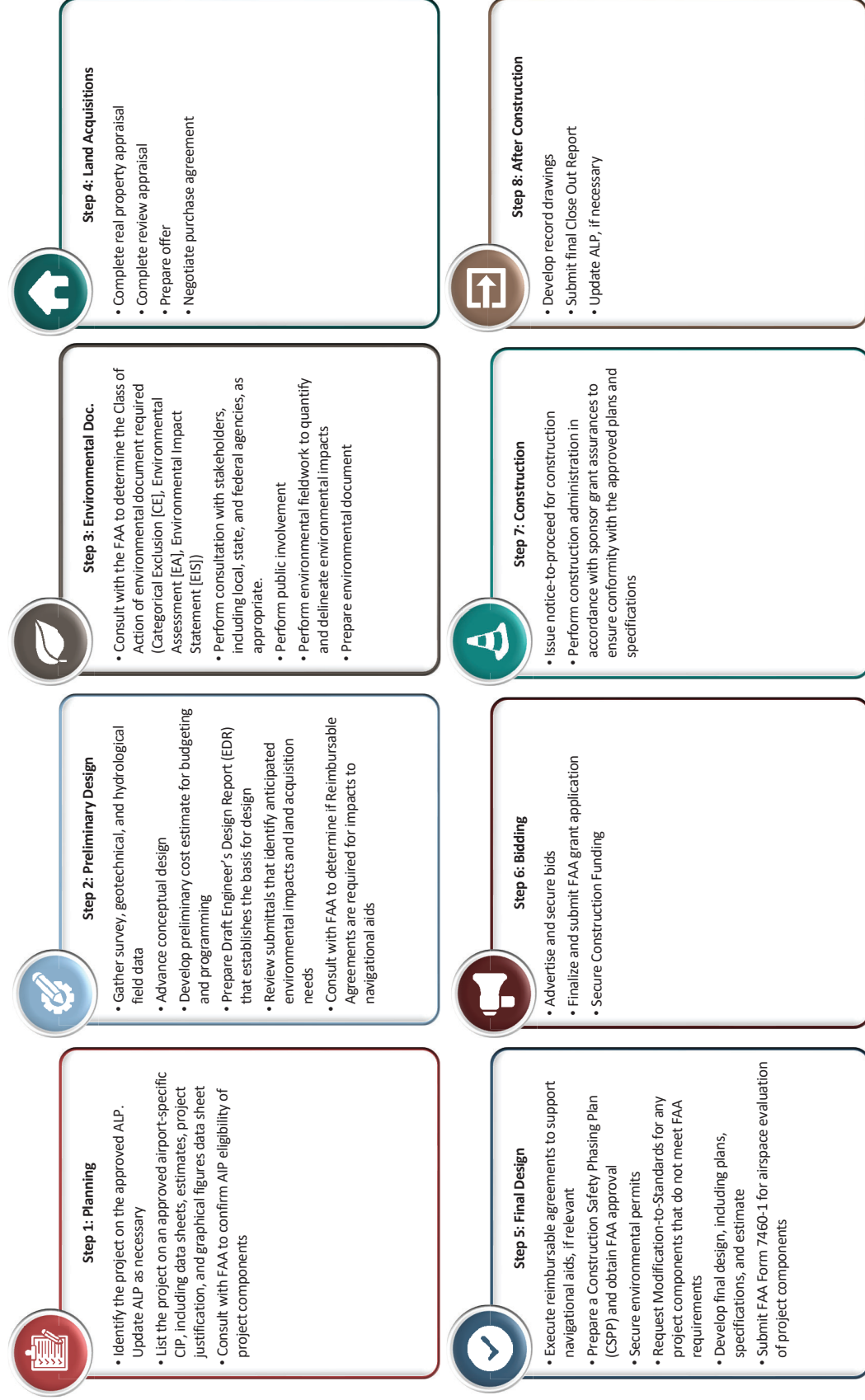


Figure 6-1 Project Development Process for AIP Eligible Projects

6.2 CAPITAL IMPROVEMENTS PLAN

This Capital Improvement Plan includes projects anticipated during the 20-year planning period of 2025 to 2045. This plan should be re-evaluated by the City annually as the airport's needs and priorities change with time.

Below is a high-level summary of the projects included in each phase:

Near-Term Projects (2025 to 2030): Approximately \$47.7M

- Land and Avigation Easement Acquisition
- Construct Taxiway K and Commercial/Large Aircraft Apron and Landside Access
- Extend Runway 04/22 to 5,100' and Extend Parallel Taxiway B
- Construct Apron F
- Construct Long-Term Parking Area
- Construct Southern Perimeter Fencing

Mid-Term Projects (2031 to 2035): Approximately \$149.63M

- Shift and resurface STOL Runway 04S/22S
- Expand Runway 04/22 to 6,000' x 100'
- Widening and Extending Parallel Taxiway B
- Construct Apron G
- Develop City-Owned Aviation Business Center
- Develop Lease Lot for Aviation Fuel Facility
- Land Acquisition (Southeastern)
- Develop Northwest Private Hangar Lease Lots and Landside/Airside Access
- Develop Southeast Commercial Lease Lot and Landside/Airside Access
- Construct Transient Apron
- Construct Commercial/Large Aircraft Vehicle Parking Area
- Construct Southeastern Perimeter Fencing

Long-Term Projects (2036 to 2045): Approximately \$77.7M

- Extend Apron F and Provide Private Lease Lots
- Construct Aircraft Run-Up Areas for Runway 04/22
- Construct Vehicle Parking
- Land Acquisition (North)
- Extend Access Road
- Develop Northeast Commercial Lease Lots and Landside/Airside Access
- Construct Taxiway Barrier Gates
- Construct Ski Taxiway
- Construct Parachute Landing Area and Access Road
- Construct Helipad
- Provide Lease Lots for Future Development of Fire and Rescue Facility and Hotel

Table 6-1 through 6-3 lists projects included in the preferred alternative, separated into near-term, mid-term, and long-term phases, respectively. The tables also include a brief project description, estimated capital costs, and a discussion about the likelihood that the project is AIP-eligible. The FAA will review and determine whether each project is eligible to receive AIP funding prior to beginning the design process. For planning purposes, the assumed AIP eligibility listed in Table 1 is based on whether a project is consistent with the eligible project types described in the AIP Handbook (FAA Order 5100.38). The justification for each project's need and final AIP eligibility determination will be evaluated by the FAA at the time it is proposed for funding.

A full depiction of each project included in the near-term, mid-term, and long-term phases is shown in Figure 6-2, Figure 6-3, and Figure 6-4, respectively.

The following capital cost estimates within this Implementation Plan include inflation factors and the assumed design and construction administration costs as a percentage of construction. Draft CIP data sheets with additional cost estimate breakdowns for each project are included in Appendix G. The total cost of the CIP is approximately \$278.9 million.

Table 6-1: Implementation Plan – Near-Term (approx. 2025 to 2030)

Project Name		Project Description	AIP Eligibility	Estimated Project Subtotals	Estimated Project Cost
Construct Taxiway K, Construct GA and Commercial Aprons, and Extend Primary Runway 04/22					
1	Land Acquisition	Acquire approximately 71.4 acres of land within and adjacent to the Runway 04 near-term and ultimate RPZs to facilitate near-term and ultimate expansion of Runway 04/22 to 5,100 feet and 6,000 feet, respectively.	Not currently eligible – Possibly reimbursable when the runway is extended	\$7,250,000	\$51,522,908
2	Acquire Avigation Easements	Acquire avigation easements in approximately 0.22 acres of land within Runway 04 existing RPZ and 13.13 acres of land within and adjacent to the Runway 04 near-term and ultimate RPZs (see NT-4 and MT-2) to accommodate obstruction removal.	The rest is not currently eligible but may possibly be reimbursable when the runway is extended	\$937,500	
3	Construct Taxiway K and Landside Access to Commercial Lease Lots & Commercial/Large Aircraft Apron	Construct approximately 1,600 feet of new 50-foot-wide parallel Taxiway K and to provide access to commercial lease lots immediately southwest of Taxiway K and construct approximately 127,000 square feet of new commercial/large aircraft apron at southern end of proposed Taxiway K. Project will also include construction of new connecting Taxiway H at the Runway 22 threshold, new 24-foot-wide vehicle road connecting to Aviation Ave (landside access) with vehicle security gate, and extension of utilities. Apron construction will include 4 large aircraft tie-downs.	Eligibility Limited to Taxiway and Access Road Improvements	\$13,476,108	
4	Construct Runway to 04/22 to 5100'	Resurface and extend existing runway by 1,400 feet. Runway expansion will also include drainage improvements, new pavement and markings, and new runway edge lighting, precision approach path indicators (PAPIs), and Runway End Identifier Lights (REILs).	Yes	\$15,534,600	
5	Taxiway B Extension	Extend existing parallel Taxiway B by approximately 1,100 feet. Taxiway B extension will also include construction of new connecting taxiway at new Runway 04 threshold and new taxiway edge lighting.	Yes	\$3,387,000	
6	Construct Apron F	Construct approximately 267,000 square feet of additional GA apron space southwest of existing Apron A. New Apron F will include approximately 35 new small aircraft tie-downs with weatherproof outlets and apron lighting.	Yes	\$6,910,100	
7	Develop Landside and Airside Lease Lot Access for New Hangar Building	Provide lease space for future development of a private hangar along northeastern edge of existing Apron E. Development will include required site preparation such as clearing and subgrade earthwork.	No	\$899,600	
8	Construct Long-Term Vehicle Parking Area	Construct 57,000-square-foot long-term vehicle parking area on north side of Aviation Ave, across from proposed hangar lease lot (see NT-8). Proposed parking area will include approximately 107 perpendicular parking spaces, 40% of which will be reserved for long-term (revenue generating) parking.	Eligibility Limited to non-revenue generating areas	\$1,928,500	
9	Construct Perimeter Fencing	Construct approximately 7,100 feet of new airport perimeter fencing along perimeter of newly acquired land in south of Runway 04 RPZ (see NT-1).	Yes	\$1,199,500	

6.0 IMPLEMENTATION PLAN

Table 6-2: Implementation Plan – Mid-Term (approx. 2031 to 2035)

Project Name		Project Description	AIP Eligibility	Estimated Project Subtotals	Estimated Project Cost
Resurface STOL, Primary Runway 04/22 Expansion, and Lease Lot Development					
1	Shift and Resurface Runway 04S/22S	Shift runway centerline 15 feet to the north and resurface Runway 04S/22S (1,690 ft x60 ft). Project also includes new edge markers.	Yes	\$4,078,100	\$149,633,500
2	Construct Runway 04/22 Expansion	Extend existing near-term Runway 04/22 by 900 feet and widen to 100 feet. Runway expansion will also include drainage improvements, new pavement and markings, and new runway edge lighting, precision approach path indicators (PAPIs), and Runway End Identifier Lights (REILs).	Eligibility based on determination of future critical aircraft	\$44,800,000	
3	Widen Taxiway B and Construct Taxiway B Extension	Extend existing near-term parallel Taxiway B by approximately 900 feet and widen to 50 feet. Taxiway B expansion will also include new pavement and markings, new taxiway edge lights, widening of existing connecting Taxiway H and associated lighting improvements, and construction of new connecting taxiway at new Runway 04 threshold.	Eligibility based on determination of future critical aircraft	\$17,457,500	
4	Construct Apron G	Construct approximately 294,000 square feet of additional GA apron space located between proposed Taxiway C extension (see MT-10) and Beacon Street on north side of Aviation Ave. New Apron G will include approximately 44 new small aircraft tie-downs with electrical outlets and apron lighting.	Yes	\$12,600,500	
5	Develop City-Owned Aviation Business Center	Development will include construction of new building (approximately 13,300 square feet) and required site preparation and foundation work. Project will also include construction of new 79,000-square foot public/rental vehicle parking area with approximately 160 perpendicular vehicle parking spaces.	No	\$16,935,600	
6	Provide Lease Lot for Aviation Fuel Facility	Construction will include site preparation of lease lot used for a future aviation fueling facility located immediately northeast of proposed Aviation Business Center (see MT-6). Project will also include construction of landside access off of Aviation Avenue.	No	\$1,734,600	
7	Land Acquisition	Acquire approximately 115.5 acres of land adjacent to the northeastern and southeastern quadrants of the airport to accommodate future airport expansion and to create a buffer to protect against encroachment from non-aviation development.	Yes	\$6,442,400	
8	Construct Landside and Airside Access to Southern Commercial Lease Lots	Construct approximately 2,500 feet of new 50-foot-wide Taxiway R perpendicular to proposed Taxiway K (see NT-3) that will extend north to connect to Runway 04/22 and south to access proposed commercial lease lots. Project will also include new 24-foot-wide vehicle access road connecting to Clapp St. (landside access), and extension of utilities.	Eligibility Limited to Taxiway and Access Road Improvements	\$14,750,500	
9	Develop Landside and Airside Access to Northwest Private Hangar Lease Lots	Extend existing Taxiway C by approximately 2,200 feet to the northwest (crossing Aviation Ave) and construct approximately 1,500 feet of new 35-foot-wide Taxiway M to provide airside access to the proposed northwest private hangar lease lots. Development will also include construction of two 24-foot-wide vehicle roads (landside access), extension of utilities, and construction of approximately 3,550 feet of new fence with three vehicle security gates.	Eligibility Limited to Taxiway and Access Road Improvements	\$23,550,200	
10	Construct Transient Apron	Construct approximately 122,000 square feet of additional apron space located immediately southeast of proposed Aviation Business Center (see MT-6) accessible via Taxiway B. New apron will include approximately 8 new small aircraft tie-downs for transient aircraft.	Yes	\$3,856,800	
11	Construct Commercial/Large Aircraft Apron Vehicle Parking Area	Construct 24,600-square-foot vehicle parking area immediately adjacent to proposed southern access roads (see NT-3 and MT-9). Proposed parking area will include approximately 57 perpendicular parking spaces.	Yes	\$1,477,900	
12	Construct Perimeter Fencing	Construct approximately 15,000 feet of new airport perimeter fencing. Locations include perimeter of newly acquired land in southeast quadrant of airport (see MT-8), south of proposed private hangar lease lots (see MT-10), and along footprints of the proposed hangar lease lot and Aviation Business Building lots (see NT-8 and MT-6). Project will also include one new vehicle security gate.	Yes	\$1,949,400	

Table 6-3: Implementation Plan – Long-Term (approx. 2036 to 2045)

Project Name		Project Description	AIP Eligibility	Estimated Subtotals	Estimated Cost
Airport Safety and Access Improvements and Lease Lot Development					
1	Extend Apron F and Provide Private Lease Lots	Extend new Apron F apron (see MT-6) by 257,300 square feet to the southwest. New Apron F extension will include approximately 32 new small aircraft tie-downs with electrical outlets and apron lighting.	Yes	\$12,499,300	\$77,712,300
2	Construct Aircraft Run-Up Areas	Construct new aircraft run-up areas at both ends of proposed parallel Taxiway B at intersections with connecting taxiways.	Yes	\$3,462,400	
3	Construct Vehicle Parking Area	Construct 25,000-square-foot vehicle parking area on north side of Aviation Avenue, south of proposed Taxiway C extension (see MT-10). Proposed parking area will include approximately 39 perpendicular parking spaces.	Yes	\$1,584,500	
4	Land Acquisition	Acquire approximately 21.0 acres of land adjacent to facilitate the future northeastern expansion area (LT-6) and to create a buffer to protect against encroachment from non-aviation development. The land is currently owned by the Museum of Alaska Transportation and Industry and the acquisition costs include an assumed \$2M museum relocation cost.	Yes	\$6,175,000	
5	Extend Access Road	Develop and construct 2,300 feet of access road that will re-route Aviation Avenue around northern perimeter of existing airport boundary, connecting to W Museum Dr at north terminus of Beacon St.	Yes	\$4,646,700	
6	Develop Airside and Landside Access to Northeast Commercial Lease Lots	Construct approximately 2,900 feet of new 50-foot-wide taxiway from north side of Apron E towards the northwest (crossing Airport Way (prev. Aviation Ave)) to provide airside access to the proposed northeast commercial lease lots. Development will also include construction of a 24-foot-wide vehicle access road connecting to Beacon St (landside access), extension of utilities, and construction of approximately 5,200 feet of new fence with one vehicle security gate.	Eligibility Limited to Taxiway and Access Road Improvements	\$34,427,800	
7	Construct Taxiway Barrier Gates	Construct two new taxiway barrier gates at the intersections of Airport Way (prev. Aviation Ave) and proposed Taxiway C and Taxiway J extensions (see MT-10 and LT-6).	Yes	\$5,423,000	
8	Construct Ski Taxiway	Construct 170 feet of new 25-foot-wide gravel-surfaced taxiway, parallel to northwest side of existing connecting Taxiway D, to connect Taxiway B to the Runway 04S threshold.	Yes	\$1,693,800	
9	Construct Parachute Landing Area and Access Road	Construct a 300'x300' turf area with an additional 50-foot-wide cleared turf zone around each side for parachute landings, located west of proposed Taxiway C extension (see MT-10). Project will also include construction of approximately 450 feet of access road connecting to proposed parking area (see LT-3) which connects to Airport Way (prev. Aviation Ave).	Yes	\$2,063,400	
10	Provide Lease Lot for Fire and Rescue Facility	Provide lease space for future development of a Fire and Rescue Facility on newly acquired land in southeast quadrant of airport (see MT-8), northeast of the proposed commercial/large aircraft lease lots access road (see MT-9). Site preparation will include required site preparation such as clearing, subgrade earthwork, and utility extension.	No	\$911,700	
11	Construct Helipad	Construct 105'x105' helipad on newly acquired land in southeast quadrant of airport (see MT-8), directly south of proposed Fire and Rescue Facility (see LT-10). Project will also include construction of approximately 500 feet of vehicle access road, a 3,900-square-foot parking area, and approximately 575 feet of new fencing.	Yes	\$2,478,300	
12	Provide Lease Lot for Hotel	Provide lease space for future development of a hotel on newly acquired land in southeast quadrant of airport (see MT-8), immediately south of the proposed helipad location (see LT-11). Site preparation will include required site preparation such as clearing, subgrade earthwork, and utility extension.	No	\$2,373,400	

6.0 IMPLEMENTATION PLAN

NEAR-TERM IMPLEMENTATION PLAN

- (NT-1) LAND ACQUISITION
- (NT-2) ACQUIRE AVIGATION EASEMENTS
- (NT-3) CONSTRUCT TAXIWAY K AND LANDSIDE ACCESS TO COMMERCIAL LEASE LOTS AND COMMERCIAL/LARGE AIRCRAFT APRON
- (NT-4) CONSTRUCT RUNWAY 04/22 TO 5,100'
- (NT-5) TAXIWAY B EXTENSION
- (NT-6) CONSTRUCT APRON F
- (NT-7) DEVELOP LANDSIDE AND AIRSIDE LEASE LOT ACCESS FOR NEW HANGAR BUILDING
- (NT-8) CONSTRUCT LONG-TERM VEHICLE PARKING AREA
- (NT-9) CONSTRUCT PERIMETER FENCING

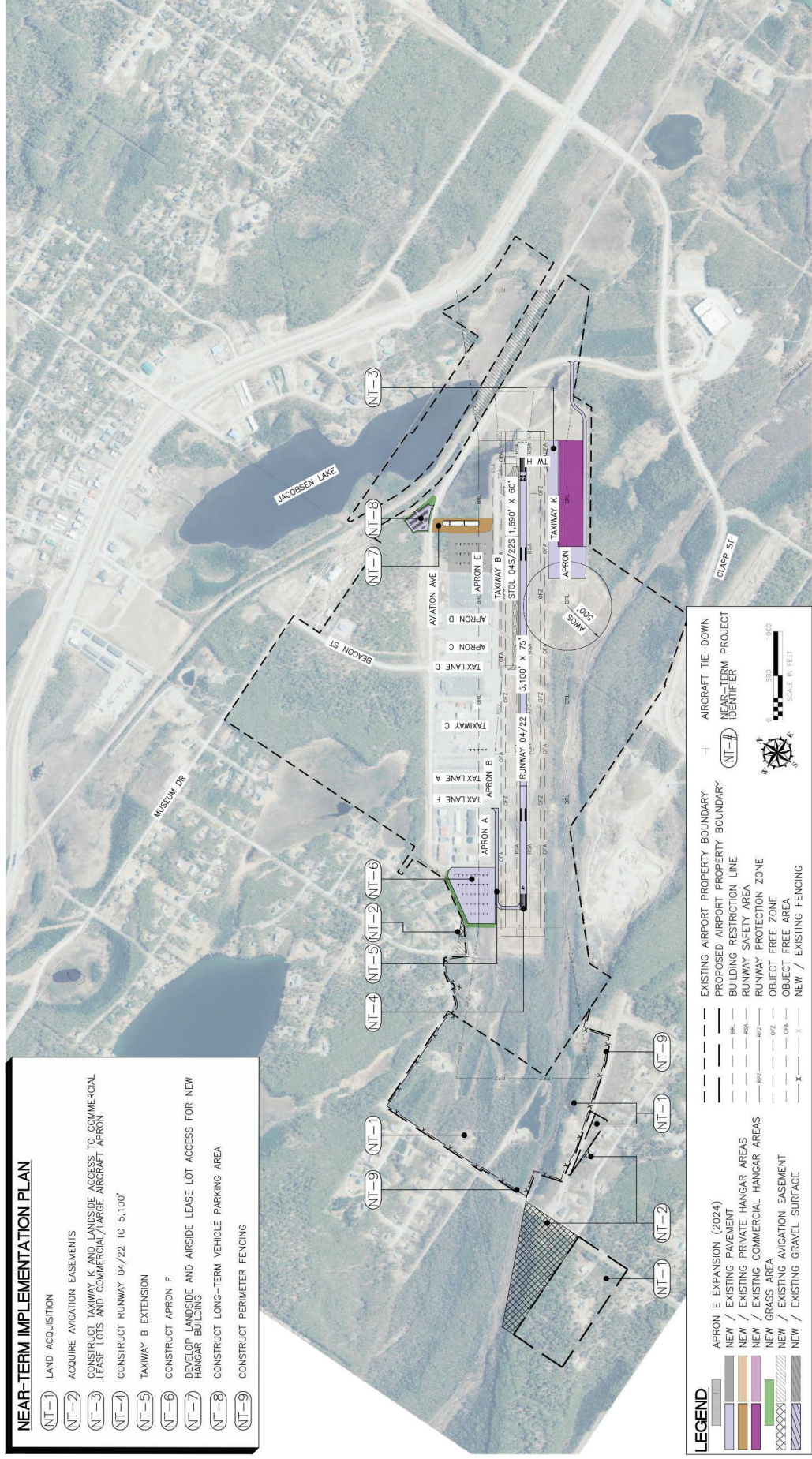
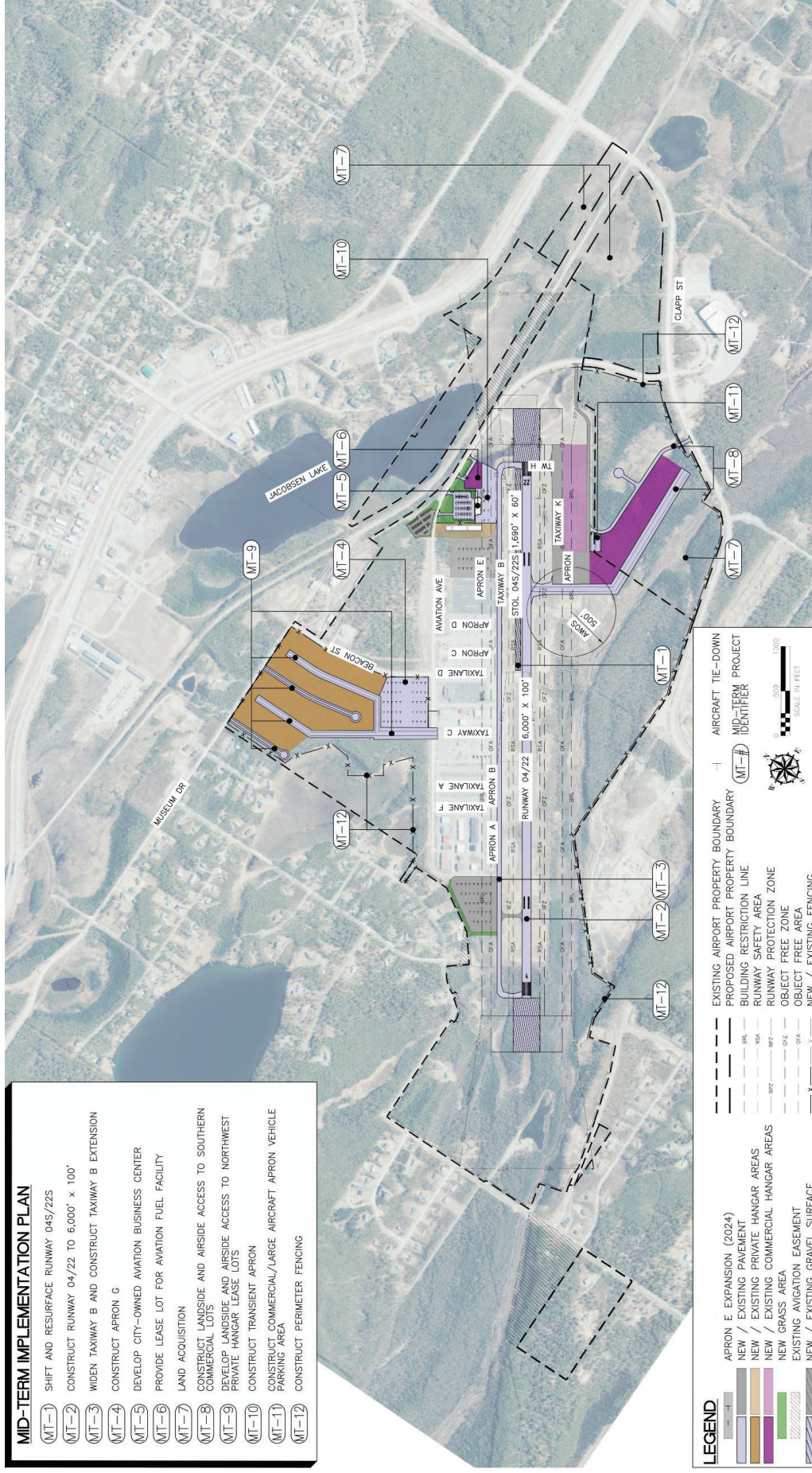


Figure 6-2: Near-Term Project Implementation

6.0 IMPLEMENTATION PLAN

MID-TERM IMPLEMENTATION PLAN

- (MT-1) SHIFT AND RESURFACE RUNWAY 04S/22S
- (MT-2) CONSTRUCT RUNWAY 04/22 TO 6,000' x 100'
- (MT-3) WIDEN TAXIWAY B AND CONSTRUCT TAXIWAY B EXTENSION
- (MT-4) CONSTRUCT APRON C
- (MT-5) DEVELOP CITY-OWNED AVIATION BUSINESS CENTER
- (MT-6) PROVIDE LEASE LOT FOR AVIATION FUEL FACILITY
- (MT-7) LAND ACQUISITION
- (MT-8) CONSTRUCT LANDSIDE AND AIRSIDE ACCESS TO SOUTHERN COMMERCIAL LOTS
- (MT-9) DEVELOP LANDSIDE AND AIRSIDE ACCESS TO NORTHWEST PRIVATE HANGAR LEASE LOTS
- (MT-10) CONSTRUCT TRANSIENT APRON
- (MT-11) CONSTRUCT COMMERCIAL/LARGE AIRCRAFT APRON VEHICLE PARKING AREA
- (MT-12) CONSTRUCT PERIMETER FENCING



6.0 IMPLEMENTATION PLAN

LONG-TERM IMPLEMENTATION PLAN

- (LT-1) EXTEND APRON F AND PROVIDE PRIVATE LEASE LOTS
- (LT-2) CONSTRUCT AIRCRAFT RUN-UP AREAS
- (LT-3) CONSTRUCT VEHICLE PARKING AREA
- (LT-4) LAND ACQUISITION
- (LT-5) EXTEND ACCESS ROAD
- (LT-6) DEVELOP AIRSIDE AND LANDSIDE ACCESS TO NORTHEAST COMMERCIAL LEASE LOTS
- (LT-7) CONSTRUCT TAXIWAY BARRIER GATES
- (LT-8) CONSTRUCT SKI TAXIWAY
- (LT-9) CONSTRUCT 300' x 300' PARACHUTE LANDING AREA AND ACCESS ROAD
- (LT-10) PROVIDE LEASE LOT FOR FIRE AND RESCUE FACILITY
- (LT-11) CONSTRUCT HELIPAD
- (LT-12) PROVIDE LEASE LOT FOR HOTEL

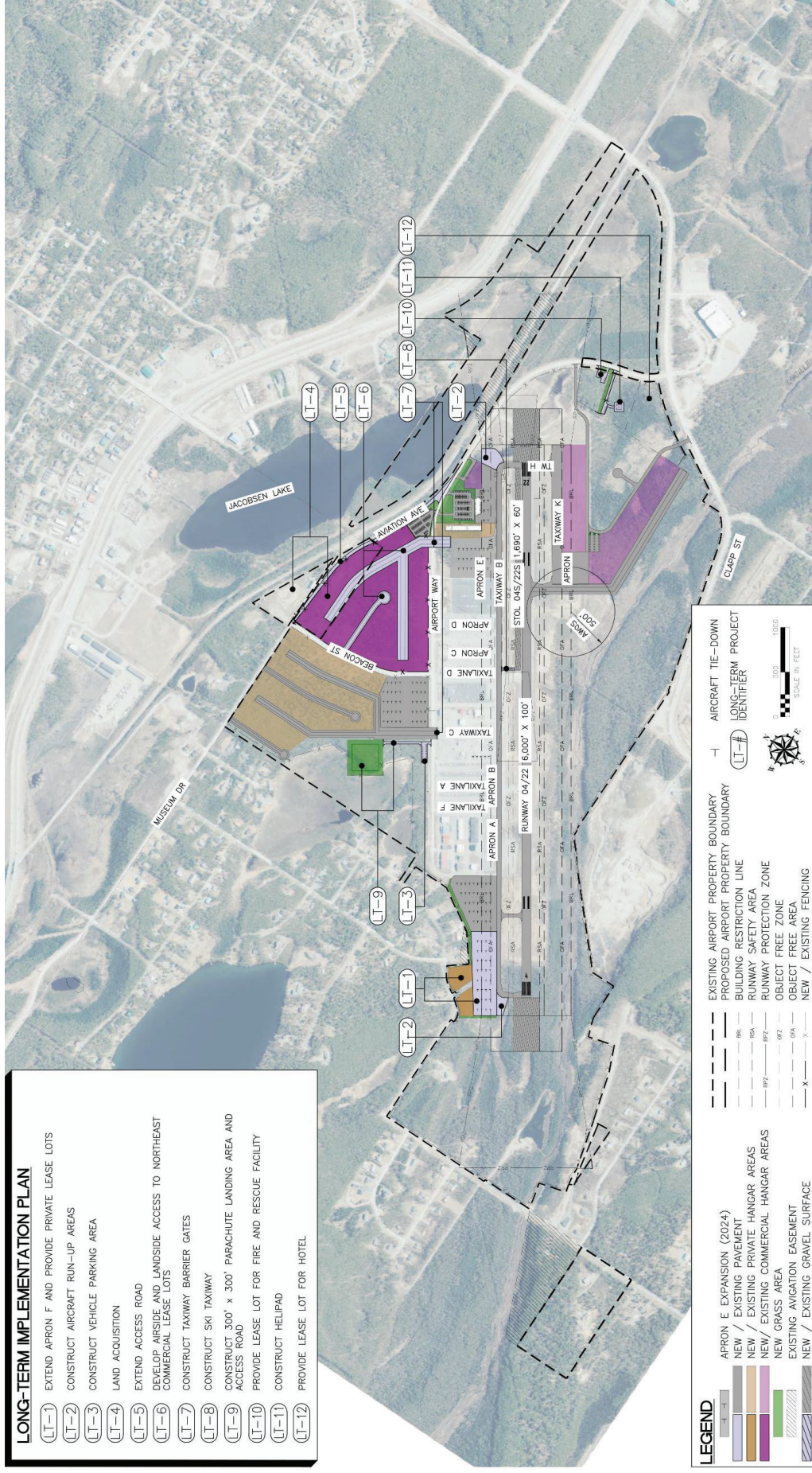


Figure 6-4: Long-Term Project Implementation

7.0 FINANCIAL PLAN

The financial plan presents an analysis of the financial feasibility of improvements proposed for the preferred alternative (NEI, 2024). The plan describes historical revenues and expenses, presents the estimated cost of the preferred development alternatives, and explores possible funding sources.

7.1 INVENTORY OF FINANCIAL INFORMATION

7.1.1 AIRPORT FINANCIAL STRUCTURE

Wasilla Airport collects revenue primarily from lease lots and tie-down fees. The airport has operated at a financial operating loss over the last decade, 2015–2024 (City of Wasilla, 2025b, 2025c).

7.1.2 RATES AND CHARGES

Table 7-1 lists a selection of fees charged at Wasilla Airport and a few comparison airports. As seen in the table, rates charged at the Wasilla Airport tend to be at the lower end of the range for the airports included in the table.

Table 7-1: Comparison of Airport Aviation Rates and Fees

Airport	Fuel Flowage Fee (\$/gal)	Land Lease (\$/sf/year) (Aviation)	Land Lease (\$/year) (Non-aviation)	Tie-Downs, Monthly (Paved)
Wasilla (City of Wasilla, 2023d)	-	\$0.06	<i>same</i>	\$50 with Electric \$35 without
Big Lake (DOT&PF, 2025b)	\$0.05	\$0.116	\$0.074	\$48 (tail-in) \$61 (pull-through)
Birchwood (DOT&PF) (Alaska State Legislature, 2025)	\$0.05	\$0.144	\$0.174	\$48 (tail-in) \$61 (pull-through)
Kenai (City of Kenai, 2025)	\$0.035 Sig \$0.070 NonSig	Set rate for select parcels, otherwise subject to appraisal	Set rate for select parcels, otherwise subject to appraisal	\$70 with Electric \$45 without
Palmer (City of Palmer, 2025)	\$0.05	\$0.08	Full Market Value	\$35 (33'x44') \$58 (60'x61')
Talkeetna (DOT&PF) (Alaska State Legislature, 2025)	\$0.05	\$0.144	\$0.174	\$48 (tail-in) \$61 (pull-through)

7.2 HISTORICAL FINANCIAL RESULTS

The Wasilla Airport has operated at a loss over the last decade (Table 7-2 and Figure 7-1). Through 2019, operating profits before depreciation had been under \$100,000, but since 2020 the gap between expenses and revenues has grown. The operating loss highlights that the City has provided services to its users for less than the full cost it takes the City to provide them, resulting in this deficit. Depreciation represents about

7.0 FINANCIAL PLAN

\$800,000 per year, and with depreciation included, the airport has seen an operating loss approaching \$1 million annually in recent years. Depreciation is a non-cash expense, but it accounts for the wear and tear of assets as they are used and also speaks to the need to adequately fund capital replacement. While FAA funding covers a substantial portion of capital costs associated with airport development, under-charging for airport services has meant that the City has not been accumulating sufficient reserves to pay for facility refurbishment and replacement; the next section presents needed and recommended financial changes to address this situation. Detailed revenue and expense information is provided in the following sections.

Table 7-2: Summary of Wasilla Airport's Revenues and Expenses, \$, FY 2015–2024

Fiscal Year	Revenue	Expenses	Operating Profit Before Depreciation	Depreciation	Operating Profit After Depreciation
2015	85,669	160,661	-74,992	778,059	-853,051
2016	86,581	156,867	-70,286	778,059	-848,345
2017	111,764	170,840	-59,076	779,778	-838,854
2018	121,189	171,355	-50,166	783,466	-833,632
2019	131,022	171,417	-40,395	792,838	-833,233
2020	139,039	214,392	-75,353	849,485	-924,838
2021	141,549	198,394	-56,845	843,912	-900,757
2022	152,458	288,725	-136,267	759,232	-895,499
2023	152,969	257,676	-104,707	795,046	-899,753
2024	152,996	287,281	-134,285	807,462	-941,747

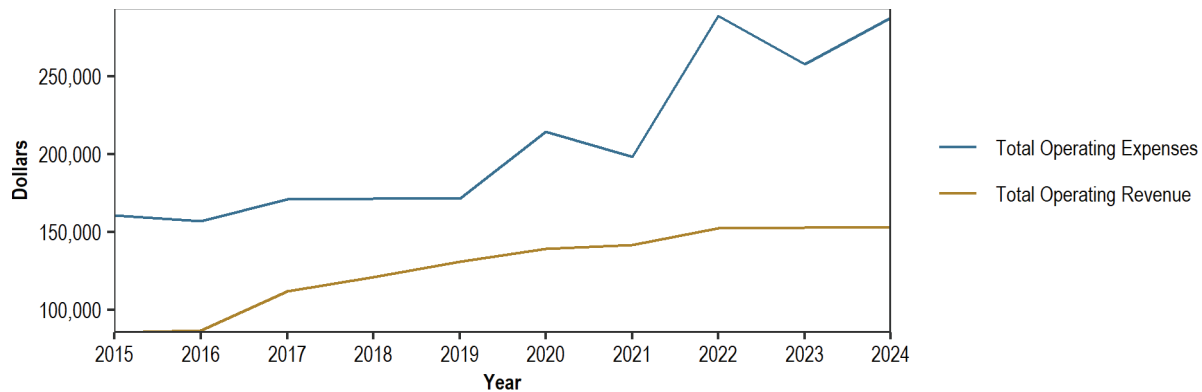


Figure 7-1: Wasilla Airport Operating Revenues and Expenses Before Depreciation, 2015–2024

Table 7-3 shows airport revenues and expenses in real 2024 dollars, using the Urban Alaska Consumer Price Index (CPI) to account for inflation (U.S. Bureau of Labor Statistics [BLS], 2025). Nominal dollars represent the amount paid or received at the time of the transaction, while real dollars are adjusted by inflation to focus on underlying trends. From 2015 to 2024, nominal revenues increased 6.66% annually, while expenses increased 6.67%. During this period, the CPI increased 2.25% annually; therefore, on a real basis, airport revenues increased 4.26% annually while expenses increased 4.27% annually.

Table 7-3: Wasilla Airport Revenues and Expenses, Real 2024 Dollars, \$, FY 2012–2024

Fiscal Year	Real Revenues	Real Expenses	Real Expenses (excluding Other Purchased Services)
2015	105,140	197,176	166,204
2016	105,809	191,706	162,025
2017	135,935	207,787	174,887
2018	143,038	202,248	168,274
2019	152,526	199,551	165,108
2020	163,664	252,364	216,535
2021	158,868	222,668	188,893
2022	158,276	299,743	266,313
2023	156,398	263,452	229,976
2024	152,996	287,281	240,495

The following two subsections provide more detailed information about Wasilla Airport’s revenues and expenses.

7.2.1 REVENUES

Tie downs and lease lots are the primary revenue sources for the Wasilla Airport, contributing a combined 94% of revenue in 2024, respectively (Table 7-4 and Figure 7-2) (City of Wasilla, 2025b, 2025c). Transient parking revenues remain a minor portion of total revenues, though they have been growing over the last decade. Miscellaneous revenues primarily consist of fees charged for lost gate keys (paid by the airport customer) and insurance premium refunds when assets are removed from coverage.

Table 7-4: Wasilla Airport Revenue Detail, \$, FY 2015–2024

Fiscal Year	Lease Lots	Tie Downs	Transient Parking	Miscellaneous	Total Revenue
2015	42,977	41,110	1,444	138	85,669
2016	38,252	45,746	2,095	487	86,580
2017	49,993	56,613	4,799	359	111,764
2018	55,586	59,521	5,930	152	121,189
2019	57,471	63,987	7,342	2,222	131,022
2020	58,070	75,307	5,497	164	139,038
2021	55,104	79,001	7,444	0	141,549
2022	66,389	79,097	6,972	0	152,458
2023	66,344	79,355	7,270	0	152,969
2024	70,597	73,534	8,865	0	152,996

The rate for tie-downs increased once during the period shown in Table 7-4. Tie-down space fees were set at \$25 per month, \$125 for six months if paid in advance, and \$250 yearly if paid in advance in a 1994 resolution (City of Wasilla, 1994). That resolution also set a daily transient parking rate (\$5 per day, after the first six hours) and impoundment (\$40 basic fee and \$5 per day storage fee). In 2005, a rate for tie-downs with electrical service was set at \$40 per month (City of Wasilla, 2005). These rates were increased again in 2016, when daily transient aircraft parking was set at \$5 for the first six hours, \$5 per day after the first six hours, and \$75 monthly; monthly tie-down space fees became \$35 per day without power and \$50 per day with power; and impoundment fees increased to \$250 for the basic fee and \$5 per 24 hours of storage (City of Wasilla, 2016). Since rates remained fixed, increases in revenues from tie-downs and transient parking reflect growth in activity during those periods.

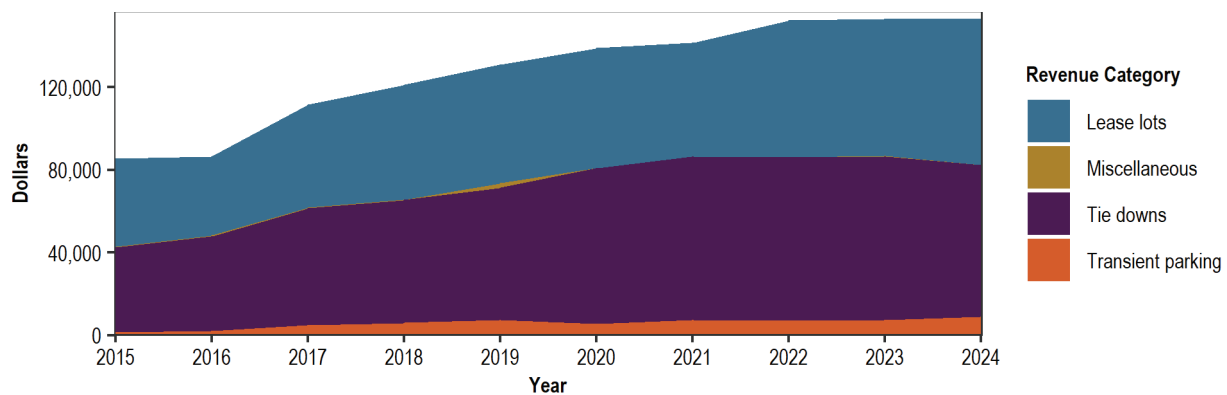


Figure 7-2: Wasilla Airport Operating Revenue Detail, FY 2015–2024

Table 7-5 shows inflation-adjusted revenues.

Table 7-5: Wasilla Airport Revenue Detail, Adjusted to 2024 \$, FY 2015–2024

Fiscal Year	Lease Lots	Tie Downs	Transient Parking	Miscellaneous	Total Revenue
2015	52,745	50,453	1,772	169	105,140
2016	46,747	55,906	2,560	595	105,809
2017	60,805	68,857	5,837	437	135,935
2018	65,607	70,252	6,999	179	143,038
2019	66,904	74,489	8,547	2,587	152,526
2020	68,355	88,645	6,471	193	163,664
2021	61,846	88,667	8,355	0	158,868
2022	68,922	82,115	7,238	0	158,276
2023	67,831	81,134	7,433	0	156,398
2024	70,597	73,534	8,865	0	152,996

7.2.2 EXPENSES

Expenses at the Wasilla Airport are shown in Table 7-6 and Figure 7-3 (City of Wasilla 2025b, 2025c). Salaries and benefits account for a growing portion of the total expenses. Higher professional services expenses were incurred in 2013–2016 as the City pursued planning-level design in support of FAA funding for projects and planning updates: 2017 Airport Layout Plan update, 2017 Apron expansion, 2018 70 Acres purchase for GA

7.0 FINANCIAL PLAN

expansion, 2019 Apron E expansion, 2021 Runway crack repair, 2022 Master plan update, 2023 Apron E PH II. Maintenance expenses increased because of more apron, more equipment, and more repairs of aging equipment. The one-time drop in supplies in 2021 is thought to have been a reallocation to replacement equipment (City of Wasilla, 2023e). Salaries and Benefits have also increased due to the allocation of additional staff time to airport operations. The airport's salaries and benefits expense shown below include allocations from other Public Works positions and a Finance position. In FY 2020 and prior, the allocation was 0.25 full-time equivalent (FTE) roads supervisor, 0.05 FTE roads tech II, and 0.05 FTE financial clerk. For FY 2021, the allocated roads tech II position increased to 0.60 FTE.

Table 7-6: Wasilla Airport Expense Detail, \$, FY 2015–2024

Fiscal Year	Salaries and Benefits	Professional and Technical Services	Repair and Maintenance	Other Purchased Services	Supplies	Total Expenses
2015	48,710	4,027	37,076	25,236	45,612	160,661
2016	55,106	6,498	24,564	24,287	46,412	156,867
2017	59,083	1,287	34,574	27,050	48,846	170,840
2018	47,174	216	37,600	28,785	57,580	171,355
2019	48,701	322	37,644	29,587	55,163	171,417
2020	80,605	381	51,349	30,438	51,619	214,392
2021	114,526	398	25,482	30,093	27,895	198,394
2022	145,227	415	67,759	32,201	43,123	288,725
2023	92,316	320	32,091	32,742	100,207	257,676
2024	115,682	725	47,312	46,786	76,776	287,281

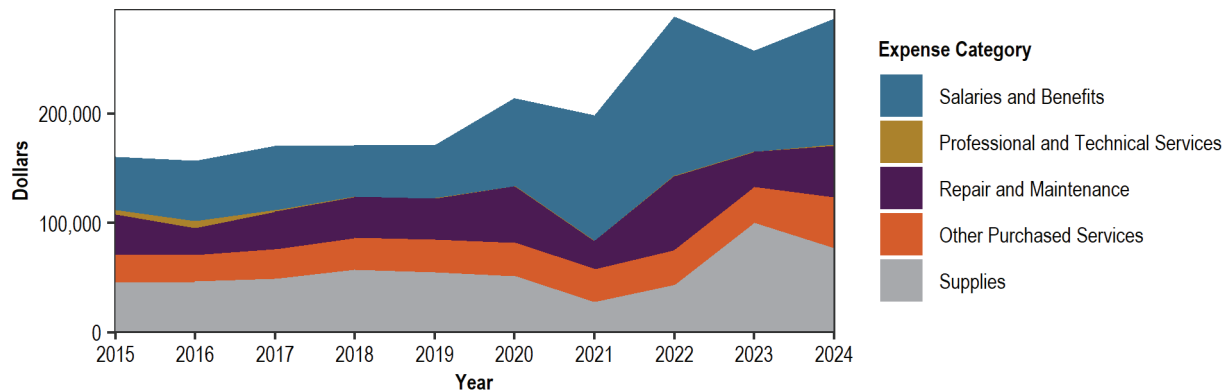


Figure 7-3: Wasilla Airport Operating Expense Detail, FY 2015–2024

Table 7-7 shows inflation-adjusted expenses.

Table 7-7: Wasilla Airport Expense Detail, Adjusted to 2024 \$, FY 2015–2024

Fiscal Year	Salaries and Benefits	Professional and Technical Services	Repair and Maintenance	Other Purchased Services	Supplies	Total Expenses
2015	59,781	4,942	45,503	30,972	55,979	197,176
2016	67,345	7,941	30,019	29,681	56,720	191,706
2017	71,861	1,565	42,051	32,900	59,410	207,787
2018	55,679	255	44,379	33,975	67,961	202,248
2019	56,694	375	43,822	34,443	64,217	199,551
2020	94,881	448	60,444	35,829	60,761	252,364
2021	128,538	447	28,600	33,775	31,308	222,688
2022	150,769	431	70,345	33,430	44,769	299,743
2023	94,385	327	32,810	33,476	102,453	263,452
2024	115,682	725	47,312	46,786	76,776	287,281

7.3 NEEDED AND RECOMMENDED FINANCIAL CHANGES

The plan recommends that the City increase airport rates and establish new rates for financial sustainability. Specifically, the plan recommends the City:

- Increase the aviation lease rate to \$0.10 per square foot per year in 2026 and to \$0.12 per square foot per year in 2027, after which apply annual inflation increases starting in 2028. Over the last decade, the CPI has increased 2.25% annually, an amount that would be applied on top of the two large cost increases.
- Create a new non-aviation lease rate based on full market value. The annual rate should be consistent with City policy regarding the capitalization rate; if no rate is codified, a rate of 8% to 10% is recommended. Include annual inflation increases in lease agreements, as well as a re-appraisal every 5 years or whenever a new lease is signed. This plan assumes the non-aviation lease rate is 84% higher than the aviation lease rate.
- Establish a fuel flowage fee of \$0.05 per gallon of fuel sold at the airport, with annual inflation adjustments to the fee starting in 2027.
- Apply annual inflation adjustments to tie-down fees and all other rates and charges.

As the airport development progresses, the City of Wasilla will be adding a full-time Airport Manager and will eventually reach three full-time maintenance and operations staff. These changes are described in more detail in Section 7.5.

The combination of rate increases, inflation adjustments, new fuel flowage fee, and growth in the airport's use and capacity (tie-downs, lease lots, and private hangar space). These changes are expected to result in the airport reaching financial break-even with its operations.

The plan also includes development of sites for new facilities, including a parking lot to support vehicle rentals and long-term parking, an Aviation Business Center, a Fire and Rescue Facility, and a hotel. These developments are described in more detail in Sections 7.6 *Financial Implementation Analysis of the Preferred*

Alternative (which summarizes financial assumptions) and 7.7 *Revenue Enhancement* (which discusses development of additional facilities).

7.4 FINANCIAL PLAN

7.4.1 CAPITAL IMPROVEMENT PROGRAM FUNDING NEEDS

Table 7-8 summarizes the estimated cost by year for the preferred alternative, with a total cost of \$278.9 million from 2025 through 2042. The plan moving forward considers the payback of the sponsor's share only (\$54.3 million, or 19.5%) and not the full project cost. See Chapter 6.0 for detailed estimates for the sponsor's share of the preferred alternative's costs.

Table 7-8: Engineer's Cost Estimate and Schedule for the Preferred Alternative, 2025–2042

Fiscal Year	Total Project Estimate (\$)	AIP Funding (\$)	Sponsor Share (\$)
2025	21,663,608	9,345,681	12,317,9278
2026	0	0	0
2027	25,831,700	24,217,220	1,614,480
2028	899,600	0	899,600
2029	0	0	0
2030	3,128,000	2,209,331	918,669
2031	4,078,100	3,823,219	254,881
2032	0	0	0
2033	93,528,200	70,179,375	23,348,825
2034	0	0	0
2035	52,027,200	45,854,251	6,172,949
2036	0	0	0
2037	0	0	0
2038	0	0	0
2039	0	0	0
2040	0	0	0
2041	0	0	0
2042	77,712,300	68,984,064	8,728,236
Total	278,868,708	224,613,141	54,255,567

7.4.2 CAPITAL IMPROVEMENT PROGRAM FUNDING SOURCES

This section discusses four potential sources of funding for the preferred alternative: federal funding, internally generated funds (rates and charges), third-party development, and bonds.

FEDERAL FUNDING

The FAA, through its AIP, provides grants to public agencies for planning and development of public-use airports. Since 1988, Wasilla Airport has received over \$32 million of AIP grant funding (DOT&PF, 2025a).

Traditionally, AIP funding covers 93.75% of eligible project costs, with a local match of 6.25%. It is estimated that AIP funding will cover \$224.6 million (80.5%) of the estimated \$278.9 million cost, including projects ineligible for funding, leaving \$54.3 million for the City to fund (See Appendix G for additional CIP funding details).

INTERNALLY GENERATED FUNDS (RATES AND CHARGES)

Wasilla Airport has historically operated at a loss, as discussed in Section 7.2. However, the City is investigating means of increasing revenues through a combination of raising rates, adding a fuel flowage fee, adding tie-downs, and expanding leasable area.

At present, the City only has a lease rate for aviation uses, at \$0.06 per square foot or \$2,613.60 per acre. It is recommended that the City double its current aviation lease rate, in two separate steps of 50% in 2026 and 2028, to allow market adjustment, and implement a new non-aviation lease rate that is based on full market value. Based on vacant land listed for sale at the time of this plan, it assumes a non-aviation lease rate that is 84% higher than the aviation rate. This rate is based on three parcels of vacant land listed for sale in mid-August 2025, each of which was located south of the Parks Highway along Knik-Goose Bay Road. The parcel sizes were 1.84 acres, 18.05 acres, and 32.00 acres. The list price per acre ranged from \$42,500 to \$54,400, with an average of \$48,000. Applying a 10% capitalization rate would suggest an annual lease rate of \$4,800 per acre, or 11 cents per square foot. Properties for sale that were along the Parks Highway, in the City's core, or considered to be outliers were omitted from this analysis. Land available at the airport may charge an additional premium beyond the market values used for the analysis. Each rate should be increased annually to adjust for inflation and evaluated every 5 years (or, in the case of non-aviation leases, any time the lessee changes) for changes to market rates. Recommended annual lease rates are shown in Figure 7-4.

7.0 FINANCIAL PLAN

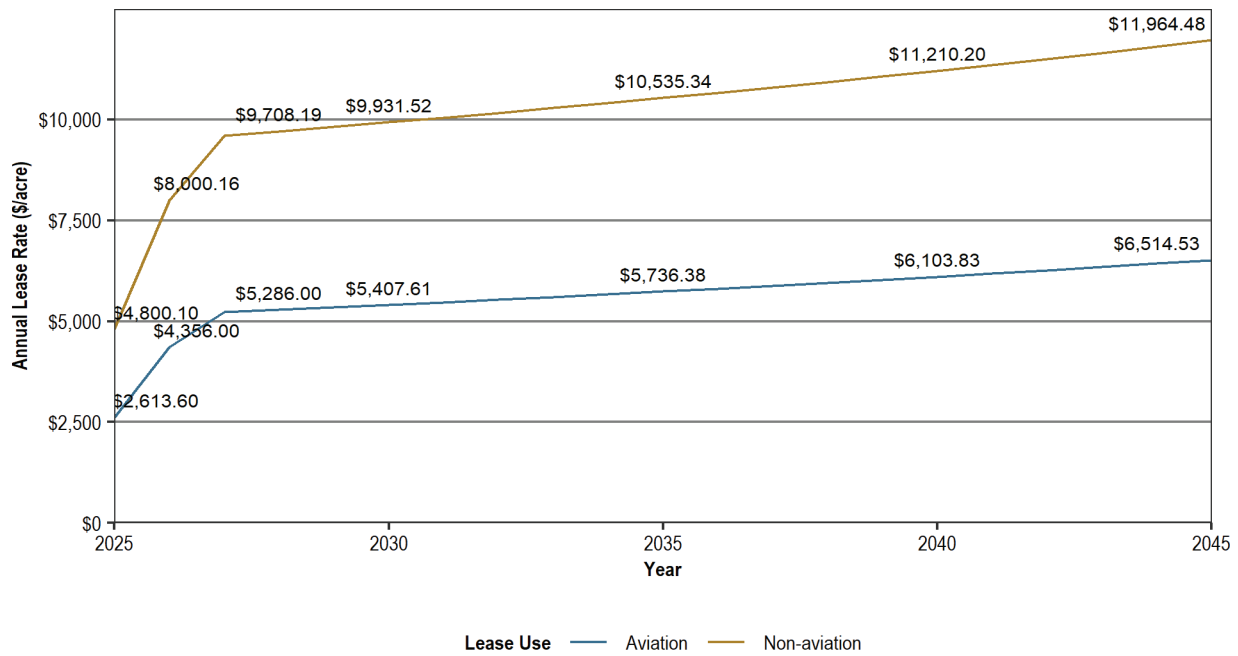


Figure 7-4: Recommended Annual Lease Rates

The City generates revenue from tie-downs, currently priced at \$50 per month with electric and \$35 without. Revenues will increase as additional tie-downs are developed. The City should adjust tie-down rates annually for inflation, moving in \$5 increments every 3 to 4 years. Figure 7-5 shows projected tie-down revenues.

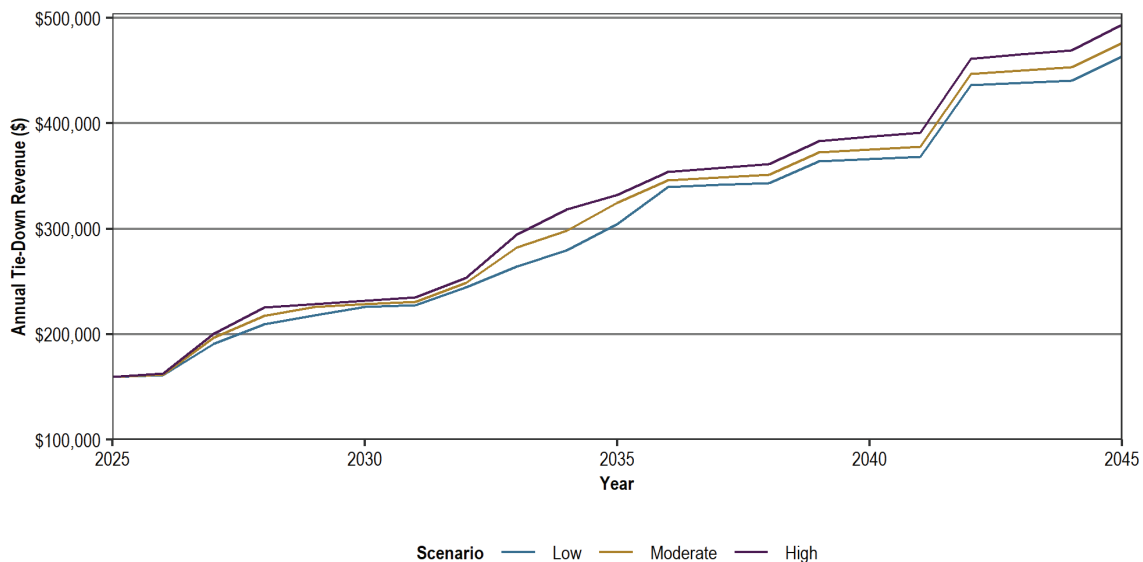


Figure 7-5: Projected Tie-Down Revenue

The preferred alternative includes site development for additional private hangars. The land would be leased at the aviation lease rate, including inflation adjustments. Based on occupancy assumptions as sites are made available, Table 7-9 shows projected revenues from private hangar developments.

Table 7-9: Projected Revenue from Additional Private Hangars

Year	Lease Area (ac)	Occupancy	Leased Area (ac)	Lease Rate (\$/ac)	Annual Lease Amount
2026	0.00	0%	0.00	\$2,613.60	\$0
2027	0.00	0%	0.00	\$4,356.00	\$0
2028	0.00	0%	0.00	\$5,227.20	\$0
2029	15.45	50%	7.73	\$5,286.00	\$40,834
2030	15.45	60%	9.27	\$5,346.13	\$49,559
2031	15.45	70%	10.82	\$5,407.61	\$58,483
2032	15.45	80%	12.36	\$5,470.47	\$67,615
2033	15.45	90%	13.91	\$5,534.74	\$76,961
2034	15.45	100%	15.45	\$5,600.46	\$86,527
2035	15.45	100%	15.45	\$5,667.66	\$87,565
2036	30.90	75%	23.18	\$5,736.38	\$132,941
2037	30.90	80%	24.72	\$5,806.63	\$143,540
2038	30.90	85%	26.27	\$5,878.47	\$154,398
2039	30.90	90%	27.81	\$5,951.93	\$165,523
2040	30.90	95%	29.36	\$6,027.04	\$176,924
2041	30.90	100%	30.90	\$6,103.83	\$188,608
2042	30.90	100%	30.90	\$6,182.36	\$191,035
2043	30.90	100%	30.90	\$6,262.65	\$193,516
2044	30.90	100%	30.90	\$6,344.75	\$196,053
2045	30.90	100%	30.90	\$6,428.70	\$198,647

It is also recommended that the City implement a new fuel flowage fee of \$0.05 per gallon. This is the rate charged at the Palmer Airport as well as DOT&PF rural airports. After establishing the rate, the City should increase it annually for inflation starting in 2027. Based on an estimated 300,000 gallons of fuel sold (see Table 7-10 in Section 7.5) and growth over time as the number of tie-downs increases, Figure 7-6 shows the projected revenue from this fuel flowage fee.

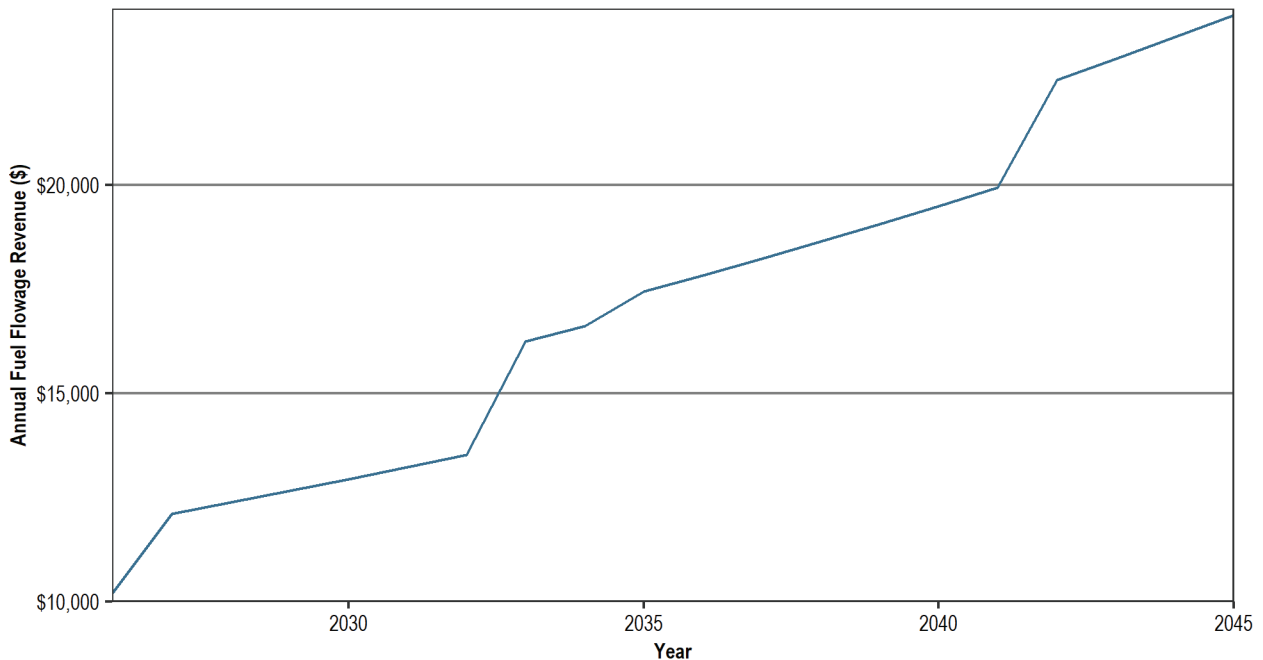


Figure 7-6: Projected Fuel Flowage Fee Revenues

The preferred alternative includes the development of sites for future facility development (including an aviation fueling facility, business center, Fire and Rescue Facility, and hotel), and the airport should be able to increase revenue over costs. See Section 7.6 *Revenue Enhancement* for a discussion about additional fees and developments.

With additional infrastructure included in this plan, the airport's revenue-generating capacity will be increased. However, significant rate increases and changes to the rate structure will be needed to achieve financial sustainability.

A potential structural change not included in this plan is changing leases to have personal/GA and commercial rates and splitting out aviation.

7.4.3 THIRD PARTY DEVELOPMENT

There are four areas planned for third-party development that have the potential to generate revenue for the airport:

1. Fuel service center
2. Building and parking area for rental vehicles
3. Fire and Rescue Facility
4. Hotel

The potential revenue of each development is discussed in more detail below, in Section 7.6 *Revenue Enhancement*.

7.4.4 BONDS

Another approach the City could take would be to issue general obligation or revenue bonds to fund improvements. The plan already assumes that costs borne by the City under the preferred alternative would be spread over a 20-year period. Revenue bonds could be issued on specific revenue-generating improvements such as a fuel facility or hotel, though a more detailed agreement would be needed to ensure each would generate sufficient revenue.

7.5 FINANCIAL IMPLEMENTATION ANALYSIS OF THE PREFERRED ALTERNATIVE

This section provides a pro forma cash flow forecast for the preferred alternative using the three growth scenarios described in the Aviation Activity Forecast.

The preferred alternative increases apron space to accommodate additional tie-down areas and also acquires property to maximize lease lot development and airport revenue generation. It provides separation of future GA and commercial aircraft operations, provides a safe alignment of the Aviation Avenue extension, and provides area for future development of an intermodal connection between the airport and the railroad. The estimated capital cost is \$278.9 million, as shown in the implementation plan. After the federal share, estimated at \$224.6 million, \$54.3 million would need to be covered by the City.

The preferred alternative is anticipated to have the same level of growth as Alternatives 1 and 2 (1.15% to 1.89% annually, with proportional increases in revenues and expenses) and would see additional revenue and expense increases associated with expanded parking, tie-down, and lease areas. Specifically, tie-down and lease area revenue is expected to increase over time as additional spaces are added. Likewise, maintenance costs are expected to increase as the airport's maintainable area grows, and electricity costs are expected to increase with the addition of electrified tie-downs.

Table 7-10 presents assumptions about additional revenues and expenses resulting from the expansion of tie-downs and lease lots, implementation of a fuel flowage fee, and other developments such as the Aviation Business Center and clearing of a lot for a future hotel. See Section 5.6 to see where these improvements would occur.

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Table 7-10: Revenue and Expense Assumptions for Preferred Alternative

Assumption	Value	Notes
Tie-downs added	4 added in 2025, 35 in 2027, 44 in 2033, 8 in 2035, and 32 in 2042	Chapter 6.0, Implementation Plan
Tie-downs occupancy	Occupancy rate dips with the larger additions in 2027 and 2033, returning to full occupancy over time (3 years in low case, two in moderate, and one in high).	NEI assumption
Tie-downs rate increases	Rates increased in \$5 increments to roughly match with inflation (2.25%) each year. Tie-downs with electric would be \$50 per month for 2025–2027, \$55 for 2028–2031, \$60 for 2032–2035, \$65 for 2036–2038, \$70 for 2039–2041, \$75 for 2042–2044, and \$80 for 2045.	BLS (2025) and NEI assumption
Lease lots added	17.8 acres added in 2025, 2.5 in 2032, and 1.0 in 2034	HDL (2025b)
Lease lot occupancy	Occupancy of new lots increases gradually from 50% in 2025 in each case to 100% in 2035 under low case, 2030 in moderate, and 2029 in high.	NEI assumption
Lease lot rates for aviation use	Rate increased to \$0.10 per square foot per month in 2026 and to \$0.12 per square foot per month in 2027, after which inflation (2.25%) is applied each year	City of Wasilla input, BLS (2025), and NEI assumption
Lease lot rates for non-aviation use	Non-aviation rate established based on full market value, assumed in this analysis to be 84% higher than the aviation rate	Alaska MLS (2025) and NEI analysis
Lease lot ratio of aviation to non-aviation use	Lease lot mix reaches 80% aviation and 20% non-aviation by 2030, with a 5% increase in non-aviation use each year starting in 2027	City of Wasilla input (ratio) and NEI assumption (shift in ratio)
Tie-downs rate increases	Rates increased with inflation (2.25%) each year	NEI assumption
Lease lots added	17.8 acres added in 2025, 2.5 in 2032, and 1.0 in 2034	Chapter 6.0, Implementation Plan
Lease lots occupancy	Occupancy of new lots increases gradually from 50% in 2025 in each case to 100% in 2035 under low case, 2030 in moderate, and 2029 in high.	NEI assumption
Lease lot rates for aviation use	Rates increased with inflation (2.25%) each year, plus 50% increases in 2026 and 2028	NEI assumption
Lease lot rates for non-aviation use	Non-aviation rate established based on full market value, assumed in this analysis to be 50% higher than the aviation rate	NEI assumption
Fuel flowage volume	Just over 300,000 gallons of fuel are used, based on tie-down capacity, total registered aircraft in Alaska, total 100LL fuel volume used in the state, and a 50% adjustment to account for transients.	Aircraft One.com (2025), Aircraft Owners and Pilots Association (2025), Chapter 1.0, Inventory, and NEI analysis and assumptions
Fuel flowage fee	\$0.05 per gallon	NEI assumption

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Assumption	Value	Notes
Private hangar revenue	New hangars lots added according to implementation plan (NT-7 and MT-10) with gradual increase in occupancy from 50% to 100% over 5 years after each area is developed, leased at the current aviation lease rate	Chapter 6.0, Implementation Plan and NEI assumption
Fuel service center revenue	Assumed to be 40,000 sf (200 ft by 200 ft area) at the aviation lease rate, beginning in 2034	NEI assumption
Parking lot and business center revenue	50% of the lot and building leased at the aviation lease rate, beginning in 2034	Chapter 6.0, Implementation Plan and NEI assumption
Fire and rescue facility revenue	Matanuska-Susitna Borough assumed to pay the City 5% of the development cost annually, beginning in 2043	Chapter 6.0, Implementation Plan and NEI assumption
Hotel revenue	Assumed 50 acre area for lot and hotel, leased at a new non-aviation lease rate, beginning in 2043	Chapter 6.0, Implementation Plan and NEI assumption
Increase in land maintenance based on additional areas	Based on maintained area added relative to existing, applied as a percentage to the current expense	Chapter 6.0, Implementation Plan and NEI assumption
Staffing	Airport manager added at \$100,000 annually in 2030. Maintenance staff added at \$80,000 annually (each) in 2032, 2038, and 2044.	NEI assumption
Additional electricity cost from added tie-downs	0.8A draw from 12V/8A or 24V/4A charger, with 85% conversion efficiency for AC/DC and 75% run time for battery chargers	Battery charge amperage draw from VDC Electronics (2025) and incremental electrical rates from Matanuska Electric Association (2025). AC/DC conversion efficiency and run time assumed.
Growth rates applied to base revenues and expenses	1.15% in low case, 1.48% in moderate, and 1.89% in high	Chapter 3.0, Aviation Activity Forecast

The plan assumes that the sponsor's share will be spread over time through bonding or internal financing. Land acquisitions would be spread over 50 years, while development of the business center would be spread over 20 years, to more closely match the depreciable life of the assets. Figure 7-7 presents the annual sponsor share of expenses over time, representing the bond payments due each year. The large rise from 2033 to 2052 is due to funding of the Aviation Business Center.

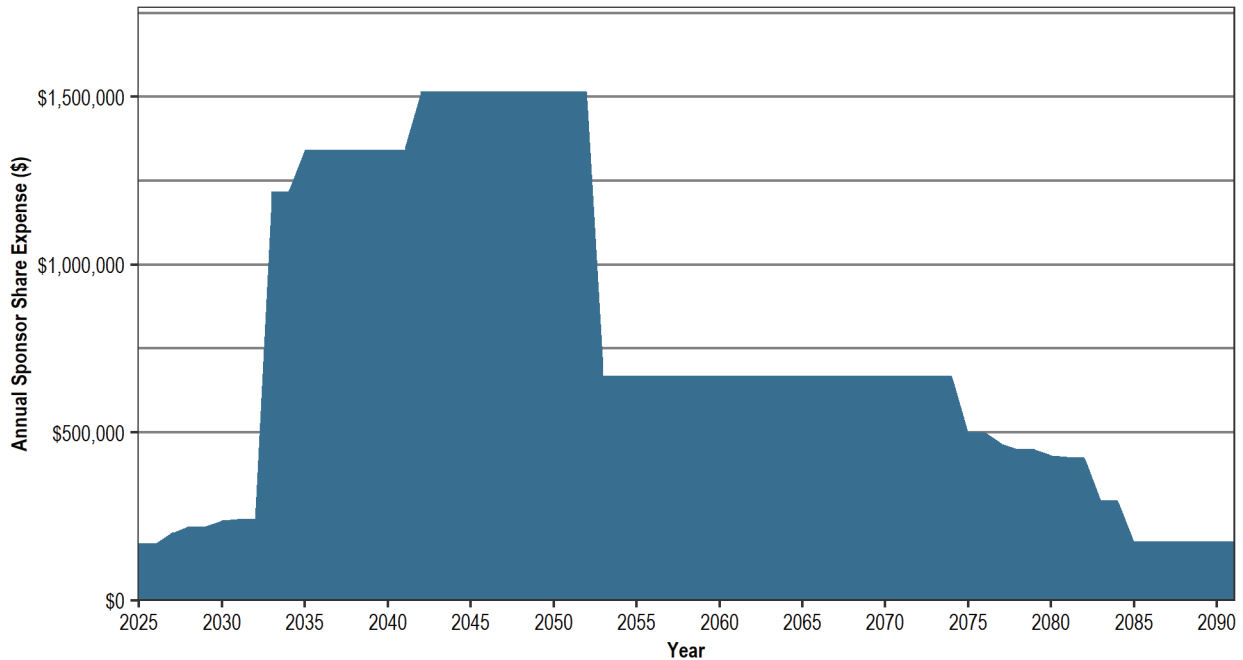


Figure 7-7: Annual Sponsor Share of Expenses

Figure 7-8 shows the pro forma cash flow forecast for the airport's operations, based on the low, moderate, and high rates of growth, for 2024 through 2045. The forecast includes implementation of the recommended increases to aviation lease rates and the new rates for non-aviation leases and fuel flowage. As shown in Figure 7-8, the airport's operations would break even financially prior to including the sponsor's share of costs in expenses. As these costs are incurred over time, the airport will operate at an increasing financial loss.

Tables 7-11 through 7-13 present a detailed look at the annual forecasts.

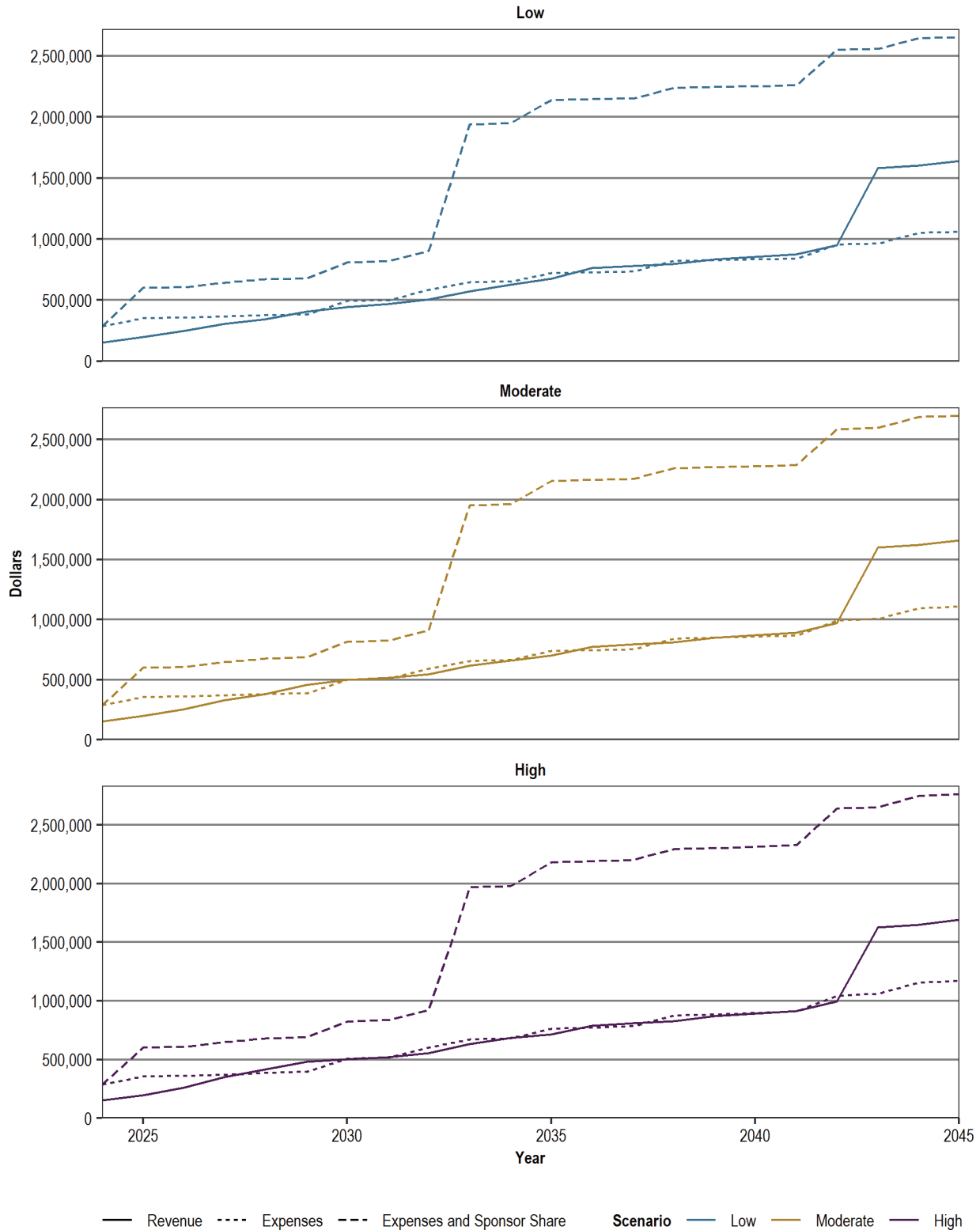


Figure 7-8: Projected Revenues and Expenses, Preferred Alternative, FY 2024–2045

Table 7-11: Projected Revenues and Expenses, Preferred Alternative Low Scenario, 2024\$, FY 2015–2045

Fiscal Year	Revenue	Expenses	Sponsor Share of Project	Operating Profit	Cumulative Operating Profit, 2025–
Historical					
2015	105,140	197,176		-92,036	
2016	105,809	191,706		-85,897	
2017	135,935	207,787		-71,852	
2018	143,038	202,248		-59,210	
2019	152,526	199,551		-47,025	
2020	163,664	252,364		-88,700	
2021	158,868	222,668		-63,800	
2022	158,276	299,743		-141,467	
2023	156,398	263,452		-107,054	
2024	152,996	287,281		-134,285	
Projected					
2025	196,987	353,736	246,359	-403,108	-403,108
2026	246,542	357,799	246,359	-357,615	-760,723
2027	307,963	365,479	278,648	-336,165	-1,096,888
2028	342,182	377,385	296,640	-331,843	-1,428,731
2029	407,913	381,679	296,640	-270,406	-1,699,136
2030	442,848	493,950	315,014	-366,115	-2,065,251
2031	467,149	498,435	320,111	-351,397	-2,416,648
2032	507,226	582,971	320,111	-395,856	-2,812,504
2033	572,546	645,735	1,295,156	-1,368,344	-4,180,849
2034	624,814	650,993	1,295,156	-1,321,335	-5,502,184
2035	677,615	721,055	1,418,615	-1,462,054	-6,964,238
2036	762,812	727,171	1,418,615	-1,382,974	-8,347,212
2037	780,545	733,356	1,418,615	-1,371,426	-9,718,638
2038	798,660	819,613	1,418,615	-1,439,567	-11,158,205
2039	835,408	825,942	1,418,615	-1,409,148	-12,567,353
2040	854,320	832,343	1,418,615	-1,396,638	-13,963,991
2041	873,646	838,819	1,418,615	-1,383,787	-15,347,778
2042	952,232	956,107	1,593,179	-1,597,054	-16,944,832
2043	1,583,351	963,968	1,593,179	-973,796	-17,918,629
2044	1,601,524	1,051,919	1,593,179	-1,043,574	-18,962,203
2045	1,640,226	1,059,962	1,593,179	-1,012,915	-19,975,119

Table 7-12: Projected Revenues and Expenses, Preferred Alternative Moderate Scenario, 2024\$, FY 2015–2045

Fiscal Year	Revenue	Expenses	Sponsor Share of Project	Operating Profit	Cumulative Operating Profit, 2025–
Historical					
2015	105,140	197,176		-92,036	
2016	105,809	191,706		-85,897	
2017	135,935	207,787		-71,852	
2018	143,038	202,248		-59,210	
2019	152,526	199,551		-47,025	
2020	163,664	252,364		-88,700	
2021	158,868	222,668		-63,800	
2022	158,276	299,743		-141,467	
2023	156,398	263,452		-107,054	
2024	152,996	287,281		-134,285	
Projected					
2025	196,987	353,680	246,359	-403,052	-403,052
2026	254,021	358,909	246,359	-351,247	-754,299
2027	331,504	367,302	278,648	-314,446	-1,068,746
2028	378,326	380,512	296,640	-298,826	-1,367,571
2029	456,329	386,092	296,640	-226,403	-1,593,975
2030	498,584	499,813	315,014	-316,243	-1,910,218
2031	514,211	505,680	320,111	-311,580	-2,221,798
2032	545,287	591,633	320,111	-366,457	-2,588,254
2033	617,323	656,658	1,295,156	-1,334,490	-3,922,745
2034	658,874	663,604	1,295,156	-1,299,886	-5,222,631
2035	701,809	737,402	1,418,615	-1,454,208	-6,676,839
2036	773,539	745,533	1,418,615	-1,390,609	-8,067,447
2037	792,401	753,784	1,418,615	-1,379,997	-9,447,444
2038	811,674	842,157	1,418,615	-1,449,098	-10,896,542
2039	849,607	850,654	1,418,615	-1,419,662	-12,316,204
2040	869,733	859,277	1,418,615	-1,408,159	-13,724,362
2041	890,303	868,028	1,418,615	-1,396,339	-15,120,701
2042	970,163	993,322	1,593,179	-1,616,338	-16,737,039
2043	1,602,586	1,004,015	1,593,179	-994,608	-17,731,647
2044	1,622,096	1,094,866	1,593,179	-1,065,949	-18,797,596
2045	1,662,166	1,105,877	1,593,179	-1,036,891	-19,834,487

Table 7-13: Projected Revenues and Expenses, Preferred Alternative High Scenario, 2024\$, FY 2015–2045

Fiscal Year	Revenue	Expenses	Sponsor Share of Project	Operating Profit	Cumulative Operating Profit, 2025–
Historical					
2015	105,140	197,176		-92,036	
2016	105,809	191,706		-85,897	
2017	135,935	207,787		-71,852	
2018	143,038	202,248		-59,210	
2019	152,526	199,551		-47,025	
2020	163,664	252,364		-88,700	
2021	158,868	222,668		-63,800	
2022	158,276	299,743		-141,467	
2023	156,398	263,452		-107,054	
2024	152,996	287,281		-134,285	
Projected					
2025	196,987	353,680	246,359	-403,052	-403,052
2026	261,687	360,358	246,359	-345,030	-748,082
2027	353,168	370,248	278,648	-295,728	-1,043,810
2028	415,310	385,101	296,640	-266,430	-1,310,240
2029	480,095	392,314	296,640	-208,859	-1,519,099
2030	503,891	507,885	315,014	-319,008	-1,838,107
2031	520,687	515,529	320,111	-314,953	-2,153,061
2032	552,970	603,318	320,111	-370,459	-2,523,520
2033	633,455	672,044	1,295,156	-1,333,745	-3,857,265
2034	683,111	681,205	1,295,156	-1,293,250	-5,150,516
2035	714,166	760,006	1,418,615	-1,464,454	-6,614,970
2036	787,361	770,816	1,418,615	-1,402,069	-8,017,039
2037	807,735	781,831	1,418,615	-1,392,711	-9,409,750
2038	828,565	873,054	1,418,615	-1,463,103	-10,872,853
2039	868,105	884,489	1,418,615	-1,434,999	-12,307,852
2040	889,886	896,140	1,418,615	-1,424,868	-13,732,720
2041	912,163	908,012	1,418,615	-1,414,463	-15,147,183
2042	993,781	1,044,581	1,593,179	-1,643,980	-16,791,163
2043	1,628,015	1,059,205	1,593,179	-1,024,369	-17,815,532
2044	1,649,390	1,154,105	1,593,179	-1,097,894	-18,913,426
2045	1,691,381	1,169,286	1,593,179	-1,071,084	-19,984,510

7.6 REVENUE ENHANCEMENT

Revenue enhancements are additional sources of revenue outside of aeronautical activities. FAA AC 150/5070-6B, *Airport Master Plans*, notes that these revenues could include concession, airline, and non-aeronautical revenues (FAA, 2015). As noted earlier, there are four areas planned for third-party development that have the potential to generate revenue for the airport: a fuel service center, a building and parking area for airport management and support businesses, a Fire and Rescue Facility operated by the MSB, and a hotel.

The City presently has a lease rate of \$0.06 for all uses, with plans to increase it to \$0.10 in 2026 and \$0.12 in 2027. This plan recommends the City institute a new non-aviation lease rate based on full market value, and make adjustments to the aviation rate annually for inflation and every 5 years for market value changes of non-aviation leases. In addition to a non-aviation lease rate, code changes could be required for some future developments, in particular, a lease lot for a hotel.

Figure 7-9 shows projected revenues from the four areas planned for development. Following the figure, these facilities are discussed in more detail.

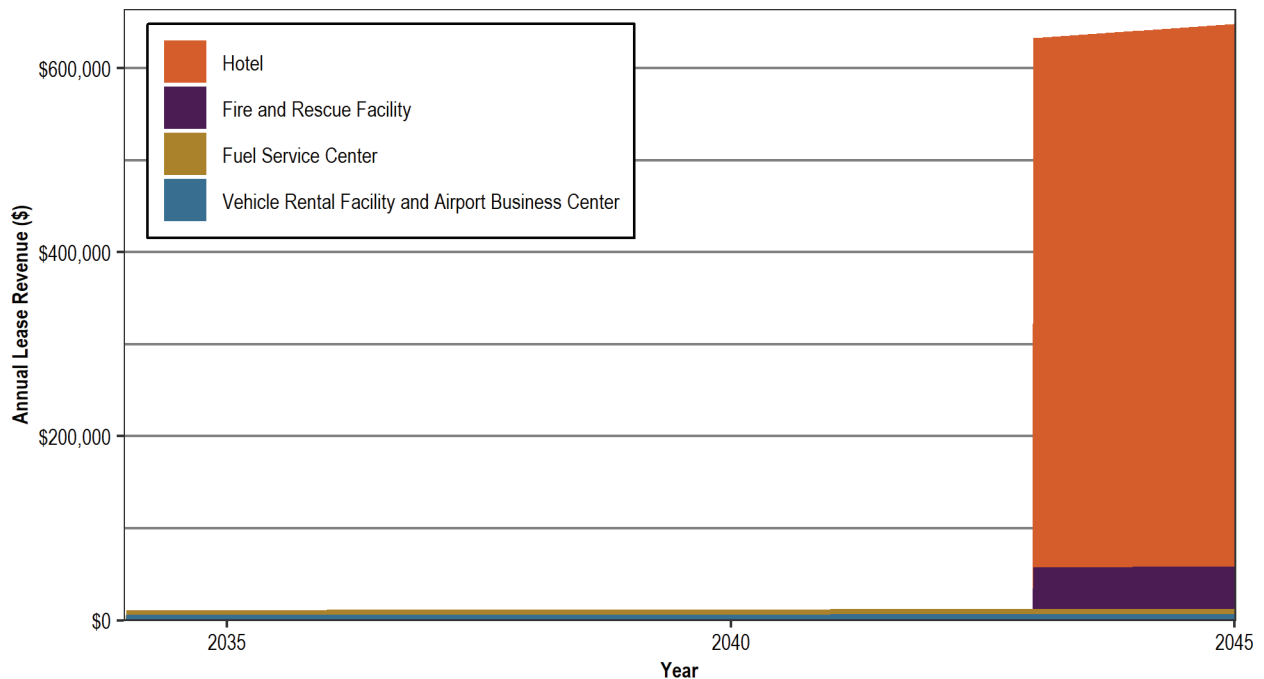


Figure 7-9: Projected Revenues from Revenue Enhancements

The plan includes a vehicle rental facility consisting of a new 79,000-square-foot lot and 160 parking spaces for both public and rental vehicle parking. The City would also construct a 13,300 square foot Aviation Business Center. City airport management staff will be based there, along with city hangar space and classrooms to rent. Space will be rented out to businesses and pilots. The plan assumes that 50% of the lot (39,500 square feet) and 50% of the available space in the business center (5,653 square feet, after adjusting for common area) would be leased at the aviation lease rate. Development of the parking lot and building would occur in 2033,

and the plan assumes leases would be in effect in 2034. This would result in annual lease revenue of \$5,805 in 2034, as shown in Table 7-14.

Table 7-14: Projected Lease Revenue from Parking Lot and Business Center

Year	Lease Area, Lot (sf)	Lease Area, Building (sf)	Lease Area, Total (sf)	Lease Rate (\$/sf)	Annual Lease Amount
2034	39,500	5,653	45,153	\$0.129	\$5,805
2035	39,500	5,653	45,153	\$0.130	\$5,875
2036	39,500	5,653	45,153	\$0.132	\$5,946
2037	39,500	5,653	45,153	\$0.133	\$6,019
2038	39,500	5,653	45,153	\$0.135	\$6,093
2039	39,500	5,653	45,153	\$0.137	\$6,170
2040	39,500	5,653	45,153	\$0.138	\$6,247
2041	39,500	5,653	45,153	\$0.140	\$6,327
2042	39,500	5,653	45,153	\$0.142	\$6,408
2043	39,500	5,653	45,153	\$0.144	\$6,492
2044	39,500	5,653	45,153	\$0.146	\$6,577
2045	39,500	5,653	45,153	\$0.148	\$6,664

The City would develop a lease lot for a new fuel service center, adjacent to the business center. The plan assumes the center would occupy a 200-foot by 200-foot area, for a total of 40,000 square feet. Development of the lease lot would take place in 2033, and the plan assumes a lease would be in effect in 2034, generating \$5,143 of revenue in its first year, as shown in Table 7-15.

Table 7-15: Projected Lease Revenue from Fuel Service Center

Year	Lease Area (sf)	Lease Rate (\$/sf)	Annual Lease Amount
2034	40,000	\$0.129	\$5,143
2035	40,000	\$0.130	\$5,204
2036	40,000	\$0.132	\$5,268
2037	40,000	\$0.133	\$5,332
2038	40,000	\$0.135	\$5,398
2039	40,000	\$0.137	\$5,465
2040	40,000	\$0.138	\$5,534
2041	40,000	\$0.140	\$5,605
2042	40,000	\$0.142	\$5,677
2043	40,000	\$0.144	\$5,751
2044	40,000	\$0.146	\$5,826
2045	40,000	\$0.148	\$5,903

The plan includes site preparation for a future Fire and Rescue Facility, to be operated by the MSB, to enhance safety and response at the airport. The plan assumes that the City and MSB would enter into a lease agreement to cover the City's site development costs over a 20-year period (5% of the \$911,700 development cost, or \$45,585 annually). This development work would occur in 2042, and the analysis assumes the lease agreement would take effect in 2043.

Long-term, the plan includes site development for an eventual hotel to handle overnight stays from increased passenger traffic, offering a convenient, onsite location for airport users. The hotel development is anticipated to generate lease revenue and help support other activities at the airport. This development would occur in 2042, and the analysis assumes that outreach would have occurred in advance so that a hotel developer/operator would be ready to begin building immediately, with lease revenue beginning at \$575,094 in 2043, as shown in Table 7-16.

Table 7-16: Projected Lease Revenue from Hotel

Year	Lease Area, Lot (ac)	Lease Rate (\$/ac)	Annual Lease Amount
2043	50	\$11,501.88	\$575,094
2044	50	\$11,652.67	\$582,633
2045	50	\$11,806.84	\$590,342

An important consideration with a number of these developments, especially the hotel, is that water and wastewater service would likely need to be extended to the area to support the increased population. Though it is beyond the scope of this plan's financial analysis, a community wastewater facility would likely be required to serve the commercial area and hotel.

7.7 OTHER FINANCIAL CONSIDERATIONS

This section discusses some additional financial considerations that have not been incorporated into the financial analysis but that should be considered during the financial planning process.

7.7.1 POTENTIAL FIXED BASE OPERATOR

An FBO could enter an arrangement with the City of Wasilla to manage some aspects of the airport operations, such as fuel sales, aircraft towing, hangar management, ramp operations, and security. An FBO could also manage facilities, infrastructure maintenance, and administrative tasks like billing and compliance. The scope of services would depend on the agreement with the airport. Two potential FBO arrangements are of interest to the City: on-call fueling and airport management.

FBO OFFERING ON-CALL FUELING SERVICE

One option for an FBO would be an on-call fueling services provider, with fuel trucks stationed in a designated area. The financial arrangement could involve multiple components, which could include paying a lease fee for the use of the staging area, allowing the FBO to collect a portion of the recommended fuel flowage fee, or a revenue-sharing component in which the City collects a portion of the fuel sales revenue. Ultimately, the arrangement should reflect each party's interests and whether having the fuel service helps to achieve a higher level of activity or fuel volumes at the airport.

FBO MANAGING OPERATION AND MAINTENANCE OF THE AIRPORT

An FBO could also take on a larger role in the operation and maintenance of the airport. The cost savings the City could experience would depend on the scope of services outsourced and the FBO's efficiency. To illustrate the potential financial implications of bringing in a full-service FBO, the plan considers two levels of cost savings

(10% and 30%), which would depend on the FBO's experience and processes, its ability to streamline operations and identify efficiencies, and potentially the ability to achieve economies of scale through bulk purchasing and shared resources if the FBO were to operate multiple airports in the region. It will be critical for the City to conduct a detailed analysis to understand the specific cost savings it might be able to achieve at the airport.

Figure 7-10 presents hypothetical financial projections if the City were to achieve cost savings with an FBO. The top row of the figure compares revenues and expenses under the baseline, as presented earlier in this plan. The middle row shows the impact on expenses and the operating profits that a 10% reduction in costs could achieve. Finally, the bottom row shows how a 30% reduction in expenses could rapidly lead to the airport operating with an operating profit, which could then be used to cover depreciation and financing of proposed improvements.

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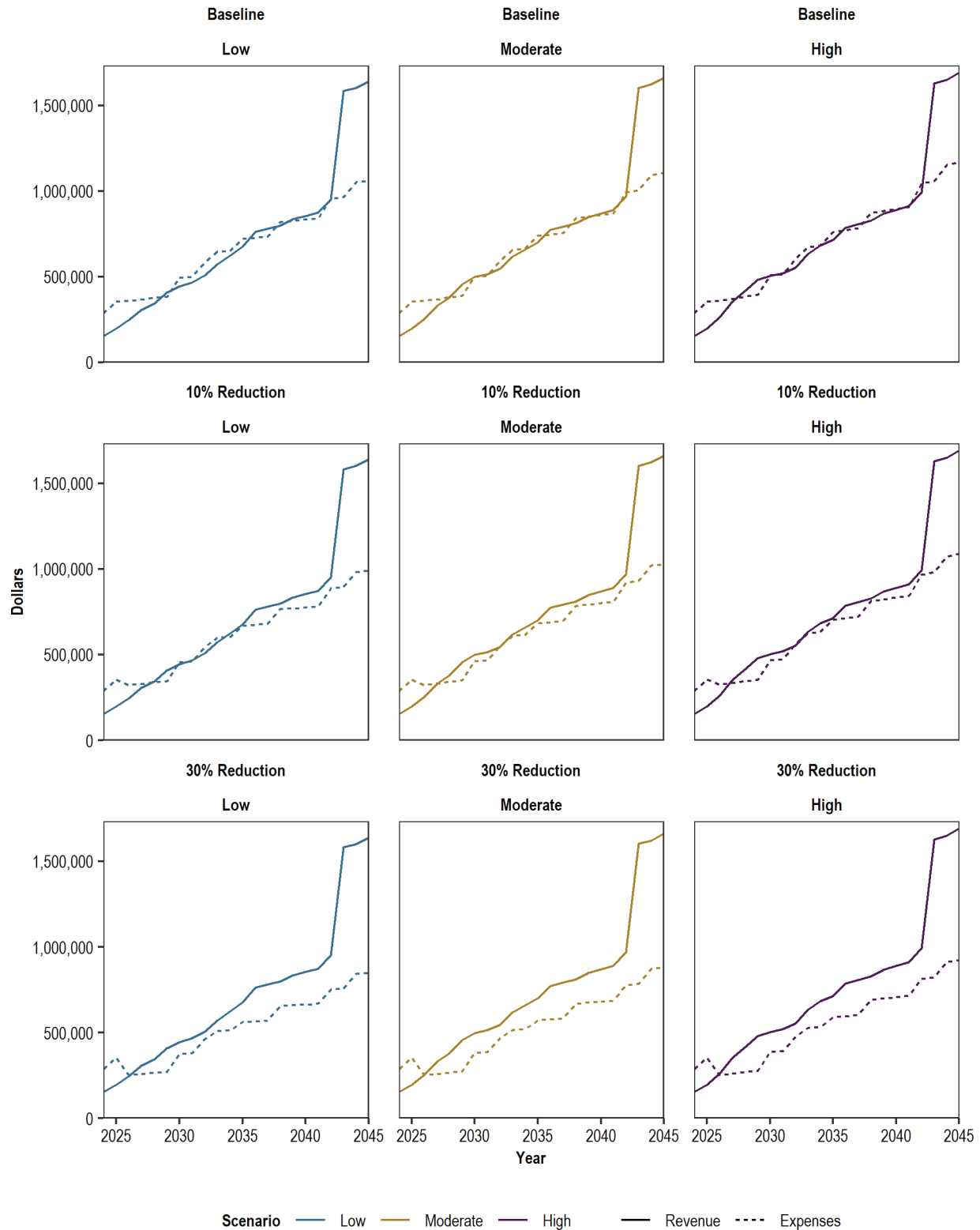


Figure 7-10: Hypothetical Financial Projections with an FBO

7.7.2 FINANCIAL IMPACTS OF ANNEXATION FOR EXPANSION

The *Implementation Plan* (Chapter 6) includes annexation of land to support the expansion and development of the airport. This expansion will support the airport's development and promote broader economic growth in the region. Leasing and development of this land will benefit the airport through lease revenues and additional activity, along with the potential for additional tax revenues to be collected by the City in its general fund. However, beyond the lease revenue, the City does not levy a property tax, and therefore, development of the land will not provide property tax revenue. Since the MSB assesses property tax, it will also benefit from the development of land annexed for the airport at the City's cost. This dynamic means that the City needs to consider how its investment in airport development will align with its broader fiscal goals.

7.8 CONCLUSION

This plan has evaluated the cost and funding of the recommended alternative, Alternative 3, with an estimated cost of \$278.9 million. The Implementation Plan anticipates that FAA funding could potentially cover 80.5% of the cost of improvements, resulting in a sponsor share of \$54.3 million that the City of Wasilla will need to cover. The analysis finds that a number of rate changes will allow the airport to operate at breakeven from a financial perspective, as listed below, though additional rate increases or rate structure changes will be needed to cover the full cost of development.

The plan recommends the following changes to the airport's rates and charges:

- Increase the aviation lease rate to \$0.10 per square foot per year in 2026 and to \$0.12 per square foot per year in 2027, after which apply annual inflation increases starting in 2028.
- Create a new non-aviation lease rate based on full market value. The annual rate should be consistent with City policy regarding the capitalization rate; if no rate is codified, a rate of 8% to 10% is recommended. Include annual inflation increases in lease agreements, as well as a re-appraisal every five years or whenever a new lease is signed. (This plan assumes the non-aviation lease rate is 84% higher than the aviation lease rate.)
- Establish a fuel flowage fee of \$0.05 per gallon of fuel sold at the airport. Apply annual inflation adjustments to the fee starting in 2027.
- Apply annual inflation adjustments to tie-down fees, using stepped increases of \$5 every 3 to 4 years to approximate inflation.

The No Build alternative would incur only minimal capital expense; absent rate increases, it would continue to generate an operating loss that would need to be covered from other sources. With rate increases, it could achieve a financial breakeven, but it would not mitigate any existing issues or account for future demand of airport facilities, which could result in a greater burden on the airport and City of Wasilla fund over time.

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APPENDIX A

Airport Layout Plan



U.S. Department
of Transportation

**Federal Aviation
Administration**

Alaskan Region Airports Division

222 W. 7th Avenue, Box 14
Anchorage, Alaska 99513-7587
Tel. (907) 271-5438
Fax (907) 271-2851

August 6, 2026

To: City of Wasilla
Attn: Mayor Glenda Ledford
290 E. Herning Ave
Wasilla AK, 99654

Dear Mayor Ledford,

Wasilla Airport (IYS), Wasilla, Alaska
Airport Layout Plan Conditional Approval
Airspace Case No. 2026-AAL-1789-NRA

The Wasilla Airport Layout Plan (ALP), prepared by HDL, and bearing your signature, is conditionally approved. A signed copy of the approved ALP is enclosed.

An aeronautical study (no. 2026-AAL-1789-NRA) was conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground. The primary comment is below:

Given the expansion of IYS RWY 04 the PAPI will need to be re-sited, and flight inspected in accordance with JO 6850.2C. This project involves the installation of the new PAPI system to serve RWY 22 at IYS. Ensure that the PAPI adheres to the 6850.2C siting location criteria and passes flight inspection. Flight Inspection requirements for FAA VGSI facilities are specified in FAA Order 8200.1D, Chapter 7, Paragraphs 3 through 6. To arrange for FAA Flight Inspection services, contact Kadi Barrett, FAA Flight Inspection; Planning & Acquisition Team at 405-954-7568 to generate a cost estimate and a funding mechanism as a prerequisite to flight inspection of the new PAPI system. To record the new PAPI installation (location, glide angle, threshold crossing height, etc.) as part of the National Airspace (NAS) facility database, an Airport Datasheet update will be required for the new facility. This process may be initiated online by first establishing a User ID by logging into <https://nfdc.faa.gov>. Choose: Submit Aeronautical Data/Airport Data Change (Public Use) then choose the Public Airport Data Change Form link in the new window. This process must be completed, submitted, & entered as a PENDING change in the National Flight Data Center (NFDC) database before a Flight Inspection may be scheduled so that the new PAPI facility data may be utilized during the inspections. In addition, NOTAMs to report current airfield and associated visual aid facility status must be issued and kept up to date. Any work that causes or results in the blockage of an in-service visual aid on an open runway is not permitted. This must be coordinated with the local SSCM Lawrence Saunders via email at lawrence.saunders@faa.gov or phone at (509) 944-6010. Flight Inspection requirements for FAA REIL facilities are specified within FAA Order 8200.1D, Chapter 7, Paragraphs 9 through 12.

The FAA Reauthorization Act of 2024 has limited the FAA's review and approval authority for Airport Layout Plans (ALP). The FAA's approval of this ALP is limited to existing facilities only for which the FAA retains approval authority. The FAA has not determined whether it retains review and approval authority for any proposed facilities depicted on the ALP associated with this letter (unless otherwise noted). FAA will determine whether it retains approval authority for ALP changes reflecting future facilities when such facilities are ripe for consideration (when such facilities are intended to be built), and such approval, if required, must be granted before construction occurs.

Although the FAA's review and approval authority of proposed projects depicted on an ALP is limited, airport sponsors must continue to maintain an up-to-date ALP in accordance with Federal law, 49 U.S.C. § 47107(a)(16).

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and known natural objects within the affected area would have on the airport proposal.

The FAA cannot prevent the construction of structures near an airport. The airport environs can only be protected through such means as local zoning ordinances, acquisitions of property in fee title or aviation easements, letters of agreement, or other means.

This ALP approval is conditioned on acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

This determination does not indicate that the United States will participate in the cost of any development proposed. Airport Improvement Program (AIP) funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration.

When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

This determination does not represent approval of a modification to any FAA standard. Requests for Modifications of Standards (MOS) must be submitted separately, pursuant to requirements in the current version of FAA Orders 5100.38, Airport Improvement Program Handbook, and 5300.1, Modifications to Agency Airport Design, Construction, and Equipment Standards.

This approval does not include approval of any lease and does not release the airport sponsor from any existing federal obligations or other legal obligations.

Please attach this letter to the Airport Layout Plan and retain it in your files. We look forward to working with you in the continued development at the Wasilla Airport. If you have any questions, please contact David Sanches, Community Planner, at david.j.sanches@FAA.gov.

Sincerely,

**JONATHAN
LINQUIST**

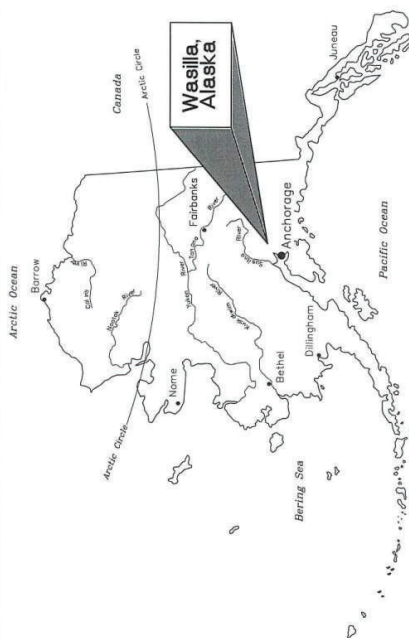
Jonathan Linquist
Lead Community Planner

Digitally signed by JONATHAN
LINQUIST
Date: 2026.08.06 06:27:43
-08'00'

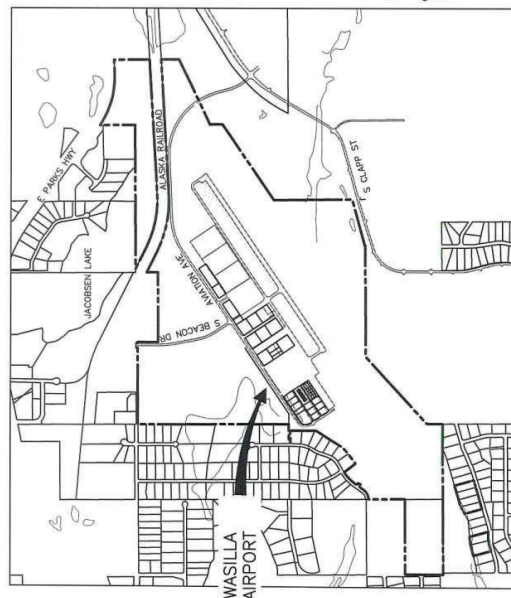
Enclosure

AIRPORT LAYOUT PLAN

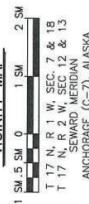
WASILLA, ALASKA



LOCATION MAP



VICINITY MAP



LEGEND	ITEM	EXISTING	NEAR-TERM/ULTIMATE	SHEET NUMBER	DRAWING INDEX SHEET TITLE	REV.
	AIRPORT REFERENCE POINT (A.R.P.)	⊙	⊙	1	COVER AND SHEET INDEX	
	ANTENNA	—A—	—A—	2	APPROACH DATA	
	APPROACH SURFACE	—AP—	—AP—	3	WIND ROSE	
	AVIGATION EQUIPMENT	⬢⬢⬢⬢	⬢⬢⬢⬢	4	EXISTING LAYOUT PLAN	
	BUILDINGS	⬢⬢⬢	⬢⬢⬢	5	NEAR-TERM LAYOUT PLAN	
	BUILDING RESTRICTION LINE	—BRL—	—BRL—	6	ULTIMATE LAYOUT PLAN	
	DEPARTURE SURFACE	—DS—	—DS—	7	EXISTING RUNWAY 4/22 INNER APPROACH DRAWING	
	FAA WEATHER STATION	⬢	⬢	8	EXISTING RUNWAY 4/22 OBSTRUCTION TABLES	
	FENCE	—X—X—X—X—	—X—X—X—X—	9	EXISTING RUNWAY 22 OBSTRUCTION TABLES	
	LEASE LOT	⬢⬢⬢⬢	⬢⬢⬢⬢	10	NEAR-TERM RUNWAY 22 INNER APPROACH DRAWING	
	PAPI	⬢⬢⬢⬢	⬢⬢⬢⬢	11	NEAR-TERM RUNWAY 22 OBSTRUCTION TABLES	
	PROPERTY LINE	—X—X—X—X—	—X—X—X—X—	12	NEAR-TERM RUNWAY 23 INNER APPROACH DRAWING	
	RAIL	—X—X—X—X—	—X—X—X—X—	13	NEAR-TERM RUNWAY 23 OBSTRUCTION TABLES	
	PAVEMENT EDGE	—X—X—X—X—	—X—X—X—X—	14	ULTIMATE RUNWAY 23 INNER APPROACH DRAWING	
	GRAVEL EDGE	—X—X—X—X—	—X—X—X—X—	15	ULTIMATE RUNWAY 23 OBSTRUCTION TABLES	
	GRAVEL	⬢⬢⬢⬢	⬢⬢⬢⬢	16	EXISTING RUNWAY 45/225 INNER APPROACH DRAWING	
	GRAVEL RUNWAY/TAXIWAY/APRON SURFACE	⬢⬢⬢⬢	⬢⬢⬢⬢	17	EXISTING RUNWAY 45/225 OBSTRUCTION TABLES	
	PAVED RUNWAY/TAXIWAY/APRON SURFACE	⬢⬢⬢⬢	⬢⬢⬢⬢	18	ULTIMATE RUNWAY 45/225 INNER APPROACH DRAWING	
	ROTATING BEACON	⬢⬢⬢	⬢⬢⬢	19	EXISTING RUNWAY 55/235 INNER APPROACH DRAWING	
	RUNWAY OBJECT FREE AREA	—OFA—	—OFA—	20	ULTIMATE RUNWAY 55/235 OBSTRUCTION TABLES	
	RUNWAY OBSTACLE FREE ZONE	—OFZ—	—OFZ—	21	EXISTING RUNWAY 4/22 DEPARTURE SURFACES	
	RUNWAY PROTECTION ZONE	—RPZ—	—RPZ—	22	EXISTING DEPARTURE SURFACE CLEARANCE TABLES	
	RUNWAY SAFETY AREA	—RSA—	—RSA—	23	NEAR-TERM DEPARTURE SURFACE CLEARANCE TABLES	
	RUNWAY VISIBILITY ZONE	—RVZ—	—RVZ—	24	NEAR-TERM DEPARTURE SURFACE CLEARANCE TABLES	
	SEGMENTED CIRCLE	⬢⬢⬢	⬢⬢⬢	25	ULTIMATE DEPARTURE SURFACE CLEARANCE TABLES	
	SHORLINE	⬢⬢⬢	⬢⬢⬢	26	ULTIMATE DEPARTURE SURFACE CLEARANCE TABLES	
	SURVEY MONUMENT	⬢⬢⬢	⬢⬢⬢	27	AIRPORT AIRSPACE DRAWING (PART 77)	
	THRESHOLD MARKERS/LIGHTS	⬢⬢⬢	⬢⬢⬢	28	PART 77 OBSTRUCTION TABLES	
	THRESHOLD SITING SURFACE	⬢⬢⬢	⬢⬢⬢	29	TERMINAL AREA PLAN SHEET 1 OF 2	
	TOPOGRAPHIC CONTOURS	⬢⬢⬢	⬢⬢⬢	30	TERMINAL AREA PLAN SHEET 2 OF 2	
	TRELINE	⬢⬢⬢	⬢⬢⬢	31	LAND USE	
	UTILITY POLE	⬢⬢⬢	⬢⬢⬢	32	PROPERTY MAP	
	VEHICLE ACCESS GATE	⬢⬢⬢	⬢⬢⬢	33	PROPERTY STATUS TABLE	
	WATER BODY	⬢⬢⬢	⬢⬢⬢	34		
	WIND CONE	⬢⬢⬢	⬢⬢⬢			

NOTES:

1. ALL ELEVATIONS ARE ESTIMATES BASED ON CURRENT AS-BUILT DRAWINGS, MAT-SU BOROUGH 2019 LIDAR, AND FIELD SURVEYS COMPLETED BY HDL ENGINEERING CONSULTANTS, LLC, IN JANUARY AND JUNE OF 2024.
2. ALL LATITUDE/LONGITUDE COORDINATES ARE NAD83.
3. ALL ELEVATIONS ARE NAVD88.

AIRPORT CONTROL STATIONS (SEE NOTE 1)					
POINT NO.	POINT	LATITUDE	LONGITUDE	ELLIPSOID HEIGHT	ORTHOMETRIC DESCRIPTION
①	1 INS A	61°34'16.89" N	149°52'17.37" W	383.36	385.7 PACS
②	2 INS B	61°34'33.15" N	149°53'15.94" W	353.92	326.6 SACS
③	3 INS C	61°34'30.49" N	149°51'56.42" W	376.99	349.2 PACS

AIRPORT DATA		
EXISTING	NEAR-TERM	ULTIMATE
ICAO IDENTIFIER	SAHE	SAHE
NATIONAL AIRPORT IDENTIFIER	SAHE	SAHE
FAA SITE ID	1Y5	SAHE
AIRPORT ELEVATION NAV/IBB	50870.344	SAHE
CRITICAL AIRCRAFT	353.67	SAHE
MEAN MAXIMUM TEMP. HOTTEST MONTH	A-1 SMALL	B-II
MAGNETIC DECLINATION, DATE, RATE OF CHANGE	67°F	SAHE
AIRPORT NAV/GAICATIONAL AIDS	14°20E, 017°W PER YEAR	12°54E, 017°W PER YEAR
MISCELLANEOUS FACILITIES	ROTATING BEACON, LIGHTED WIND CONE, SEGMENTED CIRCLE	SAHE
MILITARY SERVICE LEVEL	AVIS	SAHE
GENERAL AVIATION	GENERAL AVIATION	SAHE
COMMUNITY, ON-ROAD	COMMUNITY, ON-ROAD	SAHE

DATE: 3/3/26	DATE: 3/19/2026	WASILLA MUNICIPAL AIRPORT
APPROVER: <i>Glenda Lopez</i>	SHEET: 1 of 34	WASILLA MUNICIPAL AIRPORT
	APPROVAL LETTER DATED: 3/17/26, N/A	WASILLA MUNICIPAL AIRPORT LAYOUT PLAN
	FMA AIRSPACE REVIEW NUMBER: 2026-3-17-26, N/A	COVER & SHEET INDEX
	DATE: 8/6/2026	
	SEA: AIRPORTS DIVISION AT SCS&B REGIONS	

RUNWAY DATA				4/22		4S/22S	
ITEM		EXISTING	NEAR-TERM	ULTIMATE	EXISTING AND NEAR-TERM	ULTIMATE	
RUNWAY IDENTIFIER		4/22	4/22	5/23	4S/22S	5S/23S	
RUNWAY TYPE (UTILITY OR OTHER THAN UTILITY)		UTILITY	OTHER THAN UTILITY	OTHER THAN UTILITY	UTILITY	UTILITY	
FAR PART 77 APPROACH CATEGORY (V, NPI, P)		NPI	NPI	NPI	V	V	
FAR PART 77 VISIBILITY MINIMUM		3/4 SM	3/4 SM	3/4 SM	3/4 SM	3/4 SM	
APPROACH TYPE (VIS, NPA, AP(NP), AP(V) PREC)		AP(NP)	AP(NP)	AP(NP)	AP(NP)	AP(NP)	
THRESHOLD SING SURFACE SLOPE		20:1/20:1	20:1/20:1	20:1/20:1	20:1/20:1	20:1/20:1	
RUNWAY DESIGN CODE (R00)		A-(S)-4000	B-II-4000	A-(S)-4000	A-(S)-4000	A-(S)-4000	
APPROACH RUNWAY REFERENCE CODE (APRC)		B/III/4000	B/III/4000	B/III/4000	B/III/4000	B/III/4000	
DEPARTURE RUNWAY REFERENCE CODE (DPRC)		B/II	B/II	B/II	B-(S)	B-(S)	
RUNWAY SURFACE		ASPHALT	ASPHALT	ASPHALT	GRAVEL	GRAVEL	
RUNWAY TREATMENT		NONE	NONE	NONE	NONE	NONE	
GEAR CONFIGURATION/PAVE STRENGTH (x1000 LBS)		12.5 (S)	17	107	N/A	N/A	
PAVEMENT STRENGTH (FCR)		129 F/D/XX/U	TBD*	TBD*	N/A	N/A	
DESIGN AIRCRAFT (> 60,000 LBS)		N/A	N/A	N/A	N/A	N/A	
MAXIMUM ELEVATION		353.6'	353.6'	353.6'	351.2'	351.2'	
TOUCHDOWN ZONE ELEVATION		352.0'/353.6'	346.5'/353.6'	340.5'/353.6'	351.2'	351.2'	
EFFECTIVE GRADE		0.48%	0.54%	0.56%	0.36%	0.36%	
MEAN GEODETIC AZIMUTH		5613'22"	5613'22"	5613'22"	5613'22"	5613'22"	
MAGNETIC AZIMUTH		41.88°	43.31°	45.05°	41.88°	45.05°	
RUNWAY DIMENSIONS		75'x3,700'	75'x5,100'	100'x6,000'	60'x1,690'	60'x1,690'	
RUNWAY SAFETY AREA (RSA)		150'x4,300'	150'x5,700'	300'x7,200'	120'x2,170'	120'x2,170'	
RSA LENGTH BEYOND RUNWAY ENDS		300'	300'	600'	240'	240'	
RUNWAY OBJECT FREE AREA (OFA)		250'x4,180'	500'x5,700'	500'x6,600'	250'x2,170'	250'x2,170'	
OFA LENGTH BEYOND RUNWAY ENDS		240'	300'	300'	240'	240'	
RUNWAY OBSTACLE FREE ZONE (OFZ)		250'x4,100	400'x5,500'	400'x6,400	250'x2,090'	250'x2,090'	
PRECISION OBSTACLE FREE ZONE (POFZ)		N/A	N/A	N/A	N/A	N/A	
RUNWAY PROTECTION FREE ZONE DIMENSIONS		1,700'x1,000'x1,510'	1,700'x1,000'x1,510'	1,700'x1,000'x1,510'	1,000'x250'x450'	1,000'x250'x450'	
RUNWAY LIGHTING		MIRL	MIRL	MIRL	NONE	NONE	
RUNWAY MARKING TYPE (V, NPI, P)		NPI	NPI	NPI	NONE	NONE	
VISUAL AND RUNWAY NAVIGATIONAL AIDS		RW 4: PAPI, REIL RW 22: NONE	PAPI, REIL RW 22: PAPI, REIL	PAPI, REIL RW 23: PAPI, REIL	NONE	NONE	
AERONAUTICAL SURVEY TYPE		VERTICALLY GUIDED	VERTICALLY GUIDED	VERTICALLY GUIDED	NOT VERTICALLY GUIDED	NOT VERTICALLY GUIDED	
RUNWAY DEPARTURE SURFACE (Y or N/A)		YES	YES	YES	N/A	N/A	

* FUTURE POCRS WILL BE CALCULATED WHEN FLEET MIX AND STRUCTURE ARE KNOWN.

TAXIWAY DATA

ITEM	A		B		C		D		E		F		G		H		I		J		K		R	
	EXISTING	NEAR-TERM	EXISTING	NEAR-TERM	EXISTING	NEAR-TERM	EXISTING	NEAR-TERM	EXISTING	NEAR-TERM	EXISTING	NEAR-TERM	EXISTING	NEAR-TERM	EXISTING	NEAR-TERM	EXISTING	NEAR-TERM	EXISTING	NEAR-TERM	EXISTING	NEAR-TERM	EXISTING	NEAR-TERM
AIRPLANE DESIGN GROUP	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II
TAXIWAY DESIGN GROUP	2A	2A	2A	2A	2A	2A	2A	2A	2A	2A	2A	2A	2A	2A	2A	2A	2A	2A	2A	2A	2A	2A	2A	2A
TAXIWAY WIDTH	40'	35'	40'	35'	40'	35'	40'	35'	40'	35'	40'	35'	40'	35'	40'	35'	40'	35'	40'	35'	40'	35'	40'	35'
TAXIWAY LENGTH	262'	3975'	3975'	5100'	6025'	700'	261'	261'	261'	261'	261'	261'	261'	261'	261'	261'	261'	261'	261'	261'	261'	261'	261'	261'
TAXIWAY SHOULDER WIDTH	5'	10'	10'	15'	20'	15'	10'	10'	15'	20'	15'	10'	10'	15'	20'	15'	10'	10'	15'	20'	15'	10'	10'	15'
TAXIWAY SURFACE	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT
TAXIWAY LIGHTING	MTL	MTL	MTL	MTL	MTL	MTL	MTL	MTL	MTL	MTL	MTL	MTL	MTL	MTL	MTL	MTL	MTL	MTL	MTL	MTL	MTL	MTL	MTL	MTL
TAXIWAY MARKING	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
TAXIWAY SAFETY AREA WIDTH	75'	79'	79'	79'	118'	79'	79'	79'	79'	118'	79'	79'	79'	79'	118'	79'	79'	79'	79'	118'	79'	79'	79'	118'
TAXIWAY EDGE SAFETY MARGIN	7.5'	7.5'	7.5'	7.5'	10'	7.5'	7.5'	7.5'	7.5'	10'	7.5'	7.5'	7.5'	7.5'	10'	7.5'	7.5'	7.5'	7.5'	10'	7.5'	7.5'	10'	7.5'
TAXIWAY OBJECT FREE AREA WIDTH	124'	124'	124'	124'	171'	124'	124'	124'	124'	171'	124'	124'	124'	124'	171'	124'	124'	124'	124'	171'	124'	124'	124'	171'

MODIFICATION TO STANDARDS

ASN	DESCRIPTION	FAA STANDARDS	EXISTING CONDITION	PROPOSED ACTION	DATE APPROVED
NONE					

NON-STANDARD CONDITIONS

ITEM	EXISTING	STANDARD	ULTIMATE
TRANSVERSE RSA GRADIENTS BETWEEN RUNWAY 4/22 AND 4S/22S	0% - 6.5%	1.5% - 5.0%	0% - 5.0%

TAXILANES

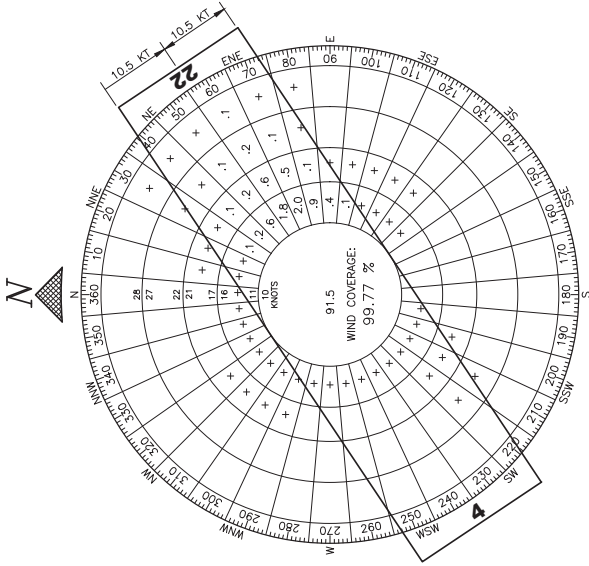
ITEM	A		C		D		E		F		L		M		N		P		Q	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
AIRPLANE DESIGN GROUP	I	II	I	II	I	II	I	II	I	II	I	II	I	II	I	II	I	II	I	II
TAXIWAY DESIGN GROUP	IA	2A	IA	2A	IA	2A	IA	2A	IA	2A	IA	2A	IA	2A	IA	2A	IA	2A	IA	2A
TAXIWAY WIDTH	25'	35'	25'	35'	25'	35'	25'	35'	25'	35'	25'	35'	25'	35'	25'	35'	25'	35'	25'	35'
TAXIWAY LENGTH	680'	2850'	550'	549'	662'	1213'	1914'	679'	696'	696'	696'	696'	696'	696'	696'	696'	696'	696'	696'	696'
TAXIWAY SHOULDER WIDTH	10'	15'	10'	15'	10'	15'	10'	15'	10'	15'	10'	15'	10'	15'	10'	15'	10'	15'	10'	15'
TAXIWAY SURFACE	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT
TAXIWAY LIGHTING	NONE	MTL	NONE	MTL	NONE	MTL	NONE	MTL	NONE	MTL	NONE	MTL	NONE	MTL	NONE	MTL	NONE	MTL	NONE	MTL
TAXIWAY MARKING	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
TAXIWAY SAFETY AREA WIDTH	49'	79'	49'	79'	49'	79'	49'	79'	49'	79'	49'	79'	49'	79'	49'	79'	49'	79'	49'	79'
TAXIWAY EDGE SAFETY MARGIN	5'	7.5'	5'	7.5'	5'	7.5'	5'	7.5'	5'	7.5'	5'	7.5'	5'	7.5'	5'	7.5'	5'	7.5'	5'	7.5'
TAXIWAY OBJECT FREE AREA WIDTH	79'	124'	79'	124'	79'	124'	79'	124'	79'	124'	79'	124'	79'	124'	79'	124'	79'	124'	79'	124'

NOTES:

- THE EXISTING RSA DIMENSIONS SHOWN IN THE "RUNWAY DATA" TABLE ARE LARGER THAN THOSE REQUIRED FOR AN A-(S) CRITICAL AIRCRAFT. AN A-(S) CRITICAL AIRCRAFT REQUIRES A 120-FOOT WIDE RSA THAT EXTENDS 240 FEET BEYOND EACH THRESHOLD OF THE RUNWAY.
- ALL ELEVATIONS ARE ESTIMATES BASED ON CURRENT AS-BUILT DRAWINGS. ELEVATIONS SHOWN IN THIS TABLE ARE BASED ON ELEVATIONS COMPLETED BY HD ENGINEERING CONSULTANTS, LLC, IN JANUARY AND JUNE OF 2024.
- ALL LATITUDE/LONGITUDE COORDINATES ARE NAD83.
- ALL ELEVATIONS ARE NAVD88.

GEOGRAPHIC COORDINATES

ITEM	EXISTING		NEAR-TERM		ULTIMATE	
	LATITUDE	LONGITUDE	LATITUDE	LONGITUDE	LATITUDE	LONGITUDE
ARP	61°34'19.15" N	149°32'22.40" W	61°34'16.03" N	149°32'32.00" W	61°34'13.91" N	149°32'38.64" W
THRESHOLD	38+25	38+25	32+62	32+62	28+75	28+75
RUNWAY 04	61°34'07.85" N	149°32'56.84" W	61°34'00.18" N	149°33'20.87" W	61°33'55.25" N	149°33'36.32" W
RUNWAY 05	61°34'00.18" N	149°33'20.87" W	61°33'55.25" N	149°33'36.32" W	61°33'55.25" N	149°33'36.32" W
THRESHOLD	335+0	335+0	326+2	326+2	320+0	320+0
RUNWAY 22	61°34'28.10" N	149°31'53.32" W	61°34'28.10" N	149°31'53.32" W	61°34'28.10" N	149°31'53.32" W
RUNWAY 23	61°34'28.10" N	149°31'53.32" W	61°34'28.10" N	149°31'53.32" W	61°34'28.10" N	149°31'53.32" W
THRESHOLD	353+5	353+5	353+5	353+5	353+5	353+5
RUNWAY 04S	61°34'17.10" N	149°32'31.06" W	61°34'17.10" N	149°32'31.06" W	61°34'17.10" N	149°32'31.06" W
RUNWAY 05S	61°34'17.10" N	149°32'31.06" W	61°34'17.10" N	149°32'31.06" W	61°34'17.10" N	149°32'31.06" W
THRESHOLD	345+0	345+0	345+0	345+0	345+0	345+0
RUNWAY 22S	61°34'26.35" N	149°32'02.04" W	61°34'26.35" N	149°32'02.04" W	61°34'26.35" N	149°32'02.04" W
RUNWAY 23S	61°34'26.35" N	149°32'02.04" W	61°34'26.35" N	149°32'02.04" W	61°34'26.35" N	149°32'02.04" W
THRESHOLD	351+2	351+2	351+2	351+2	351+2	351+2

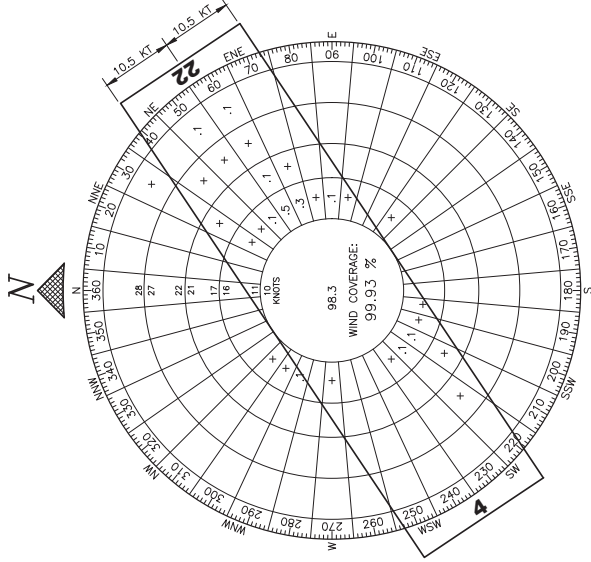


WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

ALL WEATHER WIND DATA	
RUNWAY	10.5 KT
RW 4/22	99.77%

SOURCE: NOAA INTEGRATED SURFACE DATABASE
SOURCE: 2015–2024

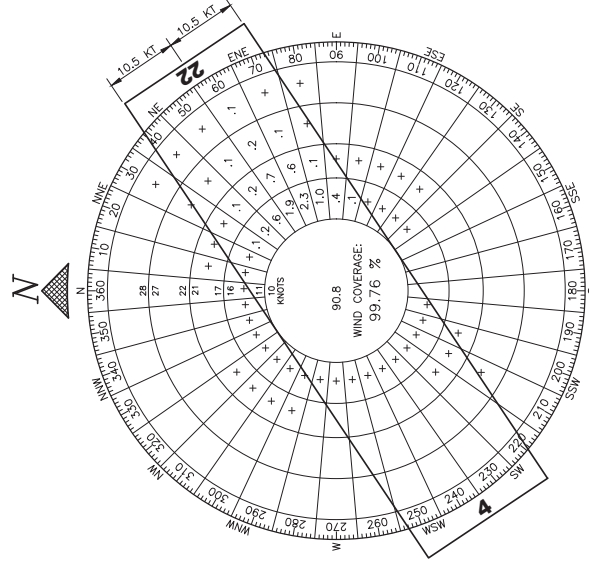


WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

IFR WIND DATA	
RUNWAY	10.5 KT
RW 4/22	99.93%

SOURCE: NOAA INTEGRATED SURFACE DATABASE
SOURCE: 2015–2024

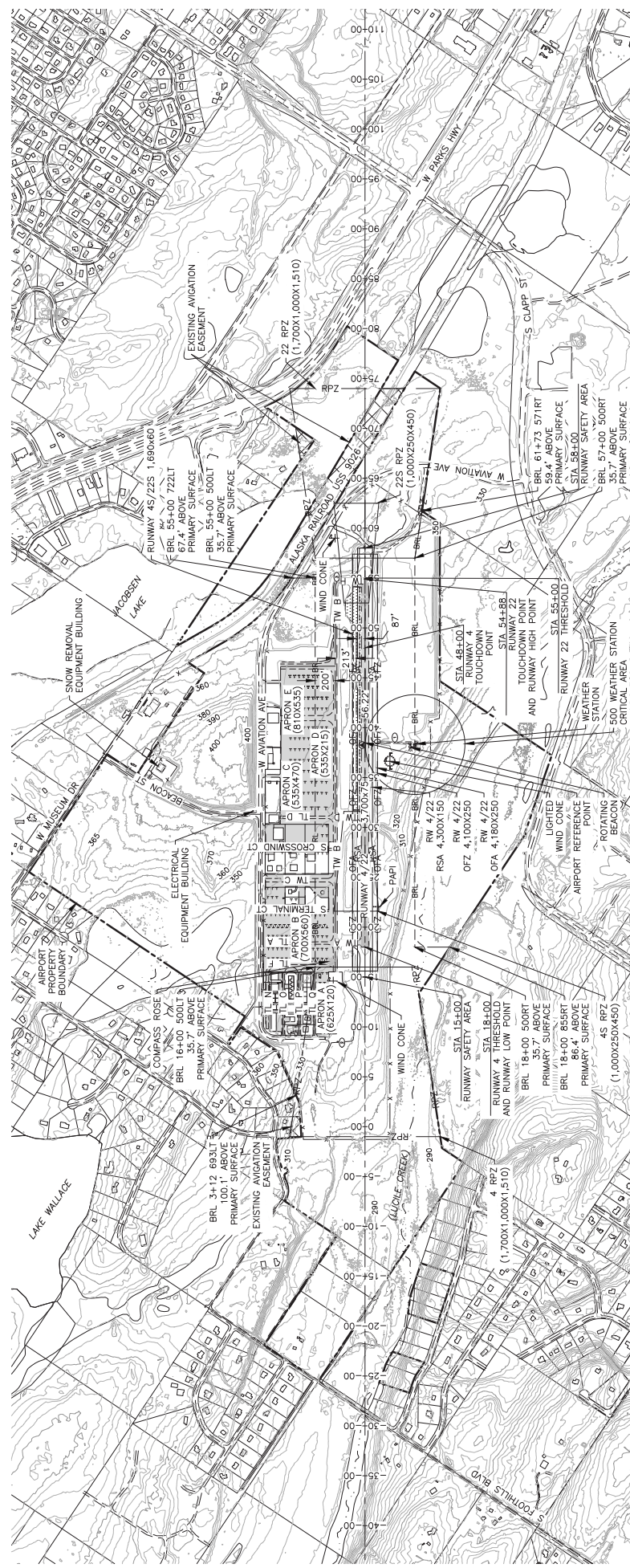


WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

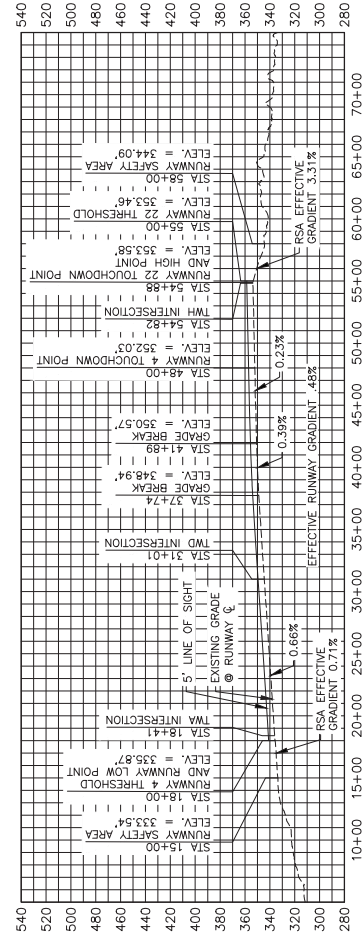
VFR WIND DATA	
RUNWAY	10.5 KT
RW 4/22	99.76%

SOURCE: NOAA INTEGRATED SURFACE DATABASE
SOURCE: 2015–2024



NOTES:

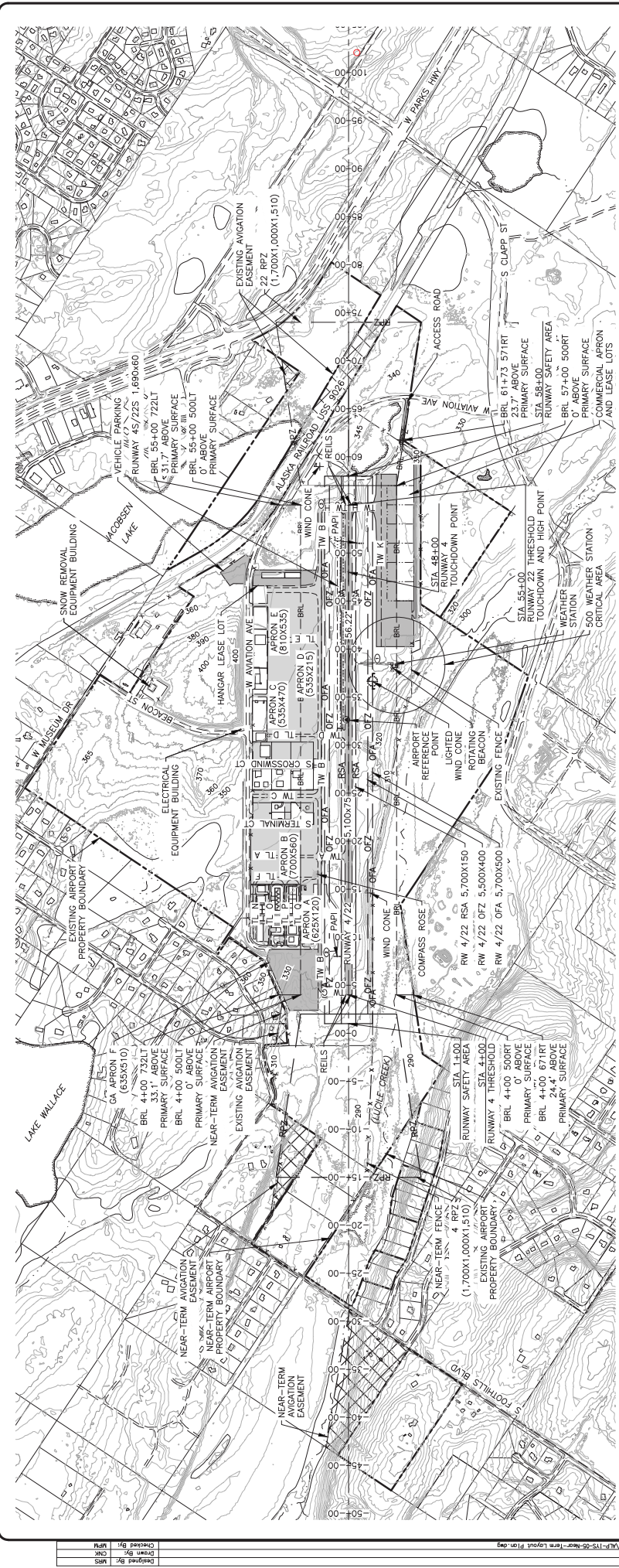
1. SEE INNER APPROACH SHEETS FOR AC 150/5300-13B AND PART 77 APPROACH SURFACES.
2. SEE TERMINAL AREA PLAN SHEETS FOR TAXIWAY/TAXILANE PROTECTION SURFACES.
3. SEE EXISTING RUNWAY 45/22S INNER APPROACH DRAWING SHEET FOR GRAVEL RUNWAY DATA.
4. THE EXISTING RSA DIMENSIONS ARE LARGER THAN THOSE REQUIRED FOR AN A-(S) CRITICAL AIRCRAFT. A-(S) CRITICAL AIRCRAFT ONLY REQUIRE.
5. NO OFA OR OFZ PENETRATIONS.
6. THE INFORMATION SHOWN HEREON IS BASED ON MAT-SU BOROUGH 2019 LIDAR AND FIELD SURVEYS COMPLETED BY HDL ENGINEERING CONSULTANTS, LLC. IN JANUARY AND JUNE OF 2024.
7. SEE AIRPORT DATA SHEET FOR AIRPORT CONTROL STATION INFORMATION.
8. SEE AIRPORT DATA SHEET FOR TAXIWAY/TAXILANE INFORMATION.



AIRPORT REFERENCE POINT	
LATITUDE	61°34'19.15" N
LONGITUDE	149°32'22.40" W

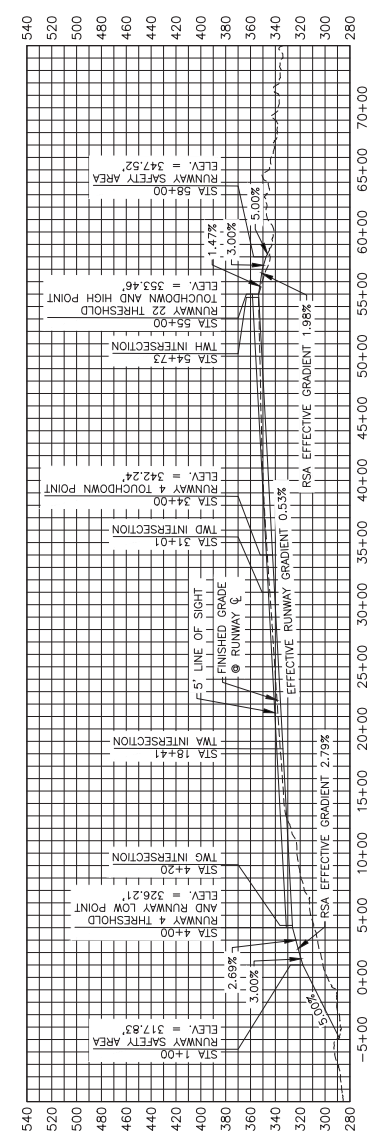
WASILLA AIRPORT	
WASILLA, ALASKA	
AIRPORT LAYOUT PLAN	
EXISTING LAYOUT PLAN	
DATE	3/19/2026
SHEET	4 OF 34





NOTES:

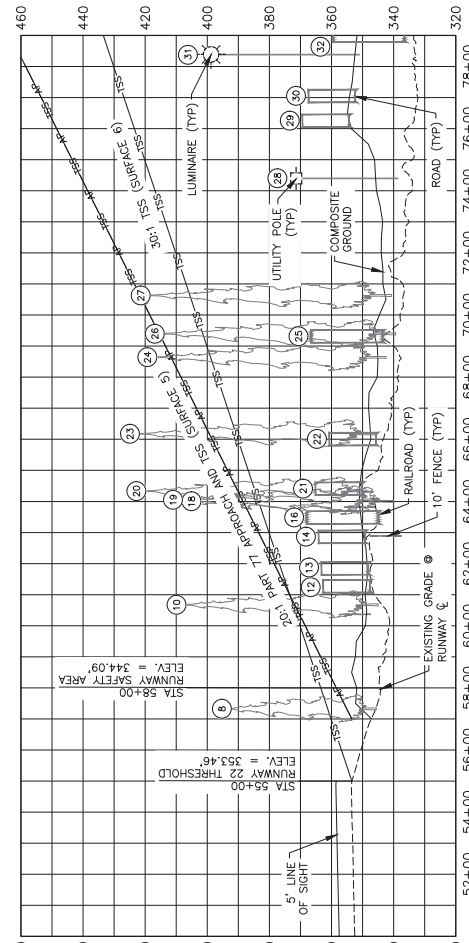
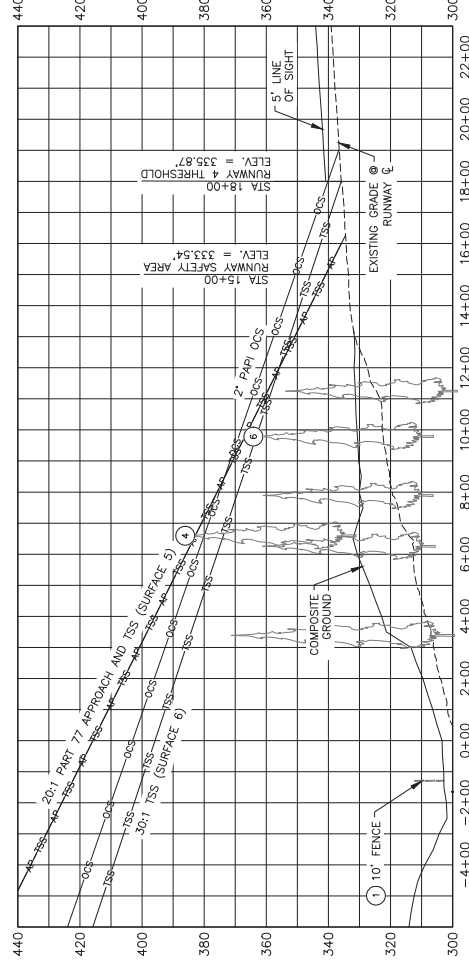
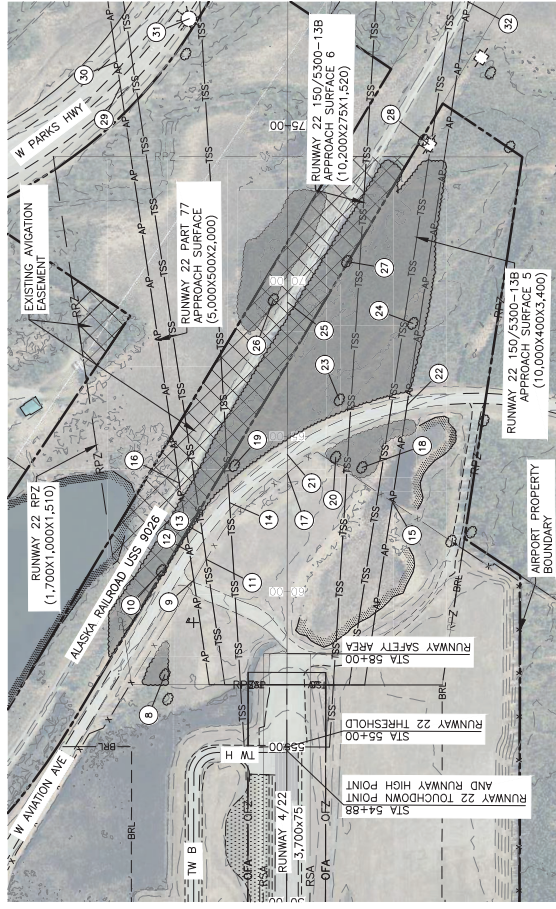
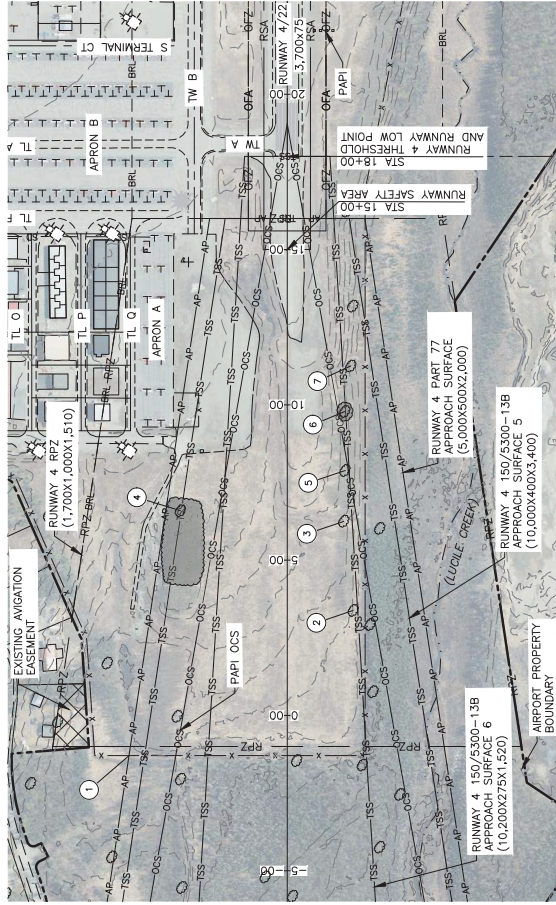
1. SEE INNER APPROACH SHEETS FOR AC SURFACES.
2. SEE TERMINAL AREA PLAN SHEETS FOR TAXIWAY/TAXILANE PROTECTION SURFACES, AIRCRAFT PARKING, AND BUILDING INFORMATION.
3. SEE EXISTING RUNWAY 45/225 INNER APPROACH DRAWING SHEETS FOR GRAVEL RUNWAY DATA.
4. NO CHANGES IN CENTERLINE SEPARATION DISTANCES BETWEEN EXISTING AND NEAR-TERM CONDITIONS.
5. NO OFA OR OFZ PENETRATIONS.
6. THE INFORMATION SHOWN HEREON IS BASED ON MAY-SU BUREAU OF LAND AND FIELD SURVEY DATA, 2019, PROVIDED BY THE CONSULTANTS, LLC. IN JANUARY AND JUNE OF 2024.
7. SEE AIRPORT DATA SHEET FOR AIRPORT CONTROL STATION INFORMATION.
8. SEE AIRPORT DATA SHEET FOR TAXIWAY/TAXILANE INFORMATION.



AIRPORT REFERENCE POINT	
LATITUDE	61°34'16.03" N
LONGITUDE	149°32'32.00" W

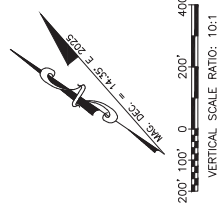
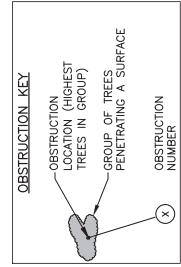
DATE:	3/19/2026
SHEET:	5 OF 34
WASILLA AIRPORT	
WASILLA, ALASKA	
AIRPORT LAYOUT PLAN	
NEAR-TERM LAYOUT PLAN	





NOTES:

- SEE SHEETS 8 AND 9 FOR OBSTRUCTION TABLES.
- SEE SHEET 22 FOR EXISTING DEPARTURE SURFACES.
- THRESHOLD SITING SURFACE DEPARTURE (TSS) FOR RUNWAY 4/22 IS DEFINED PER AC 150/5300-13B, TABLE 3-4; SURFACES 5 AND 6, EXPECTED TO ACCOMMODATE APV INSTRUMENT APPROACHES.
- REFER TO THE AIRPORT AIRSPACE DRAWING FOR OUTER APPROACH SURFACE PENETRATIONS.
- ALL OBJECTS LABELED IN PLAN VIEW ARE LISTED ON OBSTRUCTION TABLES. PROFILE VIEW ONLY LABELS OBSTRUCTIONS THAT PENETRATE THE LOWEST SURFACE, ARE MAN MADE, OR ARE WATER BODIES, FOR CLARITY.



DATE: 3/19/2026	
SHEET: 7 of 34	
BY: DATE: REVISION:	
WASILLA AIRPORT	
WASILLA, ALASKA	
AIRPORT LAYOUT PLAN	
EXISTING RUNWAY 4/22	
INNER APPROACH DRAWING	

EXISTING PART 77 INNER APPROACH OBSTRUCTION TABLE (INNER PORTION RUNWAY 4)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
①	FENCE	-1+29	509 LT	302.3	312.3	20:1 APPROACH	422.3	-110.0	-	RELOCATE	ULTIMATE
④	TREES	6+59	344 LT	331.2	366.1	20:1 APPROACH	382.9	3.2	-	REMOVE	EXISTING
⑤	TREES	7+88	187 RT	306.6	361.1	20:1 APPROACH	376.5	-15.4	-	REMOVE	NEAR-TERM
⑥	TREES	9+78	186 RT	306.4	364.2	20:1 APPROACH	367.0	-2.8	-	REMOVE	NEAR-TERM
⑦	TREES	11+25	205 RT	298.6	353.7	20:1 APPROACH	359.6	-5.9	-	REMOVE	NEAR-TERM

EXISTING TSS SURFACE 5 OBSTRUCTION TABLE (INNER PORTION RUNWAY 4)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
④	TREES	6+59	344 LT	331.2	386.1	20:1 TSS	382.9	3.2	-	REMOVE	EXISTING
⑤	TREES	7+88	187 RT	306.6	361.1	20:1 TSS	376.5	-15.4	-	REMOVE	NEAR-TERM
⑥	TREES	9+78	186 RT	306.4	364.2	20:1 TSS	367.0	-2.8	-	REMOVE	NEAR-TERM
⑦	TREES	11+25	205 RT	298.6	353.7	20:1 TSS	359.6	-5.9	-	REMOVE	NEAR-TERM

EXISTING TSS SURFACE 6 OBSTRUCTION TABLE (INNER PORTION RUNWAY 4)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
②	TREES	3+38	212 RT	299.5	371.3	30:1 TSS	384.6	-13.3	-	REMOVE	NEAR-TERM
③	TREES	6+25	182 RT	305.6	361.3	30:1 TSS	375.0	-13.7	-	REMOVE	NEAR-TERM
⑤	TREES	7+88	187 RT	306.6	361.1	30:1 TSS	369.6	-8.5	-	REMOVE	NEAR-TERM
⑥	TREES	9+78	186 RT	306.4	364.2	30:1 TSS	363.3	0.9	-	REMOVE	NEAR-TERM

EXISTING PAPI OCS OBSTRUCTION TABLE (INNER PORTION RUNWAY 4)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
②	TREES	3+38	212 RT	299.5	371.3	2' PAPI OCS	391.3	-20.0	-	REMOVE	NEAR-TERM
③	TREES	6+25	182 RT	305.6	361.3	2' PAPI OCS	381.3	-20.0	-	REMOVE	NEAR-TERM
⑤	TREES	7+88	187 RT	306.6	361.1	2' PAPI OCS	375.6	-14.5	-	REMOVE	NEAR-TERM
⑥	TREES	9+78	186 RT	306.4	364.2	2' PAPI OCS	369.0	-4.8	-	REMOVE	NEAR-TERM

NOTES:

1. OBJECTS WITHIN 20' OF A SURFACE ARE SHOWN.
2. SIGNIFICANT OBJECTS ARE SHOWN IN THE PART 77 INNER APPROACH OBSTRUCTION TABLE.

EXISTING PART 77 INNER APPROACH OBSTRUCTION TABLE (INNER PORTION RUNWAY 22)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
8	TREES	57+32	393 LT	345.8	395.3	7:1 TRANSITIONAL	374.8	20.5	-	REMOVE	EXISTING
9	FENCE	60+36	300 LT	347.5	357.5	20:1 APPROACH	370.3	-12.8	-	TO REMAIN	N/A
10	TREES	60+67	404 LT	345.0	409.9	7:1 TRANSITIONAL	385.9	24.0	-	REMOVE	EXISTING
12	ROAD	61+27	314 LT	347.7	362.7 *	20:1 APPROACH	374.8	-12.1	-	TO REMAIN	N/A
13	FENCE	62+69	338 RT	337.5	337.5	20:1 APPROACH	382.9	-35.4	-	RELOCATE	ULTIMATE
16	RAILROAD	63+48	347 LT	345.0	368.0 **	20:1 APPROACH	385.9	-17.9	-	TO REMAIN	N/A
17	FENCE	63+81	CL	345.8	355.8	20:1 APPROACH	387.5	-31.7	-	TO REMAIN	N/A
18	TREES	64+00	241 RT	340.4	409.8	20:1 APPROACH	388.5	21.3	-	REMOVE	EXISTING
19	TREES	64+05	170 LT	344.2	410.9	20:1 APPROACH	388.7	22.2	-	REMOVE	EXISTING
20	TREES	64+33	155 RT	348.6	422.8	20:1 APPROACH	390.1	32.7	-	REMOVE	EXISTING
21	ROAD	64+41	CL	350.1	385.1 *	20:1 APPROACH	390.5	-25.4	-	TO REMAIN	N/A
22	ROAD	66+01	385 RT	345.7	360.7 *	20:1 APPROACH	398.5	-37.8	-	TO REMAIN	N/A
23	TREES	66+18	168 RT	345.3	424.9	20:1 APPROACH	399.4	25.5	-	REMOVE	EXISTING
24	TREES	68+64	404 RT	342.5	419.2	20:1 APPROACH	411.7	7.5	-	REMOVE	EXISTING
25	RAILROAD	69+32	CL	343.6	366.6 **	20:1 APPROACH	415.1	-48.5	-	TO REMAIN	N/A
26	TREES	69+40	45 LT	339.4	418.8	20:1 APPROACH	415.5	1.3	-	REMOVE	EXISTING
27	TREES	70+63	191 RT	340.5	421.3	20:1 APPROACH	421.6	-0.3	-	REMOVE	EXISTING
28	UTILITY POLE	74+40	455 RT	338.6	371.4	20:1 APPROACH	440.5	-69.1	-	TO REMAIN	N/A
29	ROAD	76+26	539 LT	354.4	369.4 *	20:1 APPROACH	449.8	-80.4	-	TO REMAIN	N/A
30	ROAD	77+05	505 LT	352.4	367.4 *	20:1 APPROACH	453.7	-86.3	-	TO REMAIN	N/A
31	LUMINAIRE	78+64	351 LT	351.0	398.8	20:1 APPROACH	461.7	-62.9	-	TO REMAIN	N/A
32	RAILROAD	79+00	580 RT	336.1	359.5 **	20:1 APPROACH	463.5	-104.0	-	TO REMAIN	N/A

EXISTING TSS SURFACE 5 OBSTRUCTION TABLE (INNER PORTION RUNWAY 22)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
11	FENCE	61+03	261 LT	347.3	357.3	20:1 TSS	373.6	-16.3	-	TO REMAIN	N/A
13	ROAD	61+84	273 LT	348.2	363.2 *	20:1 TSS	377.7	-14.5	-	TO REMAIN	N/A
18	TREES	64+00	241 RT	340.4	409.8	20:1 TSS	388.5	21.3	-	REMOVE	EXISTING
19	TREES	64+05	170 LT	344.2	410.9	20:1 TSS	388.7	22.2	-	REMOVE	EXISTING
20	TREES	64+33	155 RT	348.6	424.8	20:1 TSS	390.1	32.7	-	REMOVE	EXISTING
23	TREES	66+18	168 RT	345.3	422.9	20:1 TSS	399.4	25.5	-	REMOVE	EXISTING
26	TREES	69+40	45 LT	339.4	416.8	20:1 TSS	415.5	1.3	-	REMOVE	EXISTING
27	TREES	70+63	191 RT	340.5	421.3	20:1 TSS	421.6	-0.3	-	REMOVE	EXISTING

EXISTING TSS SURFACE 6 OBSTRUCTION TABLE (INNER PORTION RUNWAY 22)

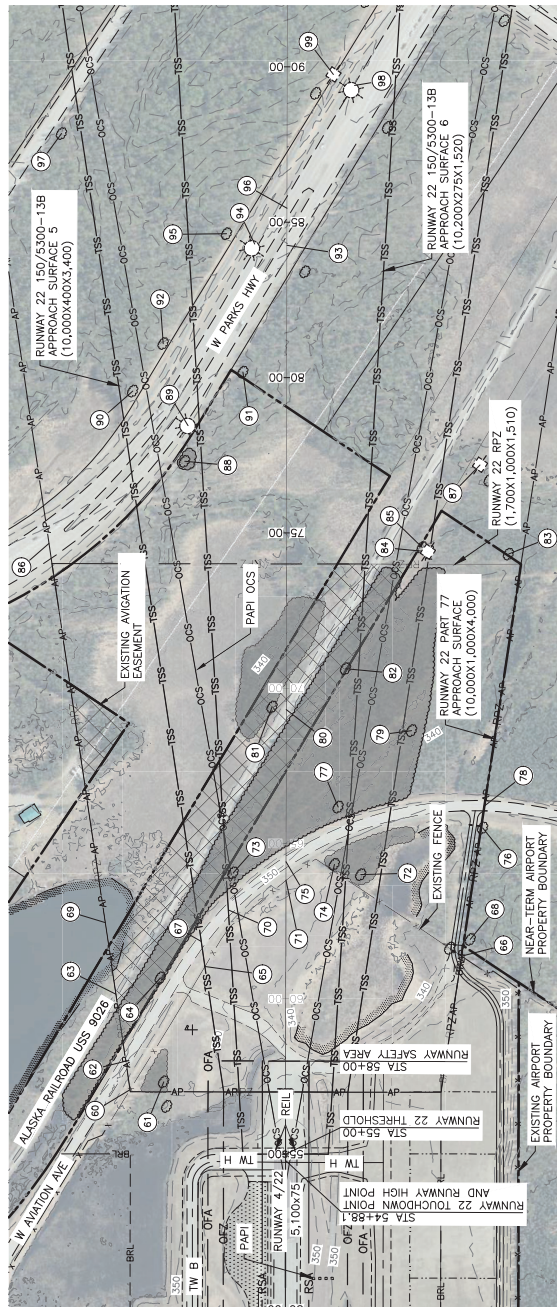
ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
(14)	ROAD	62+86	185 LT	349.2	364.2 *	30:1 TSS	379.7	-15.5	-	TO REMAIN	N/A
(19)	TREES	64+05	170 LT	344.2	410.9	30:1 TSS	383.6	27.3	-	REMOVE	EXISTING
(20)	TREES	64+33	155 RT	348.6	422.8	30:1 TSS	384.6	36.2	-	REMOVE	EXISTING
(21)	ROAD	64+41	CL	350.1	365.1 *	30:1 TSS	384.8	-19.7	-	TO REMAIN	N/A
(23)	TREES	66+18	168 RT	345.3	424.9	30:1 TSS	390.7	34.2	-	REMOVE	EXISTING
(26)	TREES	69+40	45 LT	339.4	416.8	30:1 TSS	401.5	15.3	-	REMOVE	EXISTING
(27)	TREES	70+63	191 RT	340.5	421.3	30:1 TSS	405.6	15.7	-	REMOVE	EXISTING

* INCLUDES ASSUMED 15' HIGH OBJECT ABOVE THE ROAD.
** INCLUDES ASSUMED 23' HIGH OBJECT ABOVE RAILWAY.

NOTES:

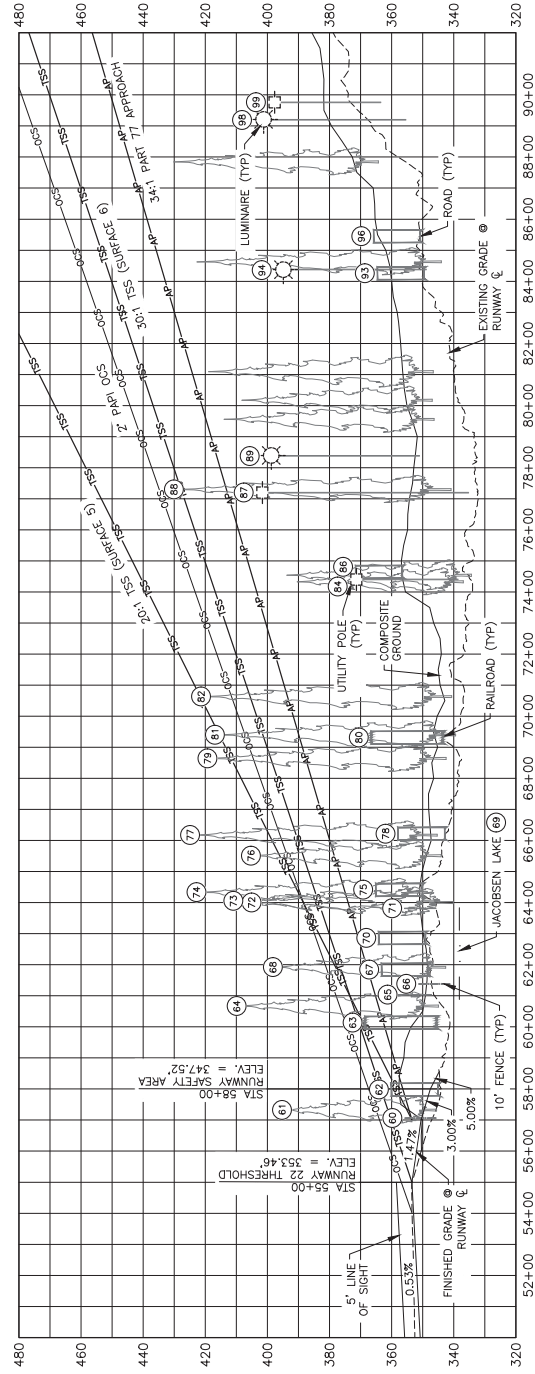
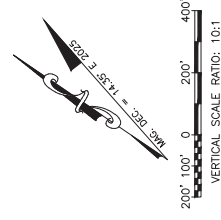
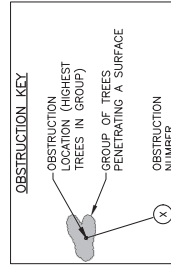
1. OBJECTS WITHIN 20' OF A SURFACE ARE SHOWN.
2. SIGNIFICANT OBJECTS ARE SHOWN IN THE PART 77 INNER APPROACH OBSTRUCTION TABLE.

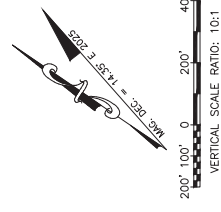
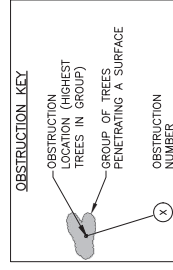
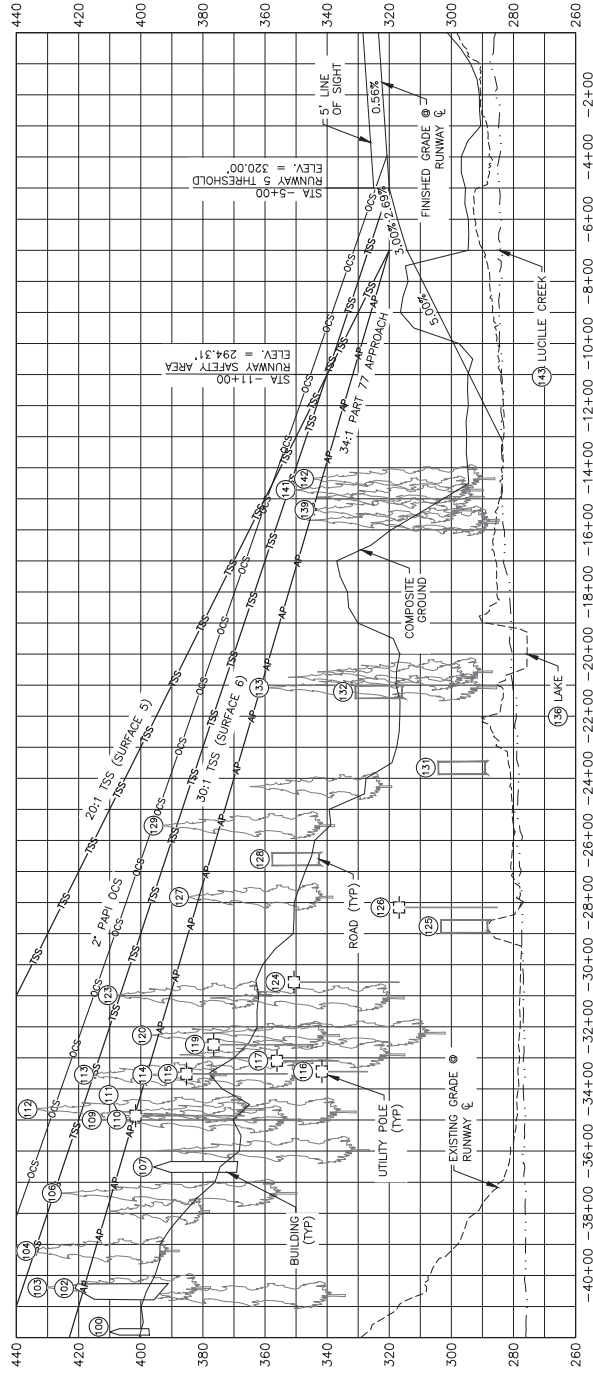
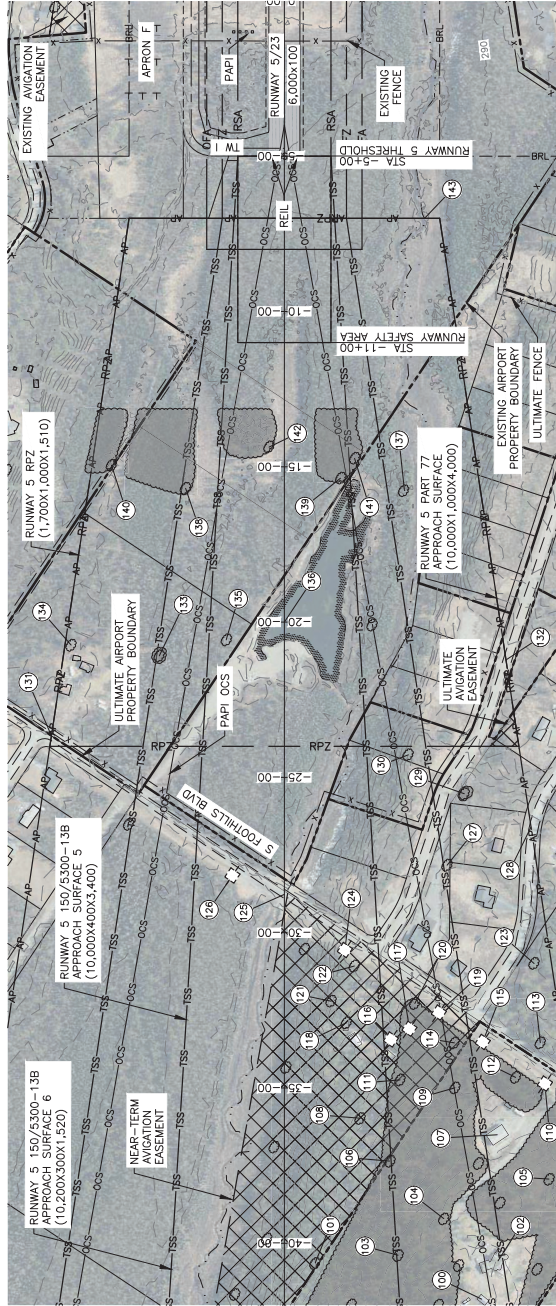
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- NOTES:

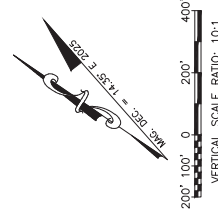
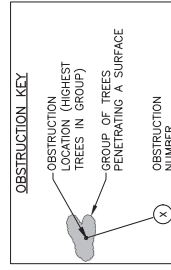
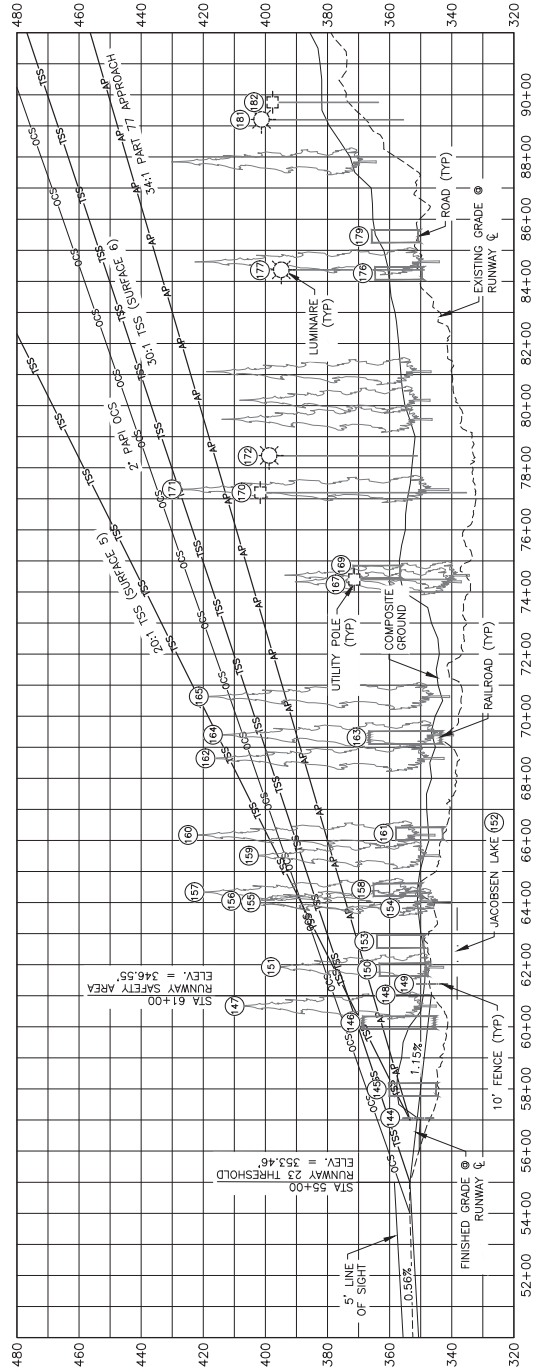
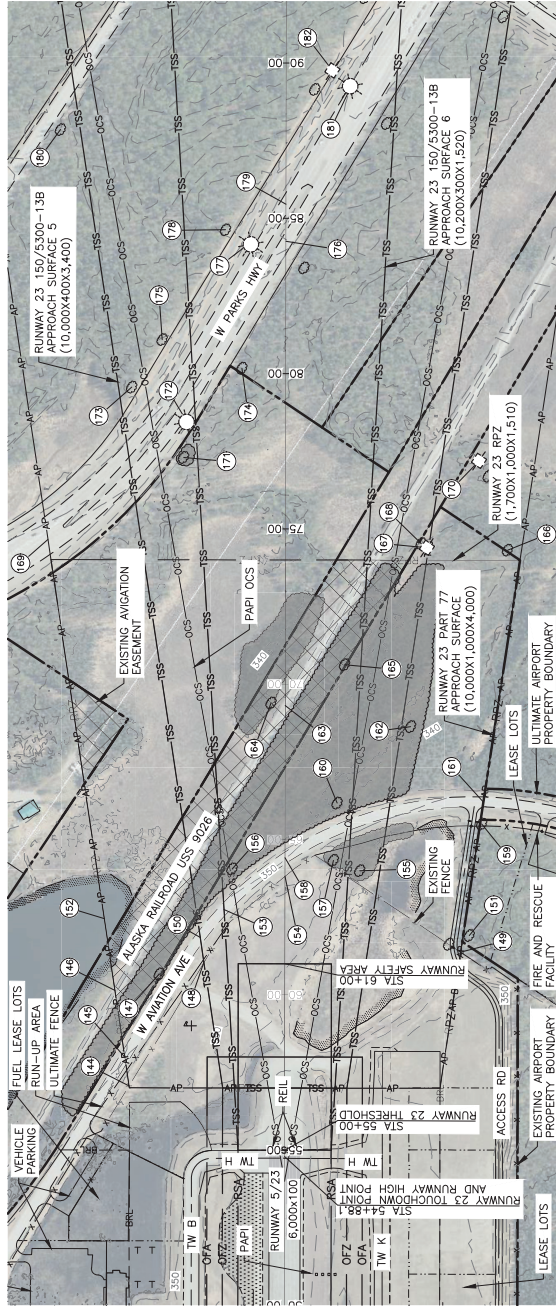
1. SEE SHEET 13 FOR OBSTRUCTION TABLES.
2. SEE SHEET 24 FOR NEAR-TERM DEPARTURE SURFACES.
3. THRESHOLD SITING SURFACE CRITERIA (TSS) FOR RUNWAY 4/22 IS DEFINED PER AC 150/5300-13B, TABLE 3-4, SURFACES 5 AND 6, EXPECTED TO ACCOMMODATE APV INSTRUMENT APPROACHES.
4. REFER TO THE AIRPORT AIRSPACE DRAWING FOR OUTER APPROACH SURFACE PENETRATIONS.
5. ALL OBJECTS LABELED IN PLAN VIEW ARE LISTED ON OBSTRUCTION TABLES. OBJECTS THAT PENETRATE THE LOWEST SURFACE, ARE MAN MADE, OR ARE WATER BODIES, FOR CLARITY.

[illegible]



NOTES:

1. SEE SHEET 16 FOR OBSTRUCTION TABLES.
2. SEE SHEET 26 FOR ULTIMATE DEPARTURE SURFACES.
3. THRESHOLD SITING SURFACE CRITERIA (TSS) FOR RUNWAY 5/23 IS DEFINED PER AC 150/5300-13B, TABLE 3-4, SURFACES 5 AND 6, EXPECTED TO ACCOMMODATE APV INSTRUMENT APPROACHES.
4. REFER TO THE AIRPORT AIRSPACE DRAWING FOR OUTER APPROACH SURFACE PENETRATIONS.
5. ALL OBJECTS LABELED IN PLAN VIEW ARE LISTED ON OBSTRUCTION TABLES. PROFILE VIEW ONLY LABELS INDICATE THE ELEVATION OF THE OBSTRUCTION. OBSTRUCTIONS ARE MAN MADE, OR ARE WATER BODIES, FOR CLARITY.



NOTES:

1. SEE SHEET 17 FOR OBSTRUCTION TABLES.
2. SEE SHEET 26 FOR ULTIMATE DEPARTURE SURFACES.
3. THRESHOLD SITING SURFACE CRITERIA (TSS) FOR RUNWAY 5/23 IS DEFINED PER AC 150/5300-13B, TABLE 3-4, SURFACES 5 AND 6, EXPECTED TO ACCOMMODATE APV INSTRUMENT APPROACHES.
4. REFER TO THE AIRPORT AIRSPACE DRAWING FOR OUTER APPROACH SURFACE PENETRATIONS.
5. ALL OBJECTS LABELED IN PLAN VIEW ARE LISTED ON OBSTRUCTION TABLES. PROFILE VIEW ONLY LABELS OBSTRUCTIONS THAT PENETRATE THE ULTIMATE SURFACE, ARE MAN MADE, OR ARE WATER BODIES, FOR CLARITY.

DATE:	3/19/2026
SHEET:	15 OF 34
PROJECT:	WASILLA, ALASKA
PROJECT:	AIRPORT LAYOUT PLAN
PROJECT:	ULTIMATE RUNWAY 23
PROJECT:	INNER APPROACH DRAWING
BY:	DATE
REVISION:	

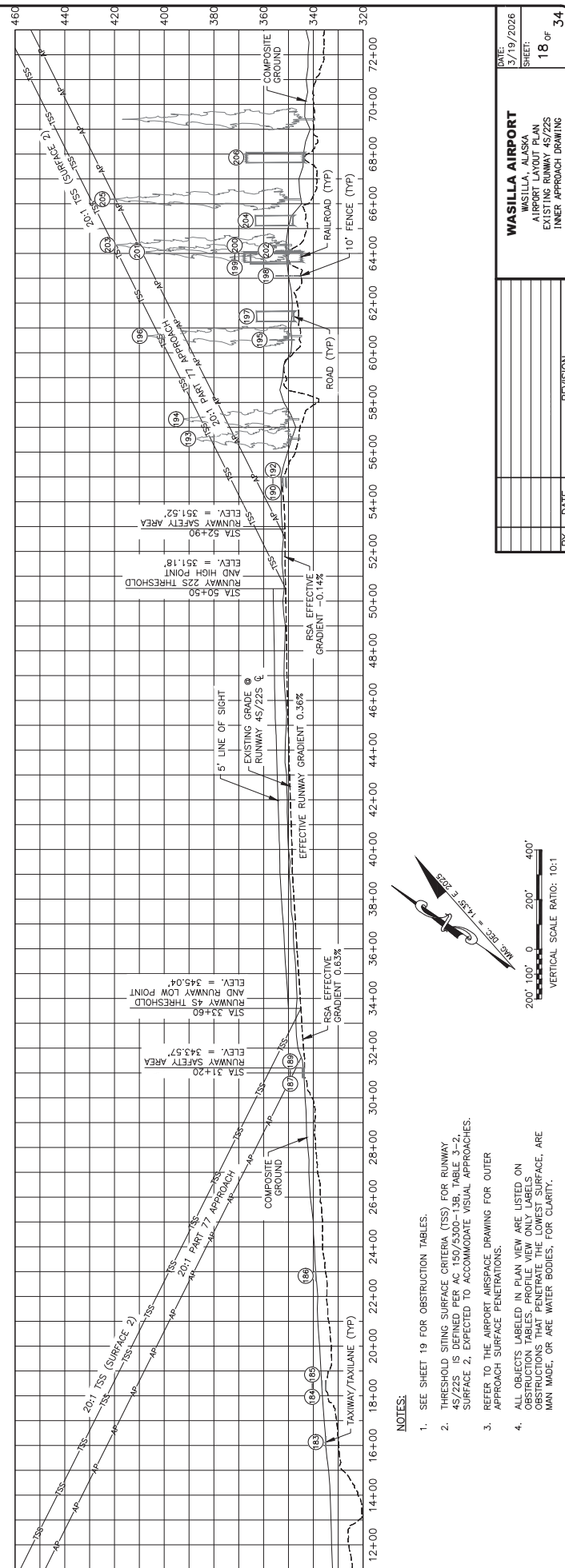
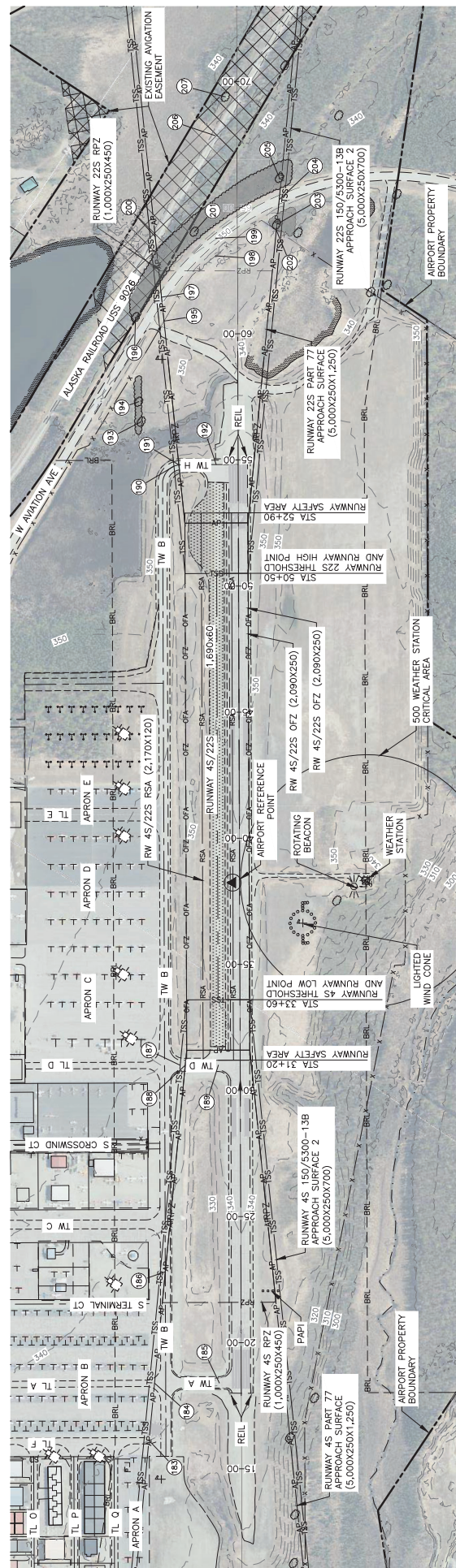
ULTIMATE PART 77 INNER APPROACH OBSTRUCTION TABLE (INNER PORTION RUNWAY 5)											
ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
109	BUILDING	-41+79	635 RT	397.3	410.0	34:1 APPROACH	422.3	-12.3	-	TO REMAIN	N/A
110	TREES	-40+65	99 RT	334.1	402.6	34:1 APPROACH	419.0	-16.4	-	MITIGATE	N/A
111	BUILDING	-40+53	688 RT	391.2	421.2	34:1 APPROACH	418.6	2.6	-	MITIGATE	N/A
112	TREES	-40+39	366 RT	377.5	433.3	34:1 APPROACH	418.2	15.1	-	REMOVE	ULTIMATE
113	TREES	-39+22	514 RT	387.6	441.3	34:1 APPROACH	414.8	26.5	-	REMOVE	ULTIMATE
114	TREES	-37+94	853 RT	378.0	410.1	34:1 APPROACH	411.0	-0.9	-	REMOVE	ULTIMATE
115	TREES	-37+36	341 RT	349.9	428.5	34:1 APPROACH	409.3	19.2	-	REMOVE	ULTIMATE
116	BUILDING	-36+51	685 RT	368.8	395.8	34:1 APPROACH	406.8	-11.0	-	TO REMAIN	N/A
117	TREES	-35+98	244 RT	326.6	394.5	34:1 APPROACH	405.2	-10.7	-	MITIGATE	N/A
118	TREES	-34+99	549 RT	348.7	415.7	34:1 APPROACH	402.3	13.4	-	REMOVE	ULTIMATE
119	UTILITY POLE	-34+86	839 RT	366.6	401.7	34:1 APPROACH	401.9	-0.2	-	TO REMAIN	N/A
120	TREES	-34+74	373 RT	330.4	407.2	34:1 APPROACH	401.6	5.6	-	REMOVE	ULTIMATE
121	TREES	-34+66	744 RT	360.6	438.8	34:1 APPROACH	401.4	37.4	-	REMOVE	NEAR-TERM
122	TREES	-33+55	824 RT	372.8	418.3	34:1 APPROACH	398.1	20.2	-	TO REMAIN	N/A
123	TREES	-33+55	547 RT	345.5	399.4	34:1 APPROACH	398.1	1.3	-	REMOVE	ULTIMATE
124	UTILITY POLE	-33+52	639 RT	352.8	385.3	34:1 APPROACH	398.0	-12.7	-	TO REMAIN	N/A
125	UTILITY POLE	-33+44	343 RT	326.9	341.7	34:1 APPROACH	397.8	-56.1	-	TO REMAIN	N/A
126	UTILITY POLE	-33+09	402 RT	336.5	356.1	34:1 APPROACH	396.7	-40.6	-	TO REMAIN	N/A
127	TREES	-32+90	200 RT	315.4	387.4	34:1 APPROACH	396.2	-8.8	-	MITIGATE	N/A
128	UTILITY POLE	-32+57	497 RT	344.2	376.5	34:1 APPROACH	395.2	-18.7	-	TO REMAIN	N/A
129	TREES	-32+28	420 RT	336.3	399.5	34:1 APPROACH	394.4	5.1	-	REMOVE	ULTIMATE
130	TREES	-32+21	152 RT	302.8	379.9	34:1 APPROACH	394.1	-14.2	-	MITIGATE	N/A
131	TREES	-31+07	225 RT	315.5	377.6	34:1 APPROACH	390.8	-13.2	-	MITIGATE	N/A
132	TREES	-30+99	804 RT	358.0	410.6	34:1 APPROACH	390.6	20.0	-	TO REMAIN	N/A
133	UTILITY POLE	-30+56	195 RT	316.8	350.7	34:1 APPROACH	389.3	-38.6	-	TO REMAIN	N/A
134	ROAD	-28+77	CL	288.4	303.4 *	34:1 APPROACH	384.0	-80.6	-	TO REMAIN	N/A
135	UTILITY POLE	-28+16	167 LT	285.2	316.8	34:1 APPROACH	382.2	-65.4	-	TO REMAIN	N/A
136	TREES	-27+83	524 RT	337.9	387.6	34:1 APPROACH	381.3	6.3	-	TO REMAIN	N/A
137	ROAD	-26+60	794 RT	342.6	357.6 *	34:1 APPROACH	377.6	-20.0	-	TO REMAIN	N/A
138	TREES	-25+53	579 RT	337.5	395.8	34:1 APPROACH	374.5	21.3	-	TO REMAIN	N/A
139	TREES	-24+27	399 RT	319.6	364.8	34:1 APPROACH	370.8	-6.0	-	MITIGATE	N/A
140	ROAD	-23+66	750 LT	289.2	304.2 *	34:1 APPROACH	369.0	-64.8	-	TO REMAIN	N/A
141	ROAD	-21+22	713 RT	315.9	330.9 *	34:1 APPROACH	361.8	-30.9	-	TO REMAIN	N/A
142	TREES	-21+09	403 LT	285.1	361.9	34:1 APPROACH	361.4	0.5	-	REMOVE	ULTIMATE
143	TREES	-20+74	686 LT	291.6	352.4	34:1 APPROACH	360.4	-8.0	-	MITIGATE	N/A
144	TREES	-20+57	187 LT	286.9	343.1	34:1 APPROACH	359.9	-16.8	-	MITIGATE	N/A
145	LAKE	-20+00	CL	275.6	275.6	34:1 APPROACH	358.2	-82.6	-	TO REMAIN	N/A
146	TREES	-15+77	385 RT	285.0	325.9	34:1 APPROACH	345.8	-19.9	-	MITIGATE	N/A
147	TREES	-15+69	318 LT	284.8	346.2	34:1 APPROACH	345.6	0.6	-	REMOVE	ULTIMATE

ULTIMATE PART 77 INNER APPROACH OBSTRUCTION TABLE (INNER PORTION RUNWAY 5) (CONTINUED)											
ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
638	TREES	-15+36	182 RT	293.5	347.3	34:1 APPROACH	344.6	2.7	-	REMOVE	ULTIMATE
639	TREES	-14+95	557 LT	290.2	343.3	34:1 APPROACH	343.4	-0.1	-	REMOVE	ULTIMATE
640	TREES	-14+73	226 RT	289.3	353.3	34:1 APPROACH	342.7	10.6	-	REMOVE	ULTIMATE
642	TREES	-14+36	49 LT	286.1	348.4	34:1 APPROACH	341.6	6.8	-	REMOVE	ULTIMATE
643	LUCILLE CREEK	-7+00	451 RT	284.5	284.5	34:1 APPROACH	320.0	-35.5	-	TO REMAIN	N/A
ULTIMATE TSS SURFACE 5 OBSTRUCTION TABLE (INNER PORTION RUNWAY 5)											
ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
638	TREES	-15+69	318 LT	284.8	346.2	20:1 TSS	363.4	-17.2	-	REMOVE	ULTIMATE
639	TREES	-15+36	182 RT	293.5	347.3	20:1 TSS	361.8	-14.5	-	REMOVE	ULTIMATE
640	TREES	-14+73	226 RT	289.3	353.3	20:1 TSS	358.6	-5.3	-	REMOVE	ULTIMATE
ULTIMATE TSS SURFACE 6 OBSTRUCTION TABLE (INNER PORTION RUNWAY 5)											
ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
603	TREES	-40+39	366 RT	377.5	433.3	30:1 TSS	438.0	-4.7	-	REMOVE	ULTIMATE
604	TREES	-37+36	341 RT	349.9	428.5	30:1 TSS	427.9	0.6	-	REMOVE	ULTIMATE
638	TREES	-15+36	182 RT	293.5	347.3	30:1 TSS	354.5	-7.2	-	REMOVE	ULTIMATE
ULTIMATE PAPI OCS OBSTRUCTION TABLE (INNER PORTION RUNWAY 5)											
ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
603	TREES	-40+39	366 RT	377.5	433.3	2' PAPI OCS	448.0	-14.7	-	REMOVE	ULTIMATE
604	TREES	-39+22	514 RT	387.6	441.3	2' PAPI OCS	443.9	-2.6	-	REMOVE	ULTIMATE
608	TREES	-37+36	341 RT	349.9	428.5	2' PAPI OCS	437.4	-8.9	-	REMOVE	ULTIMATE
609	TREES	-34+99	549 RT	348.7	415.7	2' PAPI OCS	429.1	-13.4	-	REMOVE	ULTIMATE
638	TREES	-15+36	182 RT	293.5	347.3	2' PAPI OCS	360.6	-13.3	-	REMOVE	ULTIMATE

* INCLUDES ASSUMED 15' HIGH OBJECT ABOVE THE ROAD.

NOTES:

- OBJECTS WITHIN 20' OF A SURFACE ARE SHOWN.
- SIGNIFICANT OBJECTS ARE SHOWN IN THE PART 77 INNER APPROACH OBSTRUCTION TABLE.



DATE: 3/19/2026
 SHEET: 18 OF 34

EXISTING PART 77 INNER APPROACH OBSTRUCTION TABLE (INNER PORTION RUNWAY 4S)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
163	TAXILANE	16+13	366 LT	335.0	335.0	20:1 APPROACH	422.4	-87.4	-	TO REMAIN	N/A
164	TAXILANE	18+40	344 LT	336.5	336.5	20:1 APPROACH	411.0	-74.5	-	TO REMAIN	N/A
165	TAXIWAY	18+41	87 LT	335.2	335.2	20:1 APPROACH	411.0	-75.8	-	TO REMAIN	N/A
166	TAXIWAY	22+82	299 LT	339.1	339.1	20:1 APPROACH	386.9	-48.8	-	TO REMAIN	N/A
167	TAXIWAY	31+01	218 LT	344.2	344.2	20:1 APPROACH	348.0	-3.8	-	TO REMAIN	N/A
168	TAXIWAY	31+01	87 LT	343.7	343.7	20:1 APPROACH	346.0	-4.3	-	TO REMAIN	N/A

EXISTING TSS SURFACE 2 OBSTRUCTION TABLE (INNER PORTION RUNWAY 4S)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
167	TAXIWAY	31+01	238 LT	344.4	344.4	20:1 APPROACH	358.0	-13.6	-	TO REMAIN	N/A
168	TAXIWAY	31+01	87 LT	343.7	343.7	20:1 APPROACH	358.0	-14.3	-	TO REMAIN	N/A

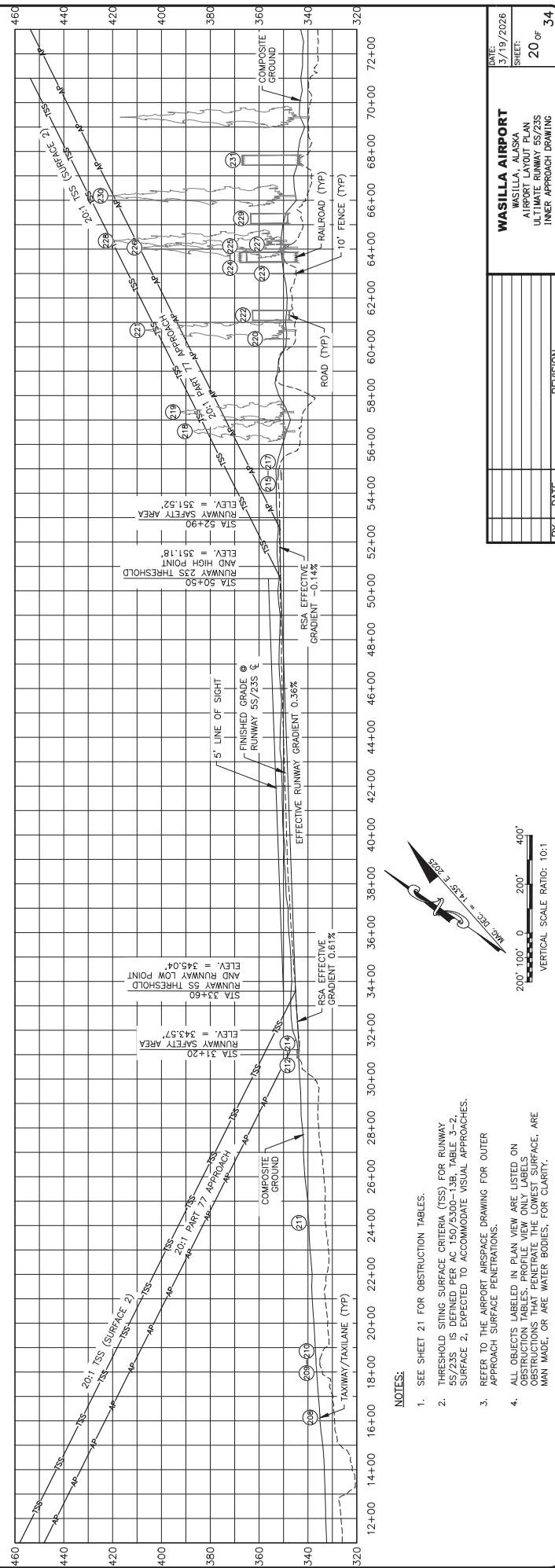
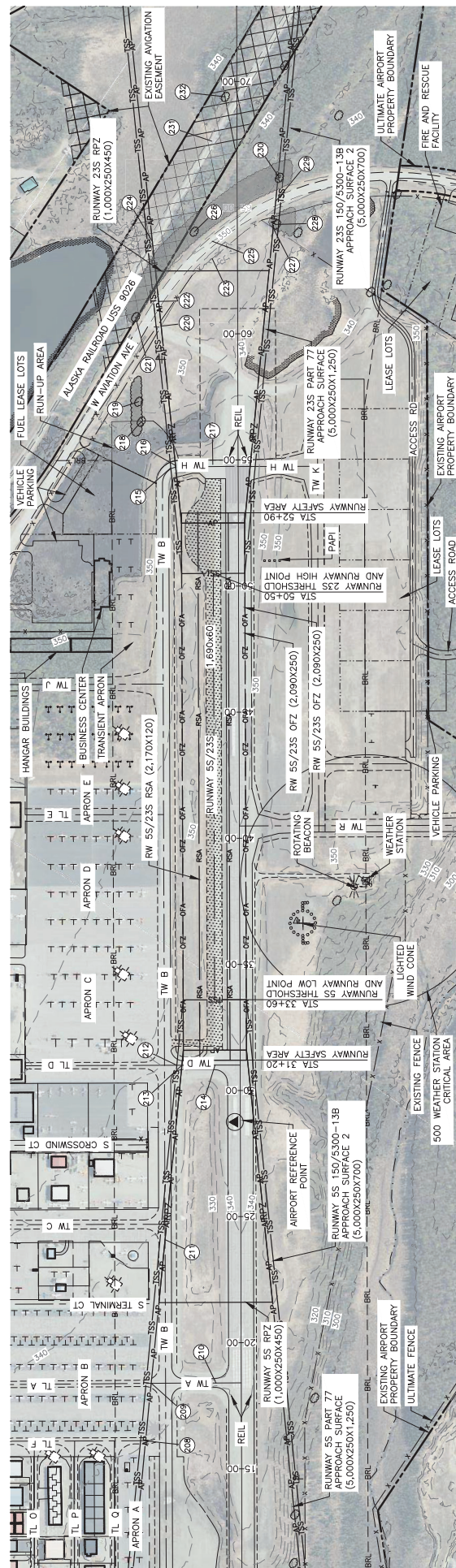
EXISTING PART 77 INNER APPROACH OBSTRUCTION TABLE (INNER PORTION RUNWAY 22S)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
191	TAXIWAY	54+81	235 LT	351.2	351.2	20:1 APPROACH	362.7	-11.5	-	TO REMAIN	N/A
192	TAXIWAY	54+82	87 LT	352.3	352.3	20:1 APPROACH	362.8	-10.5	-	TO REMAIN	N/A
193	TREES	56+53	382 LT	345.4	390.4	7:1 TRANSITIONAL	390.0	0.4	-	REMOVE	EXISTING
194	TREES	57+32	393 LT	345.8	395.3	7:1 TRANSITIONAL	394.3	1.0	-	REMOVE	EXISTING
195	FENCE	60+51	292 LT	347.6	357.6	20:1 APPROACH	391.2	-33.6	-	TO REMAIN	N/A
196	TREES	60+67	404 LT	345.00	409.9	7:1 TRANSITIONAL	407.8	2.1	-	REMOVE	EXISTING
197	ROAD	61+46	301 LT	347.8	362.8 *	20:1 APPROACH	396.0	-33.2	-	TO REMAIN	N/A
198	FENCE	63+10	87 LT	345.1	355.1	20:1 APPROACH	404.2	-49.1	-	TO REMAIN	N/A
199	ROAD	63+79	87 LT	350.2	365.2 *	20:1 APPROACH	407.6	-42.4	-	TO REMAIN	N/A
200	RAILROAD	63+86	325 LT	344.8	367.8 **	20:1 APPROACH	408.0	-40.2	-	TO REMAIN	N/A
201	TREES	64+05	170 LT	344.2	410.9	20:1 APPROACH	408.9	2.0	-	REMOVE	EXISTING
202	FENCE	64+11	155 RT	345.1	355.1	20:1 APPROACH	409.2	-54.1	-	TO REMAIN	N/A
203	TREES	64+33	155 RT	348.6	422.8	20:1 APPROACH	410.3	12.5	-	REMOVE	EXISTING
204	ROAD	65+32	167 RT	348.2	363.2 *	20:1 APPROACH	415.3	-52.1	-	TO REMAIN	N/A
205	TREES	66+18	168 RT	345.3	424.9	20:1 APPROACH	419.6	5.3	-	REMOVE	EXISTING
206	RAILROAD	67+66	87 LT	344.0	367.0 **	20:1 APPROACH	428.0	-61.0	-	TO REMAIN	N/A
207	TREES	69+40	45 LT	339.4	416.8	20:1 APPROACH	435.7	-18.9	-	REMOVE	EXISTING

EXISTING TSS SURFACE 2 OBSTRUCTION TABLE (INNER PORTION RUNWAY 22S)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
198	TAXIWAY	54+76	254 LT	351.0	351.0	20:1 APPROACH	372.5	-21.5	-	TO REMAIN	N/A
199	TAXIWAY	54+82	87 LT	352.3	352.3	20:1 APPROACH	372.8	-20.5	-	TO REMAIN	N/A
200	TREES	64+05	170 LT	344.2	410.9	20:1 APPROACH	418.9	-8.0	-	REMOVE	EXISTING
201	TREES	64+33	155 RT	348.6	422.8	20:1 APPROACH	420.3	2.5	-	REMOVE	EXISTING
202	TREES	66+18	168 RT	345.3	424.9	20:1 APPROACH	429.6	-4.7	-	REMOVE	EXISTING

* INCLUDES ASSUMED 15' HIGH OBJECT ABOVE THE ROAD.
** INCLUDES ASSUMED 23' HIGH OBJECT ABOVE RAILWAY.

[illegible]

VERTICAL SCALE RATIO: 10:1

3. REFER TO THE AIRPORT AIRSPACE DRAWING FOR OUTER APPROACH SURFACE PENETRATIONS.
4. ALL OBJECTS LABELED IN PLAN VIEW ARE LISTED ON OBSTRUCTION TABLES. PROFILE VIEW ONLY LABELS OBSTRUCTIONS THAT PENETRATE THE LOWEST SURFACE, ARE MAN MADE, OR ARE WATER BODIES, FOR CLARITY.

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ULTIMATE PART 77 INNER APPROACH OBSTRUCTION TABLE (INNER PORTION RUNWAY 5S)											
ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
609	TAXILANE	16+12	380 LT	335.0	335.0	20:1 APPROACH	422.4	-87.4	-	TO REMAIN	N/A
609	TAXILANE	18+40	357 LT	336.6	336.6	20:1 APPROACH	411.0	-74.4	-	TO REMAIN	N/A
610	TAXIWAY	18+41	100 LT	335.2	335.2	20:1 APPROACH	411.0	-75.8	-	TO REMAIN	N/A
611	TAXIWAY	24+10	300 LT	339.7	339.7	20:1 APPROACH	382.5	-42.8	-	TO REMAIN	N/A
613	TAXIWAY	31+01	231 LT	344.3	344.3	20:1 APPROACH	348.0	-3.7	-	TO REMAIN	N/A
614	TAXIWAY	31+01	100 LT	343.7	343.7	20:1 APPROACH	346.0	-4.3	-	TO REMAIN	N/A

ULTIMATE TSS SURFACE 2 OBSTRUCTION TABLE (INNER PORTION RUNWAY 5S)											
ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
612	TAXIWAY	31+01	251 LT	344.5	344.5	20:1 APPROACH	358.0	-13.5	—	TO REMAIN	N/A
614	TAXIWAY	31+01	100 LT	343.7	343.7	20:1 APPROACH	358.0	-14.3	—	TO REMAIN	N/A

ULTIMATE PART 77 INNER APPROACH OBSTRUCTION TABLE (INNER PORTION RUNWAY 23S)											
ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
616	TAXIWAY	54+78	248 LT	351.0	351.0	20:1 APPROACH	362.6	-11.6	-	TO REMAIN	N/A
617	TAXIWAY	54+82	100 LT	352.1	352.1	20:1 APPROACH	362.8	-10.7	-	TO REMAIN	N/A
618	TREES	56+53	382 LT	345.4	390.4	7:1 TRANSITIONAL	388.0	2.4	-	REMOVE	EXISTING
618	TREES	57+32	393 LT	345.8	395.3	7:1 TRANSITIONAL	392.3	3.0	-	REMOVE	EXISTING
620	FENCE	60+32	303 LT	347.5	357.5	20:1 APPROACH	390.3	-32.8	-	TO REMAIN	N/A
621	TREES	60+67	404 LT	345.00	409.9	7:1 TRANSITIONAL	405.9	4.0	-	REMOVE	EXISTING
622	ROAD	61+29	313 LT	347.7	362.7 *	20:1 APPROACH	395.1	-32.4	-	TO REMAIN	N/A
623	FENCE	62+98	100 LT	344.8	354.8	20:1 APPROACH	403.6	-48.8	-	TO REMAIN	N/A
624	RAILROAD	63+66	337 LT	344.8	367.8 **	20:1 APPROACH	407.0	-39.2	-	TO REMAIN	N/A
625	ROAD	63+68	100 LT	350.1	365.1 *	20:1 APPROACH	407.1	-42.0	-	TO REMAIN	N/A
626	TREES	64+05	170 LT	344.2	410.9	20:1 APPROACH	408.9	2.0	-	REMOVE	EXISTING
627	FENCE	64+19	142 RT	346.8	356.8	20:1 APPROACH	409.6	-52.8	-	TO REMAIN	N/A
628	TREES	64+33	155 RT	348.6	422.8	7:1 TRANSITIONAL	412.1	10.7	-	REMOVE	EXISTING
628	ROAD	65+25	153 RT	348.3	363.3 *	20:1 APPROACH	414.9	-51.6	-	TO REMAIN	N/A
629	TREES	66+18	168 RT	345.3	424.9	20:1 APPROACH	419.6	5.3	-	REMOVE	EXISTING
631	RAILROAD	67+64	100 LT	343.7	366.7 **	20:1 APPROACH	426.9	-60.2	-	TO REMAIN	N/A
632	TREES	69+40	45 LT	339.4	416.8	20:1 APPROACH	435.7	-18.9	-	REMOVE	EXISTING

ULTIMATE TSS SURFACE 2 OBSTRUCTION TABLE (INNER PORTION RUNWAY 23S)											
ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
615	TAXIWAY	54+69	267 LT	350.9	350.9	20:1 APPROACH	372.1	-21.2	-	TO REMAIN	N/A
617	TAXIWAY	54+82	100 LT	352.1	352.1	20:1 APPROACH	372.8	-20.7	-	TO REMAIN	N/A
626	TREES	64+05	170 LT	344.2	410.9	20:1 APPROACH	418.9	-8.0	-	REMOVE	EXISTING
628	TREES	64+33	155 RT	348.6	422.8	20:1 APPROACH	420.3	2.5	-	REMOVE	EXISTING
629	TREES	66+18	168 RT	345.3	424.9	20:1 APPROACH	429.6	-4.7	-	REMOVE	EXISTING

* INCLUDES ASSUMED 15' HIGH OBJECT ABOVE THE ROAD.
** INCLUDES ASSUMED 23' HIGH OBJECT ABOVE RAILWAY.

[illegible]

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
602	FENCE	56+45	539 LT	344.8	354.8	3.08:1 SECTION 2	507.1	-152.3	-	RELOCATE	ULTIMATE
603	RAILROAD	59+08	609 LT	345.5	368.5 **	3.08:1 SECTION 2	513.7	-145.2	-	TO REMAIN	N/A
604	FENCE	60+78	655 RT	339.9	349.9 *	3.08:1 SECTION 2	517.9	-188.0	-	RELOCATE	ULTIMATE
605	JACOBSEN LAKE	61+82	683 LT	338.2	338.2	3.08:1 SECTION 2	520.5	-192.3	-	TO REMAIN	N/A
606	FENCE	63+81	CL	345.8	355.8	40:1 SECTION 1	375.5	-19.7	-	TO REMAIN	N/A
607	TREES	64+05	170 LT	344.2	410.9	40:1 SECTION 1	376.1	34.8	-	REMOVE	EXISTING
608	TREES	64+33	155 RT	346.6	422.8 *	40:1 SECTION 1	376.8	46.0	-	REMOVE	EXISTING
609	TREES	66+18	168 RT	345.3	424.9	40:1 SECTION 1	381.4	43.5	-	REMOVE	EXISTING
609	TREES	68+64	404 RT	342.5	419.2	3.08:1 SECTION 2	387.9	31.3	-	REMOVE	EXISTING
609	RAILROAD	69+32	CL	343.6	366.6 **	40:1 SECTION 1	389.3	-22.7	-	TO REMAIN	N/A
610	TREES	69+40	45 LT	339.4	416.8	40:1 SECTION 1	389.5	27.3	-	REMOVE	EXISTING
613	TREES	70+63	191 RT	340.5	421.3	40:1 SECTION 1	392.5	28.8	-	REMOVE	EXISTING
604	ROAD	73+45	994 LT	359.5	374.5 *	3.08:1 SECTION 2	549.6	-175.1	-	TO REMAIN	N/A
605	TREES	77+30	328 LT	340.9	430.0	40:1 SECTION 1	409.2	20.8	-	REMOVE	NEAR-TERM
609	TREES	81+09	398 LT	346.7	418.9	40:1 SECTION 1	418.7	0.2	-	TO REMAIN	N/A
607	ROAD	84+26	CL	349.6	364.6 *	40:1 SECTION 1	426.6	-62.0	-	TO REMAIN	N/A
608	ROAD	85+45	CL	350.8	365.8 *	40:1 SECTION 1	429.6	-63.8	-	TO REMAIN	N/A
608	ROAD	87+34	1366 RT	333.2	348.2	3.08:1 SECTION 2	584.3	-236.1	-	TO REMAIN	N/A
270	LAKE	91+16	1469 RT	326.4	326.4	3.08:1 SECTION 2	593.9	-267.5	-	TO REMAIN	N/A
271	RAILROAD	96+29	1606 RT	328.3	351.3 **	3.08:1 SECTION 2	606.7	-255.4	-	TO REMAIN	N/A
272	ROAD	97+07	CL	382.4	397.4 *	40:1 SECTION 1	458.6	-61.2	-	TO REMAIN	N/A
273	TREES	98+89	13 RT	399.1	474.8	40:1 SECTION 1	463.2	11.6	-	TO REMAIN	N/A
274	TREES	102+07	86 RT	405.3	486.2	40:1 SECTION 1	471.1	15.1	-	TO REMAIN	N/A
275	TREES	105+35	1349 LT	430.9	486.6	40:1 SECTION 1	479.3	7.3	-	TO REMAIN	N/A
276	TREES	109+70	1272 LT	434.7	519.6	40:1 SECTION 1	490.2	28.4	-	TO REMAIN	N/A
277	ROAD	110+14	1977 LT	415.9	430.9 *	3.08:1 SECTION 2	641.3	-210.4	-	TO REMAIN	N/A
278	TREES	117+27	1061 LT	440.3	516.5	40:1 SECTION 1	509.1	7.4	-	TO REMAIN	N/A
279	ROAD	120+21	2247 RT	346.8	361.8 *	LEVEL SECTION	657.3	-295.5	-	TO REMAIN	N/A
280	TREES	121+43	1313 LT	424.5	520.6	40:1 SECTION 1	519.5	1.1	-	TO REMAIN	N/A
281	TOWER	123+24	271 LT	440.5	560.4	40:1 SECTION 1	524.0	36.4	-	TO REMAIN	N/A
282	TOWER	132+87	411 RT	458.3	574.8	40:1 SECTION 1	548.1	26.7	-	TO REMAIN	N/A
283	ROAD	141+84	2827 RT	361.0	376.0 *	LEVEL SECTION	657.3	-281.3	-	TO REMAIN	N/A
284	ROAD	160+59	CL	460.8	475.8 *	40:1 SECTION 1	617.4	-117.4	-	TO REMAIN	N/A
285	ROAD	166+63	3491 LT	466.2	481.2 *	LEVEL SECTION	657.3	-176.1	-	TO REMAIN	N/A

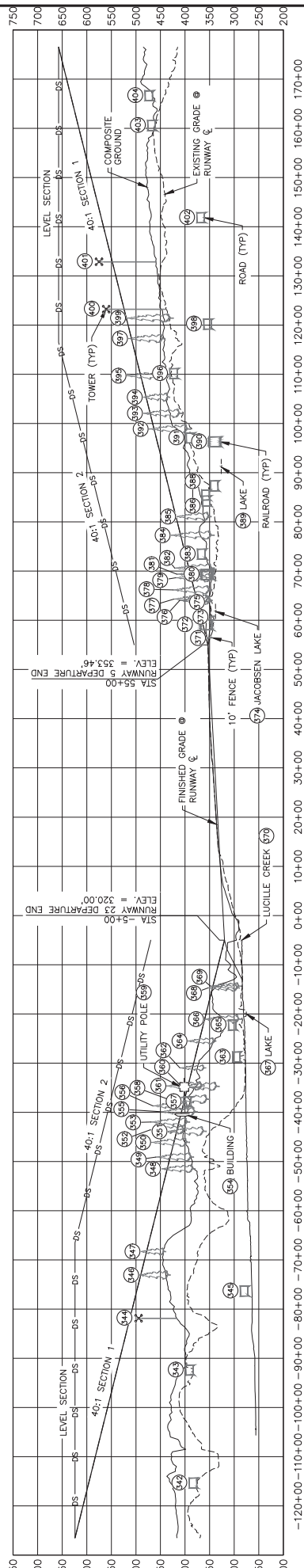
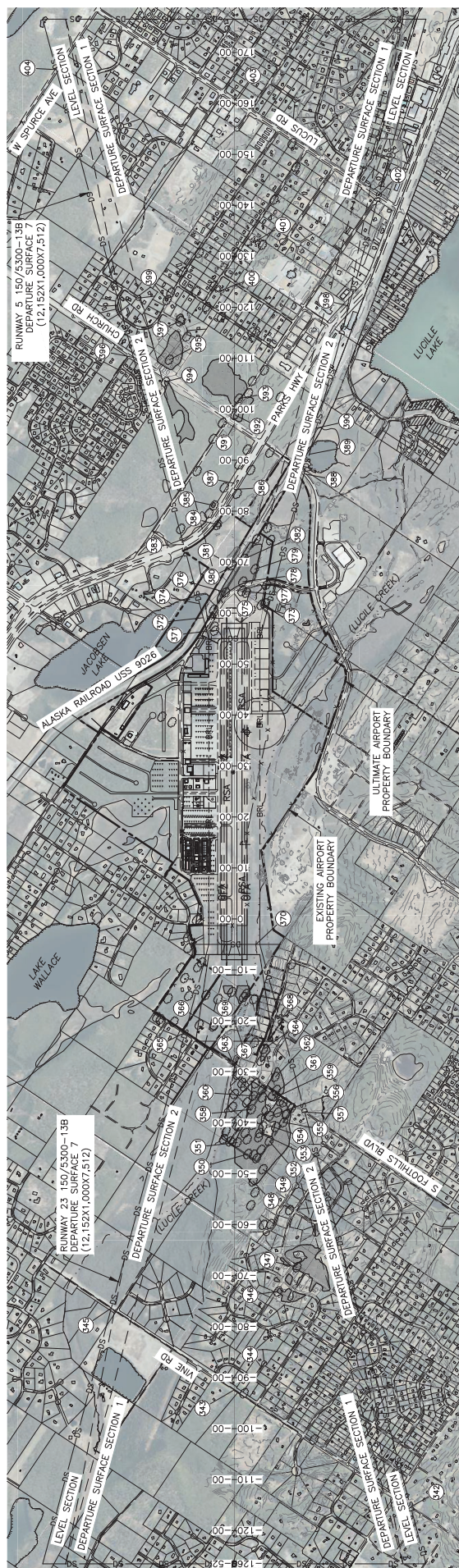
* INCLUDES ASSUMED 15' HIGH OBJECT ABOVE THE ROAD.
** INCLUDES ASSUMED 23' HIGH OBJECT ABOVE RAILWAY.

[illegible]

NEAR-TERM DEPARTURE SURFACE CLEARANCES TABLE (RUNWAY 22)											
ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
608	ROAD	-117+26	3749 RT	382.2	397.2 *	LEVEL SECTION	630.0	-232.8	-	TO REMAIN	N/A
609	ROAD	-92+40	CL	383.8	398.8 *	40:1 SECTION 1	567.2	-168.4	-	TO REMAIN	N/A
609	TOWER	-81+89	711 RT	416.1	494.3	40:1 SECTION 1	540.9	-46.6	-	TO REMAIN	N/A
609	ROAD	-75+00	2617 LT	273.6	288.6 *	LEVEL SECTION	630.0	-341.4	-	TO REMAIN	N/A
609	TREES	-49+11	563 RT	382.0	459.8	40:1 SECTION 1	459.0	0.8	-	TO REMAIN	N/A
609	TREES	-46+13	265 RT	391.0	469.8	40:1 SECTION 1	451.5	18.3	-	REMOVE	NEAR-TERM
609	TREES	-43+59	687 RT	397.6	471.1	40:1 SECTION 1	445.2	25.9	-	REMOVE	NEAR-TERM
609	TREES	-41+99	496 RT	397.9	469.5	40:1 SECTION 1	441.2	28.3	-	REMOVE	NEAR-TERM
609	ROAD	-39+89	1676 RT	366.7	401.7 *	3.08:1 SECTION 2	585.9	-184.2	-	TO REMAIN	N/A
609	TREES	-39+89	969 RT	375.6	450.0	40:1 SECTION 1	435.9	14.1	-	TO REMAIN	N/A
609	TREES	-38+70	694 RT	390.2	465.1	40:1 SECTION 1	432.9	32.2	-	REMOVE	NEAR-TERM
609	TREES	-34+66	744 RT	360.6	438.8	40:1 SECTION 1	422.8	16.0	-	REMOVE	NEAR-TERM
609	ROAD	-28+77	CL	288.4	303.4 *	40:1 SECTION 1	408.1	-104.7	-	TO REMAIN	N/A
609	ROAD	-20+91	1167 LT	317.9	332.4 *	3.08:1 SECTION 2	538.5	-205.6	-	TO REMAIN	N/A
609	LAKE	-20+00	CL	275.6	275.6	40:1 SECTION 1	386.2	-110.6	-	TO REMAIN	N/A
609	TREES	-9+68	108 RT	289.0	373.7	40:1 SECTION 1	360.4	13.3	-	REMOVE	NEAR-TERM
609	TREES	-7+18	20 RT	288.9	363.5	40:1 SECTION 1	354.2	9.3	-	REMOVE	NEAR-TERM
609	TREES	-7+03	395 LT	306.8	385.4	3.08:1 SECTION 2	373.7	11.7	-	REMOVE	NEAR-TERM
609	TREES	-5+54	339 LT	311.3	383.5	3.08:1 SECTION 2	364.9	18.6	-	REMOVE	NEAR-TERM
609	FENCE	-1+29	CL	290.2	300.2	40:1 SECTION 1	339.4	-39.2	-	RELOCATE	ULTIMATE
609	FENCE	-0+64	624 LT	301.7	311.7	3.08:1 SECTION 2	487.8	-176.1	-	TO REMAIN	N/A
609	LUCILLE CREEK	4+00	488 RT	287.2	287.2	3.08:1 SECTION 2	472.2	-185.0	-	TO REMAIN	N/A

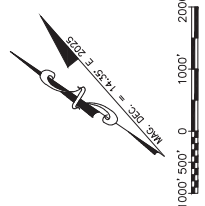
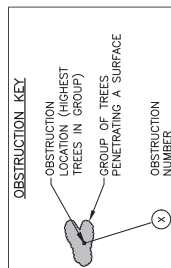
NEAR-TERM DEPARTURE SURFACE CLEARANCES TABLE (RUNWAY 4)											
ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
630	FENCE	56+45	539 LT	344.8	354.8	3.08:1 SECTION 2	507.1	-152.3	-	RELOCATE	ULTIMATE
631	RAILROAD	59+08	609 LT	345.5	368.5 **	3.08:1 SECTION 2	513.7	-145.2	-	TO REMAIN	N/A
632	FENCE	60+78	655 RT	339.9	349.9 *	3.08:1 SECTION 2	517.9	-168.0	-	RELOCATE	ULTIMATE
633	JACOBSEN LAKE	61+82	683 LT	338.2	338.2	3.08:1 SECTION 2	520.5	-182.3	-	TO REMAIN	N/A
634	FENCE	63+81	CL	345.8	355.8	40:1 SECTION 1	375.5	-19.7	-	TO REMAIN	N/A
635	TREES	64+05	170 LT	344.2	410.9	40:1 SECTION 1	376.1	34.8	-	REMOVE	EXISTING
636	TREES	64+33	155 RT	348.6	422.8 *	40:1 SECTION 1	376.8	46.0	-	REMOVE	EXISTING
637	TREES	66+18	168 RT	345.3	424.9	40:1 SECTION 1	381.4	43.5	-	REMOVE	EXISTING
638	TREES	68+64	404 RT	342.5	419.2	3.08:1 SECTION 2	387.9	31.3	-	REMOVE	EXISTING
639	RAILROAD	69+32	CL	343.6	366.6 **	40:1 SECTION 1	389.3	-22.7	-	TO REMAIN	N/A
640	TREES	69+40	45 LT	339.4	416.8	40:1 SECTION 1	389.5	27.3	-	REMOVE	EXISTING
641	TREES	70+63	191 RT	340.5	421.3	40:1 SECTION 1	392.5	28.8	-	REMOVE	EXISTING
642	ROAD	73+45	994 LT	359.5	374.5 *	3.08:1 SECTION 2	549.6	-175.1	-	TO REMAIN	N/A
643	TREES	77+30	328 LT	340.9	430.0	40:1 SECTION 1	409.2	20.8	-	REMOVE	NEAR-TERM
644	TREES	81+09	398 LT	346.7	418.9	40:1 SECTION 1	418.7	0.2	-	TO REMAIN	N/A
645	ROAD	84+26	CL	349.6	364.8 *	40:1 SECTION 1	426.6	-82.0	-	TO REMAIN	N/A
646	ROAD	85+45	CL	350.8	365.8 *	40:1 SECTION 1	429.6	-63.8	-	TO REMAIN	N/A
647	ROAD	87+34	1366 RT	333.2	348.2	3.08:1 SECTION 2	584.3	-236.1	-	TO REMAIN	N/A
648	LAKE	91+16	1469 RT	326.4	326.4	3.08:1 SECTION 2	593.9	-267.5	-	TO REMAIN	N/A
649	RAILROAD	96+29	1606 RT	328.3	351.3 **	3.08:1 SECTION 2	606.7	-255.4	-	TO REMAIN	N/A
650	ROAD	97+07	CL	382.4	397.4 *	40:1 SECTION 1	458.6	-61.2	-	TO REMAIN	N/A
651	TREES	98+89	13 RT	389.1	474.8	40:1 SECTION 1	463.2	11.6	-	TO REMAIN	N/A
652	TREES	102+07	86 RT	405.3	486.2	40:1 SECTION 1	471.1	15.1	-	TO REMAIN	N/A
653	TREES	105+35	1349 LT	430.9	486.6	40:1 SECTION 1	479.3	7.3	-	TO REMAIN	N/A
654	TREES	109+70	1272 LT	434.7	519.6	40:1 SECTION 1	490.2	29.4	-	TO REMAIN	N/A
655	ROAD	110+14	1977 LT	415.9	430.9 *	3.08:1 SECTION 2	641.3	-210.4	-	TO REMAIN	N/A
656	TREES	117+27	1061 LT	440.3	516.5	40:1 SECTION 1	509.1	7.4	-	TO REMAIN	N/A
657	ROAD	120+21	2247 RT	346.8	361.8 *	LEVEL SECTION	657.3	-295.5	-	TO REMAIN	N/A
658	TREES	121+43	1313 LT	424.5	520.6	40:1 SECTION 1	519.5	1.1	-	TO REMAIN	N/A
659	TOWER	123+24	271 LT	440.5	560.4	40:1 SECTION 1	524.0	36.4	-	TO REMAIN	N/A
660	TOWER	132+87	411 RT	458.3	574.8	40:1 SECTION 1	548.1	26.7	-	TO REMAIN	N/A
661	ROAD	141+84	2827 RT	361.0	376.0 *	LEVEL SECTION	657.3	-281.3	-	TO REMAIN	N/A
662	ROAD	160+59	CL	460.8	475.8 *	40:1 SECTION 1	617.4	-141.6	-	TO REMAIN	N/A
663	ROAD	166+63	3491 LT	466.2	481.2 *	LEVEL SECTION	657.3	-176.1	-	TO REMAIN	N/A

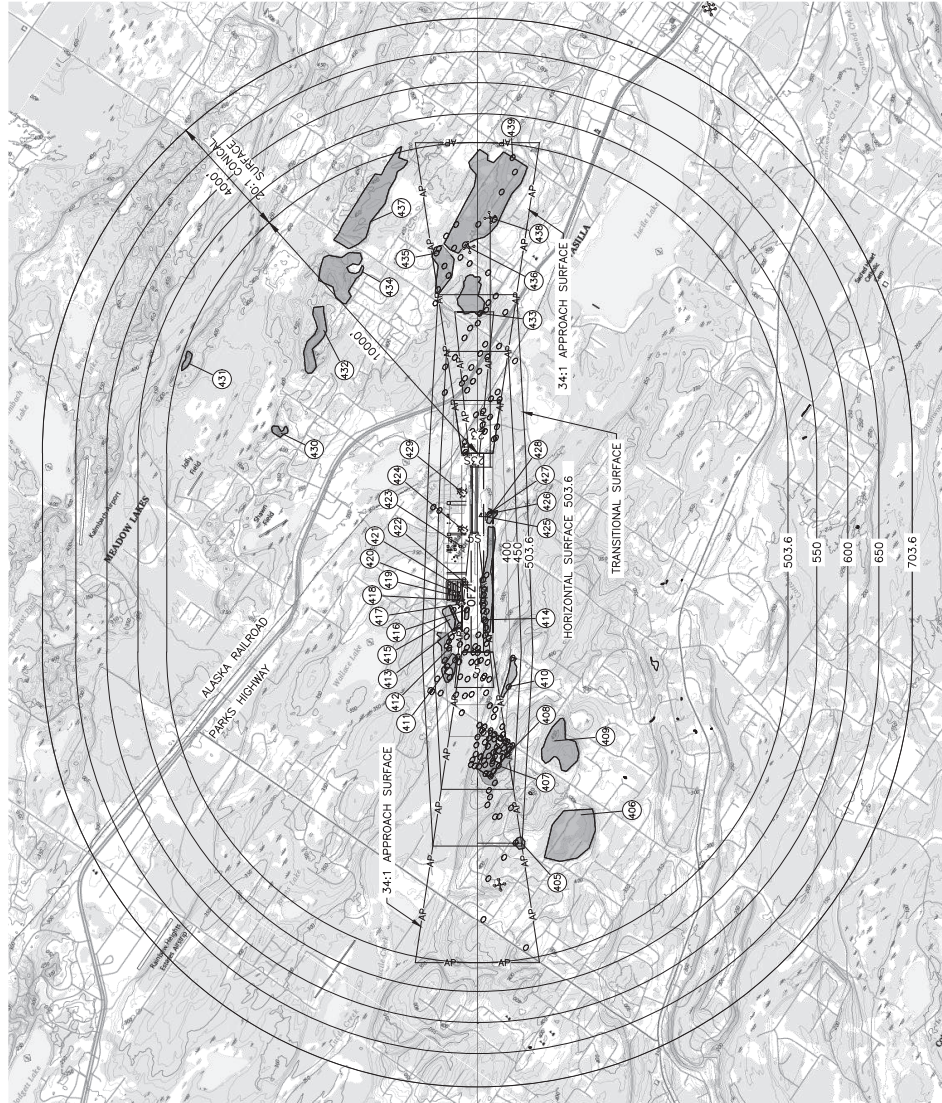
* INCLUDES ASSUMED 15' HIGH OBJECT ABOVE THE ROAD.
** INCLUDES ASSUMED 23' HIGH OBJECT ABOVE RAILWAY.



NOTES:

1. SEE SHEET 27 FOR OBSTRUCTION TABLES.
2. DEPARTURE SURFACE CRITERIA FOR SURFACE 5/23 IS DEFINED PER AC 150/5300-11B, TABLE 3-5. SURFACE 7, IS EXPECTED TO ACCOMMODATE INSTRUMENT DEPARTURES.
3. REFER TO THE AIRPORT AIRSPACE DRAWING FOR OUTER APPROACH SURFACE PENETRATIONS.
4. ALL OBJECTS LABELED IN PLAN VIEW ARE LISTED ON OBSTRUCTIONS THAT PENETRATE THE LOWEST SURFACE. ARE MAN MADE OR ARE WATER BODIES. FOR CLARITY.

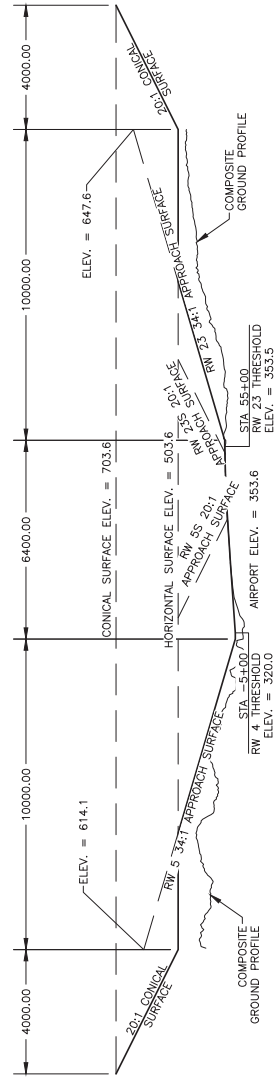
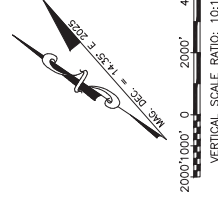
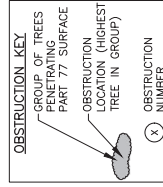
[illegible]



NOTES:

- SEE INNER APPROACH SHEETS FOR THRESHOLD, SITING, APPROACH SURFACES, AND CLOSE IN OBSTRUCTIONS.
- SEE TERMINAL AREA DRAWINGS FOR ADDITIONAL BUILDING INFORMATION.
- THE INFORMATION SHOWN HEREON IS PRIMARILY BASED ON A FIELD SURVEY COMPLETED BY HDL ENGINEERING CONSULTANTS, LLC, FROM SEPTEMBER 15 THROUGH SEPTEMBER 19, 2025. UNLESS OTHERWISE NOTED, THE 2025 SURVEY WAS LIMITED TO OBSTRUCTIONS WITHIN THE PART 77 SURFACE. SUPPLEMENTAL DATA IS FROM 2017 AERONAUTICAL SURVEY AS SHOWN IN THE 2017 A.P.
- ADDITIONAL OBSTRUCTIONS MAY EXIST OUTSIDE THE EXTENTS OF THE SURVEY. FIELD SURVEYING AND CONSTRUCTION SINCE THE 2017 AERONAUTICAL SURVEY.
- SEE AIRPORT DATA SHEET FOR AIRPORT CONTROL STATION INFORMATION.
- SEE SHEET 35 FOR PART 77 OBSTRUCTION TABLE.
- ELEVATIONS ARE IN FEET.
- AIRPORT ELEVATION IS 353.6' NAVD88.
- HORIZONTAL SURFACE IS 150' ABOVE PRIMARY SURFACE.

- THIS DRAWING BASED ON U.S.G.S. QUADS ANCHORAGE (C-7 SW), (C-7 NW), (C-7 SE), AND (C-8 SE) ALASKA 2023.
- COMPOSITE GROUND PROFILE BASED ON MAT-SU BOROUGH 2019 LIDAR AND FIELD SURVEYS COMPLETED BY HDL ENGINEERING CONSULTANTS, LLC IN JANUARY AND JUNE OF 2024.
- COMPOSITE GROUND PROFILE DISPLAYS DATA CONTAINED WITHIN THE 34:1 APPROACH SURFACES ONLY.
- RUNWAY 5/23 PRIMARY SURFACE IS 1,000' WIDE.
- NO SEWAGE FACILITIES WITHIN 5,000' OF THE AIRPORT; NO MONOFILL LANDFILLS WITHIN 5,000' OF THE AIRPORT.
- PART 77 APPROACH SURFACE INCLUDES RUNWAY 5/23 AND RUNWAY 55/23S.



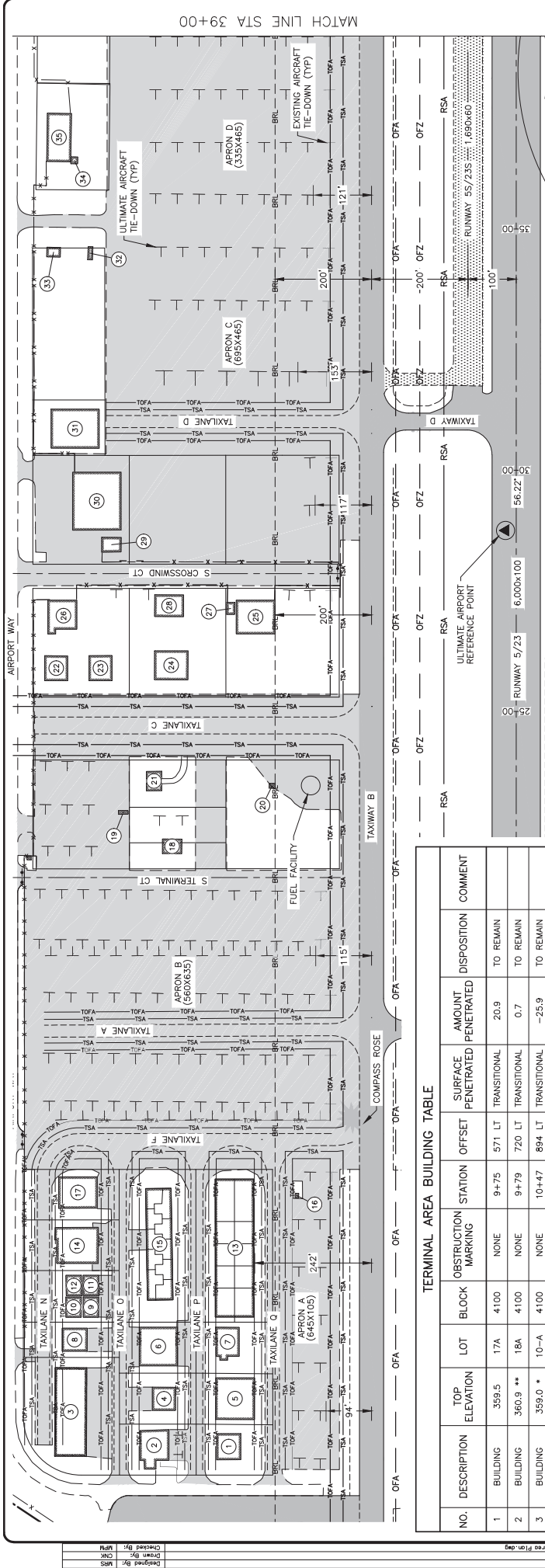
PART 77 AIRSPACE OBSTRUCTION TABLE

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
409	TREES	-68+51	1434 RT	442.5	519.0 *	APPROACH - TRANSITIONAL / HORIZONTAL	502.5 / 503.6	16.5 / 15.4	-	TO REMAIN	N/A
409	TREES	-59+35	3337 RT	443.0	516.0 *	HORIZONTAL	503.6	12.4	-	TO REMAIN	N/A
407	TREES	-43+59	687 RT	397.6	471.1	APPROACH	427.6	43.5	-	REMOVE	NEAR-TERM
409	TREES	-39+89	969 RT	375.6	450.0	APPROACH	416.7	33.3	-	TO REMAIN	N/A
409	TREES	-35+60	2487 RT	448.6	520.0 *	HORIZONTAL	503.6	16.4	-	TO REMAIN	N/A
419	TREES	-18+15	1008 RT	352.0	420.9	APPROACH - TRANSITIONAL	401.5	19.4	-	TO REMAIN	N/A
411	TREES	-9+47	717 LT	317.0	383.4	APPROACH - TRANSITIONAL	353.0	30.4	-	TO REMAIN	N/A
413	TREES	-5+73	906 LT	326.8	381.3	TRANSITIONAL	378.7	2.6	-	TO REMAIN	N/A
413	TREES	1+69	579 LT	303.2	381.7	TRANSITIONAL	335.9	45.8	-	REMOVE	ULTIMATE
414	TREES	3+38	213 RT	299.5	371.3	PRIMARY	325.4	45.9	-	REMOVE	NEAR-TERM
419	TREES	3+56	879 LT	346.0	397.0	TRANSITIONAL	379.6	17.4	-	TO REMAIN	N/A
419	TREES	6+59	344 LT	331.2	386.1	PRIMARY	327.1	59.0	-	REMOVE	EXISTING
417	UTILITY POLE WITH LUMINAIRE	8+51	508 LT	332.1	376.9	TRANSITIONAL	329.3	47.6	-	RELOCATE	NEAR-TERM
419	BUILDING	9+75	571 LT	333.7	359.5	TRANSITIONAL	338.6	20.9	-	TO REMAIN	N/A
419	BUILDING	10+75	541 LT	333.7	368.0	TRANSITIONAL	335.3	32.7	-	TO REMAIN	N/A
429	BUILDING	11+93	574 LT	335.8	358.9	TRANSITIONAL	340.4	18.5	-	TO REMAIN	N/A
421	BUILDING	13+88	542 LT	333.9	361.1	TRANSITIONAL	336.9	24.2	-	TO REMAIN	N/A
429	WIND CONE	14+59	318 LT	332.7	351.3	PRIMARY	331.3	20.0	-	MITIGATE	NEAR-TERM
423	BUILDING	26+96	499 LT	344.9	367.8	TRANSITIONAL	340.0	27.8	-	TO REMAIN	N/A
424	UTILITY POLE WITH LUMINAIRE	32+05	430 LT	345.9	381.2	PRIMARY	340.4	40.8	-	RELOCATE	NEAR-TERM
429	WIND CONE	36+62	251 RT	348.4	368.1	PRIMARY	342.8	25.3	-	MITIGATE	N/A
429	TREES	37+51	385 RT	345.5	401.3	PRIMARY	343.3	58.0	-	REMOVE	NEAR-TERM
427	ROTATING BEACON	38+12	452 RT	348.2	390.3	PRIMARY	343.6	46.7	-	TO REMAIN	N/A
429	ANTENNA	38+33	497 RT	347.8	381.1	PRIMARY	343.7	37.4	-	TO REMAIN	N/A
429	UTILITY POLE WITH LUMINAIRE	44+15	455 LT	352.0	386.3	PRIMARY	346.8	39.5	-	INSTALL OBSTRUCTION LIGHT	NEAR-TERM
439	TREES	63+45	6318 LT	459.8	529.0 *	HORIZONTAL	503.6	25.4	-	TO REMAIN	N/A
431	TREES	85+88	9346 LT	470.9	533.0 *	HORIZONTAL	503.6	29.4	-	TO REMAIN	N/A
432	TREES	96+56	4944 LT	488.7	556.0 *	HORIZONTAL	503.6	52.4	-	TO REMAIN	N/A
433	TREES	102+07	85 RT	405.3	486.2	APPROACH	486.1	0.1	-	TO REMAIN	N/A
434	TREES	115+47	3760 LT	448.3	532.0 *	HORIZONTAL	503.6	28.4	-	TO REMAIN	N/A
439	TREES	121+43	1313 LT	424.5	520.6	HORIZONTAL	503.6	17.0	-	TO REMAIN	N/A
439	TOWER	123+24	271 LT	440.5	560.4	APPROACH / HORIZONTAL	561.5 / 503.6	-1.1 / 56.8	-	TO REMAIN	N/A
437	TREES	131+49	3444 LT	448.9	535.0 *	HORIZONTAL	503.6	31.4	-	TO REMAIN	N/A
439	TOWER	132+87	411 RT	458.3	574.8	HORIZONTAL	503.6	71.2	-	TO REMAIN	N/A
439	TREES	152+16	1134 RT	481.2	566.3	HORIZONTAL	503.6	62.7	-	TO REMAIN	N/A

* DATA FROM 2011 AERONAUTICAL SURVEY AS SHOWN IN 2017 ALP.

NOTES:

1. THE INFORMATION SHOWN HEREON IS BASED ON A FIELD SURVEY COMPLETED BY HDL ENGINEERING CONSULTANTS, LLC., FROM SEPTEMBER 15 THROUGH SEPTEMBER 19, 2025, UNLESS OTHERWISE NOTED.



TERMINAL AREA BUILDING TABLE

NO.	DESCRIPTION	TOP ELEVATION	LOT	BLOCK	OBSTRUCTION MARKING	STATION	OFFSET	SURFACE PENETRATED	AMOUNT PENETRATED	DISPOSITION	COMMENT
25	BUILDING	367.8	6	1100	NONE	26+96	499 LT	PRIMARY	27.8	EVALUATE FOR MARKING	
26	BUILDING	373.4 *	4	1000	NONE	26+99	912 LT	TRANSITIONAL	-23.1	TO REMAIN	
27	SMALL BUILDING	344.5 *	6	1100	NONE	27+13	583 LT	TRANSITIONAL	-5.3	TO REMAIN	
28	BUILDING	369.3 **	5	1100	NONE	27+19	689 LT	TRANSITIONAL	4.3	TO REMAIN	
29	SMALL BUILDING	364.9 **	7	3800	NONE	28+46	819 LT	TRANSITIONAL	-19.2	TO REMAIN	
30	BUILDING	380.3 **	7	3800	NONE	29+36	819 LT	TRANSITIONAL	-4.3	TO REMAIN	
31	BUILDING	TBD	21	3800	NONE	30+86	864 LT	TRANSITIONAL	TBD	TO REMAIN	
32	SMALL BUILDING	361.8 *	19	3700	NONE	34+49	878 LT	TRANSITIONAL	-33.9	TO REMAIN	
33	BUILDING	367.5 *	19	3700	NONE	34+51	947 LT	TRANSITIONAL	-37.8	TO REMAIN	
34	BUILDING	383.7 **	20	3600	NONE	36+42	909 LT	TRANSITIONAL	-17.4	TO REMAIN	
35	BUILDING	378.9 *	20	3600	NONE	36+89	923 LT	TRANSITIONAL	-24.5	TO REMAIN	

NOTES:
* DATA FROM 2011 AERONAUTICAL SURVEY AS SHOWN
* IN EXISTING 2017 ALP.
** DATA FROM MAT-SU BOROUGH 2019 LIDAR SURVEY.

1. SEE ULTIMATE LAYOUT PLAN FOR BUILDING RESTRICTION LINE LOCATIONS AND ELEVATIONS.
2. SEE ULTIMATE LAYOUT PLAN FOR SNOW REMOVAL EQUIPMENT BUILDING LOCATION.

TERMINAL AREA BUILDING TABLE

NO.	DESCRIPTION	TOP ELEVATION	LOT	BLOCK	OBSTRUCTION MARKING	STATION	OFFSET	SURFACE PENETRATED	AMOUNT PENETRATED	DISPOSITION	COMMENT
1	BUILDING	359.5	17A	4100	NONE	9+75	571 LT	TRANSITIONAL	20.9	TO REMAIN	
2	BUILDING	360.9 **	18A	4100	NONE	9+79	720 LT	TRANSITIONAL	0.7	TO REMAIN	
3	BUILDING	359.0 *	10-A	4100	NONE	10+47	894 LT	TRANSITIONAL	-25.9	TO REMAIN	
4	BUILDING	356.4 **	18B	4100	NONE	10+75	706 LT	TRANSITIONAL	-2.3	TO REMAIN	
5	BUILDING	368.0	17B	4100	NONE	10+75	541 LT	TRANSITIONAL	32.7	TO REMAIN	
6	BUILDING	TBD	18C	4100	NONE	11+84	702 LT	TRANSITIONAL	TBD	TO REMAIN	
7	BUILDING	358.9	17C	4100	NONE	11+93	574 LT	TRANSITIONAL	18.5	TO REMAIN	
8	BUILDING	TBD	11-A	4100	NONE	11+97	889 LT	TRANSITIONAL	TBD	TO REMAIN	
9	HANGAR CONDO	359.1 *	12	4100	NONE	12+64	866 LT	TRANSITIONAL	-23.3	TO REMAIN	
10	HANGAR CONDO	359.1 *	12	4100	NONE	12+64	902 LT	TRANSITIONAL	-28.6	TO REMAIN	
11	HANGAR CONDO	359.1 *	12	4100	NONE	13+10	866 LT	TRANSITIONAL	-23.6	TO REMAIN	
12	HANGAR CONDO	359.1 *	12	4100	NONE	13+10	902 LT	TRANSITIONAL	-28.7	TO REMAIN	
13	HANGAR	363.2	16	4100	NONE	13+88	542 LT	TRANSITIONAL	26.3	TO REMAIN	
14	BUILDING	365.6 **	13	4100	NONE	13+93	866 LT	TRANSITIONAL	-17.7	TO REMAIN	
15	HANGAR CONDO	353.1 *	15	4100	NONE	13+96	712 LT	TRANSITIONAL	-8.3	TO REMAIN	
16	SMALL BUILDING	TBD	N/A	N/A	NONE	14+96	451 LT	PRIMARY	TBD	RELOCATE	
17	BUILDING	361.8 *	14	4100	NONE	15+03	868 LT	TRANSITIONAL	-22.4	TO REMAIN	
18	BUILDING	358.8 *	2-3	1100	NONE	22+19	695 LT	TRANSITIONAL	-4.1	TO REMAIN	
19	SMALL BUILDING	TBD	1	1100	NONE	22+91	805 LT	TRANSITIONAL	TBD	TO REMAIN	
20	SMALL BUILDING	351.2 *	3	1100	NONE	23+46	499 LT	PRIMARY	15.3	EVALUATE FOR MARKING	
21	BUILDING	362.7 *	2-2	1100	NONE	23+56	734 LT	TRANSITIONAL	-6.8	TO REMAIN	
22	BUILDING	TBD	4	1000	NONE	26+89	930 LT	TRANSITIONAL	TBD	TO REMAIN	
23	BUILDING	TBD	4	1000	NONE	25+90	838 LT	TRANSITIONAL	TBD	TO REMAIN	
24	BUILDING	366.9 *	5	1100	NONE	25+94	681 LT	TRANSITIONAL	3.9	TO REMAIN	

PROPERTY STATUS									
TRACT	PARCEL	INTEREST	GRANTOR	GRANTEE	AREA (ACRES)	DATE ACQUIRED	RECORDED DOCUMENT NO.	PURPOSE	ACQUIRED UNDER
1	A	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	19.125	* 01/18/1990	COMMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	B	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	131.635	* 10/12/1989	COMMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	E	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	30.859	* 12/11/1989	COMMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	F	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	9.847	* 11/07/1989	COMMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	G	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	53.482	* 01/23/1990	COMMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	H	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	39.904	* 10/09/1989	COMMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	I	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	5.861	* 2/05/1990	COMMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	J	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	29.875	6/27/2016	COMMISSIONER'S QUITCLAIM DEED DOC. NO. 2016-015294-0	AERONAUTICAL	
	D	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.762	* 12/21/1989	COMMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	B	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	36.731	* 11/29/1989	COMMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
2	C	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	1.942	* 11/20/1989	COMMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	D	AVIGATION & HAZARD EASEMENT	STATE OF ALASKA	CITY OF WASILLA	0.460	* 4/5/1990	COMMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	E	AVIGATION & HAZARD EASEMENT	SHOOK ZANE, GARY F. & LYNNE J.	CITY OF WASILLA	0.220		TO BE ACQUIRED	AERONAUTICAL	
	F	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	14.005	* 10/27/1989	COMMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	A	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	32.039	* 4/24/1990	COMMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	B	AIRSPACE PERMIT	STATE OF ALASKA	CITY OF WASILLA	8.632	* 1/16/1990	COMMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	D	AVIGATION & HAZARD EASEMENT	STATE OF ALASKA	CITY OF WASILLA	0.659	* 3/9/1990	COMMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	A	FEE - SURFACE ESTATE	MARCHEN BRIAN S. & LISA J.	CITY OF WASILLA	20.075		TO BE ACQUIRED	AERONAUTICAL	
	B	FEE - SURFACE ESTATE	GARDNER SAM W. & REBECCA J.	CITY OF WASILLA	9.859	6/18/2025	WARRANTY DEED DOC. NO. 2025-011843-0	AERONAUTICAL	N/A
	C	FEE - SURFACE ESTATE	GARDNER SAM W. & REBECCA J.	CITY OF WASILLA	4.964	6/18/2025	WARRANTY DEED DOC. NO. 2025-011441-0	AERONAUTICAL	N/A
3	F	FEE - SURFACE ESTATE	GARDNER SAM W. & REBECCA J.	CITY OF WASILLA	4.965	6/18/2025	WARRANTY DEED DOC. NO. 2025-011441-0	AERONAUTICAL	N/A
	D	FEE - SURFACE ESTATE	MAGERA LAURIE J. & LAYDOURN BRADLEY K.	CITY OF WASILLA	16.102		TO BE ACQUIRED	AERONAUTICAL	
	A	FEE - SURFACE ESTATE	MUSEUM AK TRANS & IND INC	CITY OF WASILLA	10.803		TO BE ACQUIRED	AERONAUTICAL	
	B	FEE - SURFACE ESTATE	MUSEUM AK TRANS & IND INC	CITY OF WASILLA	11.053		TO BE ACQUIRED	AERONAUTICAL	
	A	FEE - SURFACE ESTATE	LEON T. BROWN, JR., JAMES CASSOY, JOHN S. SMART, ROBERT D. HOPPERT, & PARK S PARTNERSHIP	CITY OF WASILLA	69.163	8/15/2018	WARRANTY DEED DOC. NO. 2018-01687-0	AERONAUTICAL	N/A
	F	FEE - SURFACE ESTATE	SUNNER COMPANY	CITY OF WASILLA	1.430	1/30/2025	DOC. NO. 2025-001843-0	AERONAUTICAL	N/A
	B	FEE - SURFACE ESTATE	SUNNER COMPANY	CITY OF WASILLA	1.070	1/30/2025	WARRANTY DEED DOC. NO. 2025-001844-0	AERONAUTICAL	N/A
	C	FEE - SURFACE ESTATE	AK VIEW INVESTMENTS LLC	CITY OF WASILLA	0.996		TO BE ACQUIRED	AERONAUTICAL	
	D	FEE - SURFACE ESTATE	AK VIEW INVESTMENTS LLC	CITY OF WASILLA	0.997		TO BE ACQUIRED	AERONAUTICAL	
	E	FEE - SURFACE ESTATE	AK VIEW INVESTMENTS LLC	CITY OF WASILLA	0.936		TO BE ACQUIRED	AERONAUTICAL	
4	F	FEE - SURFACE ESTATE	MRYIA HOMES LLC	CITY OF WASILLA	1.002	12/10/2024	WARRANTY DEED DOC. NO. 2025-001858-0	AERONAUTICAL	N/A
	G	FEE - SURFACE ESTATE	REGAL QUALITY HOMES LLC	CITY OF WASILLA	0.997	12/10/2024	WARRANTY DEED DOC. NO. 2025-001857-0	AERONAUTICAL	N/A
	H	FEE - SURFACE ESTATE	MRYIA HOMES LLC	CITY OF WASILLA	1.025	12/10/2024	WARRANTY DEED DOC. NO. 2025-001864-0	AERONAUTICAL	N/A
	I	FEE - SURFACE ESTATE	TANDEM CONSTRUCTION LLC	CITY OF WASILLA	1.030	1/25/2025	WARRANTY DEED DOC. NO. 2025-001870-0	AERONAUTICAL	N/A
	J	FEE - SURFACE ESTATE	AK VIEW INVESTMENTS LLC	CITY OF WASILLA	1.061		TO BE ACQUIRED	AERONAUTICAL	
	K	FEE - SURFACE ESTATE	AK VIEW INVESTMENTS LLC	CITY OF WASILLA	1.112		TO BE ACQUIRED	AERONAUTICAL	
	L	FEE - SURFACE ESTATE	AK VIEW INVESTMENTS LLC	CITY OF WASILLA	1.372		TO BE ACQUIRED	AERONAUTICAL	
	M	FEE - SURFACE ESTATE	AK VIEW INVESTMENTS LLC	CITY OF WASILLA	1.017		TO BE ACQUIRED	AERONAUTICAL	
	A	AVIGATION & HAZARD EASEMENT	GROOMER SHARON	CITY OF WASILLA	13.827		TO BE ACQUIRED	AERONAUTICAL	
	B	FEE - SURFACE ESTATE	ALASKA ROYAL HOLDINGS LLC	CITY OF WASILLA	20.095		TO BE ACQUIRED	AERONAUTICAL	
5	A	FEE - SURFACE ESTATE	STIGAR MARK & STAGE REV LUG TR	CITY OF WASILLA	26.599		TO BE ACQUIRED	ECONOMIC DEVELOPMENT	
	B	FEE - SURFACE ESTATE	STIGAR MARK & STAGE REV LUG TR	CITY OF WASILLA	20.940		TO BE ACQUIRED	ECONOMIC DEVELOPMENT	
	C	FEE - SURFACE ESTATE	LUNDGREN GARY	CITY OF WASILLA	66.530		TO BE ACQUIRED	ECONOMIC DEVELOPMENT	
	D	FEE - SURFACE ESTATE	MOUNTAIN VILLAGES LLC	CITY OF WASILLA	1.299		TO BE ACQUIRED	ECONOMIC DEVELOPMENT	
	A	AVIGATION & HAZARD EASEMENT	KELLY MARJORIE A	CITY OF WASILLA	0.014		TO BE ACQUIRED	AERONAUTICAL	
	B	AVIGATION & HAZARD EASEMENT	ADEE OLGA V	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
6	A	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	B	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	C	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	D	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	E	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	F	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	G	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	H	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	I	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	J	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
7	A	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	B	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	C	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	D	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	E	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	F	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	G	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	H	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	I	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	J	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
8	A	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	B	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	C	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	D	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	E	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	F	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	G	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	H	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	I	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	J	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
9	A	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	B	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	C	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	D	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	E	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	F	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	G	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	H	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	I	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	J	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
10	A	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	B	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	C	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	D	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	E	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	F	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	G	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	H	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	I	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	J	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
11	A	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	B	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	C	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	D	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	E	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	F	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	G	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	H	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	I	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	
	J	FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	

*DATE ACQUIRED IS THE ORIGINAL ACQUISITION BY THE STATE OF ALASKA. THE ORIGINAL PARCELS WERE REPLATED BY THE STATE AND TRANSFERRED TO THE CITY OF WASILLA BY THE COMMISSIONER'S QUITCLAIM DEED ON 5/28/1992.

TRACT		PARCEL	INTEREST	GRANTOR	GRANTEE	PROPERTY STATUS		DATE ACQUIRED	RECORDED DOCUMENT NO.	PURPOSE	ACQUIRED UNDER
					AREA (ACRES)						
1	A		FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	19.125		01/18/1990	COMMISSIONER'S OUTCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	B		FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	131.635		10/12/1989	COMMISSIONER'S OUTCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	E		FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	39.899		12/11/1989	COMMISSIONER'S OUTCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	F		FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	9.847		11/07/1989	COMMISSIONER'S OUTCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	G		FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	53.492		01/23/1990	COMMISSIONER'S OUTCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
2	H		FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	39.804		10/09/1989	COMMISSIONER'S OUTCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	I		FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	5.861		2/05/1990	COMMISSIONER'S OUTCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	J		FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	29.875		6/27/2016	COMMISSIONER'S OUTCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	D		FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.762		12/21/1989	COMMISSIONER'S OUTCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	B		FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	36.731		11/29/1989	COMMISSIONER'S OUTCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
3	C		FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	1.942		11/26/1989	COMMISSIONER'S OUTCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	D		AVIGATION & HAZARD EASEMENT	STATE OF ALASKA	CITY OF WASILLA	0.460		4/3/1990	COMMISSIONER'S OUTCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	E		AVIGATION & HAZARD EASEMENT	SHOOK ZANE, GARY FREDERICK & LYNNE JOY	CITY OF WASILLA	0.220			TO BE ACQUIRED	AERONAUTICAL	
	F		FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	14.005		10/21/1989	COMMISSIONER'S OUTCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	A		FEE - SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	32.039		4/24/1990	COMMISSIONER'S OUTCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
4	B		AIRSPACE PERMIT	STATE OF ALASKA	CITY OF WASILLA	8.632		1/16/1990	COMMISSIONER'S OUTCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	D		AVIGATION & HAZARD EASEMENT	STATE OF ALASKA	CITY OF WASILLA	0.659		3/9/1990	COMMISSIONER'S OUTCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	A		FEE - SURFACE ESTATE	MARONEX BRIAN S. & LISA J.	CITY OF WASILLA	18.792			TO BE ACQUIRED	AERONAUTICAL	
	B		FEE - SURFACE ESTATE	GARDNER SAM W. & REBECCA J.	CITY OF WASILLA	9.982		6/18/2025	WARRANTY DEED DOC. NO 2025-011438-0	AERONAUTICAL	N/A
	C		FEE - SURFACE ESTATE	GARDNER SAM W. & REBECCA J.	CITY OF WASILLA	4.992		6/18/2025	WARRANTY DEED DOC. NO 2025-011441-0	AERONAUTICAL	N/A
5	D		FEE - SURFACE ESTATE	GARDNER SAM W. & REBECCA J.	CITY OF WASILLA	4.993		6/18/2025	WARRANTY DEED DOC. NO 2025-011441-0	AERONAUTICAL	N/A
	E		FEE - SURFACE ESTATE	AK VIEW INVESTMENTS LLC	CITY OF WASILLA	16.059			TO BE ACQUIRED	AERONAUTICAL	
	A		FEE - SURFACE ESTATE	MUSEUM AK TRANS & IND INC	CITY OF WASILLA	9.933			TO BE ACQUIRED	AERONAUTICAL	
	B		FEE - SURFACE ESTATE	MUSEUM AK TRANS & IND INC	CITY OF WASILLA	11.027			TO BE ACQUIRED	AERONAUTICAL	
	A		FEE - SURFACE ESTATE	LEWIS T. BROWN, JR., JAMES CLASOVY, JOHN S. SMART, ROBERT D. HUPPERT, & RALPH'S PARTNERSHIP	CITY OF WASILLA	69.163		8/15/2018	WARRANTY DEED DOC. NO 2018-015987-0	AERONAUTICAL	N/A
6	A		FEE - SURFACE ESTATE	SUMNER COMPANY	CITY OF WASILLA	1.430		1/30/2025	WARRANTY DEED DOC. NO 2025-001843-0	AERONAUTICAL	N/A
	B		FEE - SURFACE ESTATE	SUMNER COMPANY	CITY OF WASILLA	1.070		1/30/2025	WARRANTY DEED DOC. NO 2025-001844-0	AERONAUTICAL	N/A
	C		FEE - SURFACE ESTATE	AK VIEW INVESTMENTS LLC	CITY OF WASILLA	0.996			TO BE ACQUIRED	AERONAUTICAL	
	D		FEE - SURFACE ESTATE	AK VIEW INVESTMENTS LLC	CITY OF WASILLA	0.997			TO BE ACQUIRED	AERONAUTICAL	
	E		FEE - SURFACE ESTATE	AK VIEW INVESTMENTS LLC	CITY OF WASILLA	0.936			TO BE ACQUIRED	AERONAUTICAL	
7	F		FEE - SURFACE ESTATE	MRYIA HOMES LLC	CITY OF WASILLA	1.002		12/10/2024	WARRANTY DEED DOC. NO 2025-001858-0	AERONAUTICAL	N/A
	G		FEE - SURFACE ESTATE	REGAL QUALITY HOMES LLC	CITY OF WASILLA	0.997		12/10/2024	WARRANTY DEED DOC. NO 2025-001857-0	AERONAUTICAL	N/A
	H		FEE - SURFACE ESTATE	MRYIA HOMES LLC	CITY OF WASILLA	1.025		12/10/2024	WARRANTY DEED DOC. NO 2025-001864-0	AERONAUTICAL	N/A
	I		FEE - SURFACE ESTATE	TANDEM CONSTRUCTION LLC	CITY OF WASILLA	1.030		1/25/2025	WARRANTY DEED DOC. NO 2025-001870-0	AERONAUTICAL	N/A
	J		FEE - SURFACE ESTATE	AK VIEW INVESTMENTS LLC	CITY OF WASILLA	1.081			TO BE ACQUIRED	AERONAUTICAL	
8	K		FEE - SURFACE ESTATE	AK VIEW INVESTMENTS LLC	CITY OF WASILLA	1.112			TO BE ACQUIRED	AERONAUTICAL	
	L		FEE - SURFACE ESTATE	AK VIEW INVESTMENTS LLC	CITY OF WASILLA	1.372			TO BE ACQUIRED	AERONAUTICAL	
	M		FEE - SURFACE ESTATE	AK VIEW INVESTMENTS LLC	CITY OF WASILLA	1.004			TO BE ACQUIRED	AERONAUTICAL	
	A		AVIGATION & HAZARD EASEMENT	GROONER SHARON	CITY OF WASILLA	13.640			TO BE ACQUIRED	AERONAUTICAL	
	B		FEE - SURFACE ESTATE	ALASKA ROYAL HOLDINGS LLC	CITY OF WASILLA	20.095			TO BE ACQUIRED	AERONAUTICAL	
9	C		FEE - SURFACE ESTATE	STIGAR MARK & STACE REV LVO TR	CITY OF WASILLA	26.752			TO BE ACQUIRED	ECONOMIC DEVELOPMENT	
	D		FEE - SURFACE ESTATE	STIGAR MARK & STACE REV LVO TR	CITY OF WASILLA	20.941			TO BE ACQUIRED	ECONOMIC DEVELOPMENT	
	E		FEE - SURFACE ESTATE	LUNDGREN GARY	CITY OF WASILLA	59.937			TO BE ACQUIRED	ECONOMIC DEVELOPMENT	
	F		FEE - SURFACE ESTATE	MOUNTAIN VILLAGES LLC	CITY OF WASILLA	1.331			TO BE ACQUIRED	ECONOMIC DEVELOPMENT	
	G		FEE - SURFACE ESTATE	LUNDGREN GARY	CITY OF WASILLA	7.488			TO BE ACQUIRED	ECONOMIC DEVELOPMENT	
10	H		AVIGATION & HAZARD EASEMENT	KELLY MARJORIE A	CITY OF WASILLA	0.015			TO BE ACQUIRED	AERONAUTICAL	
	I		AVIGATION & HAZARD EASEMENT	ADEE OLGA V	CITY OF WASILLA	0.123			TO BE ACQUIRED	AERONAUTICAL	
	J		FEE - SURFACE ESTATE		CITY OF WASILLA						
	K		FEE - SURFACE ESTATE		CITY OF WASILLA						
	L		FEE - SURFACE ESTATE		CITY OF WASILLA						
11	M		FEE - SURFACE ESTATE		CITY OF WASILLA						
	N		FEE - SURFACE ESTATE		CITY OF WASILLA						
	O		FEE - SURFACE ESTATE		CITY OF WASILLA						
	P		FEE - SURFACE ESTATE		CITY OF WASILLA						
	Q		FEE - SURFACE ESTATE		CITY OF WASILLA						

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DATE: 3/23/2026 SHEET: 3 OF 3		WASILLA AIRPORT WASILLA, ALASKA AIRPORT LAYOUT PLAN EXHIBIT A AIRPORT PROPERTY INVENTORY MAPS	
AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO AIRPORT LAYOUT PLAN REVIEW NUMBER: _____ DATE: _____ FAA AIRSPACE REVIEW NUMBER: _____ DATE: _____ FAA AIRPORTS DIVISION ALASKAN REGION, AAL- _____		AIRPORT SPONSOR APPROVAL I/OI ENGINEERING CONSULTANTS, LLC 3335 ARCTIC BOULEVARD, STE 100 ANCHORAGE, ALASKA 99503 (907) 884-2120, ACR881	
REVISION REV DATE		DATE: 3/23/26 BY: [Signature]	

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 Meeting
 - Meeting Summary - 8/14/2024 MLCC Public Meeting
 - Meeting Summary - 2/15/2025 MLCC Public Meeting
5. 95% Draft Airport Master Plan Public Review

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 HDL Engineering Consultants, LLC: Heather Campfield, Adam Bruscher, Mark
IN ATTENDANCE: 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.

Attached: Map Based Comments

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
1	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 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

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

Attached: Comment Log



City of Wasilla Public Comments Received Public Meeting 2

Date Received	Comment	Response
01/16/24	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.	Thank you for your comment. Our team will take your feedback into consideration as the master planning process proceeds.
01/17/24	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.	Thank you for your comment. There will be additional public meetings which will provide opportunity to engage with the project team.
01/17/24	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 condsider wind barriers in the key area for cub type aircraft. Maybe a few tie downs with a center tie down for the cabane vee.	Thank you for your comment. Our team will take your feedback into consideration as the master planning process proceeds.
01/17/24	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.	Thank you for your comment. Our team will take your feedback into consideration as the master planning process proceeds.

01/19/24	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 if 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.	Thank you for your comment. Our team will take your feedback into consideration as the master planning process proceeds.
01/27/24	The City of Wasilla/Matsu Borough could possibly qualify for infrastructure improvement Federal funding to build the Wasilla Airport seaplane base.	Thank you for your comment. Our team will take your feedback into consideration as the master planning process proceeds.
01/30/24	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.	Thank you for your comment. Our team will take your feedback into consideration as the master planning process proceeds.



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 HDL Engineering Consultants, LLC: Heather Campfield, Mark Swenson, Marie
IN ATTENDANCE: 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.

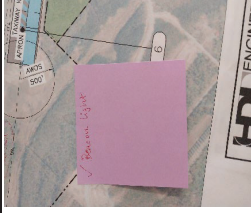
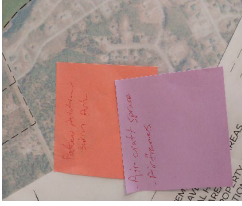
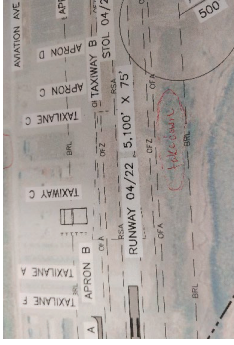
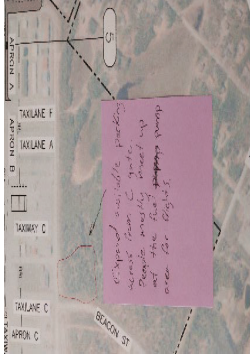
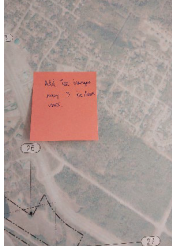
Email. On Wednesday, July 31, HDL, on behalf of the City of Wasilla, distributed an electronic postcard to airport stakeholders announcing the date, location, and time of the public meeting.

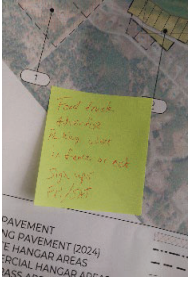
U.S. Postal Service. On July 29th, 2024, HDL stamped and mailed 394 meeting announcement postcards to property owners, stakeholders, and other interested parties. Names and mailing addresses were obtained from airport tie-down and leaseholder information provided by the City, Public Meeting No. 1 sign-in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

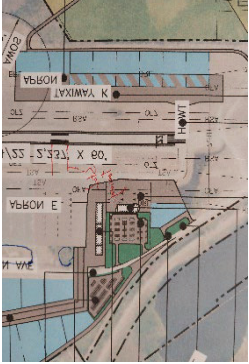
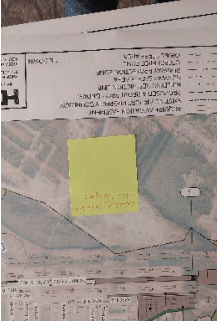
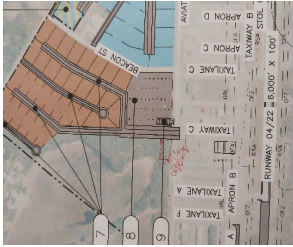
Traffic Message Board. The City of Wasilla placed a traffic message board announcing the meeting on Aviation Avenue from January 12 - 16, 2024.

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.

Alternative 2	Food truck advertise parking where in fence or out, sign up Fri/Sat		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.
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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	Is PAW's going to become towered? It looks like a tower is in place. I do miss the DC-3 and DC-4 flying overhead, loved those big engines rumbling overhead. Is there a effort to add to the number of Service shops for LSA? 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.	Thank you for your comment. No tower is currently shown in the alternatives for the airport master plan. Adding lease space will be included in the airport master plan alternatives. Lease spaces could be used in the future by service shops, etc. Thank you for your comment. We will post the preliminary airport layout alternatives on the website after the meeting.
8/2/2024	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.	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.
8/13/2024	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.	Thank you for your comment. Our team will take your feedback into consideration as the master planning process proceeds.
8/13/2024	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.	Thank you for your comment. We will reach out to you regarding your concerns about conflicts with your AK 43 airspace.
8/14/2024	Signed up at prior meeting but I received no info on 8/13/24 meeting. Can someone explain why that happened?	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.
8/16/2024	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.	Thank you for your comment. The viability of the ATC will be discussed in the alternatives analysis report.
8/27/2024	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.	Thank you for your comment. Traffic control on Beacon Street will be considered in each alternative.
9/4/2024	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.	Thank you for your comment. Noise impacts associated with future development of the airport will be conducted as part of the environmental analysis.

9/16/2024	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 side loads 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.	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.
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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 HDL Engineering Consultants, LLC: Heather Campfield, Mark Swenson, Marie
IN ATTENDANCE: 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
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.	Website	1/4/2025
What was missing was a discussion on the method of funding the \$230 Million to \$250 Million cost for the airport expansion. There was no discussion of the possible changes in parking rates, hanger fees, Landing fees, etc. Is there a Return on Investment calculation to show how the \$ 230 Million will be paid back over a 7-10 year period? Fuel taxes and landing fees are unlikely to bring in \$25 Million a year Assumes 10 year costing). 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. There was no discussion on Federal Matching funds, FAA appropriations for the Airport upgrade. The AOPA has a great staff to help with Airport acquisitions and upgrades, it is worth a call.	Email	2/12/2025
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	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. The presentation is included in Attachment B.

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.

5: 95% DRAFT AIRPORT MASTER PLAN PUBLIC REVIEW



95 PERCENT DRAFT PUBLIC REVIEW WASILLA AIRPORT MASTER PLAN

A 30-day public comment period for the 95% draft Airport Master Plan was conducted from January 27 to February 25, 2026. The following public comments were received.

Summary of Public Comments

- I don't see any new lease areas for hangars. I have been on the list for over 11 years.

The Airport Master Plan's preferred alternative does include new lease lot development, including approximately 30.9 acres of future private hangar area and 45.3 acres of commercial lease lots with airside access. These areas are intended to help accommodate long-term demand for additional hangar space.

The Master Plan establishes the planning framework for these projects. Under the implementation plan, development of the new lease areas is identified within the mid-term (2031–2035) and long-term (2036–2045) planning periods. Timing may adjust based on demand, funding availability, and coordination with other airport improvements.

- I believe another major safety related item would be to add intersecting taxiways to the gravel strip. Most planes are super cubs that land in 300-500 ft and without mid-strip taxiways causing people to land long leaving them no room for a messed up roll out or back taxi slowing down takeoffs and landings.

The FAA is not likely to support (and would likely be opposed to) a midfield taxiway from the gravel strip, as that is the part of the runway where the planes are traveling at the highest speeds on the ground. The FAA usually supports connecting taxiways in the first and last third of a runway.

- I believe the Wasilla airport should remain its present length and continue to be dedicated for small aircraft general aviation use. The need for additional small aircraft tiedowns could be adjusted by adding tiedowns on the southeastern portion of the airport, possibly adding a ski strip would be advantageous.

The Master Plan recognizes the airport's important role in supporting small aircraft and general aviation activity. At the same time, the recommended improvements reflect demand for commercial growth. The Plan is intended to balance continued general aviation use with the infrastructure needed to support future development.



- Please be considerate of neighboring residential property when setting up lighting for new areas bordering private property. I would ask that lighting be designed to keep light on the airport property and not shine onto neighboring private property.

Detailed lighting design would occur during future project development. At that time, environmental review would be conducted, including evaluation of visual effects such as light pollution. Lighting would be designed to meet applicable standards and to minimize off-site impacts to adjacent properties to the extent practicable.

- Exhibit A in Appendix A has outdated owners for 1391 Paddy Place and 1361 Paddy Place- (listed as Tract 3, parcels D & E).

Reviewed exhibit A property owner information and the Grantor for Tract 3, Parcel E has been updated.

APPENDIX C

Utility As-Builts

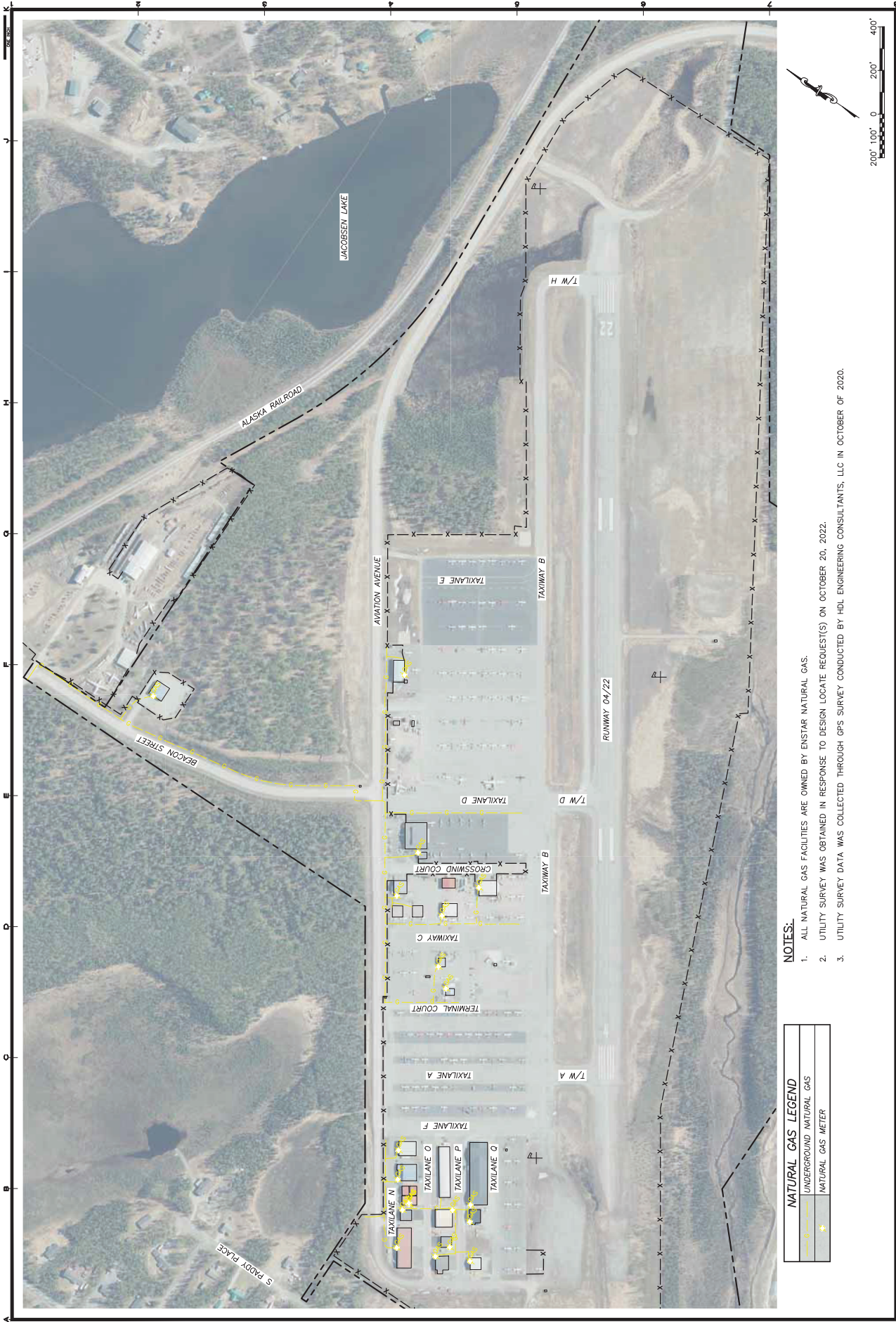
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HDL ENGINEERING
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 MAT-SU
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 ANCHORAGE
 907.564.2120
 AEC1061
 www.hdlalaska.com

MASTER PLAN
WASILLA MUNICIPAL AIRPORT
WASILLA, ALASKA

UTILITY ASSEMBLY
NATURAL GAS
1 OF 4

DATE: MAY 2023
SCALE: 1"=200'
PROJECT: 20-024



NOTES:

1. ALL NATURAL GAS FACILITIES ARE OWNED BY ENSTAR NATURAL GAS.
2. UTILITY SURVEY WAS OBTAINED IN RESPONSE TO DESIGN LOCATE REQUEST(S) ON OCTOBER 20, 2022.
3. UTILITY SURVEY DATA WAS COLLECTED THROUGH GPS SURVEY CONDUCTED BY HDL ENGINEERING CONSULTANTS, LLC IN OCTOBER OF 2020.

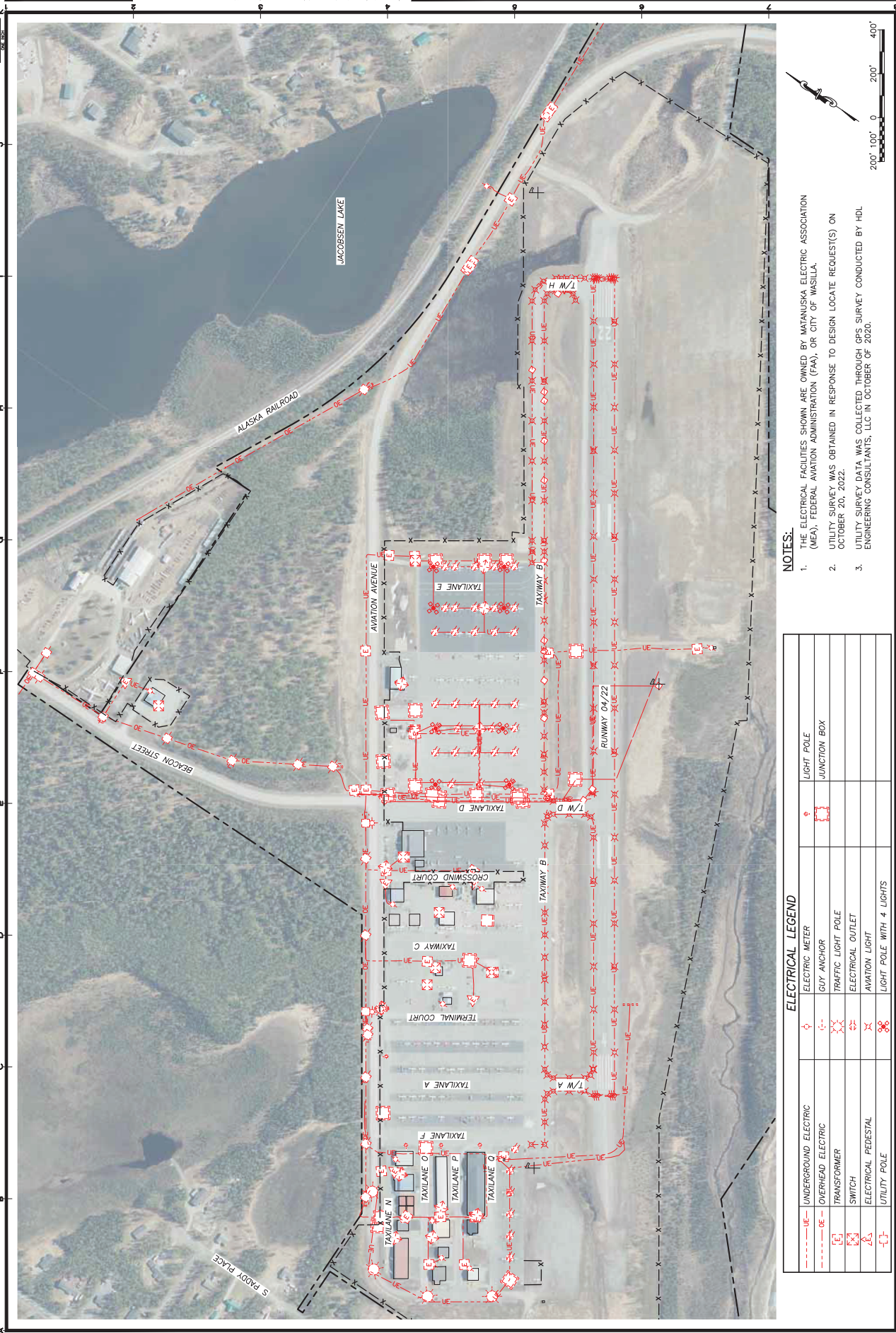
NATURAL GAS LEGEND	
	UNDERGROUND NATURAL GAS
	NATURAL GAS METER

NO.	DATE	DESCRIPTION
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MASTER PLAN
WASILLA MUNICIPAL AIRPORT
WASILLA, ALASKA

UTILITY ASSEMBLY
ELECTRICAL
2 OF 4
DATE: MAY 2023
DRAWN BY: JSE
PROJECT NO: 20-024



NOTES:

1. THE ELECTRICAL FACILITIES SHOWN ARE OWNED BY MATANUSKA ELECTRIC ASSOCIATION (MEA), FEDERAL AVIATION ADMINISTRATION (FAA), OR CITY OF WASILLA.
2. UTILITY SURVEY WAS OBTAINED IN RESPONSE TO DESIGN LOCATE REQUEST(S) ON OCTOBER 20, 2022.
3. UTILITY SURVEY DATA WAS COLLECTED THROUGH GPS SURVEY CONDUCTED BY HDL ENGINEERING CONSULTANTS, LLC IN OCTOBER OF 2020.

ELECTRICAL LEGEND

UE	UNDERGROUND ELECTRIC	⬢	ELECTRIC METER	⬢	LIGHT POLE
OE	OVERHEAD ELECTRIC	⬢	GUY ANCHOR	⬢	JUNCTION BOX
TR	TRANSFORMER	⬢	TRAFFIC LIGHT POLE		
SW	SWITCH	⬢	ELECTRICAL OUTLET		
EL	ELECTRICAL PEDESTAL	⬢	AVIATION LIGHT		
LP	UTILITY POLE	⬢	LIGHT POLE WITH 4 LIGHTS		

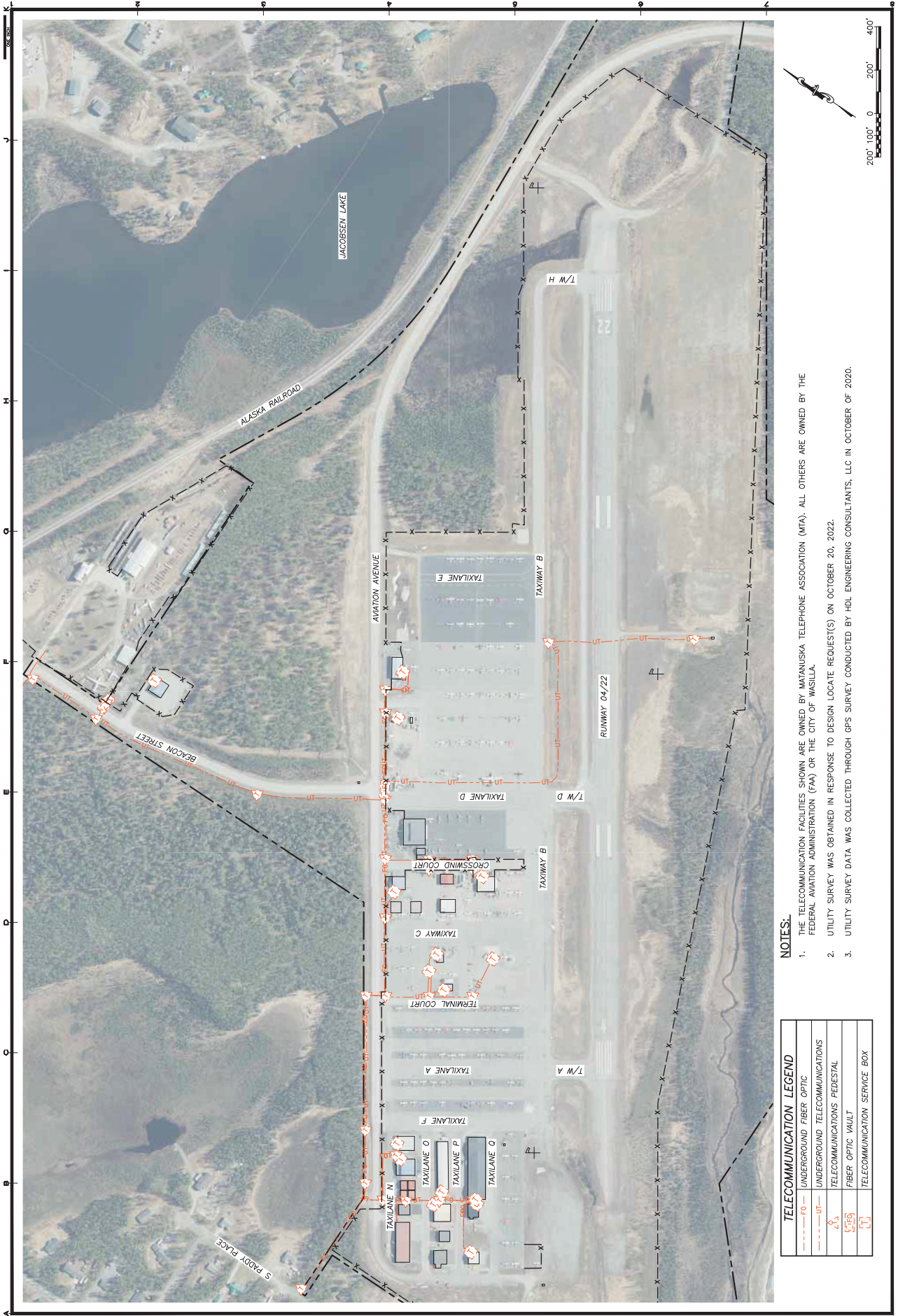
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WASILLA MUNICIPAL AIRPORT

MASTER PLAN

PROJECT	UTILITY ASSESSMENT
DATE	3 OF 4
DATE	3 OF 4
DATE	3 OF 4
DATE	3 OF 4
DATE	3 OF 4



NOTES:

1. THE TELECOMMUNICATION FACILITIES SHOWN ARE OWNED BY MATANUSKA TELEPHONE ASSOCIATION (MTA). ALL OTHERS ARE OWNED BY THE FEDERAL AVIATION ADMINISTRATION (FAA) OR THE CITY OF WASILLA.
2. UTILITY SURVEY WAS OBTAINED IN RESPONSE TO DESIGN LOCATE REQUEST(S) ON OCTOBER 20, 2022.
3. UTILITY SURVEY DATA WAS COLLECTED THROUGH GPS SURVEY CONDUCTED BY HDL ENGINEERING CONSULTANTS, LLC IN OCTOBER OF 2020.

TELECOMMUNICATION LEGEND	
	UNDERGROUND FIBER OPTIC
	UNDERGROUND TELECOMMUNICATIONS
	TELECOMMUNICATIONS PEDESTAL
	FIBER OPTIC VAULT
	TELECOMMUNICATION SERVICE BOX

SECTION	DATE	DESCRIPTION
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2		
3		
4		
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WASILLA MUNICIPAL AIRPORT

MASTER PLAN

WASILLA, ALASKA
 UTILITY ASSESSMENT
 ON-SITE WATER, SEPTIC
 AND STORM DRAIN
 4 OF 4
 DATE: MAY 2022
 SCALE: 1" = 200'
 SHEET: 20-024



NOTES:

- UTILITY SURVEY WAS OBTAINED IN RESPONSE TO DESIGN LOCATE REQUEST(S) ON OCTOBER 20, 2022.
- UTILITY SURVEY DATA WAS COLLECTED THROUGH GPS SURVEY CONDUCTED BY HDL ENGINEERING CONSULTANTS, LLC IN OCTOBER OF 2020.

ONSITE SEPTIC, WATER AND STORM DRAIN UTILITIES LEGEND

SEPTIC CLEANOUT OR INSPECTION STANDPIPE	STORM DRAIN MANHOLE
WATER WELL	WATER VALVE BOX
WATER SERVICE KEY BOX	WATER HYDRANT
SANITARY SEWER SERVICE CLEANOUT	CULVERT
STORM DRAIN FIELD INLET	



APPENDIX D

Socioeconomic Evaluation

Wasilla Airport Master Plan Update Socioeconomic Evaluation

Prepared for:

City of Wasilla



June 2023

Prepared by:

Northern Economics, Inc.

PO Box 110914

Anchorage, Alaska 99511



P.O. Box 1109140
Anchorage, Alaska 99511
Phone: 907-274-5600
Fax: 907-290-2464
www.northerneconomics.com

On behalf of:

HDL Engineering Consultants, LLC

3335 Arctic Boulevard

Anchorage, Alaska 99503



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List of Abbreviations

AHFC.....	Alaska Housing Finance Corporation
CDP.....	Census Designated Place
DOLWD.....	Alaska Department of Labor and Workforce Development
DOT&PF.....	Alaska Department of Transportation and Public Facilities
FAA.....	Federal Aviation Administration
IYS	FAA Airport Identifier for Wasilla Airport
MSA.....	Metropolitan Statistical Area
MSB	Matanuska-Susitna Borough
USCB.....	U.S. Census Bureau

1 INTRODUCTION

Wasilla Airport is a municipal airport owned by the City of Wasilla, located in the southcentral portion of the Matanuska-Susitna Borough (MSB). The MSB is located in the southcentral region of Alaska. The City of Wasilla has contracted with HDL Engineering Consultants, LLC to update the Wasilla Airport Master Plan, with supporting economic analysis from subcontractor Northern Economics, Inc.

This stand-alone report provides a socioeconomic profile of the study area (City of Wasilla, Knik-Fairview CDP, and Meadow Lakes CDP), as well as the MSB and the cities and places within it. The socioeconomic profile describes current conditions and forecasts for the population, economy, and key industries, and provides a forecast for aviation growth. The following sections primarily summarize published data and reports from public sources.

2 THE WASILLA AIRPORT

2.1 History of the Wasilla Airport

Wasilla Airport (Federal Aviation Administration [FAA] Identifier IYS) serves a population of approximately 9,200 residents within the City of Wasilla as well as populations in the surrounding communities, notably Meadow Lakes (9,500 residents) to the west and Knik-Fairview (19,500 residents) to the south, for a total of approximately 38,200 residents. The Alaska Department of Labor and Workforce Development (DOWLD 2022b) reports that the entire MSB has a population of 108,800 people and has been growing rapidly, especially in the vicinity of Wasilla. Wasilla Airport is one of three paved airports in the MSB, with the others located in Talkeetna and Palmer (MSB 2017).

Wasilla Airport was constructed by the Alaska Department of Transportation and Public Facilities (DOT&PF) in 1992 with funding from the FAA. The site was selected by DOT&PF in conjunction with FAA after a study of a number of potential sites and completion of an FAA-approved environmental assessment. It was constructed to replace a sub-standard gravel airstrip that had been in downtown Wasilla. Upon completion of the new airport, its ownership was conveyed from the State of Alaska to the City of Wasilla (DOT&PF 2011). Table 1 provides the history of improvements at the airport with FAA participation. The City has also spent approximately \$1.6 million to construct access from Clapp Street (Aviation Avenue) and extend municipal water to the airport.

Table 1. Summary of Previous Wasilla Airport Improvements Grants

Year	Improvement	Estimated Total Cost (Nominal \$)
1988	Acquire Land for Development	2,056,280
1990	Construct Runway 3/21, Taxiway, Apron, Install Runway Lighting, and Improve Access Road	3,801,685
1991	Noise Mitigation Measures for Public Buildings within 75 DNL	925,850
1992	Improve Snow Removal Equipment Building and Acquire Snow Removal Equipment	499,450
1998	Construct Runway 03-21	102,772
1999	Construct Runway 3-21 and Install Perimeter Fencing	1,037,323
2001	Conduct Airport Master Plan Study	407,072
2002	Install Perimeter Fencing	264,264
2003	Construct Apron (Design) Phase 1	199,999
2004	Expand Apron	1,996,879
2005	Construct Apron (Design)	287,440
2006	Construct Runway 03/21 and Phase 1 Apron Construction	4,048,990
2007	Construct Taxiway	1,060,330
2008	Expand Snow Removal Equipment Building Expand SREB and Install Perimeter Fencing	1,340,495
2009	Conduct Aeronautical Survey for WAAS Approach Airport Survey and Update Airport Master Plan Study	474,709
2010	Construct Apron Construction, Apron D (Phase 1)	1,016,148
2011	Conduct Environmental Study Environmental Phase 1	189,420
2011	Construct Apron Construction, Apron D (Phase 2)	1,173,734
2011	Acquire Snow Removal Equipment	779,832
2014	Acquire Safety and/or Security Equipment	564,005
2018	Expand Apron E: 18 Public Use Tie-Downs*	3,871,038
2019	Install Perimeter Fencing Not Required by 49 CFR 1542 Replace Gate and Gate Control, Install Fiber Optic Control System.	362,110
2020	CARES Act Funds	0
2021	Seal Runway and Taxiway Pavement Surface/Pavement Joints	374,904
Total (Nominal \$)		\$ 26,834,729

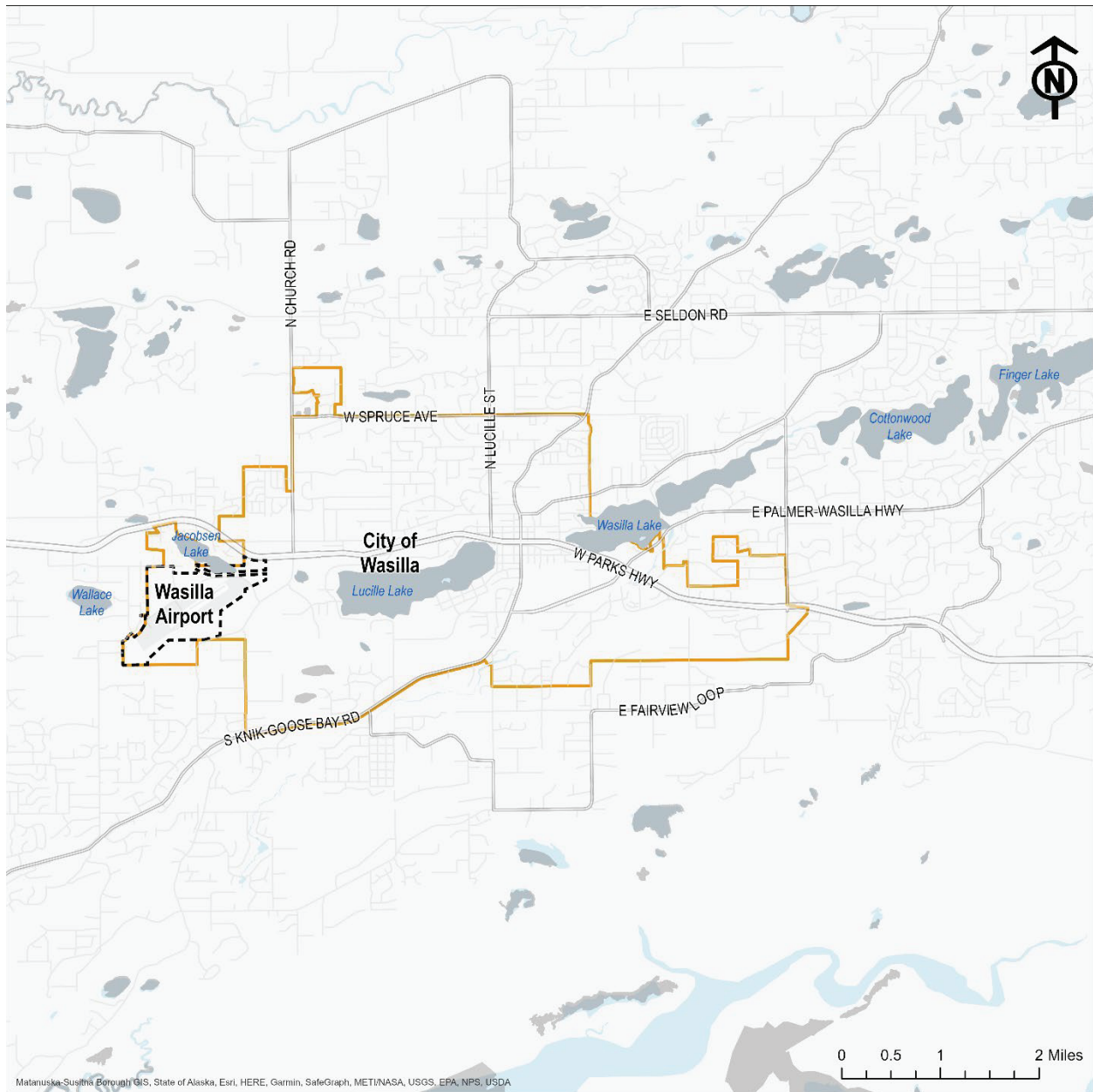
*2018 Expand Apron E: 18 Public Use Tie-Downs actually resulted in the creation of 27 public use tie-downs.

Source: DOT&PF (2022)

2.2 Land Ownership at the Wasilla Airport

Figure 1 shows the location of the Wasilla Airport near the western boundary of the City of Wasilla. The highlighted parcel represents the Wasilla Airport property boundary, which contains City-owned parcels within it. City-owned and privately owned property surrounds Wasilla Airport. Privately owned parcels to the east and south are zoned for industrial use (City of Wasilla 2020).

Figure 1. Area Map of the Wasilla Airport



The land around the Wasilla Airport is currently largely vacant and undeveloped, including the privately owned, industrially zoned parcels located to the south and east. As shown in satellite imagery in Figure 2 (Google n.d.), the areas to the north, east, and south of the airport are mostly undeveloped, except for the Museum of Alaska Transportation to the north. The only adjacent development is a single-family residential area immediately to the west.

Figure 2. Satellite Imagery of the Wasilla Airport and Surrounding Area

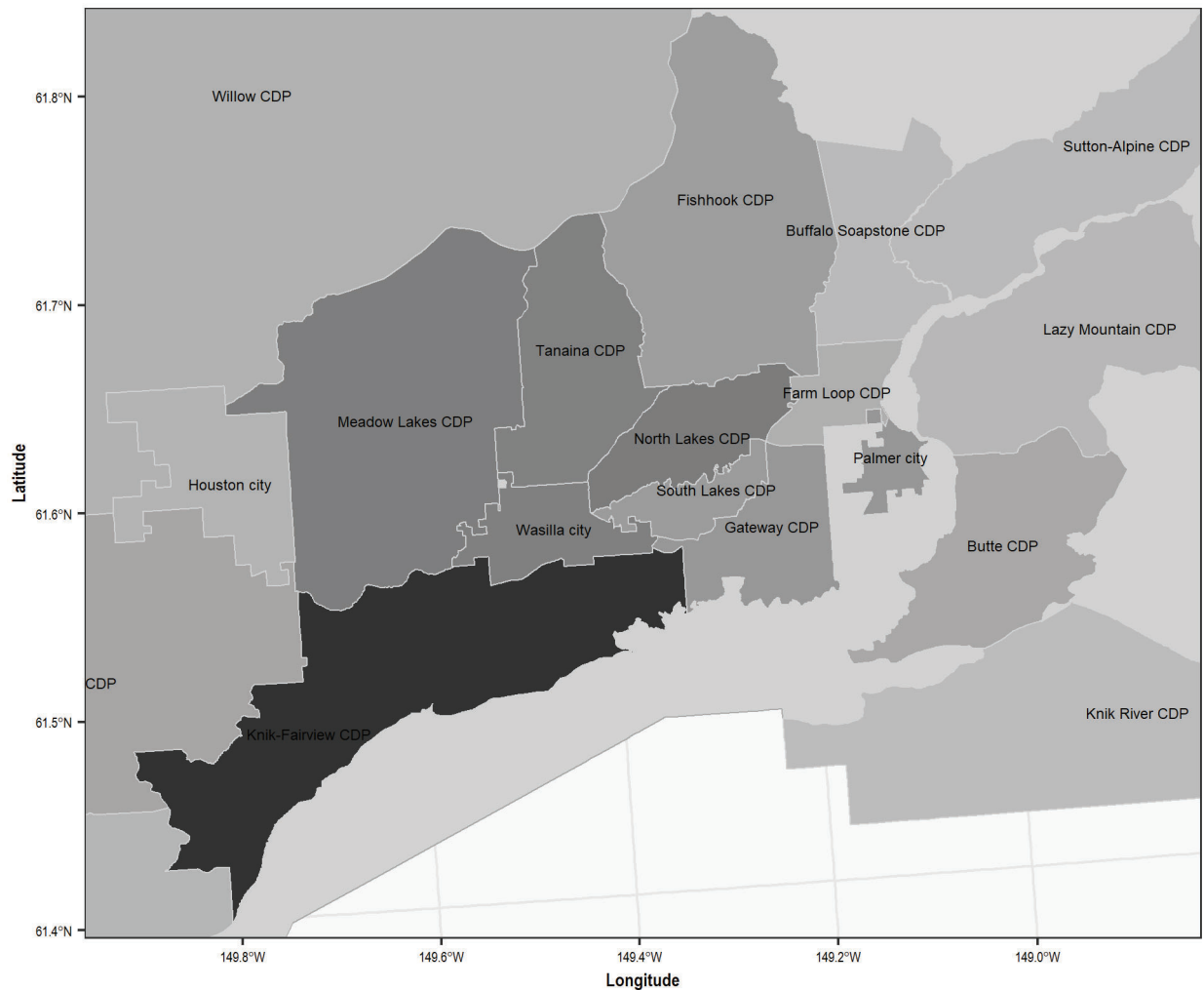


3 DEMOGRAPHICS OF WASILLA AND THE MATANUSKA-SUSITNA BOROUGH

3.1 Population and Growth

Wasilla is the most populous of the three cities in the MSB, followed closely by the City of Palmer. The other city, Houston, had a 2021 population of under 2,000 residents. Unincorporated areas, shown as Census Designated Places (CDPs), to the south and west of Wasilla have larger populations than the City itself, especially the Knik-Fairview CDP (DOLWD 2022c). Figure 3 shows the relative populations of the cities and CDPs near the City of Wasilla, with darker shading indicating increasing population levels.

Figure 3. Population Levels of Cities and CDPs near the City of Wasilla, 2020



Source: DOLWD (2021a) and Northern Economics, Inc. analysis

The MSB has experienced rapid growth over the last forty years, from a population of under 18,000 in 1980 to nearly 109,000 in 2021. Table 2 provides population estimates by DOLWD and official decennial census counts. During this period, Wasilla grew from 1,559 residents (smaller than Palmer’s 2,141) to 9,227, an increase of 490 percent. That growth has made Wasilla the largest city in the MSB. The growth in the CDPs surrounding Wasilla has been even greater; the U.S. Census Bureau has added new CDPs over time as those areas have grown (DOLWD 2022c). For example, Big Lake, Talkeetna, and Willow CDPs have been recognized since at least 1980, but the Meadow Lakes CDP was first tracked in the 1990 Census. Others of note for this study, such as Knik-Fairview CDP were added in 2000. Prior to these CDPs being recognized in the Census and in State forecasts, the population in those areas were only tracked as part of the MSB’s overall population.

Table 2. Historical Population of the Matanuska-Susitna Borough, by Place, 1980–2021

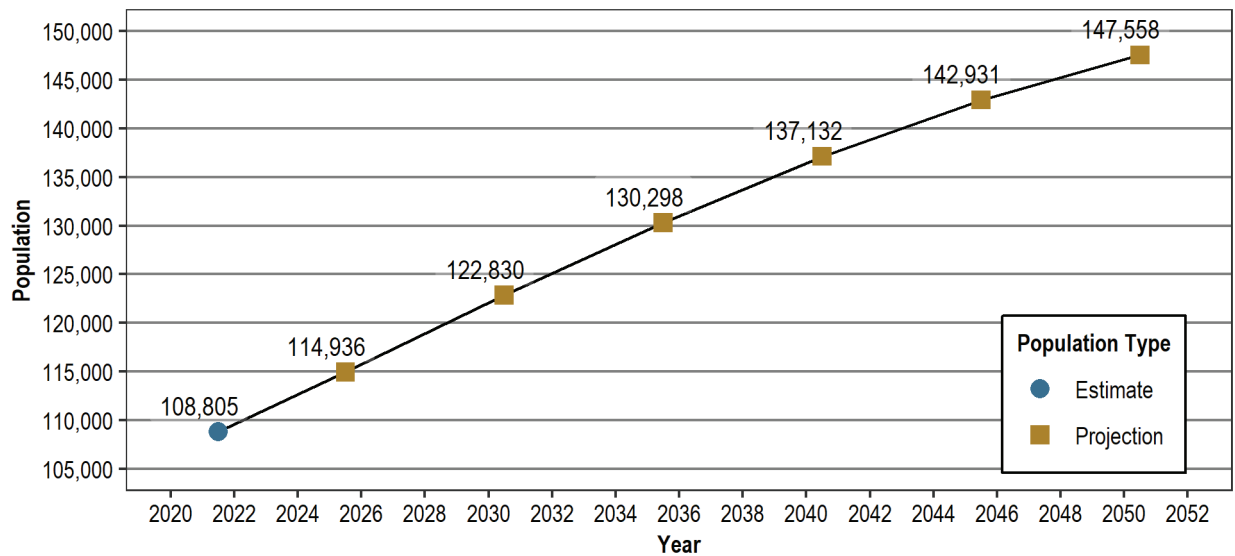
Area	1980	1990	2000	2010	2015	2016	2017	2018	2019	2020	2021
Matanuska-Susitna Borough	17,816	39,683	59,322	88,995	99,960	102,620	104,371	105,414	106,438	107,081	108,805
Big Lake CDP	410	1,477	2,635	3,350	3,578	3,656	3,779	3,763	3,814	3,833	3,946
Buffalo Soapstone CDP	-	-	699	855	907	979	996	1,010	1,001	1,021	1,042
Butte CDP	-	2,039	2,561	3,246	3,489	3,555	3,597	3,613	3,686	3,589	3,545
Chase CDP	-	38	41	34	37	34	33	30	28	19	19
Chickaloon CDP	-	145	213	272	253	253	245	253	271	254	257
Eureka Roadhouse CDP	-	-	-	29	42	44	37	37	36	24	22
Farm Loop CDP	-	-	1,067	1,028	1,142	1,199	1,233	1,296	1,306	2,747	2,748
Fishhook CDP	-	-	2,030	4,679	5,500	5,811	6,186	6,585	6,874	5,048	5,216
Gateway CDP	-	-	2,952	5,552	6,893	7,086	7,240	7,243	7,300	5,748	5,905
Glacier View CDP	-	-	249	234	247	243	239	218	231	375	239
Houston city	370	697	1,202	1,912	2,105	2,164	2,118	2,093	2,112	1,975	1,989
Knik-Fairview CDP	-	-	7,049	14,923	17,517	18,504	18,940	19,357	19,671	19,297	19,476
Knik River CDP	-	272	582	744	733	795	817	827	816	792	841
Lake Louise CDP	-	-	88	46	38	39	32	27	31	15	35
Lazy Mountain CDP	-	838	1,158	1,479	1,572	1,555	1,561	1,555	1,513	1,506	1,572
Meadow Lakes CDP	-	2,374	4,819	7,570	8,347	8,548	8,771	9,168	9,284	9,197	9,485
North Lakes CDP	-	-	-	-	-	-	-	-	-	9,450	9,733
Palmer city	2,141	2,866	4,533	5,937	6,126	6,271	6,308	6,204	6,041	5,888	5,932
Petersville CDP	-	-	27	4	2	4	4	6	8	27	28
Point MacKenzie CDP	-	-	111	529	1,922	1,760	1,991	1,964	2,055	1,852	2,087
Skwentna CDP	-	85	111	37	35	35	35	35	30	62	60
South Lakes CDP	-	-	-	-	-	-	-	-	-	5,229	5,173
Susitna CDP	-	-	37	18	18	16	15	15	16	11	10
Susitna North CDP	-	-	956	1,260	1,426	1,503	1,535	1,614	1,696	1,564	1,598
Sutton-Alpine CDP	182	308	1,080	1,447	1,416	1,430	969	1,043	1,041	1,038	1,024
Talkeetna CDP	264	250	772	876	872	899	910	925	931	1,055	1,066
Tanaina CDP	-	-	4,993	8,197	9,059	9,129	9,245	9,027	9,153	8,817	8,826
Trapper Creek CDP	-	296	423	481	475	485	431	444	453	499	497
Wasilla city	1,559	4,028	5,469	7,831	8,449	8,712	8,830	8,780	8,736	9,054	9,227
Willow CDP	139	285	1,658	2,102	2,005	2,052	2,101	2,136	2,141	2,196	2,278

Source: DOLWD (2022b)

Note: - indicates areas for which there were no estimates of their populations prior to being recognized as CDPs.

DOLWD (2022c) forecasts growth at the borough level and expects the MSB to grow from its population of 108,805 in 2021 to over 147,000 by 2050, as shown in Figure 4. The population is expected to be close to 120,000 in 2028 (five years from the date of this evaluation), over 125,000 in ten years, and approaching 140,000 in twenty years. It is important to note that the forecast is based on natural changes (births and deaths) and net migration patterns from the MSB's history. Changes to the MSB's economy could also affect the growth it experiences in the future.

Figure 4. Population Projection for the Matanuska-Susitna Borough, 2021–2050



Source: DOLWD (2022c)

Table 3 provides estimated changes in the Alaska, MSB, and study area populations over time, through 2050.

Table 3. Projected Change in Population for Alaska, the MSB, and the Study Area, 2021–2050

Area	Total Population Change (Percent)					
	2021-2025	2025-2030	2030-2035	2035-2040	2040-2045	2045-2050
Alaska	0.82	1.29	0.80	0.43	0.10	-0.11
Matanuska-Susitna Borough	5.63	6.87	6.08	5.24	4.23	3.24
Study Area	8.60	8.81	7.82	6.84	5.73	3.42
City of Wasilla	7.41	7.84	7.05	6.18	5.18	2.93
Knik-Fairview CDP	9.62	9.34	8.25	7.18	6.03	3.67
Meadow Lakes CDP	7.66	8.65	7.69	6.72	5.64	3.33

Source: ADOLWD (2022c) for Alaska and Matanuska-Susitna Borough; Northern Economics, Inc. internal estimates for City of Wasilla, Knik-Fairview CDP, Meadow Lakes CDP, and the study area; and Northern Economics, Inc. analysis

3.2 Seasonality of Population

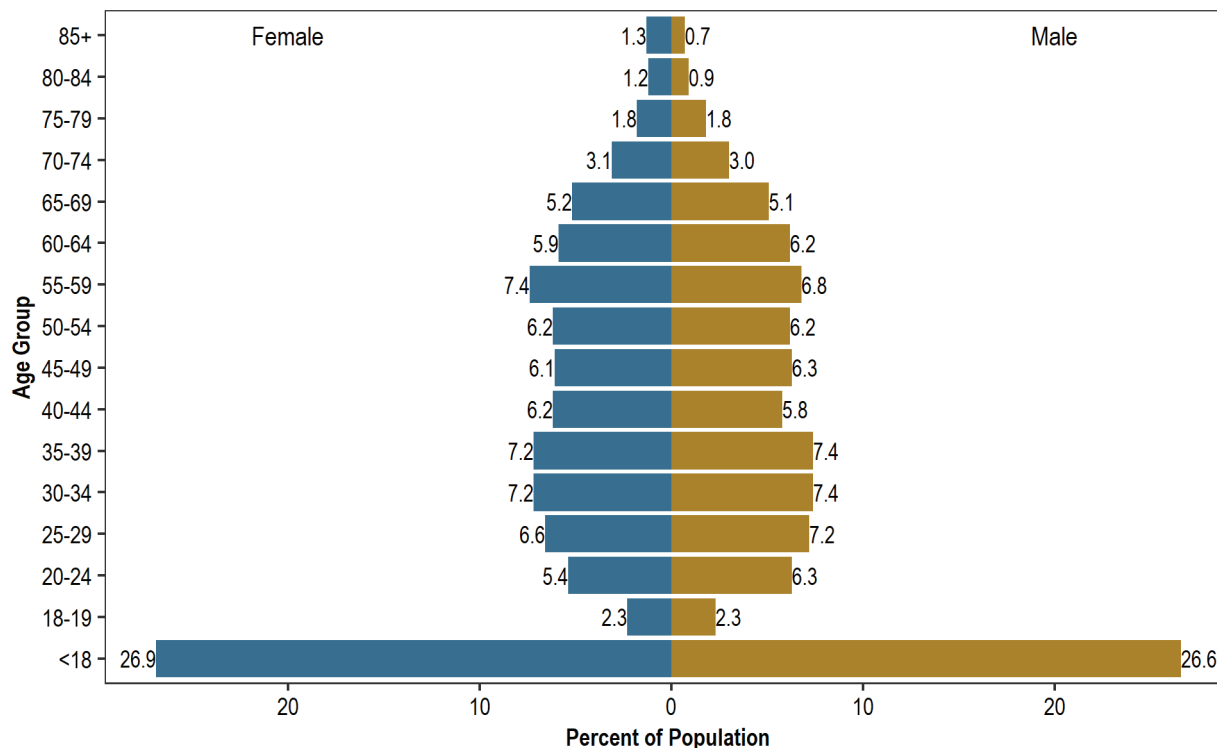
Data is not available to access the seasonality of Wasilla’s resident population. Though the U.S. Census Bureau (USCB) collects quarterly housing vacancy data for metropolitan statistical areas (MSAs), Anchorage, AK MSA (which includes the MSB) is not large enough to have data (Callis 2022). Vacancy data for rental properties, which could speak to seasonal shifts in resident population, are only available on an annual basis from the Alaska Housing Finance Corporation (AHFC). It is worth noting that Wasilla had the lowest rental vacancy rate of any area when measured in 2022, at 2.13 percent (AHFC 2022). Seasonality of employment is another potential indicator of the seasonality of resident population, though data is only available for the MSB. See Section 4.4 for the seasonality of employment by industry.

Some Alaska residents are snowbirds, spending winters in a more temperate climate in another state. However, anecdotally, one real estate professional in the MSB thought that the snowbird population within the Wasilla city limits was very small and only slightly higher in surrounding areas. The rental market is also very tight. He estimated that the seasonal swing in residential population was at most ± 5 percent (Van Diest 2022). Similarly, the tourist population is higher in the summer months and at certain other times (such as the start of the Iditarod), though the tourist population has a varying effect on airport demand. For example, while much of the highway-based tourism activity common in the summer months may not have as much of an impact on airport demand, the higher visitor numbers do have the potential to affect air taxi and flight seeing operations, especially with the large helicopter presence at the airport.

3.3 Age Distribution

USCB surveys show that over 26 percent of the population of both males and females in the MSB is under 18 years old (see Figure 5) (USCB 2022). The population of under 18 year olds is important for natural population growth and the entire range of the 20s to the 60s is important for the labor force.

Figure 5. Population Pyramid for Matanuska-Susitna Borough, 2020

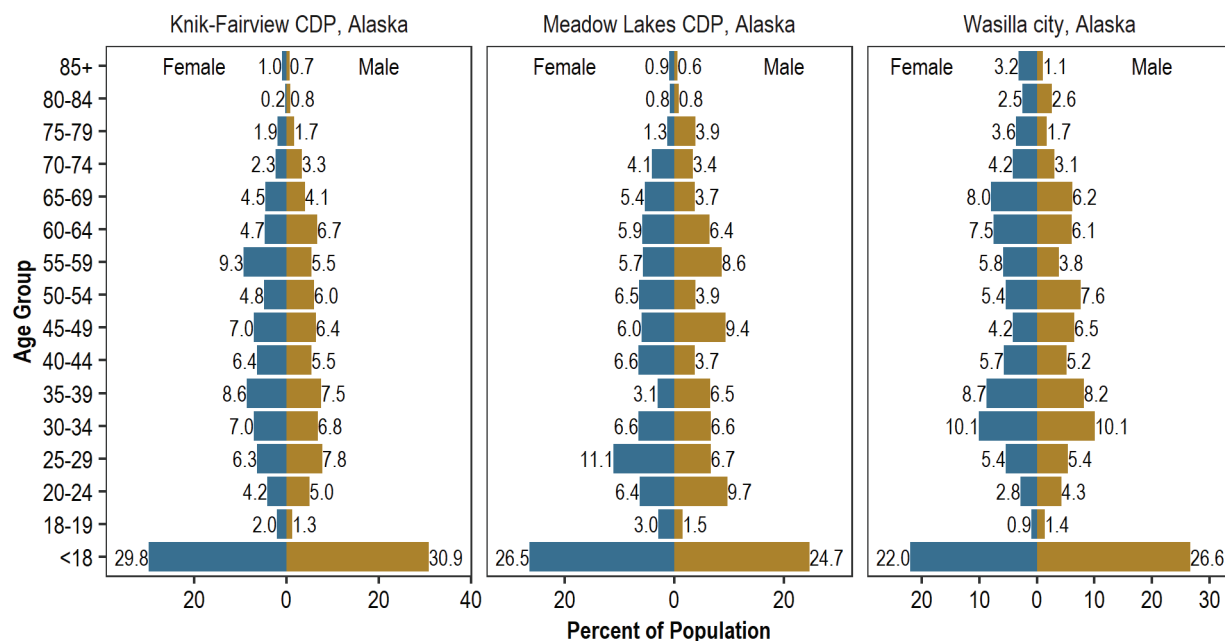


Source: USCB (2022) and Northern Economics, Inc. analysis

Figure 6 presents the population profile for Wasilla and the CDPs that directly surround it. While the age distributions are generally the same, each area has some unique characteristics. For

instance, Wasilla has a larger population of those in their 30s and the Knik-Fairview CDP's has a larger youth population (USCB 2022).

Figure 6. Population Pyramid for the Study Area, 2020



Source: USCB (2022) and Northern Economics, Inc. analysis

3.4 Race and Ethnicity

The MSB's white population makes up almost 82 percent of the total, followed by those of two or more races (8.4 percent) and American Indian or Alaska Native descent (6.0 percent). Almost 5.0 percent of the population identifies as Hispanic or Latino. This racial and ethnic makeup is fairly consistent around the MSB, though with variations in some areas. The City of Wasilla's population is quite similar to that of the MSB as a whole (USCB 2022).

Table 4. Race and Ethnicity Characteristics, Matanuska-Susitna Borough and its Communities, 2020

Area	Estimated Percentage of Population by Race						White	Estimated Population that is Hispanic or Latino
	American Indian or Alaska Native	Asian	Black or African American	Native Hawaiian and Other Pacific Islander	Some other race	Two or more races		
Matanuska-Susitna Borough	6.0	1.5	1.4	0.3	0.6	8.4	81.8	4.8
Big Lake CDP	9.9	0.8	0.0	0.2	0.4	5.8	83.0	3.4
Buffalo Soapstone CDP	4.4	0.0	0.0	0.0	0.0	10.5	85.2	4.5
Butte CDP	2.5	3.1	0.9	0.1	0.8	9.7	82.8	1.7
Chickaloon CDP	0.0	0.0	0.0	0.0	0.0	11.0	89.0	4.4
Farm Loop CDP	3.3	0.2	0.8	0.0	0.4	6.8	88.5	2.4
Fishhook CDP	7.1	2.0	4.2	0.0	0.3	6.7	79.7	9.6
Gateway CDP	4.8	0.3	4.8	0.0	1.3	10.7	78.1	5.1
Glacier View CDP	3.4	2.8	0.0	0.0	0.0	2.8	90.9	4.0
Houston city	4.6	0.5	1.8	0.2	0.0	5.5	87.4	5.7
Knik River CDP	10.9	0.5	0.4	0.0	0.0	3.2	85.0	4.2
Knik-Fairview CDP	6.8	1.3	1.1	0.0	0.2	9.1	81.5	2.0
Lazy Mountain CDP	4.5	0.4	0.3	0.5	0.3	2.3	91.8	5.2
Meadow Lakes CDP	3.9	2.3	0.3	0.0	0.8	6.3	86.4	4.8
Nelchina CDP	3.5	0.0	0.0	0.0	0.0	32.6	63.9	32.6
North Lakes CDP	4.0	1.3	0.7	0.2	0.7	10.7	82.4	5.3
Palmer city	8.7	1.2	2.9	2.4	1.4	11.6	71.7	7.0
Point MacKenzie CDP	20.7	0.3	2.9	2.2	0.0	14.7	59.2	1.1
Skwentna CDP	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0
South Lakes CDP	3.4	0.6	1.3	0.1	0.6	8.2	85.8	7.2
Susitna North CDP	3.0	0.0	0.0	0.0	0.0	13.6	83.4	5.3
Sutton-Alpine CDP	16.2	3.0	0.1	0.0	2.8	10.8	67.0	2.5
Talkeetna CDP	0.3	0.2	0.9	0.0	0.0	3.7	95.0	0.7
Tanaina CDP	7.7	1.2	0.1	0.1	0.5	8.8	81.5	7.2
Trapper Creek CDP	1.3	0.0	0.0	0.0	0.0	15.8	82.9	0.0
Wasilla city	5.9	3.9	1.8	0.5	0.4	6.1	81.3	5.8
Willow CDP	5.6	0.4	0.2	0.0	0.0	5.4	88.4	0.9

Note: CDPs without data available have been omitted.

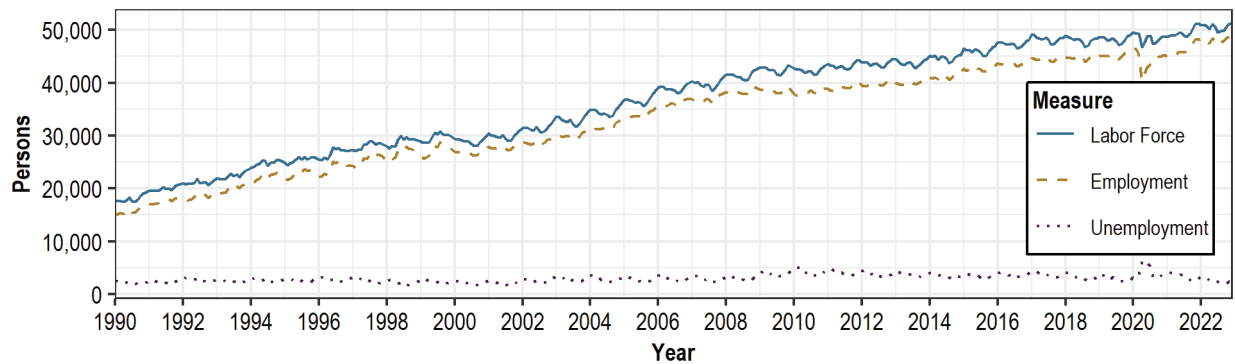
Source: USCB (2022) and Northern Economics, Inc. analysis

4 ECONOMY OF THE WASILLA AREA

4.1 Employment

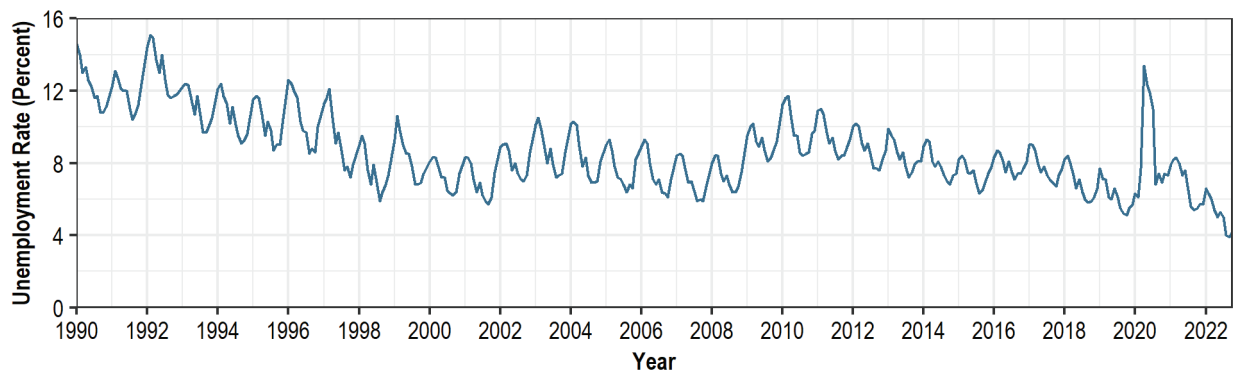
The MSB has experienced a rapidly growing labor force along with its population growth. Presently there are about 50,000 members in the labor force (see Figure 7) which is slightly less than half of the MSB's population. Employment levels have largely tracked with the labor force, with the most notable exception in early 2020 at the start of the COVID-19 pandemic. Since that time, however, the labor force and employment levels are nearly back to the highs they saw at the start of 2020 and the unemployment rate is at a 30-year low (DOLWD 2022a). Figure 8 provides a closer look at the unemployment rate, which, as of mid-2022, had dropped to only 4 percent (DOLWD 2022a).

Figure 7. Labor Force, Employment, and Unemployment in Matanuska-Susitna Borough, 1990–2022



Source: DOLWD (2022a)

Figure 8. Unemployment Rate in Matanuska-Susitna Borough, 1990–2022

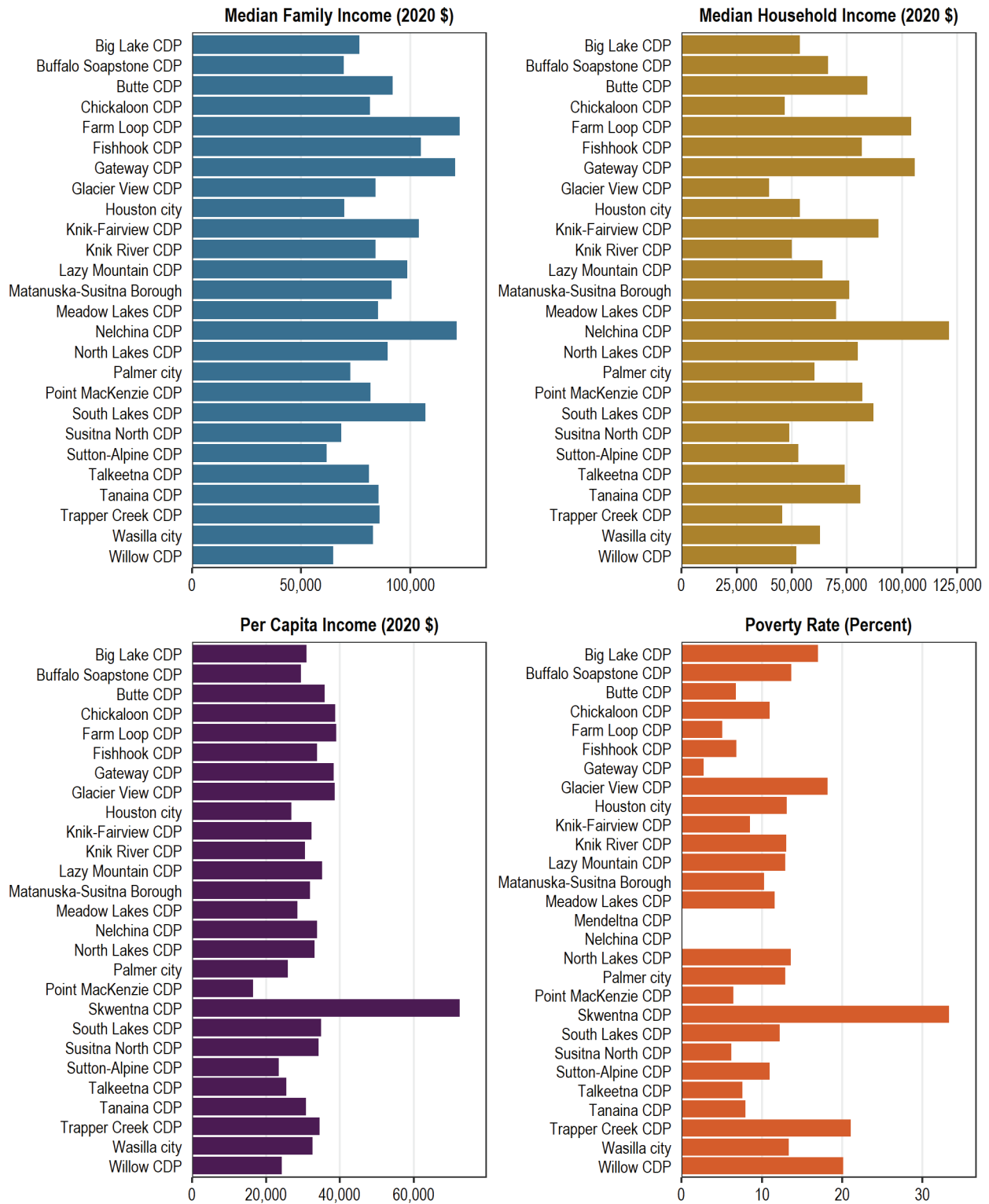


Source: DOLWD (2022a)

4.2 Income and Poverty Status

The MSB's median family income was \$91,597 in 2020, with a median household income (which also includes non-family households) of \$76,118 and a per capita income of \$31,963. Slightly more than 10 percent of residents have incomes below the poverty level. Figure 9 shows these income measures for each of the cities and CDPs for which estimates are available. Wasilla's population generally has a lower income than the MSB's average, while the Knik-Fairview CDP's income is higher (USCB 2022).

Figure 9. Income and Poverty in Matanuska-Susitna Borough and its Communities, 2020

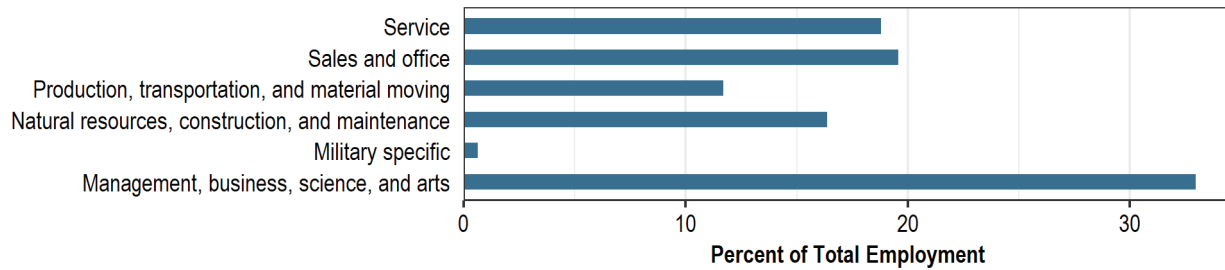


Source: USCB (2022) and Northern Economics, Inc. analysis

4.3 Occupations

USCB (2022) occupation data show that the largest occupational group in the MSB is *management, business, science, and arts*, at one-third of the workforce. *Sales and office* and *service* occupations make up slightly more than another third (see Figure 10).

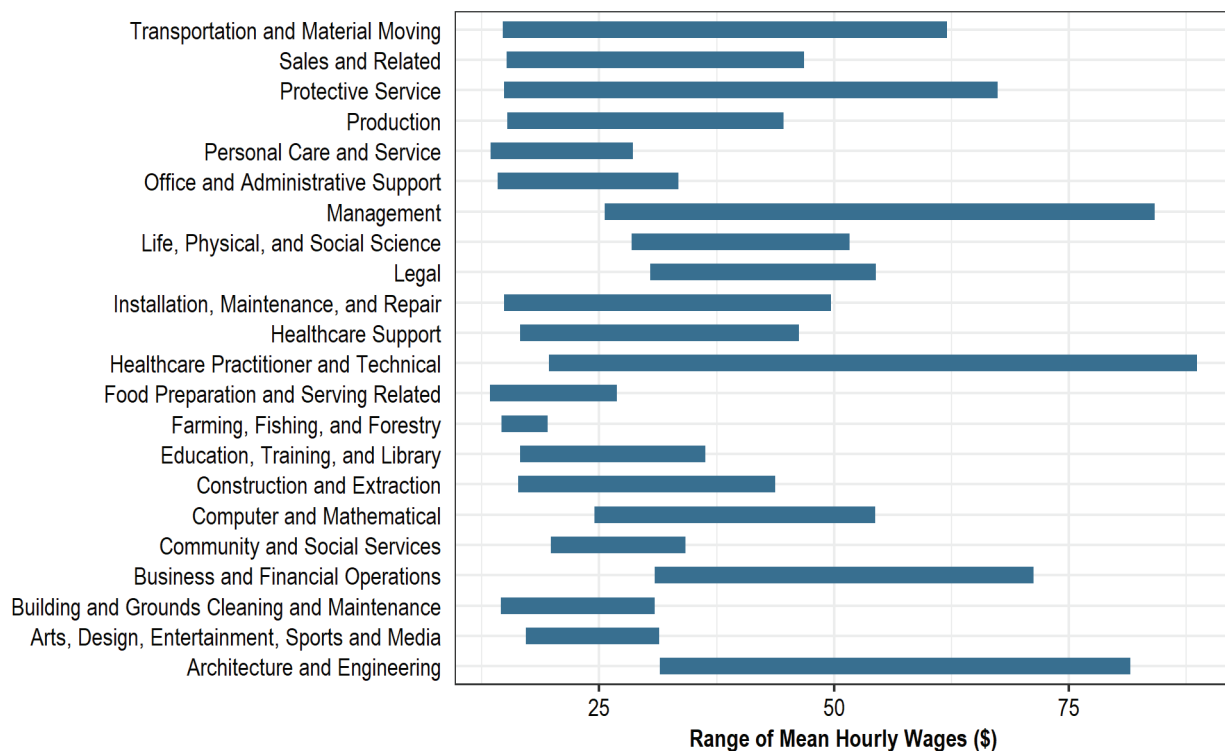
Figure 10. Occupations in Matanuska-Susitna Borough, 2020



Source: USCB (2022) and Northern Economics, Inc. analysis

Hourly wage data by occupation are available from the DOWLD (2022d). Figure 11 shows the range of mean hourly wages by category for the Anchorage/MSB region. Note that some occupations are excluded. The highest paying occupation groups are healthcare practitioner and technical, management, and architecture and engineering occupations.

Figure 11. Mean Occupational Hourly Wages for Anchorage/Matanuska-Susitna Borough Region, 2021



Note: Occupations with hourly wages over \$100 or only annual salaries are omitted.

Source: DOWLD (2022d) and Northern Economics, Inc. analysis

4.4 Industries

The employment levels in most of the MSB's industries are seasonal. Some industries understandably historically peak during the summer months (e.g., agriculture, forestry, fishing, and hunting; construction; and accommodations and food service) while others historically peak during the winter. Table 5 shows the monthly employment by industry for the MSB in 2021, along with the average monthly employment and wages (DOLWD 2022e). Note that this table shows employment but not self-employment, so it underrepresents industries with more self-employed persons.

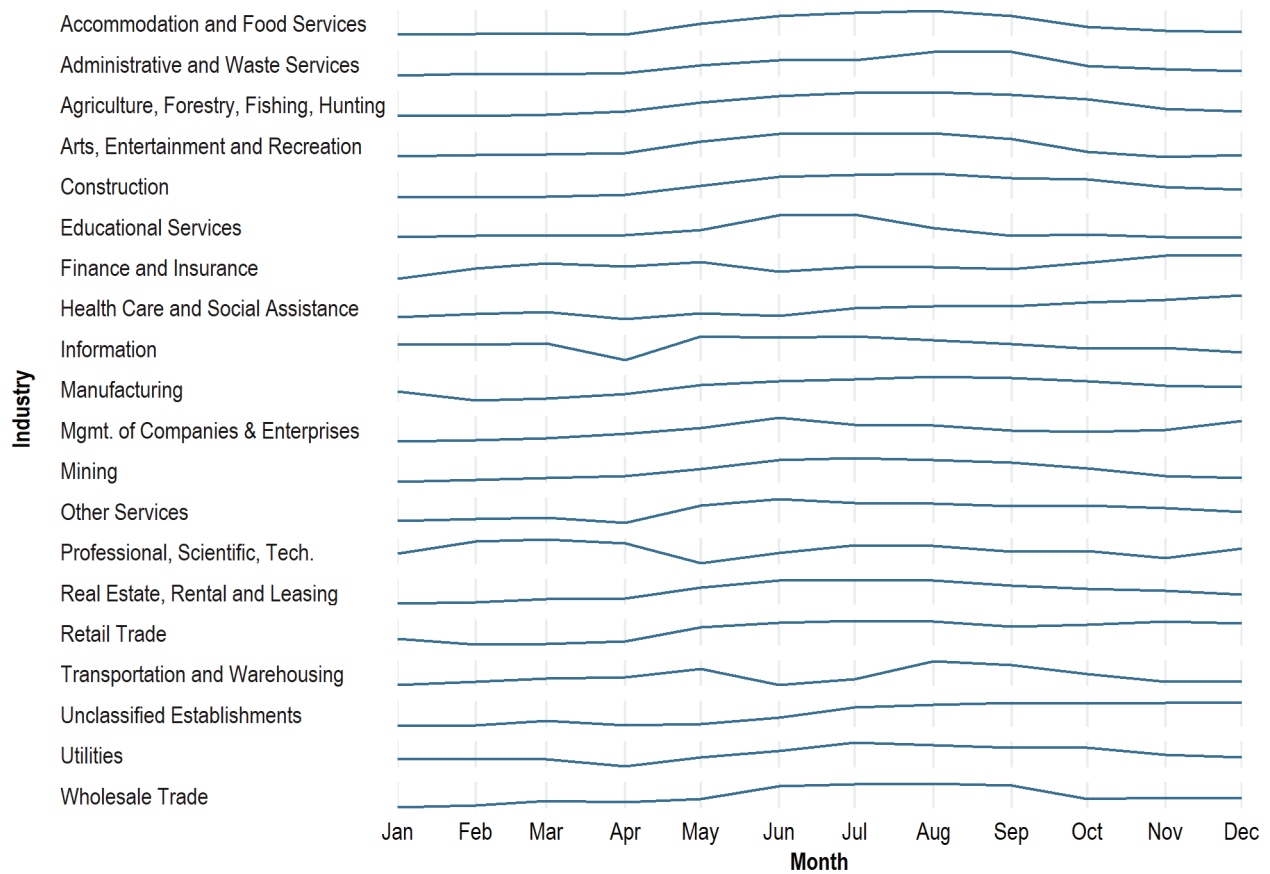
Table 5. Monthly Employment and Wages by Industry, Matanuska-Susitna Borough, 2021

Industry	Monthly Employment												Average Monthly Employment	Average Monthly Wages (\$)
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
Agriculture, Forestry, Fishing, Hunting	183	189	183	190	220	237	241	241	220	192	154	148	200	2,191
Mining	25	28	42	37	50	92	100	88	74	65	52	56	59	6,870
Construction	2,369	2,407	2,413	2,521	2,783	3,142	3,219	3,235	3,151	3,075	2,822	2,738	2,823	6,428
Manufacturing	317	305	310	330	348	359	361	371	366	355	344	358	344	3,811
Wholesale Trade	166	167	169	173	174	181	191	193	195	178	184	181	179	4,911
Retail Trade	4,247	4,150	4,170	4,114	4,162	4,214	4,248	4,205	4,156	4,208	4,283	4,300	4,205	2,991
Transportation and Warehousing	694	725	753	767	790	670	717	777	763	777	724	713	739	4,147
Utilities	336	339	340	319	338	340	344	340	336	332	327	326	335	7,460
Information	429	429	423	433	447	447	462	461	466	459	454	443	446	6,392
Finance and Insurance	507	513	514	515	503	507	511	511	510	511	511	511	510	5,457
Real Estate, Rental and Leasing	368	373	401	399	410	440	440	432	424	415	418	410	411	3,391
Professional, Scientific, Tech.	761	778	794	791	790	816	798	773	769	768	750	731	777	5,207
Mgmt. of Companies & Enterprises	75	76	80	86	87	87	85	82	84	86	87	90	84	5,105
Administrative and Waste Services	623	636	645	627	746	840	833	992	927	765	728	730	758	3,425
Educational Services	342	349	362	382	399	451	432	403	381	365	366	365	383	3,007
Health Care and Social Assistance	5,021	5,181	5,137	5,225	5,244	5,208	5,190	5,169	5,168	5,205	5,234	5,280	5,189	4,318
Arts, Entertainment and Recreation	293	307	317	334	418	562	581	556	460	386	347	361	410	1,935
Accommodation and Food Services	2,211	2,311	2,351	2,402	2,610	2,748	2,932	2,952	2,944	2,567	2,419	2,393	2,570	2,032
Other Services	924	943	936	981	1,022	1,045	1,022	1,011	1,000	1,005	995	996	990	2,631
Unclassified Establishments	13	13	13	13	15	18	20	20	17	24	25	26	18	2,609

Source: DOLWD (2022e)

Figure 12 shows the seasonality that each industry exhibited from 2015 to 2021. As noted, some industries have traditionally peaked in the winter months (e.g., professional, scientific, and technical), even though that was not the case in 2021.

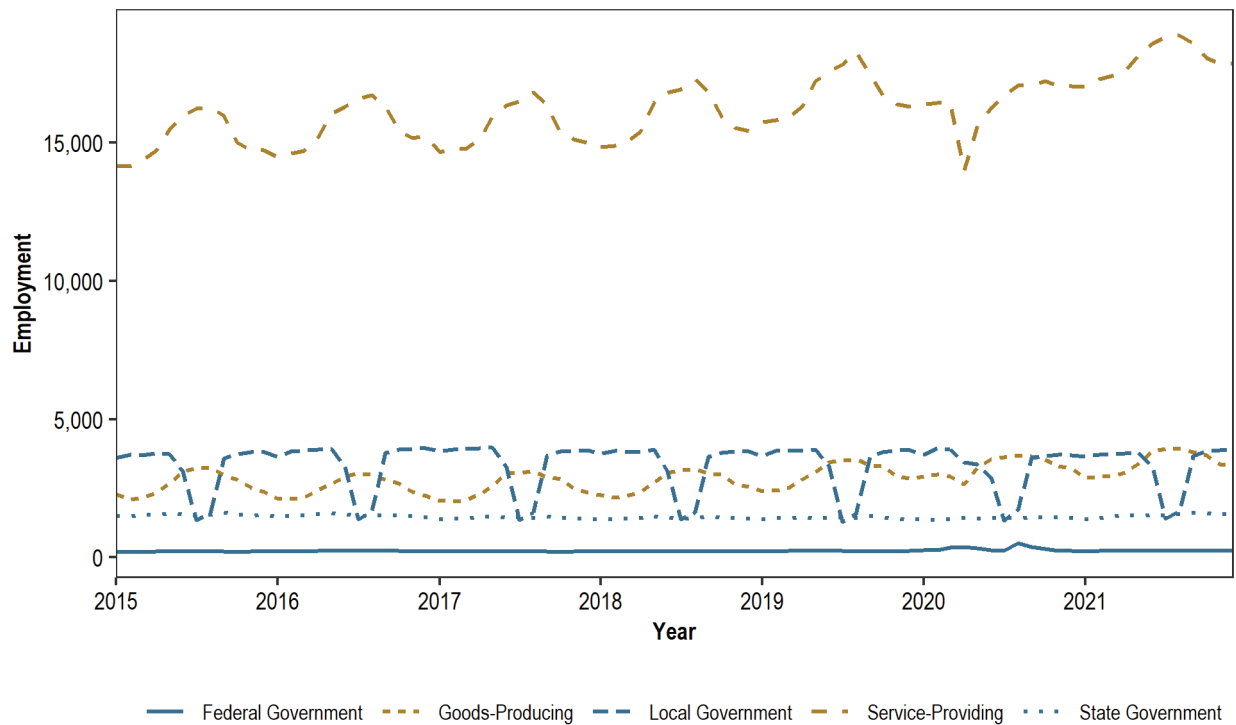
Figure 12. Seasonality of Employment by Private Industry in Matanuska-Susitna Borough, 2015–2021



Sources: DOLWD (2019a, 2019b, 2020a, 2020b, 2021b, 2021c, 2022e) and Northern Economics, Inc. analysis

Figure 13 looks more broadly at both public and private employment. The chart shows the seasonality of all industries, including oscillating employment in goods-producing industries, more pronounced changes in the service-providing industries, and the relative stability of federal and state government. Note that school district employment is captured under local government, which causes local government employment to exhibit seasonality during the summer months when teachers and other school staff do not work.

Figure 13. Seasonality of Employment in Matanuska-Susitna Borough, 2015–2021



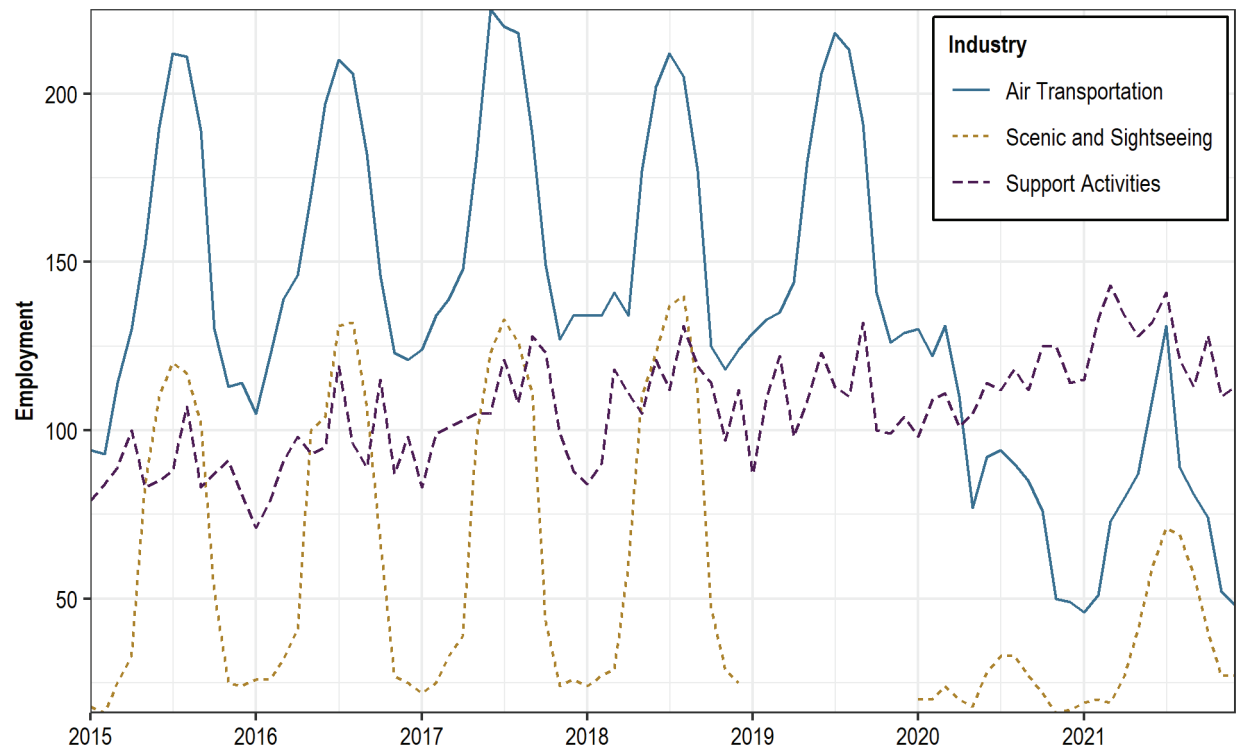
Sources: DOLWD (2019a, 2019b, 2020a, 2020b, 2021b, 2021c, 2022e)

The aviation and tourism sectors are important for evaluating general aviation airports in the MSB like Wasilla Airport. Figure 14 and Figure 15 look at MSB employment in specific industries indicative of the aviation and tourism sectors, respectively. The impact of the pandemic is visible in each figure, though the recovery from it has varied considerably. Employment in aviation-related industries in the MSB had been seasonal but steady over time prior to the pandemic. Since then, however, peak employment in the air transportation and scenic and sightseeing industries has struggled to reach prior's years' seasonal lows. However, employment in the support services industry was nearly unaffected by the pandemic and has been on a steady rise.

On the other hand, tourism employment has exhibited a faster return to pre-pandemic levels. Accommodation businesses had a similar number of employees in 2021 as they did in 2015 and scenic and sightseeing employment (shown in Figure 14 but also part of the tourism sector) is still down, but food services and amusement employment has mostly recovered.

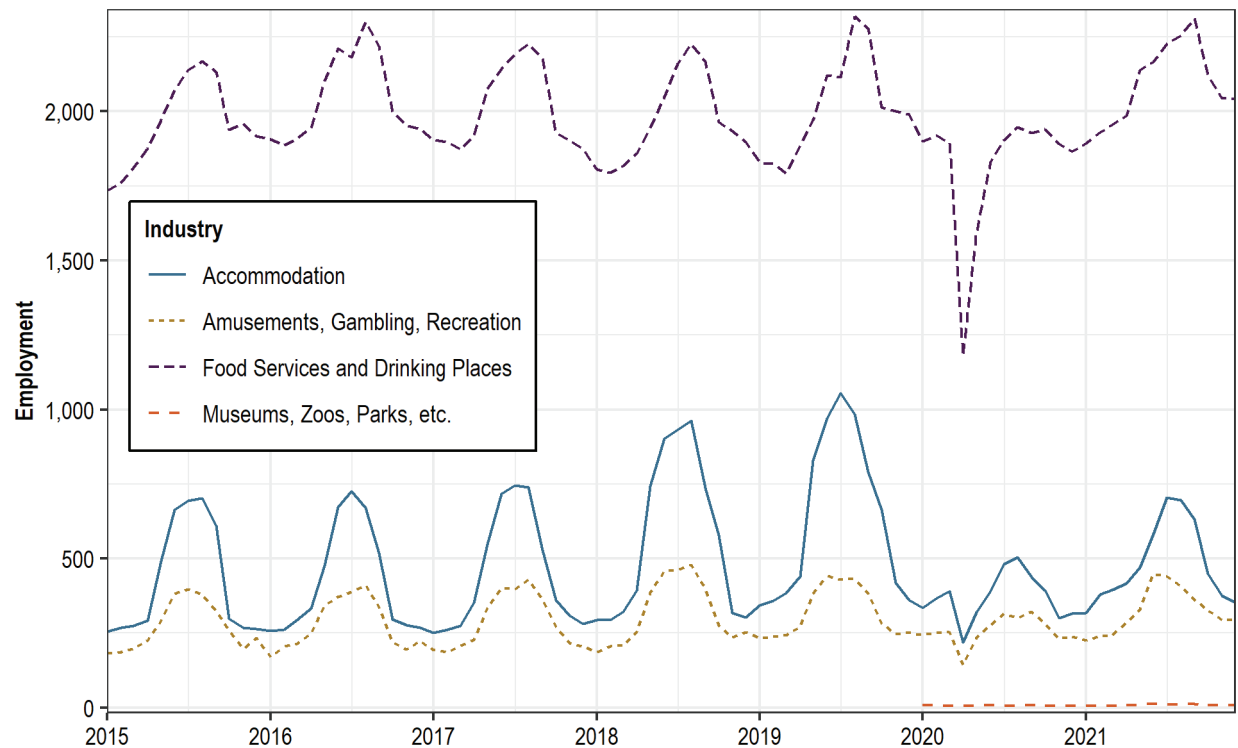
Note that scenic and sightseeing employment was not available in Figure 14 due to confidentiality restrictions based on the number of active companies. Likewise, museum, park, and zoo employment, shown in Figure 15, is not available prior to 2020. That industry peaked at only 8 employees in 2020 and 13 employees in 2021.

Figure 14. Industry Employment Related to Aviation, 2015–2021



Sources: DOLWD (2019a, 2019b, 2020a, 2020b, 2021b, 2021c, 2022e)

Figure 15. Industry Employment Related to Tourism, 2015–2021



Sources: DOLWD (2019a, 2019b, 2020a, 2020b, 2021b, 2021c, 2022e)

4.5 Outlook

As a general aviation airport, Wasilla Airport should benefit from continued population growth in the MSB, much of which will likely take place in the fast-growing areas near the airport. Population-based demand for the airport and aviation services will likely remain strong and increase with population. This is consistent with the steadily rising employment in the transportation support services industry, despite other aviation-related industries having not yet recovered to pre-pandemic employment levels.

5 AVIATION DEMAND PROJECTIONS

This section provides low, base, and high forecasts for aviation demand at the Wasilla Airport, based on growth trends in population and aircraft registrations. Table 6 summarizes population estimates from DOLWD (2022b) and aircraft registrations with Wasilla and MSB (including Wasilla) addresses from FAA (2023).

Table 6. Historical Population and Aircraft Registrations by Address, 2007–2022

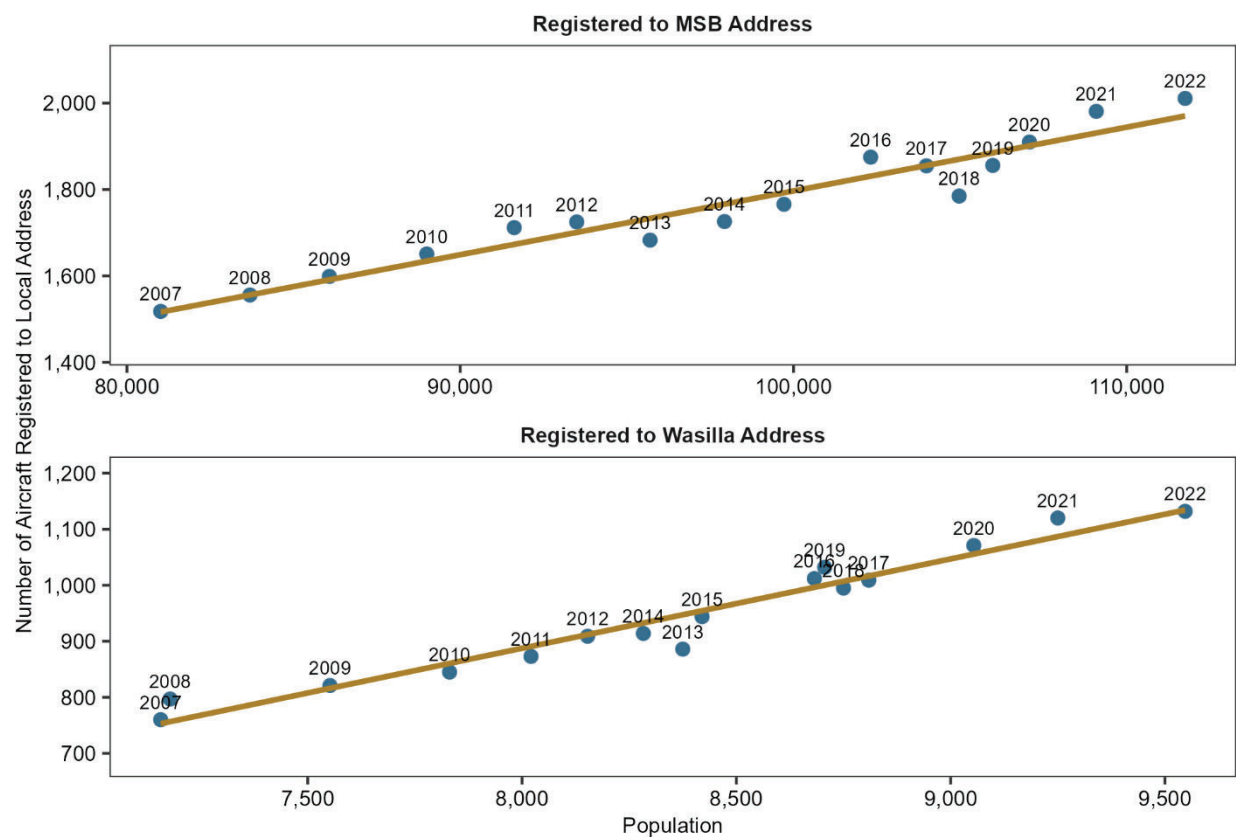
Year	Population		Number of Aircraft	
	Wasilla	MSB	Wasilla	MSB
2007	7,157	81,012	760	1,518
2008	7,179	83,691	797	1,556
2009	7,552	86,074	821	1,599
2010	7,831	88,995	845	1,651
2011	8,021	91,620	873	1,712
2012	8,153	93,496	909	1,725
2013	8,375	95,697	886	1,683
2014	8,283	97,930	914	1,726
2015	8,420	99,715	944	1,766
2016	8,682	102,317	1,012	1,875
2017	8,809	103,988	1,009	1,855
2018	8,750	104,971	995	1,785
2019	8,706	105,980	1,032	1,856
2020	9,054	107,081	1,071	1,910
2021	9,250	109,086	1,120	1,981
2022	9,547	111,752	1,132	2,011

Sources: DOLWD 2022b, FAA 2023

Aircraft registrations have grown with population over this period, with a close statistical relationship as shown in Figure 16. Despite sharing an upward trend, Wasilla has seen higher growth in registrations on a per capita basis. In 2007, MSB had 53.4 people for each aircraft, and that grew to 55.6 by 2022. In Wasilla, however, the number of people per aircraft dropped from

9.4 in 2007 to 8.4 in 2022. In other words, per capita aircraft ownership (based on registration address) has been growing steadily in Wasilla while it has been declining for MSB as a whole.

Figure 16. Comparison of Number of Locally Registered Aircraft to Population, 2007–2022, by Address



Sources: DOLWD 2022b, FAA 2023

Table 7 presents annualized growth rates for population and aircraft registrations with addresses in Wasilla and MSB. From 2007 to 2022, Wasilla experienced slightly lower population growth (1.94 percent annually) than MSB (2.17 percent), but a higher growth in aircraft registrations (2.69 percent) than MSB (1.89 percent). Looking forward from 2022 to 2050, DOLWD (2022c) expects annualized growth of 1.00 percent for MSB. Northern Economics’ forecast for Wasilla is for slightly higher growth over this period (1.15 percent). Using the data shown in Table 6 and Figure 16, Northern Economics projects aircraft registration growth in Wasilla to be 1.48 percent annually through 2050, compared to only 0.85 percent in MSB.

Table 7. Annualized Historical and Projected Population and Aircraft Registration Growth Rates, 2022–2050

Location	Annualized Growth of Population (Percent)		Annualized Growth of Aircraft Registrations (Percent)	
	Historical	Projected	Historical	Projected
Wasilla	1.94	1.15	2.69	1.48
MSB	2.17	1.00	1.89	0.85

Sources: DOLWD 2022b, DOWLD 2022c, FAA 2023, and Northern Economics analysis

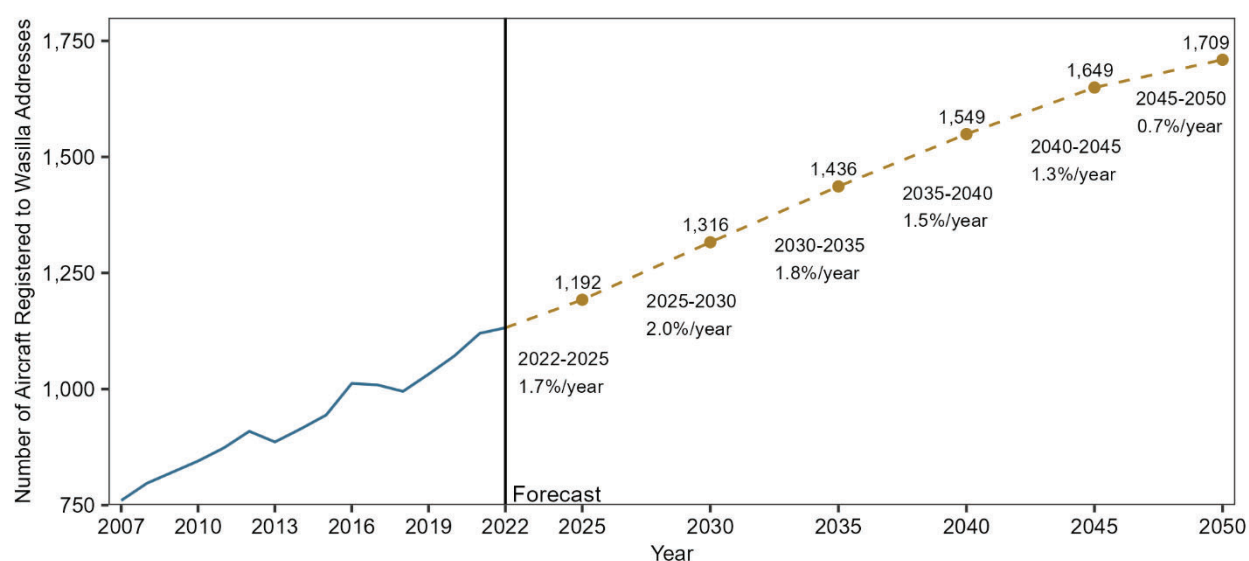
Based on these results, the analysis recommends the growth rates shown in Table 8 be used for forecasting aviation demand at the Wasilla Airport.

Table 8. Aviation Growth Rate Scenarios, 2022-2050

Growth Scenario	Annualized Growth Rate (Percent)	Basis for Growth Rate
Low	1.15	Northern Economics' population projections for the City of Wasilla
Base	1.48	Linear regression of Wasilla aircraft as a function of population applied to Northern Economics' population projections for the City of Wasilla
High	1.89	Linear regression of MSB aircraft as a function of population applied to DOLWD's (2022c) population projections for the MSB

Figure 17 presents the base case projection for the number of aircraft registered to Wasilla addresses and growth in demand for the Wasilla Airport. While the overall annualized growth rate is projected to be 1.48 percent, the figure shows growth rates for each period (2022 to 2025 and then every 5 years thereafter).

Figure 17. Base Case Aviation Ownership and Demand Growth for Wasilla Airport, 2022–2050



Sources: DOLWD 2022b, DOWLD 2022c, FAA 2023, and Northern Economics analysis

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APPENDIX E

Environmental Overview

Preliminary Environmental Overview

Wasilla Airport Master Plan

The following environmental overview includes an inventory of existing environmental resources in the vicinity of the Wasilla Airport. Prior to construction, all development projects proposed in the Airport Master Plan will require compliance with applicable environmental regulations, including the National Environmental Policy Act (NEPA), a law that requires federal agencies to evaluate and consider the environmental impact of their actions. As airport development projects are selected to receive funding and to advance, the preparation of a Categorical Exclusion, Environmental Assessment, or Environmental Impact Statement will be required, based on the potential extent of environmental impacts that a project poses. This planning-level analysis compiles environmental information and regulatory framework that will guide future NEPA environmental impacts analyses for development projects at the Wasilla Airport.

For the purpose of this master planning effort, reference to the Wasilla Airport includes the area within the airport property boundary, which is approximately 486 acres. References to the “study area or vicinity” are defined as the area within the airport property boundary as well as within a 0.5-mile buffer of the airport, as shown on Figure 1. The study area includes lands proposed for acquisition and areas likely to experience indirect impacts from airport projects. Land acquisition proposed in the master plan would support new airport development and the establishment of a runway protection zone (RPZ) associated with the proposed runway extension. The RPZ, a trapezoidal area extending from the end of the runway, restricts certain land uses to protect people and property on the ground in the event that an aircraft crashes or lands beyond the runway. A project study area will be defined to a more specific geographic location when a proposed project is selected to advance into the NEPA analysis stage, at which point it will be thoroughly evaluated for environmental and social impacts.

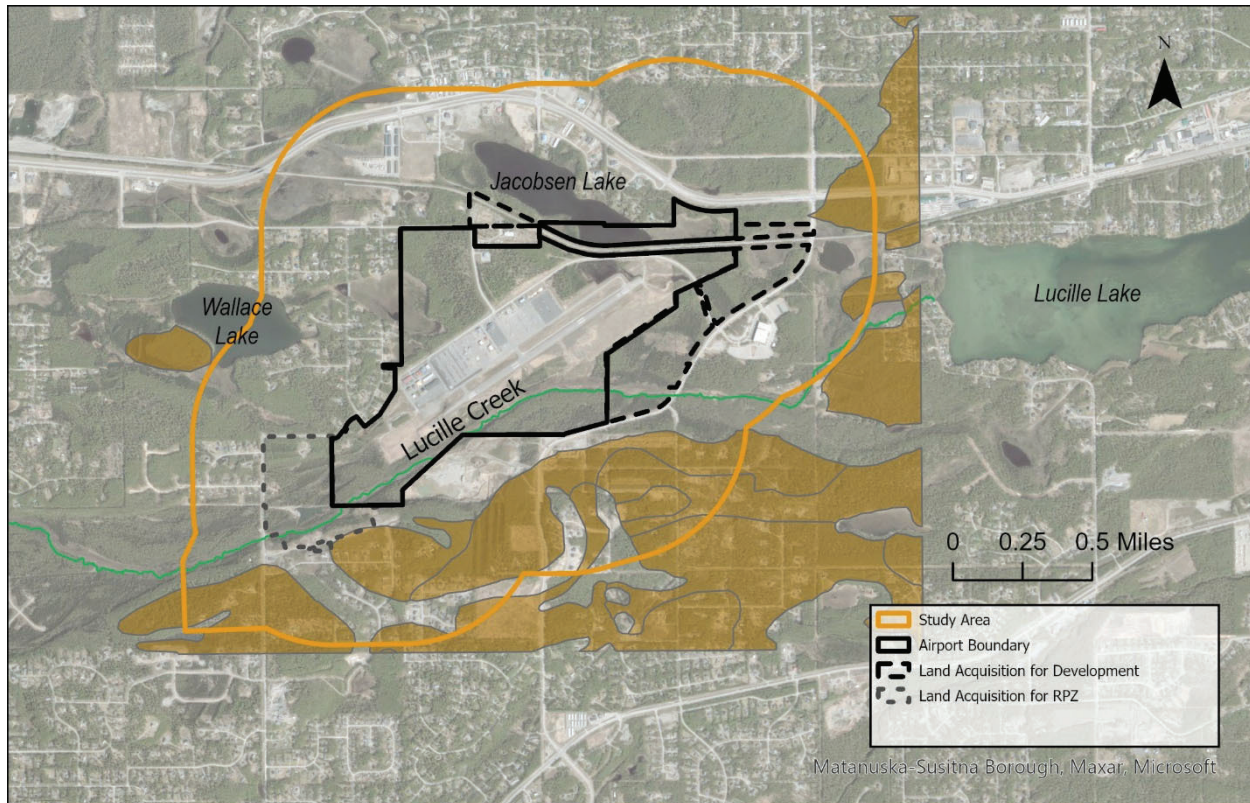


Figure 1: Study Area

Federal Aviation Administration (FAA) Orders 1050.1G (FAA, 2025), 5050.4B (FAA, 2006), FAA Advisory Circular (AC) 150/5070-6B, *Airport Master Plans* (FAA, 2015b) as well as the Environmental Desk Reference for Airport Actions (FAA, 2007) were used to develop the list of environmental resource topics that may need to be evaluated in a future NEPA document. This environmental overview is in accordance with FAA AC 150/5070-6B, and is intended to provide a pre-NEPA review used to evaluate development alternatives and streamline future NEPA environmental impact analyses.

FAA Order 1050.1G, *Environmental Impacts: Policies and Procedures* (FAA, 2025), outlines the following categories of potential impact that must be addressed in compliance with NEPA:

- Aviation Emissions and Air Quality
- Biological resources
- Department of Transportation Act Section 4(f) resources and Land and Water Conservation Fund Section 6(f) resources
- Farmlands
- Hazardous materials, solid waste, and pollution prevention
- Historical, architectural, archaeological, and cultural resources
- Land use
- Natural resources and energy supply
- Noise and compatible land use
- Socioeconomics and Children's Health and Safety Risks
- Visual effects (including light emissions)

- Water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

Consultation and/or agency approval from federal, state, and local agencies may be required in addition to NEPA documentation. The following is a preliminary list of agencies that may require regulatory authorization:

- Alaska Department of Environmental Conservation (ADEC), Section 401 Water Quality Certification
- Authorization of stormwater discharges under the Construction General Permit
- Contamination consultation
- Alaska Department of Fish and Game (ADF&G), Title 16 Fish Habitat Permits
- Alaska Department of Natural Resources (ADNR), Water Use Permit
- Alaska State Historic Preservation Office (SHPO) consultation, per Section 106 of the National Historic Preservation Act and the State Historic Preservation Act
- Matanuska-Susitna Borough (MSB), Flood Hazard Permit
- American Society for Testing and Materials (ASTM) Phase 1 Environmental Site Assessment
- U.S. Army Corps of Engineers (USACE), Section 404 permit
- U.S. Fish and Wildlife Service (USFWS) concurrence
- National Marine Fisheries Service (NMFS) concurrence

Air Quality

Pursuant to the Clean Air Act, the U.S. Environmental Protection Agency (EPA) has established National Ambient Air Quality Standards (NAAQS) for six “criteria” air pollutants. The State of Alaska has designated areas that are in attainment (areas that meet the NAAQS), Nonattainment (areas where concentration of one or more of the criteria air pollutants is higher than the NAAQS), or maintenance (an area previously designated as nonattainment and re-designated as a maintenance area because of an improvement in air quality) for each of the criteria pollutants.

The MSB is currently in attainment for all criteria pollutants. For proposed projects in air quality attainment areas, an air quality assessment may be required to demonstrate that a project would not significantly impact air quality. Projects that may exceed de minimis air quality thresholds must undergo an Attainment Area Screening to determine whether specific emission-producing thresholds would be exceeded. This screening identifies if an emission inventory is necessary (FAA, 2024). Proposed development projects that would increase airport capacity or add new emission sources, such as a runway extension, have the potential to impact air quality beyond de minimis thresholds and will require further analysis.

Short-term impacts to air quality, resulting from airborne dust and construction equipment operations during construction activities are also anticipated. Construction related air quality impacts are not expected to substantially increase emissions of EPA criteria pollutants.

Biological Resources

This section is an overview of the aquatic and terrestrial environments including plants, birds, and other wildlife.

Threatened and Endangered Species

A review of the USFWS Information for Planning and Consultation (IPaC) website (USFWS, 2023a) and the ADF&G special status species website did not identify any federal or state listed threatened or endangered species or critical habitats located within the vicinity of the airport (ADF&G 2023a).

Migratory Birds and Eagles' Nests

The Migratory Bird Treaty Act of 1918, as amended (16 USC 703-711) as well as the Bald and Golden Eagle Protection Acts (16 USC 668-668d) and Executive Order 13186 *Responsibilities of Federal Agencies to Protect Migratory Birds* require all federal agencies avoid to the extent possible, the "take" of migratory birds and bald and golden eagle, eggs, feathers, or nests.

A review of the USFWS IPaC webpage identified a diversity of migratory bird species in the vicinity of the airport (USFWS 2023a). Therefore, several migratory species may travel through the area and may be disturbed by future vegetation clearing operations. Birds are most sensitive during breeding and nesting, when vegetation clearing, ground disturbance, and other site construction activities can destroy active bird nests, eggs, or nestlings. The most effective way to protect nesting birds is to conduct these activities before or after the breeding season.

Vegetation clearing associated with future airport improvements is expected to follow USFWS recommended time periods for avoiding clearing in Southcentral Alaska, except as allowed by state, federal, local laws, and as approved by the Project Engineer. Below are date ranges that most birds are expected to be nesting, and which the USFWS recommends avoiding vegetation clearing/ground disturbing activities for different habitat types in Southcentral Alaska (USFWS 2022a):

- Forest/Woodland: May 1st- July 15th (*a, b, c)
- Shrub/Open: May 1st- July 15th(*a, b, c)
- Seabird Colonies: May 10th – September 15
- Eagles March 1st – August 31st (*e)

(*a) Raptors may nest 2+ months earlier than other birds

(*b) Canada geese and swans begin nesting April 20

(*c) Black scoter are known to nest through August 10

(*e) Eagles and eagle nests have additional protections under the Bald and Golden Eagle Protection Act, and a permit may be required to conduct activities near an eagle nest.

Suitable eagle nesting habitat exists in the general project vicinity. Prior to construction of new airport infrastructure, an eagle's nest survey may be necessary to identify whether eagles or eagle nests are sighted within 660 feet of proposed project development. If eagles or eagle nests are present consultation with the USFWS on how to proceed with the project will be required (USFWS 2022b).

Anadromous Water Bodies and Essential Fish Habitat

Review of the Alaska Fish Resource Monitor (ADF&G 2023b) identified Lucille Creek (Anadromous Waters Catalog [AWC] code 247-50-10330-2050-3030), an anadromous stream within the airport property boundary (Figure 2). Lucille Creek supports the presence of sockeye (*Oncorhynchus nerka*) and Chinook (*O. tshawytscha*) salmon as well as rearing habitat for coho salmon (*O. kisutch*), and provides habitat for resident fish species. To the east of the airport, within the study area, is an unnamed pond (AWC code: 247-50-10330-2050-3030-4101-0010) and unnamed tributary (AWC code: 247-50-10330-2050-3030-4101) to Lucille Creek which are cataloged for coho salmon rearing habitat, and also support resident fish

(Figure 2). Wallace Lake is situated west of the airport and is documented for resident fish presence. Jacobsen Lake, in the study area to the north, is not documented for fish presence.

The ADF&G has regulatory responsibility for protection of freshwater anadromous fish habitat, as well as fish passage for resident fish. A Title 16 Fish Habitat Permit is required for work within fish bearing water bodies. Any future projects that involve potential impacts to anadromous waters are required to be conducted during the fish window for Southcentral Alaska (May 15 to July 15) to minimize potential impacts to fish species. Additionally, anadromous water bodies are classified as Essential Fish Habitat (EFH). If future airport development projects pose adverse effects to EFH, consultation with NMFS would be required.

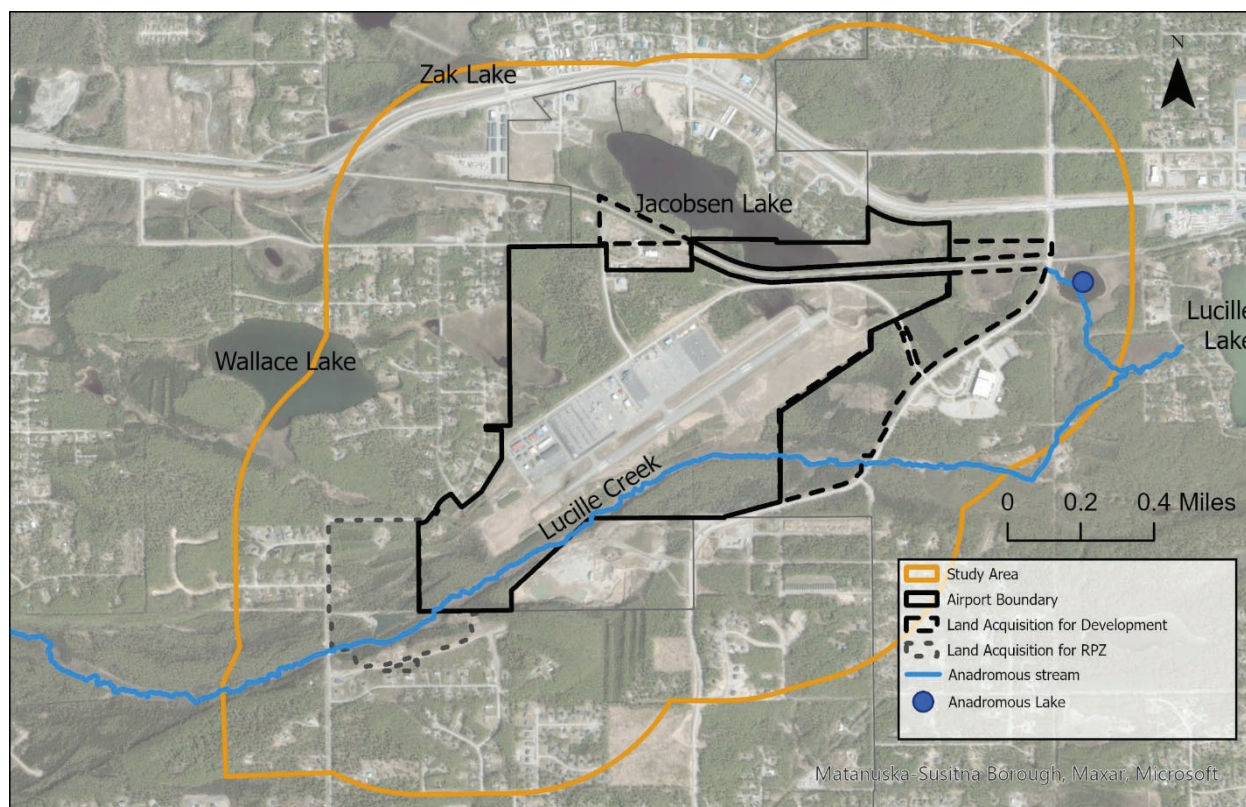


Figure 2: Anadromous Waters at the Wasilla Airport and the Surrounding Vicinity

Invasive Species

Review of the University of Alaska Anchorage Exotic Plants Information Clearinghouse Invasive Plants Mapper indicated there are two non-native species infestations within the vicinity of the Wasilla Airport (AKEPIC 2023). One infestation is located along W. Aviation Avenue, just east of the intersection between Aviation Avenue and Beacon Street. The second infestation is located on property adjacent to the airport at the northwest end of the airport property. Executive Order 13112 *Invasive Species* requires the FAA to ensure that ground disturbing activities are minimized to the extent practicable, and disturbed areas are re-vegetated with seed recommended for the region by ADNR; *A Revegetation Manual for Alaska* (Wright 2008).

Terrestrial Environment

The undeveloped properties in the airport vicinity are dominated by mixed spruce – birch woodland ecosystems. A natural corridor exists along Lucille Creek linking green spaces on the margin of Wasilla's more developed areas. The undeveloped properties and natural corridor provide habitat for a variety of land mammals that have small individual ranges, and allow wider ranging species to connect habitat types along Lucille Creek. Portions of the airport property are fenced to prevent intrusion into unauthorized areas, which restricts movement through the area by larger terrestrial species.

Coastal Resources

Alaska withdrew from the voluntary National Coastal Zone Management Program on July 1, 2011. Therefore, the Coastal Zone Management Act federal consistency provision no longer applies in Alaska. Federal agencies no longer provide consistency determinations for coastal zone management in Alaska.

Department of Transportation Act Section 4(f) Resources

Section 4(f) of the Department of Transportation Act states that FAA cannot approve the use of publicly-owned wildlife refuges, parks and recreation areas, or historic sites eligible for the National Register of Historic Places (NRHP) unless there is no feasible and prudent alternative to using the land and the project includes all possible measures to minimize harm to the property.

One public facility exists in the study area: the Curtis D. Menard Memorial Recreation Center is on adjacent property to the east of the airport. The following resources were reviewed, and no additional publically owned properties protected under Section 4(f) were identified in the vicinity of the airport:

- USFWS National Wildlife Refuge System website (2023b)
- U.S. National Park Service (NPS) website (NPS 2023)
- ADF&G list of state game refuges, sanctuaries, critical habitat areas, and special areas (2023c)
- ADNR Division of Parks and Recreation website (ADNR 2023a)
- MSB Public Facilities map viewer (MSB 2023)
- U.S. Forest Service (USFS) website (USFS 2023)
- The Land and Water Conservation Fund website (Trust for Public Lands 2023)

Farmlands

According to the Natural Resources Conservation Service (NRCS), there are no designated prime or unique farmlands, or farmlands of statewide importance in Alaska. The Matanuska-Susitna Borough has adopted criteria for farmlands of local importance. According to the NRCS Web Soil Survey (NRCS 2024), there are soil classification that qualify as Farmland of Local Importance in the vicinity of the airport. None of these lands are within the existing airport property or areas proposed for expansion in the Airport Master Plan (Figure 3). While these areas are recognizes as suitable for agriculture, none of these lands are currently used for agricultural purposes.

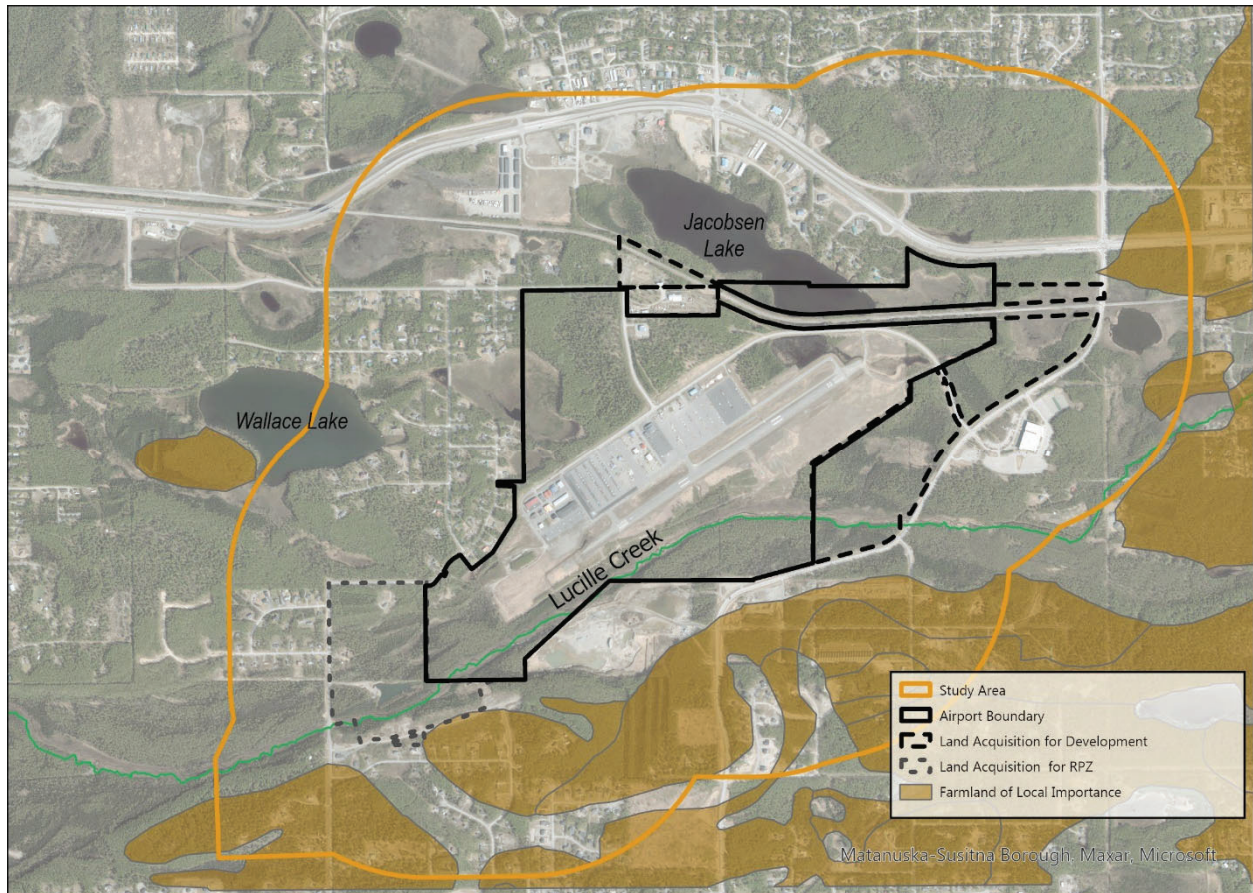


Figure 3: Farmlands of Local Importance in the Vicinity of the Wasilla Airport

Hazardous Waste

A search of ADEC's Contaminated Sites Program database did not identify any known contaminated sites within the study area or within the 0.5 mile study area (ADEC 2023b). Consultation with ADEC is recommended, should the project encounter an area within the study area that presents recognized environmental conditions that warrant concern regarding environmental contamination. For new property acquisition, the COW will need to conduct a Phase I Environmental Site Assessment (ESA) that is in accordance to American Society for Testing and Materials standards prior to purchasing. The Phase I ESA would identify risks related to environmental contamination.

Historic Properties, Archaeological and Cultural Resources

As part of future airport development, coordination with the Alaska Department of Natural Resources (ADNR) State Historic Preservation Officer, local tribal entities, and other interested consulting parties is recommended to determine whether additional research and field inspection needs to be completed to evaluate if the project will effect properties of historical and cultural significance.

Previous cultural resource evaluations at the Wasilla Airport, in support of past airport development projects, have included review of the ADNR Alaska Heritage Resource Survey (AHRs) online database and Phase I and II cultural resource evaluations of the various portions of the existing airport property. Cultural and historic resources have been identified on airport property and on nearby properties proposed for

acquisition and future airport development. Historic and cultural resources can include sensitive information and therefore are not included in figures in this document.

Land Use

The City of Wasilla land development code classifies land use through zoning under municipal code 16.20.010. The airport property is classified as Industrial, which is further described in code as:

The intent of the industrial district is to provide for and protect productive industrial areas. These areas are usually served by major highways or collector streets, the Alaska Railroad, the airport and public or community water or sewer. The designation of an area as industrial must contain specific provisions for traffic circulation and buffering of nearby non-industrial areas and uses from traffic, noise, dust, vibration, glare, pollution, and unsightly uses or activities.

The bulk of the airport is within the Wasilla city limits, west of downtown Wasilla. A 70 acre parcel (MSB account ID: 17N02W12D006) owned by the City of Wasilla is adjacent to the airport to the north, and considered part of the airport property. This property is outside the city limits, so may be a potential candidate for annexation by the city (Figure 4). This property is within the Meadow Lakes Community Council (MLCC) area, under the municipal authority of the MSB. The MLCC area borders the airport along the western airport boundary as well as portions of the northern and southern airport boundaries. Proposed projects may necessitate plan reviews for the MLCC, MSB and the City of Wasilla, and may require construction permits from the MSB and City of Wasilla.

Land use surrounding the airport is composed of undeveloped land, residential land, and light commercial. Undeveloped land includes a mix of public and privately owned parcels, with contiguous lack of development along Lucille Creek. Residential land use in the vicinity of the airport is generally located outside the Wasilla city limits. Residential parcel sizes range from less than an acre to 40 acre tracts. Commercial land use is primarily arranged along the Parks Highway to the north, with one active material site south of Lucille Creek. The Museum of Alaska Transportation and Industry and the Curtis D. Menard Memorial Recreation Center are both located in the vicinity of the airport. The Alaska Railroad right-of-way is adjacent to the airport property boundary.

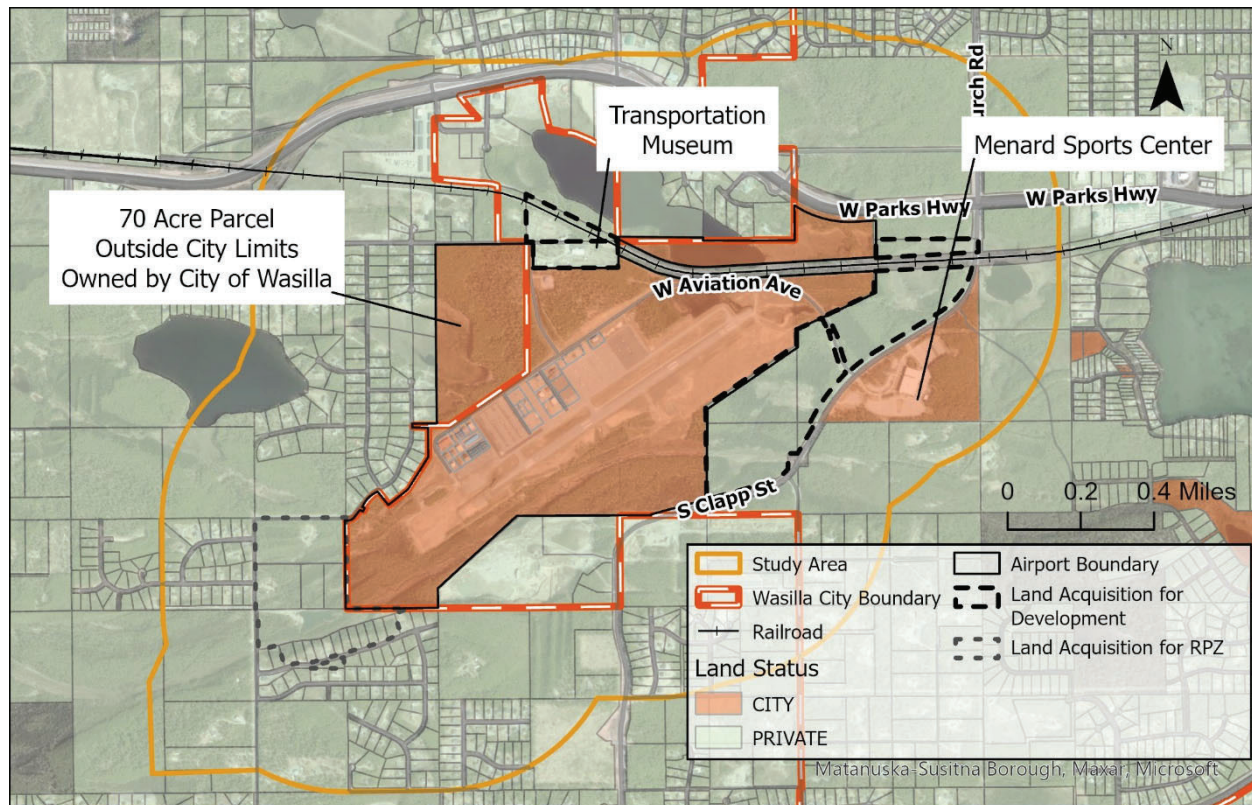


Figure 4: Land Status at the Wasilla Airport and the Surrounding Vicinity

Natural Resources and Energy Supply

Natural resource availability in the vicinity of the airport is primarily associated with earth material resources extraction. An existing material source is located on an adjacent 63 acre property to the south of the airport on the opposite side of Lucille Creek. Other material source sites exist nearby but outside the 0.5 mile airport vicinity.

Energy supply for the airport property is through the established grid with electric power supplied by the Matanuska Electric Association and gas supplied by ESTAR Natural Gas. Aviation gas and other bulk fuels are provided by Crowley Fuels Alaska.

Noise and Compatible Land Use

Pursuant to FAA Order 5050.4B (2006), a noise analysis may be required for actions involving a new airport location, a new runway, a major runway extension, or runway strengthening; or, when annual operations exceed 90,000 propeller operations or 700 jet operations and the project would result in a change in operations.

The compatibility of existing and planned land uses near an airport are typically associated with the extent of the airport's noise impacts. The airport is located on the border of the Wasilla city limits. Properties outside the city limits are under the municipal authority of the MSB and do not have land use zoning. This could potentially present challenges with compatibility for planned land uses, as residential neighborhoods are within the study area in close proximity to the airport. Projects that will change the

fleet configuration and number of operations, such as a runway extension, may be controversial. It is expected that a noise analysis would be required for this type of project.

Socioeconomic Impacts

The City of Wasilla has a population of approximately 9,500 people. Wasilla is well connected by land to surrounding communities. The George Parks Highway and Glenn Highway connect Wasilla to Anchorage, Fairbanks, Palmer, and smaller communities on the road system. The Alaska Railroad serves Wasilla on the Anchorage to Fairbanks route, while Mat-Su Valley Public Transportation provides bus service between Wasilla, Palmer, and Anchorage (Division of Community and Regional Affairs [DCRA] 2022).

Future development and capacity enhancements at the Wasilla Airport will likely have beneficial socioeconomic impacts for the community. Construction and maintenance activities have potential to create employment opportunities for residents. Enhanced airport capacity may offer additional employment for transportation and service industry personnel. Furthermore airport improvements may increase travel options for the local population, such as commercial air service with more connections to other communities.

Visual Impacts

The Wasilla Airport is located on a flat terrace above Lucille Creek among rolling hills west of downtown Wasilla. The airport is visible from residential areas on higher knolls in the vicinity, and appears as an industrial landscape with limited development around the perimeter. The existing runway and taxiways have medium intensity edge lighting. All lighting systems are pilot activated by radio frequency upon approach to the airport. This minimizes the lighting during low light or no light conditions. Airport lighting is considered consistent with a small, community airport. Visual impacts that could occur from any proposed project would be evaluated to determine potential effects to sensitive viewers.

Water Resources

Navigable Waters

Review of ADNR's Alaska Mapper Navigable Waters Layer did not identify any navigable waters at the Wasilla Airport or in the surrounding vicinity (ADNR 2023b).

Wetlands and Other Waters of the U.S.

A review Cook Inlet Wetlands (Gracz 2013) and the National Wetlands Inventory (NWI) (USFWS 2023c) databases identify several wetland complexes within and immediately adjacent to the airport property boundary (Figure 5). A wetland delineation will be necessary to ground truth identified wetland boundaries, inform design to support avoidance and minimization of impacts to wetlands, and to evaluate impacts where necessary. Should the project involve dredge and/or fill within wetlands and/or waters of the U.S. authorization under USACE Section 404 permit and ADEC Section 401 will be required.

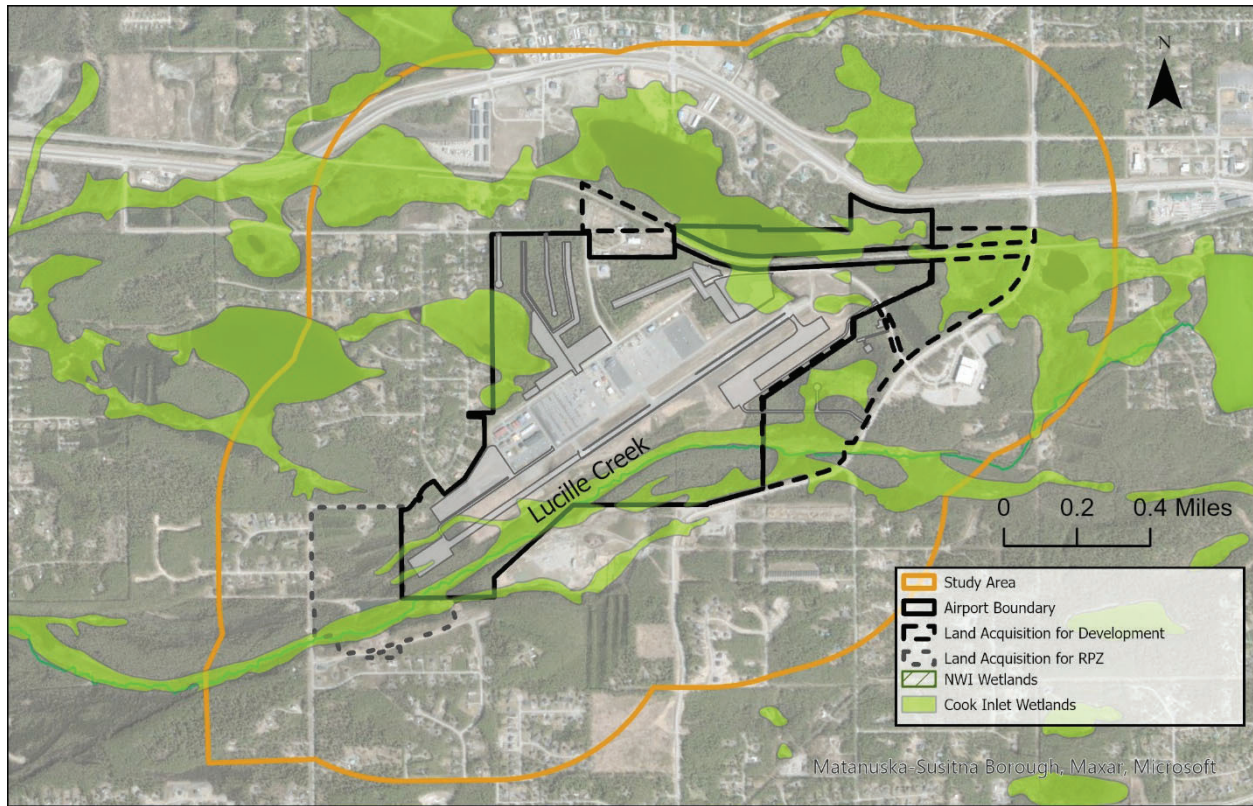


Figure 5: Wetlands at the Wasilla Airport and the Surrounding Vicinity

Floodplain and Regulatory Floodway

Review of the Federal Emergency Management Agency (FEMA) determined Wasilla Airport is located on FEMA Flood Insurance Rate Map (FIRM) 02170C8060F. This FIRM identified a Special Flood Hazard Area (SFHA) within the Wasilla airport property boundary which is associated with Lucille Creek (Figure 6). This SFHA, identified as Zone A, is defined as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood (FEMA 2023).

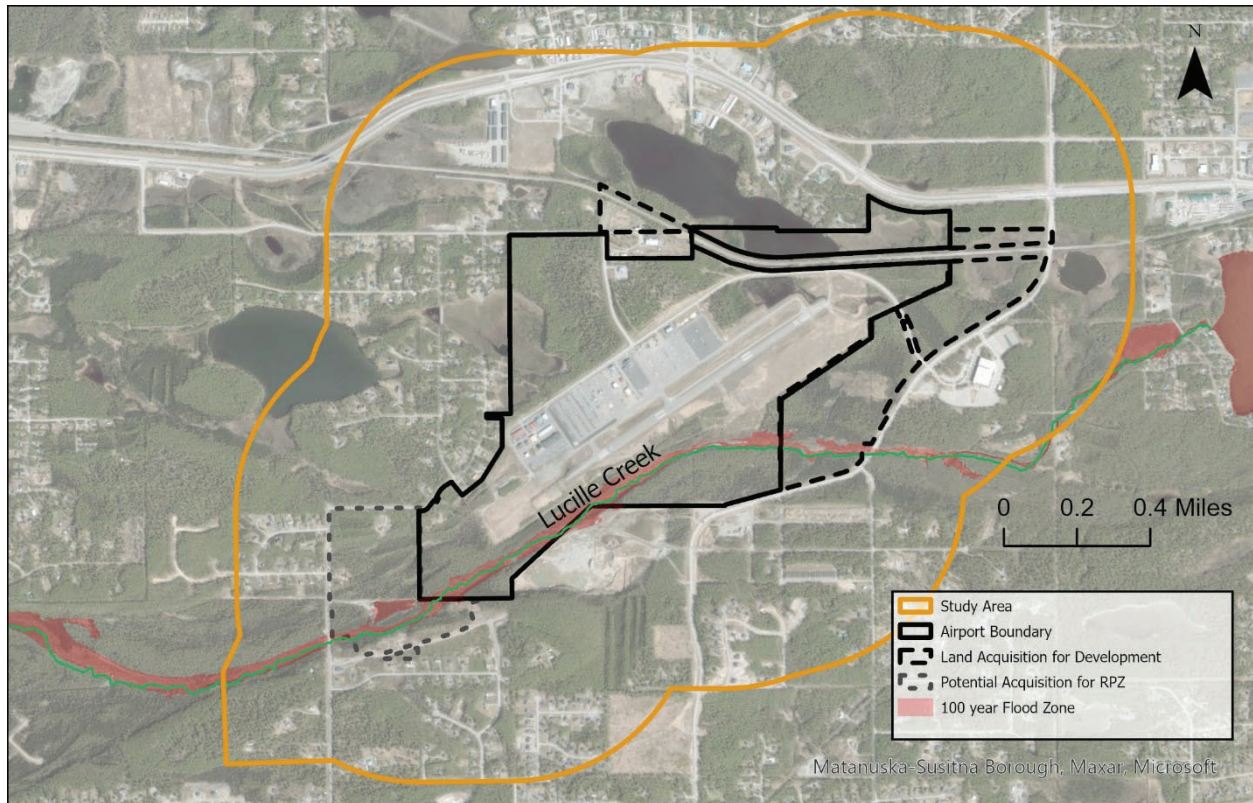


Figure 6: Mapped Special Flood Hazard Areas at the Wasilla Airport and the Surrounding Vicinity

Water Quality

The project is located within the Lucille Creek watershed, which ultimately drains to the Knik Arm of Cook Inlet. Review of Alaska's Final 2018 Integrated Water Quality Monitoring and Assessment Report (approved June 2020), identifies Lucille Lake, located about 0.75 miles east of the Wasilla Airport, as a 303-listed waterbody containing elevated zinc, lead, and aromatic hydrocarbons (ADEC 2023c). Lucille Lake has a surface water connection to Lucille Creek, and is located upstream of the Wasilla Airport (Figure 1).

Wild and Scenic Rivers

A review of the NPS website for Wild and Scenic Rivers indicated that there are no designated Wild and Scenic Rivers within the study area.

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APPENDIX F

Engineer's Estimate

**Wasilla Airport Master Plan
Alternative 1 Engineer's Estimate**

ITEM	DESCRIPTION	TOTAL PRICE ESTIMATE
1.a	Acquire Avigation Easements	\$ 100,000

Alternative 2 Construction Subtotal	\$100,000
Overall Project Contingency @ 20%	\$20,000
Design Work @ 12%	\$12,000
Construction Engineering (CENG) @ 20%	\$20,000
Alternative 2 Grand Total	\$152,000

**Wasilla Airport Master Plan
Alternative 2 Engineer's Estimate**

ITEM	DESCRIPTION	TOTAL PRICE ESTIMATE
2.a	Construct Runway 04/22 Expansion	\$ 33,582,000
2.b	Land Acquisition	\$ 9,800,000
2.c	Acquire Avigation Easements	\$ 750,000
2.d	Widen Taxiway B and Construct Taxiway B Extension	\$ 10,423,000
2.e	Construct South General Aviation Apron	\$ 4,692,800
2.f	Extend South General Aviation Apron and Provide Private Lease Lots	\$ 5,774,200
2.g	Develop Landside and Airside Access to Northwest Private Hangar Lease Lot	\$ 14,308,000
2.h	Construct North General Aviation Aprons	\$ 9,073,000
2.i	Construct Vehicle Parking Area	\$ 732,000
2.j	Extend Access Road	\$ 1,743,000
2.k	Develop Airside Access to Northeast Commercial Lease Lots	\$ 7,592,000
2.l	Shift and Resurface Runway 04S/22S	\$ 2,549,100
2.m	Construct Ski Taxiway	\$ 782,500
2.n	Construct Taxiway Barrier Gates	\$ 2,505,200
2.o	Construct Long-Term Vehicle Parking Area	\$ 1,190,000
2.p	Develop Landside and Airside Lease Lot Access for New Hangar Building	\$ 588,900
2.q	Develop City-Owned Aviation Business Center	\$ 10,039,600
2.r	Provide Lease Lot for Aviation Fuel Facility	\$ 1,028,300
2.s	Construct Transient Apron	\$ 2,165,800
2.t	Construct Taxiway K and Landside Access to Commercial Lease Lots	\$ 6,204,230
2.u	Extend Taxiway K and Construct Commercial/Large Aircraft Apron	\$ 4,242,365
2.v	Construct Landside Access to Southern Commercial Lease Lots	\$ 4,912,000
2.w	Provide Lease Lot for Fire and Rescue Facility	\$ 648,900
2.x	Construct Helipad	\$ 1,144,900
2.y	Provide Lease Lot for Hotel	\$ 1,096,400
2.z	Construct Perimeter Fence Improvements	\$ 2,848,600
2.aa	Construct Vehicle Access Gates	\$ 1,486,000

Alternative 2 Construction Subtotal	\$141,910,000
Overall Project Contingency @ 20%	\$28,382,000
Design Work @ 12%	\$17,030,000
Construction Engineering (CENG) @ 20%	\$28,382,000
Alternative 2 Grand Total	\$215,704,000

**Wasilla Airport Master Plan
Alternative 3 Engineer's Estimate**

ITEM	DESCRIPTION	TOTAL PRICE ESTIMATE
3.a	Construct Runway 04/22 Expansion	\$ 33,582,000
3.b	Land Acquisition	\$ 12,820,000
3.c	Acquire Avigation Easements	\$ 750,000
3.d	Widen Taxiway B and Construct Taxiway B Extension	\$ 10,423,000
3.e	Construct South General Aviation Apron	\$ 4,692,800
3.f	Extend South General Aviation Apron and Provide Private Lease Lots	\$ 5,774,200
3.g	Develop Landside and Airside Access to Northwest Private Hangar Lease Lot	\$ 13,226,000
3.h	Construct North General Aviation Apron	\$ 7,470,000
3.i	Construct Vehicle Parking Area	\$ 732,000
3.j	Extend Access Road	\$ 2,146,600
3.k	Develop Airside and Landside Access to Northeast Commercial Lease Lots	\$ 15,904,400
3.l	Shift and Resurface Runway 04S/22S	\$ 2,549,100
3.m	Construct Ski Taxiway	\$ 782,500
3.n	Construct Taxiway Barrier Gates	\$ 2,505,200
3.o	Construct Long Term Vehicle Parking Area	\$ 1,171,300
3.p	Develop Landside and Airside Lease Lot Access for New Hangar Building	\$ 588,900
3.q	Develop City-Owned Aviation Business Center	\$ 10,040,000
3.r	Provide Lease Lot for Aviation Fuel Facility	\$ 1,028,300
3.s	Construct Transient Apron	\$ 2,166,000
3.t	Construct Taxiway K and Landside Access to Commercial Lease Lots	\$ 6,204,230
3.u	Extend Taxiway K and Construct Commercial/Large Aircraft Apron	\$ 4,242,365
3.v	Construct Landside and Airside Access to Southern Commercial Lease Lots	\$ 8,024,000
3.w	Provide Lease Lot for Fire and Rescue Facility	\$ 648,900
3.x	Construct Helipad	\$ 1,144,900
3.y	Provide Lease Lot for Hotel	\$ 1,096,400
3.z	Construct Perimeter Fence Improvements	\$ 2,814,900
3.aa	Construct Vehicle Access Gates	\$ 1,486,000
3.ab	Construct Commercial/Large Aircraft Apron Vehicle Parking Area	\$ 830,000
3.ac	Construct Aircraft Run-Up Areas	\$ 1,599,500
3.ad	Construct Parachute Landing Area and Access Road	\$ 940,700

Alternative 3 Construction Subtotal	\$157,390,000
Overall Project Contingency @ 20%	\$31,478,000
Design Work @ 12%	\$18,887,000
Construction Engineering (CENG) @ 20%	\$31,478,000
Alternative 3 Grand Total	\$239,233,000

APPENDIX G

Capital Improvement Program Datasheets

WASILLA MUNICIPAL AIRPORT
Near-Term Airport Capital Improvement Projects (0 to 5 Years)
Construct Taxiway K, Construct GA and Commercial Aprons, and Extend Runway 04/22

Project	Title	Total Project Estimate (\$)	Fiscal Year	AIP Funding (\$)	Sponsor Share (\$)	Fig. 1: Near-Term Project Callout
IYS-NT-1	Land Acquisition	7,250,000	2025	-	7,250,000	NT-1
IYS-NT-2	Acquire Avigation Easements	937,500	2025	-	937,500	NT-2
IYS-NT-3	Construct Taxiway K and Landside Access to Commercial Lease Lots and Commercial/Large Aircraft Apron	13,476,108	2025	9,345,681	4,130,427	NT-3
IYS-NT-4	Construct Runway to 04/22 to 5100'	15,534,600	2027	14,563,688	970,913	NT-4
IYS-NT-5	Taxiway B Extension	3,387,000	2027	3,175,313	211,688	NT-5
IYS-NT-6	Construct South General Aviation Apron	6,910,100	2027	6,478,219	431,881	NT-6
IYS-NT-7	Develop Landside and Airside Lease Lot Access for New Hangar Building	899,600	2028	-	899,600	NT-7
IYS-NT-8	Construct Long-Term Vehicle Parking Area	1,928,500	2030	1,084,800	843,700	NT-8
IYS-NT-9	Construct Perimeter Fencing	1,199,500	2030	1,124,531	74,969	NT-9
Near-Term Project Group Total:		51,522,908		35,772,231	15,750,677	

CIP DATASHEET

Airport Name: Wasilla Municipal Airport

Grant Year: 2025

LOCID: IYS

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
CA	LA	AQ	Land Acquisition - 91.4 Acres	\$ 7,250,000
			Total Cost:	\$ 7,250,000
			Sponsor Share:	\$ 7,250,000
			Federal Share (95% of total cost for this airport in FY25):	\$ -

Project Description and Justification:

This project includes acquiring approximately 91.4 acres of land within and adjacent to the Runway 04 near-term and ultimate RPZs (see IYS-NT-4 and IYS-MT-2) to facilitate near-term and ultimate expansion of Runway 04/22 to 5,100 feet and 6,000 feet, respectively.

Wasilla Municipal Airport Master Plan
Near-Term ACIP Estimates
Land Acquisition

Near-Term ID: NT-1		Est Earliest Date of Acquisition		2025
ITEM	QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL PRICE
1	Land Acquisition - 91.4 Acres	1 L.S.	\$ 5,800,000.00	\$ 5,800,000.00

Subtotal	\$	5,800,000
Land Acquisition	@ 0%	\$ -
Acquisition Services & Appraisal	@ 25%	\$ 1,450,000
Construction Management	@ 0%	\$ -
0-Year Inflation	@ 5%	\$ -
Grand Total	\$	7,250,000

CIP DATASHEET

Airport Name: Wasilla Municipal Airport

Grant Year: 2025

LOCID: IYS

Date Submitted:

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
CA	LA	AQ	Avigation Easement Acquisition - 13.35 Acres	\$ 937,500
			Total Cost:	\$ 937,500
			Sponsor Share:	\$ 937,500
			Federal Share (95% of total cost for this airport in FY25):	\$ -

Project Description and Justification:

This project includes acquiring avigation easements in approximately 13.35 acres of land within and adjacent to the Runway 04 near-term and ultimate RPZs (see IYS-NT-4 and IYS-MT-2). Acquiring avigation easements for the Runway 4-22 RPZ areas will provide the airport to control the airspace within the RPZs. This is will allow the airport to better control obstructions and penetrations of the RPZ and enforce height restrictions within the area.

Wasilla Municipal Airport Master Plan
Near-Term ACIP Estimates
Acquire Avigation Easements

Near-Term ID: NT-2		Est Earliest Date of Acquisition		2025
ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
1	Avigation Easement Acquisition - 13.35 Acres	1 L.S.	\$ 750,000.00	\$ 750,000.00

Subtotal	\$	750,000
Land Acquisition	@ 0%	\$ -
Acquisition Services & Appraisal	@ 25%	\$ 187,500
Construction Management	@ 0%	\$ -
0-Year Inflation	@ 5%	\$ -
Grand Total	\$	937,500

CIP DATASHEET

Airport Name: Wasilla Municipal Airport

Grant Year: 2025

LOCID: IYS

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
CA	TW	CO	Construct Taxiway "K"	\$13,476,108
CA	TW	CO	Construct Taxiway "H"	
ST	TW	LI	Install Taxiway Lighting	
ST	TW	SG	Install Taxiway Markings and Signage	
CA	AP	CO	Construct Commercial/Large Aircraft Apron	
ST	AP	LI	Install Apron Lighting	
CA	AR	AC	Construct Access Road	
CA	OT	DR	Construct Airport Drainage/Erosion Control	
			Total Cost:	\$ 13,476,108
			Sponsor Share:	\$ 4,130,427
			Federal Share (95% of total cost for this airport in FY25):	\$ 9,345,681

Project Description and Justification:

This project includes extending interlink Taxiway "H", construction of new Taxiway "K" with commercial apron access along its southeastern side, construction of a commercial/large aircraft apron at the southern end of proposed Taxiway "K", and construction of an access road from the new apron to Aviation Avenue. The project also includes construction of a water main extension, new sewer main, and subsurface disposal system for future commercial development. This project is proposed to facilitate larger aircraft and will provide dedicated apron and lease lot space to larger aircraft. This project will provide airside and landside access and extension of utilities to approximately 4.4 acres of land reserved for future commercial development of aviation-related buildings and businesses. Portions of this work are considered exclusive use and are ineligible for AIP funding. The ineligible portion of work in this estimated to be approximately 27% of the total project cost.

**Wasilla Municipal Airport Master Plan
Near-Term ACIP Estimates**

Construct Taxiway K and Landside Access to Commercial Lease Lots and Commercial/Large Aircraft Apron

2025

Near-Term ID: NT-3

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
D701.010.0012	CS PIPE, 12-INCH	76 L.F.	\$ 150.00	\$ 11,400.00
F162.010.0008	8-FEET CHAIN-LINK FENCE	890 L.F.	\$ 110.00	\$ 97,900.00
F162.050.0024	SINGLE CANTILEVER GATE, 24-FEET WIDE	1 EACH	\$ 25,000.00	\$ 25,000.00
F170.010.0000	STEEL BOLLARD	7 EACH	\$ 3,150.00	\$ 22,050.00
F171.010.0000	POWER GATE OPERATOR SYSTEM	1 EACH	\$ 400,000.00	\$ 400,000.00
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	1 L.S.	\$ 448,000.00	\$ 448,000.00
G105.010.0000	INTERIM WORK AUTHORIZATION	1 C.S.	\$ 269,000.00	\$ 269,000.00
G110.010.0000	AIRPORT SAFETY REQUIREMENTS	1 L.S.	\$ 269,000.00	\$ 269,000.00
G130.010.0000	FIELD OFFICE	1 L.S.	\$ 100,000.00	\$ 100,000.00
G130.060.0000	NUCLEAR TESTING EQUIPMENT STORAGE SHED	1 EACH	\$ 9,000.00	\$ 9,000.00
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	1 L.S.	\$ 115,200.00	\$ 115,200.00
G135.020.0000	EXTRA THREE PERSON SURVEY PARTY	80 HR	\$ 375.00	\$ 30,000.00
G135.030.0000	MONUMENT BY THE CONTRACTOR	1 L.S.	\$ 10,000.00	\$ 10,000.00
G150.010.0075	EQUIPMENT RENTAL, DOZER 75-HP MINIMUM	160 HR	\$ 200.00	\$ 32,000.00
G200.010.0000	CONTRACTOR QUALITY CONTROL PROGRAM	1 L.S.	\$ 35,000.00	\$ 35,000.00
G300.010.0000	CPM SCHEDULING	1 L.S.	\$ 24,000.00	\$ 24,000.00
L108.010.1008	UNDERGROUND CABLE #8 AWG, COPPER, 5KV FAA TYPE C, L-824	4,780 L.F.	\$ 6.00	\$ 28,680.00
L108.030.0006	#6 BARE COPPER GROUND CONDUCTOR	2,670 L.F.	\$ 4.00	\$ 10,680.00
L109.030.0000	ELECTRICAL ENCLOSURE AND FOUNDATION IN PLACE	1 EACH	\$ 125,000.00	\$ 125,000.00
L109.040.0000	INSTALLATION OF ELECTRICAL EQUIPMENT IN NEW STRUCTURE	1 EACH	\$ 80,000.00	\$ 80,000.00
L110.010.0001	HDPE CONDUIT, 2-INCH	2,300 L.F.	\$ 40.00	\$ 92,000.00
L110.020.0002	GRC CONDUIT, 2-INCH	97 L.F.	\$ 65.00	\$ 6,305.00
L125.010.0000	REGULATOR, L-829	1 EACH	\$ 30,000.00	\$ 30,000.00
L125.020.0000	TAXIWAY EDGE LIGHT, TYPE L-861T(L)	48 EACH	\$ 3,500.00	\$ 168,000.00
L125.030.0000	AIRPORT SIGN, TYPE L-858	1 EACH	\$ 15,000.00	\$ 15,000.00
L125.040.0000	HANDHOLE, L-867, SIZE B	2 EACH	\$ 1,500.00	\$ 3,000.00
L125.050.0000	SPARE PARTS	1 C.S.	\$ 11,000.00	\$ 11,000.00
L125.070.0000	REMOVE RUNWAY AND TAXIWAY LIGHT	2 EACH	\$ 500.00	\$ 1,000.00
P151.030.0000	CLEARING & GRUBBING	34.4 ACRE	\$ 16,000.00	\$ 550,400.00
P152.010.0000	UNCLASSIFIED EXCAVATION	213,244 C.Y.	\$ 10.00	\$ 2,132,440.00
P152.390.0000	DITCH LINING	114 TON	\$ 125.00	\$ 14,250.00
P154.020.0000	SUBBASE COURSE	77,100 TON	\$ 15.00	\$ 1,156,500.00
P209.020.0000	CRUSHED AGGREGATE BASE COURSE	15,930 TON	\$ 40.00	\$ 637,200.00
P299.020.0000	CRUSHED AGGREGATE SURFACE COURSE	1,120 TON	\$ 60.00	\$ 67,200.00

P401.010.0030	HOT MIX ASPHALT TYPE II, CLASS A	12,100 TON	\$	100.00	\$	1,210,000.00
P401.020.5828	ASPHALT BINDER (PG 58-28)	760 TON	\$	800.00	\$	608,000.00
P401.070.0000	JOINT ADHESIVE	25,715 L.F.	\$	1.00	\$	25,715.00
P401.130.0000	HMA COMBINED PRICE ADJUSTMENT	1 C.S.	\$	70,000.00	\$	70,000.00
P602.010.0010	PRIME COAT,CSS-1	63 TON	\$	950.00	\$	59,850.00
P603.010.0010	TACK COAT,STE-1	25 TON	\$	820.00	\$	20,500.00
P620.020.0000	RUNWAY AND TAXIWAY PAINTING	1 L.S.	\$	14,600.00	\$	14,600.00
P641.010.0000	EROSION, SEDIMENT AND POLLUTION CONTROL ADMINISTRATION	1 L.S.	\$	33,400.00	\$	33,400.00
P641.030.0000	TEMPORARY EROSION, SEDIMENT AND POLLUTION CONTROL	1 L.S.	\$	100,375.00	\$	100,375.00
P641.060.0000	WITHHOLDING	1 C.S.	\$	-	\$	-
P661.030.0000	STANDARD SIGNS	3 EACH	\$	1,500.00	\$	4,500.00
P675.010.0000	W-BEAM GUARDRAIL	675 L.F.	\$	40.00	\$	27,000.00
P675.130.0000	PARALLEL GUARDRAIL TERMINAL	2 EACH	\$	10,000.00	\$	20,000.00
T901.010.0000	SEEDING	22.1 ACRE	\$	4,500.00	\$	99,450.00
T905.010.0020	TOPSOILING, CLASS B	106,900 S.Y.	\$	5.00	\$	534,500.00
U100.060.5000	CONSTRUCT WATER MAIN EXTENSION (COMPLETE)	1 L.S.	\$	395,000.00	\$	395,000.00
U200.051.5000	CONSTRUCT SEWER MAIN SYSTEM (COMPLETE)	1 L.S.	\$	105,000.00	\$	105,000.00
U200.051.5001	CONSTRUCT SOIL ABSORPTION (COMPLETE)	1 L.S.	\$	80,000.00	\$	80,000.00
U200.051.5002	SAND LINER	1 C.S.	\$	12,500.00	\$	12,500.00

Subtotal Construction			\$	10,446,595
Overall Project Contingency Percent/Amount:			\$	1,044,660
Design Percent/Amount:			\$	731,262
Construction Engineering (CENG) Percent/Amount:			\$	1,253,591
0-Year Inflation			\$	-
Grand Total, AIP-eligible (excludes sewer utility ext., soil absorption sys., and sand liner)			\$	9,837,559
Grand Total, Sponsor (includes sewer utility ext., soil absorption sys., and sand liner)			\$	3,638,549

Near-Term ID: NT-3

CIP DATASHEET

Airport Name: Wasilla Municipal Airport

Grant Year: 2027

LOCID: IYS

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
CA	RW	EX	Construct Runway 04/22 to 5,100'	\$ 15,534,600
ST	RW	LI	Install Runway 04/22 Edge Lighting	
ST	RW	SG	Install Runway 04/22 Markings and Signage	
ST	RW	VI	Install PAPIs on Runway 04/22	
ST	RW	VI	Install REILs on Runway 04/22	
ST	EQ	WX	Install Supplemental Wind Cone	
			Total Cost:	\$ 15,534,600
			Sponsor Share:	\$ 970,910
			Federal Share (93.75% of total cost for this airport):	\$ 14,563,690

Project Description and Justification:

Resurface and extend existing runway by 1,400 feet. Runway expansion will also include drainage improvements, new pavement and markings, and new runway edge lighting, installation of a supplemental wind cone, precision approach path indicators (PAPIs), and Runway End Identifier Lights (REILs).

Wasilla Municipal Airport Master Plan
Near-Term ACIP Estimates
Construct Runway to 04/22 to 5100'

Near-Term ID: NT-4

2027

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	1 L.S.	\$ 1,000,000.00	\$ 1,000,000
G110.010.0000	AIRPORT SAFETY REQUIREMENTS	1 L.S.	\$ 500,000.00	\$ 500,000
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	1 L.S.	\$ 88,000.00	\$ 88,000
G135.010.0000	CONTRACTOR FURNISHED ENGINEERING TOOLS	1 L.S.	\$ 22,000.00	\$ 22,000
G200.010.0000	CONTRACTOR QUALITY CONTROL PROGRAM	1 L.S.	\$ 31,000.00	\$ 31,000
G300.010.0000	CPM SCHEDULING	1 L.S.	\$ 17,500.00	\$ 17,500
G310.010.0000	PUBLIC UPDATES	1 L.S.	\$ 8,800.00	\$ 8,800
L107.011.0008	8-FEET LIGHTED WIND CONE, SUPPLEMENTAL, IN PLACE	1 EACH	\$ 20,000.00	\$ 20,000
L108.010.2008	UNDERGROUND CABLE #8 AWG, COPPER, 5KV FAA TYPE C, L-824	12,500 L.F.	\$ 3.00	\$ 37,500
L108.030.0006	#6 BARE COPPER GROUND CONDUCTOR	12,500 L.F.	\$ 5.00	\$ 62,500
L110.030.1002	RIGID STEEL CONDUIT, 2-INCH	200 L.F.	\$ 50.00	\$ 10,000
L110.080.1002	HDPE CONDUIT, 2-INCH	12,300 L.F.	\$ 15.00	\$ 184,500
L125.030.0000	MEDIUM INTENSITY RUNWAY EDGE AND THRESHOLD LIGHT, L-861 AND L-866	50 EACH	\$ 2,800.00	\$ 140,000
L125.180.0000	TEMPORARY RUNWAY LIGHTING SYSTEM	1 L.S.	\$ 15,000.00	\$ 15,000
L132.010.0010	INSTALL APPROACH LIGHTING AIDS, PAPI	1 L.S.	\$ 520,000.00	\$ 520,000
L132.010.0020	INSTALL APPROACH LIGHTING AIDS, REIL	1 L.S.	\$ 570,000.00	\$ 570,000
L132.020.0010	REMOVE APPROACH LIGHTING AIDS, PAPI	1 L.S.	\$ 15,000.00	\$ 15,000
L132.020.0020	REMOVE APPROACH LIGHTING AIDS, REIL	1 L.S.	\$ 15,000.00	\$ 15,000
L125.130.0000	AIRPORT SIGN, L-858	4 EACH	\$ 12,000.00	\$ 48,000
L125.500.0000	MISCELLANEOUS AIRPORT ELECTRICAL WORK	1 C.S.	\$ 49,200.00	\$ 49,200
P151.040.0000	CLEARING & GRUBBING	4 ACRE	\$ 15,000.00	\$ 60,000
P152.010.0000	UNCLASSIFIED EXCAVATION	165,100 C.Y.	\$ 15.00	\$ 2,476,500
P154.020.0000	SUBBASE COURSE	44,000 TON	\$ 20.00	\$ 880,000
P161.010.0000	RECYCLED ASPHALT PAVEMENT	34,000 S.Y.	\$ 10.00	\$ 340,000.00
P209.020.0000	CRUSHED AGGREGATE BASE COURSE	16,600 TON	\$ 35.00	\$ 581,000
P299.020.0000	CRUSHED AGGREGATE SURFACE COURSE	600 TON	\$ 100.00	\$ 60,000
P401.010.0030	HOT MIX ASPHALT TYPE II, CLASS A	10,600 TON	\$ 150.00	\$ 1,590,000
P401.040.5834	ASPHALT BINDER, PG 58-34E	620 TON	\$ 1,000.00	\$ 620,000
P401.070.0000	JOINT ADHESIVE	22,440 L.F.	\$ 0.50	\$ 11,220
P603.010.0010	TACK COAT STE-1	20 TON	\$ 650.00	\$ 13,000
P602.010.0000	PRIME COAT, CSS-1	20 TON	\$ 575.00	\$ 11,500.00
P620.010.0000	RUNWAY AND TAXIWAY PAINTING	1,000 S.F.	\$ 2.00	\$ 2,000
P620.050.0000	PAINTED MARKING REMOVAL	35,300 S.F.	\$ 2.00	\$ 70,600
P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL ADMINISTRATION	1 L.S.	\$ 26,200.00	\$ 26,200

P641.020.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	1 L.S.	\$	122,100.00	\$	122,100
P641.070.0000	SWPPP MANAGER	1 L.S.	\$	15,000.00	\$	15,000
P671.010.0000	RUNWAY CLOSURE MARKER, VINYL MESH	8 EACH	\$	3,000.00	\$	24,000
P671.020.0000	RUNWAY CLOSURE MARKER, ILLUMINATED	2 EACH	\$	25,000.00	\$	50,000
T901.020.0000	SEEDING	2,890 L.B.	\$	55.00	\$	158,950
T905.010.0020	TOPSOILING, CLASS B	27,920 S.Y.	\$	3.00	\$	83,760

Overall Project Contingency Percent/Amount:	Subtotal Construction	\$	10,549,800
Design Percent/Amount:	@ 10%	\$	1,054,980
Construction Engineering (CENG) Percent/Amount:	@ 12%	\$	1,265,976
2-Year Inflation	@ 15%	\$	1,582,470
	@ 5%	\$	1,081,400
	Grand Total	\$	15,534,600

Near-Term ID: NT-4

CIP DATASHEET

Airport Name: Wasilla Municipal Airport

Grant Year: 2027

LOCID: IYS

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
CA	TW	EX	Construct Taxiway "B" Extension	\$ 3,387,000
CA	TW	CO	Construct New Connecting Taxiway "G"	
ST	TW	LI	Install Taxiway Lighting	
ST	TW	SG	Install Taxiway Markings and Signage	
			Total Cost:	\$ 3,387,000
			Sponsor Share:	\$ 211,690
			Federal Share (93.75% of total cost for this airport):	\$ 3,175,310

Project Description and Justification:

This project includes extending existing parallel Taxiway "B" and construction of connecting Taxiway "G" to provide access to the newly extended Runway 4-22. This project will be done in conjunction with the Construct Runway 4-22 to 5,100' project (IYS-NT-4). The extension of Runway 4-22 will require an extension of existing parallel Taxiway "B" and construction of a new connecting taxiway at the Runway 04 threshold.

Wasilla Municipal Airport Master Plan
Near-Term ACIP Estimates
Taxiway B Extension

Near-Term ID: NT-5

2027

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
D701.010.0036	CS PIPE, 36-INCH	40 L.F.	\$ 300.00	\$ 12,000
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	1 L.S.	\$ 500,000.00	\$ 500,000.00
G110.010.0000	AIRPORT SAFETY REQUIREMENTS	1 L.S.	\$ 82,000.00	\$ 82,000.00
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	1 L.S.	\$ 30,000.00	\$ 30,000.00
G135.010.0000	CONTRACTOR FURNISHED ENGINEERING TOOLS	1 C.S.	\$ 5,000.00	\$ 5,000.00
L108.010.2008	UNDERGROUND CABLE #8 AWG, COPPER, 5KV FAA TYPE C, L-824	3,300 L.F.	\$ 5.00	\$ 16,500.00
L108.030.0006	#6 BARE COPPER GROUND CONDUCTOR	3,300 L.F.	\$ 2.00	\$ 6,600.00
L108.070.0000	GROUND ROD	20 EACH	\$ 230.00	\$ 4,600.00
L110.030.1002	RIGID STEEL CONDUIT, 2-INCH	800 L.F.	\$ 50.00	\$ 40,000.00
L110.080.1002	HDPE CONDUIT, 2-INCH	2,900 L.F.	\$ 30.00	\$ 87,000
L125.130.0000	AIRPORT SIGN, L-858	2 EACH	\$ 10,000.00	\$ 20,000.00
L125.040.0000	TAXIWAY EDGE LIGHT, L-861-T	18 EACH	\$ 2,500.00	\$ 45,000.00
L125.500.0000	MISCELLANEOUS AIRPORT ELECTRICAL WORK	1 C.S.	\$ 5,241.00	\$ 5,241.00
P151.030.0000	CLEARING & GRUBBING	1 ACRE	\$ 20,000.00	\$ 28,690.36
P152.010.0000	UNCLASSIFIED EXCAVATION	4,600 C.Y.	\$ 30.00	\$ 138,000.00
P152.190.0000	BORROW	13,500 C.Y.	\$ 10.00	\$ 135,000.00
P154.020.0000	SUBBASE COURSE	9,900 TON	\$ 30.00	\$ 297,000.00
P209.020.0000	CRUSHED AGGREGATE BASE COURSE	3,000 TON	\$ 45.00	\$ 135,000.00
P299.020.0000	CRUSHED AGGREGATE SURFACE COURSE	800 TON	\$ 100.00	\$ 80,000.00
P401.010.0030	HOT MIX ASPHALT TYPE II, CLASS A	1,400 TON	\$ 250.00	\$ 350,000.00
P401.020.5828	ASPHALT BINDER, PG 58-28	80 TON	\$ 2,000.00	\$ 160,000.00
P602.010.0000	PRIME COAT, CSS-1	5 TON	\$ 575.00	\$ 2,875.00
P603.010.0010	TACK COAT STE-1	5 TON	\$ 575.00	\$ 2,875.00
P620.050.0000	RUNWAY AND TAXIWAY PAINTING	2,100 S.F.	\$ 5.00	\$ 10,500.00
P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL ADMINISTRATION	1 L.S.	\$ 5,000.00	\$ 5,000.00
P641.050.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	1 C.S.	\$ 30,000.00	\$ 30,000.00
P641.070.0000	SWPPP MANAGER	1 L.S.	\$ 10,000.00	\$ 10,000.00
T901.020.0000	SEEDING	700 POUND	\$ 60.00	\$ 42,000.00
T905.010.0020	TOPSOILING, CLASS B	6,400 S.Y.	\$ 3.00	\$ 19,200.00

Subtotal Construction	\$ 2,300,100
Overall Project Contingency Percent/Amount:	
@ 10%	\$ 230,010
Design Percent/Amount:	
@ 12%	\$ 276,012
Construction Engineering (CENG) Percent/Amount:	
@ 15%	\$ 345,015
2-Year Inflation	
@ 5%	\$ 235,800
Grand Total	\$ 3,387,000

CIP DATASHEET

Airport Name: Wasilla Municipal AirportGrant Year: 2027LOCID: IYS

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
CA	AP	CO	Construct South General Aviation Apron	\$ 6,910,100
ST	AP	LI	Install Apron Lighting	
ST	AP	SG	Install Apron Markings and Signage	
			Total Cost:	\$ 6,910,100
			Sponsor Share:	\$ 431,881
			Federal Share (93.75% of total cost for this airport):	\$ 6,478,219

Project Description and Justification:

Construct approximately 267,000 square feet of additional general aviation (GA) apron space southwest of existing Apron A. The new South GA apron will include approximately 35 new small aircraft tie-downs with weatherproof outlets. Project will also include apron lighting, markings, and signage. The existing GA aprons are operating near capacity and additional apron space is required to meet the growing needs of the community.

Wasilla Municipal Airport Master Plan
Near-Term ACIP Estimates
Construct South General Aviation Apron

Near-Term ID: NT-6

2027

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	1 L.S.	\$ 500,000.00	\$ 500,000.00
G110.010.0000	AIRPORT SAFETY REQUIREMENTS	1 L.S.	\$ 80,000.00	\$ 80,000.00
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	1 L.S.	\$ 40,000.00	\$ 40,000.00
G135.010.0000	CONTRACTOR FURNISHED ENGINEERING TOOLS	1 C.S.	\$ 10,000.00	\$ 10,000.00
L108.010.2008	UNDERGROUND CABLE #8 AWG, COPPER, 5KV FAA TYPE C, L-824	3,200 L.F.	\$ 5.00	\$ 16,000.00
L108.030.0006	#6 BARE COPPER GROUND CONDUCTOR	3,200 L.F.	\$ 2.00	\$ 6,400.00
L108.070.0000	GROUND ROD	20 EACH	\$ 500.00	\$ 10,000.00
L110.030.1002	RIGID STEEL CONDUIT, 2-INCH	3,200 L.F.	\$ 50.00	\$ 160,000.00
L125.130.0000	AIRPORT SIGN, L-858	2 EACH	\$ 10,000.00	\$ 20,000.00
L125.500.0000	MISCELLANEOUS AIRPORT ELECTRICAL WORK	1 C.S.	\$ 106,200.00	\$ 106,200.00
P151.030.0000	CLEARING & GRUBBING	10 ACRE	\$ 10,000.00	\$ 100,000.00
P152.010.0000	UNCLASSIFIED EXCAVATION	58,300 C.Y.	\$ 15.00	\$ 874,500.00
P154.020.0000	SUBBASE COURSE	45,000 TON	\$ 25.00	\$ 1,125,000.00
P209.020.0000	CRUSHED AGGREGATE BASE COURSE	10,500 TON	\$ 30.00	\$ 315,000.00
P401.010.0030	HOT MIX ASPHALT TYPE II, CLASS A	5,500 TON	\$ 150.00	\$ 825,000.00
P401.020.5828	ASPHALT BINDER, PG 58-28	300 TON	\$ 500.00	\$ 150,000.00
P602.010.0000	PRIME COAT, CSS-1	10 TON	\$ 575.00	\$ 5,750.00
P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL ADMINISTRATION	1 L.S.	\$ 4,000.00	\$ 4,000.00
P641.050.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	1 C.S.	\$ 80,000.00	\$ 80,000.00
P641.070.0000	SWPPP MANAGER	1 L.S.	\$ 20,000.00	\$ 20,000.00
P650.010.0000	AIRCRAFT TIE-DOWN	35 EACH	\$ 5,000.00	\$ 175,000.00
T901.020.0000	SEEDING	800 POUND	\$ 60.00	\$ 48,000.00
T905.010.0020	TOPSOILING, CLASS B	7,300 S.Y.	\$ 3.00	\$ 21,900.00

Subtotal Construction	\$ 4,692,800
Overall Project Contingency Percent/Amount:	
Design Percent/Amount:	\$ 469,280
Construction Engineering (CENG) Percent/Amount:	\$ 563,136
2-Year Inflation	\$ 703,920
Grand Total	\$ 6,910,100

CIP DATASHEET

Airport Name: Wasilla Municipal AirportGrant Year: 2028LOCID: IYS

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
CA	AF	DV	Develop Landside and Airside Access Lease Lot Access for New Hangar	\$ 899,600
			Total Cost:	\$ 899,600
			Sponsor Share:	\$ 899,600
			Federal Share (93.75% of total cost for this airport):	\$ -

Project Description and Justification:

Provide lease space for future development of a private hangar along northeastern edge of existing Apron E. Development will include required site preparation such as clearing and subgrade earthwork.

**Wasilla Municipal Airport Master Plan
Near-Term ACIP Estimates**

Develop Landside and Airside Lease Lot Access for New Hangar Building

Near-Term ID: NT-7

2028

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	1 L.S.	\$ 50,000.00	\$ 50,000.00
G110.010.0000	AIRPORT SAFETY REQUIREMENTS	1 L.S.	\$ 20,000.00	\$ 20,000.00
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	1 L.S.	\$ 5,000.00	\$ 5,000.00
G135.010.0000	CONTRACTOR FURNISHED ENGINEERING TOOLS	1 C.S.	\$ 2,000.00	\$ 2,000.00
P151.010.0000	CLEARING	4 ACRE	\$ 10,000.00	\$ 40,000.00
P152.010.0000	UNCLASSIFIED EXCAVATION	7,300 C.Y.	\$ 30.00	\$ 219,000.00
P152.190.0000	BORROW	17,600 C.Y.	\$ 12.00	\$ 211,200.00
P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL ADMINISTRATION	1 L.S.	\$ 1,500.00	\$ 1,500.00
P641.050.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	1 C.S.	\$ 10,000.00	\$ 10,000.00
P641.070.0000	SWPPP MANAGER	1 L.S.	\$ 2,500.00	\$ 2,500.00
T901.020.0000	SEEDING	180 POUND	\$ 125.00	\$ 22,500.00
T905.010.0020	TOPSOILING, CLASS B	1,730 S.Y.	\$ 3.00	\$ 5,190.00

Subtotal Construction	\$ 588,900
Overall Project Contingency Percent/Amount:	\$ 58,890
Design Percent/Amount:	\$ 70,668
Construction Engineering (CENG) Percent/Amount:	\$ 88,335
3-Year Inflation	\$ 92,800
Grand Total	\$ 899,600

CIP DATASHEET

Airport Name: Wasilla Municipal Airport

Grant Year: 2030

LOCID: IYS

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
OT	RV	PA	Construct Long-Term Vehicle Parking Area	\$ 771,400
OT	OT	PA	Construct Long-Term Vehicle Parking Area (Non-Revenue Generating)	\$ 1,157,100
			Total Cost:	\$ 1,928,500
			Sponsor Share:	\$ 843,700
			Federal Share (93.75% of total cost for this airport):	\$ 1,084,800

Project Description and Justification:

This project includes construction of a long-term vehicle parking area consisting of 107 perpendicular parking spaces in the northwest quadrant of the airport. Development of dedicated vehicle parking and rest facilities for airport users will greatly reduce the potential for conflict between aircraft and vehicles on the apron. Development of a long-term parking area will also provide the airport with an additional revenue stream. AIP funding is limited to non-revenue generating parking only, which accounts for approximately 60% of the proposed parking area.

Wasilla Municipal Airport Master Plan
Near-Term ACIP Estimates
Construct Long-Term Vehicle Parking Area

Near-Term ID: NT-8

2030

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
F162.010.0008	8-FEET CHAIN-LINK FENCE	800 L.F.	\$ 80.00	\$ 64,000.00
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	1 L.S.	\$ 50,000.00	\$ 50,000.00
G110.010.0000	AIRPORT SAFETY REQUIREMENTS	1 L.S.	\$ 21,000.00	\$ 21,000.00
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	1 L.S.	\$ 11,000.00	\$ 11,000.00
G135.010.0000	CONTRACTOR FURNISHED ENGINEERING TOOLS	1 C.S.	\$ 2,700.00	\$ 2,700.00
L125.500.0000	MISCELLANEOUS AIRPORT ELECTRICAL WORK	1 C.S.	\$ 150,000.00	\$ 150,000.00
P151.030.0000	CLEARING & GRUBBING	2 ACRE	\$ 10,000.00	\$ 19,969.95
P152.010.0000	UNCLASSIFIED EXCAVATION	15,300 C.Y.	\$ 15.00	\$ 229,500.00
P154.020.0000	SUBBASE COURSE	9,300 TON	\$ 25.00	\$ 232,500.00
P209.020.0000	CRUSHED AGGREGATE BASE COURSE	2,300 TON	\$ 30.00	\$ 69,000.00
P401.010.0030	HOT MIX ASPHALT TYPE II, CLASS A	1,180 TON	\$ 150.00	\$ 177,000.00
P401.020.5828	ASPHALT BINDER, PG 58-28	70 TON	\$ 1,000.00	\$ 70,000.00
P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL ADMINISTRATION	1 L.S.	\$ 1,100.00	\$ 1,100.00
P641.050.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	1 C.S.	\$ 21,200.00	\$ 21,200.00
P641.070.0000	SWPPP MANAGER	1 L.S.	\$ 5,300.00	\$ 5,300.00
T901.020.0000	SEEDING	260 POUND	\$ 125.00	\$ 32,500.00
T905.010.0020	TOPSOILING, CLASS B	2,700 S.Y.	\$ 3.00	\$ 8,100.00
	PAINT MARKINGS	1,600 S.F.	\$ 4.00	\$ 6,400.00

Subtotal Construction, AIP-eligible:	@ 60%	\$ 702,800
Subtotal Construction, Sponsor:	@ 40%	\$ 468,600
Overall Project Contingency Percent/Amount:	@ 10%	\$ 117,140
Design Percent/Amount:	@ 12%	\$ 140,568
Construction Engineering (CENG) Percent/Amount:	@ 15%	\$ 175,710
5-Year Inflation	@ 5%	\$ 323,600
Grand Total		\$ 1,928,500

*AIP-eligible construction costs assumes 60% of parking spaces will be reserved for short-term use and will not generate revenue.

*Sponsor-funded construction costs assumes 40% of parking spaces will be reserved for long-term use and will generate revenue.

CIP DATASHEET

Airport Name: Wasilla Municipal AirportGrant Year: 2030LOCID: IYS

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
ST	OT	SE	Construct Perimeter Fencing	\$ 1,199,500.00
			Total Cost:	\$ 1,199,500
			Sponsor Share:	\$ 74,969
			Federal Share (93.75% of total cost for this airport):	\$ 1,124,531

Project Description and Justification:

This project includes construction of approximately 7,100 feet of new perimeter fencing around the newly acquired land southwest of Runway 4-22. Constructing new perimeter fencing will provide enhanced security of the expanded airport boundary.

**Wasilla Municipal Airport Master Plan
Near-Term ACIP Estimates
Construct Perimeter Fencing**

Near-Term ID: NT-9

2030

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
F162.010.0008	8-FEET CHAIN-LINK FENCE	7,200 L.F.	\$ 65.00	\$ 468,000.00
F162.190.0000	REMOVE FENCE	3,900 L.F.	\$ 5.00	\$ 19,500.00
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	1 L.S.	\$ 50,000.00	\$ 50,000.00
G110.010.0000	AIRPORT SAFETY REQUIREMENTS	1 L.S.	\$ 12,300.00	\$ 12,300.00
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	1 L.S.	\$ 13,000.00	\$ 13,000.00
G135.010.0000	CONTRACTOR FURNISHED ENGINEERING TOOLS	1 C.S.	\$ 1,600.00	\$ 1,600.00
P151.010.0000	CLEARING	4 ACRE	\$ 15,000.00	\$ 60,000.00
P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL ADMINISTRATION	1 L.S.	\$ 700.00	\$ 700.00
P641.050.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	1 C.S.	\$ 13,000.00	\$ 13,000.00
P641.070.0000	SWPPP MANAGER	1 L.S.	\$ 5,000.00	\$ 5,000.00
T901.020.0000	SEEDING	1,900 POUND	\$ 45.00	\$ 85,500.00

Subtotal Construction	\$ 728,600
Overall Project Contingency Percent/Amount: Design Percent/Amount:	@ 10% \$ 72,860
Construction Engineering (CENG) Percent/Amount: 5-Year Inflation	@ 12% \$ 87,432
	@ 15% \$ 109,290
	@ 5% \$ 201,300
Grand Total	\$ 1,199,500

WASILLA MUNICIPAL AIRPORT
Mid-Term Airport Capital Improvement Projects (6 to 10 Years)
Resurface STOL, Runway 4-22 Expansion, and Lease Lot Development

Project	Title	Total Project Estimate (\$)	Fiscal Year	AIP Funding (\$)	Sponsor Share (\$)	Fig. 2: Mid-Term Project Callout
IYS-MT-1	Shift and Resurface Runway 04S/22S	4,078,100	2031	3,823,219	254,881	MT-1
IYS-MT-2	Construct Runway 04/22 Expansion	44,800,000	2033	42,000,000	2,800,000	MT-2
IYS-MT-3	Widen Taxiway B and Construct Taxiway B Extension	17,457,500	2033	16,366,406	1,091,094	MT-3
IYS-MT-4	Construct North GA Apron	12,600,500	2033	11,812,969	787,531	MT-4
IYS-MT-5	Develop City-Owned Aviation Business Center	16,935,600	2033	-	16,935,600	MT-5
IYS-MT-6	Provide Lease Lot for Aviation Fuel Facility	1,734,600	2033	-	1,734,600	MT-6
IYS-MT-7	Land Acquisition	6,442,400	2035	6,039,750	402,650	MT-7
IYS-MT-8	Construct Landside and Airside Access to South	14,750,500	2035	12,309,563	2,440,938	MT-8
IYS-MT-9	Develop Landside and Airside Access to Northwest Private Hangar Lease Lots	23,550,200	2035	20,676,094	2,874,106	MT-9
IYS-MT-10	Construct Transient Apron	3,856,800	2035	3,615,750	241,050	MT-10
IYS-MT-11	Construct Commercial/Large Aircraft Apron Vehicle Parking Area	1,477,900	2035	1,385,531	92,369	MT-11
IYS-MT-12	Construct Perimeter Fencing	1,949,400	2035	1,827,563	121,838	MT-12
Mid-Term Project Group Total:		149,633,500		119,856,844	29,776,656	

CIP DATASHEET

Airport Name: Wasilla Municipal Airport

Grant Year: 2031

LOCID: IYS

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
RE	RW	IM	Shift and Resurface Runway 04S/22S	\$ 4,078,100
			Total Cost:	\$ 4,078,100
			Sponsor Share:	\$ 254,881
			Federal Share (93.75% of total cost for this airport):	\$ 3,823,219

Project Description and Justification:

This project includes shifting the runway centerline 15 feet to the north and resurfacing Runway 04S/22S in its current location. Project also includes installation of new edge markers.

**Wasilla Municipal Airport Master Plan
Mid-Term ACIP Estimates
Shift and Resurface Runway 04S/22S**

Mid-Term ID: MT-1 **2031**

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	1 L.S.	\$ 500,000.00	\$ 500,000.00
G110.010.0000	AIRPORT SAFETY REQUIREMENTS	1 L.S.	\$ 100,000.00	\$ 100,000.00
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	1 L.S.	\$ 19,000.00	\$ 19,000.00
G135.010.0000	CONTRACTOR FURNISHED ENGINEERING TOOLS	1 C.S.	\$ 5,000.00	\$ 5,000.00
L000.000.0000	GENERAL ELEC ITEMS NOT CAPTURED (EDGE MARKERS/SIGNS)	1 L.S.	\$ 50,000.00	\$ 50,000.00
P152.010.0000	UNCLASSIFIED EXCAVATION	13,000 C.Y.	\$ 25.00	\$ 325,000.00
P154.020.0000	SUBBASE COURSE	33,300 TON	\$ 30.00	\$ 999,000
P209.020.0000	CRUSHED AGGREGATE SURFACE COURSE	11,200 TON	\$ 40.00	\$ 448,000.00
P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL	1 L.S.	\$ 1,900.00	\$ 1,900.00
P641.050.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	1 C.S.	\$ 37,000.00	\$ 37,000.00
P641.070.0000	SWPPP MANAGER	1 L.S.	\$ 9,200.00	\$ 9,200.00
T901.020.0000	SEEDING	650 POUND	\$ 55.00	\$ 36,000.00
T905.010.0000	TOPSOILING, CLASS B	6,300 S.Y.	\$ 3.00	\$ 19,000.00

Subtotal Construction	\$ 2,550,000
Overall Project Contingency Percent/Amount:	\$ 255,000
Design Percent/Amount:	\$ 306,000
Construction Engineering (CENG) Percent/Amount:	\$ 382,500
6-Year Inflation	\$ 584,600
Grand Total	\$ 4,078,100

CIP DATASHEET

Airport Name: Wasilla Municipal AirportGrant Year: 2033LOCID: IYS

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
CA	RW	EX	Construct Runway 04/22 Expansion	\$ 44,800,000
ST	RW	LI	Install Runway 04/22 Edge Lighting	
ST	RW	SG	Install Runway 04/22 Markings and Signage	
ST	RW	VI	Relocate PAPIs on Runway 04/22	
ST	RW	VI	Relocate REILs on Runway 04/22	
ST	EQ	WX	Install Supplemental Wind Cone	
			Total Cost:	\$ 44,800,000
			Sponsor Share:	\$ 2,800,000
			Federal Share (93.75% of total cost for this airport):	\$ 42,000,000

Project Description and Justification:

Expand existing Runway 04/22 by 900 feet in length and 25 feet in width. Runway expansion will also include drainage improvements, new pavement and markings, and new runway edge lighting, installation of a supplemental wind cone, and relocation of precision approach path indicators (PAPIs), and Runway End Identifier Lights (REILs).

**Wasilla Municipal Airport Master Plan
Mid-Term ACIP Estimates
Construct Runway 04/22 Expansion**

Mid-Term ID: MT-2

2033

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
F162.010.0008	8-FEET CHAIN-LINK FENCE	4,400 L.F.	\$ 50.00	\$ 220,000.00
F162.190.0000	REMOVE FENCE	3,900 L.F.	\$ 5.00	\$ 19,500.00
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	1 L.S.	\$ 1,000,000.00	\$ 1,000,000.00
G110.010.0000	AIRPORT SAFETY REQUIREMENTS	1 L.S.	\$ 500,000.00	\$ 500,000.00
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	1 L.S.	\$ 298,000.00	\$ 298,000.00
G135.020.0000	EXTRA THREE PERSON SURVEY PARTY	50 HR	\$ 400.00	\$ 20,000.00
G150.010.0075	EQUIPMENT RENTAL, DOZER 75-HP MINIMUM	20 HR	\$ 220.00	\$ 4,400.00
G150.030.0000	EQUIPMENT RENTAL, VAC-TRUCK	1 C.S.	\$ 15,000.00	\$ 15,000.00
G200.010.0000	CONTRACTOR QUALITY CONTROL PROGRAM	1 L.S.	\$ 104,000.00	\$ 104,000.00
G300.010.0000	CPM SCHEDULING	1 L.F.	\$ 20,000.00	\$ 20,000.00
G310.010.0000	PUBLIC UPDATES	1 L.S.	\$ 8,000.00	\$ 8,000.00
G700.010.0000	AIRPORT FLAGGER	1 C.S.	\$ 150,000.00	\$ 150,000.00
L107.010.0008	8-FEET LIGHTED WIND CONE, IN PLACE	1 EACH	\$ 15,000.00	\$ 15,000.00
L108.010.1006	UNDERGROUND CABLE #6 AWG, COPPER, 5kV FAA TYPE B, L-824	19,600 L.F.	\$ 9.00	\$ 176,400.00
L108.045.1006	#6 AWG INSULATED COPPER GROUND CONDUCTOR	19,600 L.F.	\$ 3.50	\$ 68,600.00
L110.030.1002	RIGID STEEL CONDUIT, 2-INCH	400 L.F.	\$ 20.00	\$ 8,000.00
L110.080.1002	HDPE CONDUIT, 2-INCH	17,300 L.F.	\$ 12.00	\$ 207,600.00
L125.030.0000	MEDIUM INTENSITY RUNWAY EDGE AND THRESHOLD LIGHT, L-861 AND L-861T	72 EACH	\$ 3,000.00	\$ 216,000.00
L125.040.0000	TAXIWAY EDGE LIGHT, L-861T	20 EACH	\$ 3,000.00	\$ 60,000.00
L125.070.0000	REMOVE RUNWAY AND TAXIWAY LIGHT	90 EACH	\$ 400.00	\$ 36,000.00
L125.130.0000	AIRPORT SIGN, TYPE L-858	12 EACH	\$ 12,000.00	\$ 144,000.00
L125.180.0000	TEMPORARY RUNWAY LIGHTING SYSTEM	1 L.S.	\$ 15,000.00	\$ 15,000.00
L132.010.0010	INSTALL APPROACH LIGHTING AIDS, PAPI	1 L.S.	\$ 520,000.00	\$ 520,000.00
L132.010.0020	INSTALL APPROACH LIGHTING AIDS, REIL	1 L.S.	\$ 570,000.00	\$ 570,000.00
L132.020.0010	REMOVE APPROACH LIGHTING AIDS, PAPI	1 L.S.	\$ 15,000.00	\$ 15,000.00
L132.020.0020	REMOVE APPROACH LIGHTING AIDS, REIL	1 L.S.	\$ 12,000.00	\$ 12,000.00
P151.040.0000	CLEARING & GRUBBING	1 L.S.	\$ 330,000.00	\$ 330,000.00
P152.010.0000	UNCLASSIFIED EXCAVATION	158,000 C.Y.	\$ 15.00	\$ 2,370,000.00
P152.200.0000	BORROW	632,000 TON	\$ 10.00	\$ 6,320,000.00
P154.020.0000	SUBBASE COURSE	348,000 TON	\$ 20.00	\$ 6,960,000.00
P161.010.0000	RECYCLED ASPHALT PAVEMENT	46,800 S.Y.	\$ 10.00	\$ 468,000.00
P209.020.0000	CRUSHED AGGREGATE BASE COURSE	21,000 TON	\$ 35.00	\$ 735,000.00
P299.020.0000	CRUSHED AGGREGATE SURFACE COURSE	25,000 TON	\$ 40.00	\$ 1,000,000.00
P401.010.0030	HOT MIX ASPHALT TYPE II, CLASS A	15,000 TON	\$ 140.00	\$ 2,100,000.00
P401.040.5834	ASPHALT BINDER, PG 58-34E	800 TON	\$ 1,000.00	\$ 800,000.00
P603.010.0010	TACK COAT STE-1	23 TON	\$ 500.00	\$ 11,500.00
P603.010.0040	PRIME COAT, CSS-1	142 TON	\$ 850.00	\$ 120,700.00
P620.010.0000	RUNWAY AND TAXIWAY PAINTING	39,000 L.F.	\$ 2.00	\$ 78,000.00
P620.060.0000	PAINTED MARKING REMOVAL	1 L.S.	\$ 126,000.00	\$ 126,000.00

P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL ADMINISTRATION	1 L.S.	\$	15,000.00	\$	15,000.00
P641.020.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	1 L.S.	\$	300,000.00	\$	300,000.00
P641.070.0000	SWPPP MANAGER	1 L.S.	\$	100,000.00	\$	100,000.00
P671.010.0000	RUNWAY CLOSURE MARKER, VINYL MESH	8 EACH	\$	2,500.00	\$	20,000.00
P671.020.0000	RUNWAY CLOSURE MARKER, ILLUMINATED	2 EACH	\$	25,000.00	\$	50,000.00
T901.020.0000	SEEDING	1,000 POUND	\$	55.00	\$	55,000.00
T901.030.0000	WATER FOR MAINTENANCE	1,270 MGAL	\$	50.00	\$	63,500.00
T905.010.0010	TOPSOILING, CLASS A	57,000 S.Y.	\$	2.00	\$	114,000.00

Overall Project Contingency Percent/Amount:	Subtotal Construction	\$	26,559,000
Design Percent/Amount:	@ 10%	\$	2,655,900
Construction Engineering (CENG) Percent/Amount:	@ 12%	\$	3,187,080
8-Year Inflation	@ 15%	\$	3,983,850
	@ 3.5%	\$	8,414,100
	Grand Total	\$	44,800,000

Mid-Term ID: MT-2

CIP DATASHEET

Airport Name: Wasilla Municipal Airport

Grant Year: 2033

LOCID: IYS

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
CA	TW	EX	Widen Existing Taxiway "B"	\$ 17,457,500
CA	TW	EX	Construct Taxiway "B" Extension	
CA	TW	CO	Construct New Connecting Taxiway	
ST	TW	LI	Install Taxiway Lighting	
ST	TW	SG	Install Taxiway Markings and Signage	
			Total Cost:	\$ 17,457,500
			Sponsor Share:	\$ 1,091,094
			Federal Share (93.75% of total cost for this airport):	\$ 16,366,406

Project Description and Justification:

This project includes widening and extending existing parallel Taxiway "B" and construction of connecting Taxiway to provide access to the newly extended Runway 4-22. This project will be done in conjunction with the Construct Runway 4-22 to 5,100' project (IYS-MT-2). The extension of Runway 4-22 will require an extension of existing parallel Taxiway "B" and construction of a new connecting taxiway at the Runway 04 threshold.

Wasilla Municipal Airport Master Plan
Mid-Term ACIP Estimates
Widen Taxiway B and Construct Taxiway B Extension

Mid-Term ID: MT-3

2033

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	1 L.S.	\$ 1,000,000.00	\$ 1,000,000.00
G110.010.0000	AIRPORT SAFETY REQUIREMENTS	1 L.S.	\$ 350,000.00	\$ 350,000.00
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	1 L.S.	\$ 79,000.00	\$ 79,000.00
G135.010.0000	CONTRACTOR FURNISHED ENGINEERING TOOLS	1 C.S.	\$ 20,000.00	\$ 20,000.00
L108.010.2008	UNDERGROUND CABLE #8 AWG, COPPER, 5KV FAA TYPE C, L-824	14,300 L.F.	\$ 5.00	\$ 71,500.00
L108.030.0006	#6 BARE COPPER GROUND CONDUCTOR	14,300 L.F.	\$ 2.00	\$ 28,600.00
L108.070.0000	GROUND ROD	72 EACH	\$ 500.00	\$ 36,000.00
L110.080.1002	HDPE CONDUIT, 2-INCH	14,300 L.F.	\$ 50.00	\$ 715,000.00
L125.040.0000	TAXIWAY EDGE LIGHT, L-861T	127 EACH	\$ 2,500.00	\$ 317,500.00
L125.070.0000	REMOVE RUNWAY AND TAXIWAY LIGHT	107 EACH	\$ 350.00	\$ 37,450.00
L125.130.0000	AIRPORT SIGN, L-858	4 EACH	\$ 10,000.00	\$ 40,000.00
L125.500.0000	MISCELLANEOUS AIRPORT ELECTRICAL WORK	1 C.S.	\$ 200,000.00	\$ 200,000.00
P151.030.0000	CLEARING & GRUBBING	6 ACRE	\$ 15,000.00	\$ 90,000.00
P152.010.0000	UNCLASSIFIED EXCAVATION	28,800 C.Y.	\$ 15.00	\$ 432,000.00
P152.190.0000	BORROW	127,900 C.Y.	\$ 10.00	\$ 1,279,000.00
P154.020.0000	SUBBASE COURSE	70,000 TON	\$ 20.00	\$ 1,400,000.00
P161.010.0000	RECYCLED ASPHALT PAVEMENT	22,800 S.Y.	\$ 12.00	\$ 273,600.00
P209.020.0000	CRUSHED AGGREGATE BASE COURSE	13,200 TON	\$ 30.00	\$ 396,000.00
P299.020.0000	CRUSHED AGGREGATE SURFACE COURSE	2,800 TON	\$ 65.00	\$ 182,000.00
P401.010.0030	HOT MIX ASPHALT TYPE II, CLASS A	9,000 TON	\$ 150.00	\$ 1,350,000.00
P401.020.5828	ASPHALT BINDER, PG 58-28	480 TON	\$ 1,000.00	\$ 480,000.00
P603.010.0010	TACK COAT, STE-1	12 TON	\$ 575.00	\$ 6,916.50
P603.010.0040	PRIME COAT, CSS-1	77 TON	\$ 1,000.00	\$ 77,000.00
P620.010.0000	RUNWAY AND TAXIWAY PAINTING	9,500 S.F.	\$ 5.00	\$ 47,500.00
P620.050.0000	PAINTED MARKING REMOVAL	3,500 S.F.	\$ 4.00	\$ 14,000.00
P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL ADMINISTRATION	1 L.S.	\$ 7,900.00	\$ 7,900.00
P641.050.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	1 C.S.	\$ 157,100.00	\$ 157,100.00
P641.070.0000	SWPPP MANAGER	1 L.S.	\$ 39,300.00	\$ 39,300.00
T901.020.0000	SEEDING	770 POUND	\$ 50.00	\$ 38,500.00
T905.010.0020	TOPSOILING, CLASS B	84,600 S.Y.	\$ 4.00	\$ 338,400.00

Subtotal Construction	\$ 9,504,300
@ 10%	\$ 1,900,860
@ 12%	\$ 1,140,516
@ 15%	\$ 1,900,860
@ 3.5%	\$ 3,011,000
Grand Total	\$ 17,457,500

Overall Project Contingency Percent/Amount:
Design Percent/Amount:
Construction Engineering (CENG) Percent/Amount:
8-Year Inflation

CIP DATASHEET

Airport Name: Wasilla Municipal AirportGrant Year: 2033LOCID: IYS

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
CA	AP	CO	Construct North General Aviation Apron	\$ 12,600,500
ST	AP	LI	Install Apron Lighting	
ST	AP	SG	Install Apron Markings and Signage	
			Total Cost:	\$ 12,600,500
			Sponsor Share:	\$ 787,531
			Federal Share (93.75% of total cost for this airport):	\$ 11,812,969

Project Description and Justification:

Construct approximately 294,000 square feet of additional general aviation (GA) apron space in the northeast corner of the intersection of existing Aviation Avenue and Beacon St. The new North GA apron will include approximately 44 new small aircraft tie-downs with weatherproof outlets. Project will also include apron lighting, markings, and signage. The existing GA aprons are anticipated to continue operating near capacity and additional apron space will be required to meet the growing needs of the community.

Wasilla Municipal Airport Master Plan
Mid-Term ACIP Estimates
Construct North GA Apron

Mid-Term ID: MT-4

2033

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	1 L.S.	\$ 500,000.00	\$ 500,000.00
G110.010.0000	AIRPORT SAFETY REQUIREMENTS	1 L.S.	\$ 75,000.00	\$ 75,000.00
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	1 L.S.	\$ 67,000.00	\$ 67,000.00
G135.010.0000	CONTRACTOR FURNISHED ENGINEERING TOOLS	1 C.S.	\$ 17,000.00	\$ 17,000.00
L108.010.2008	UNDERGROUND CABLE #8 AWG, COPPER, 5KV FAA TYPE C, L-8	5,500 L.F.	\$ 5.00	\$ 27,500.00
L108.030.0006	#6 BARE COPPER GROUND CONDUCTOR	5,500 L.F.	\$ 2.00	\$ 11,000.00
L108.070.0000	GROUND ROD	28 EACH	\$ 500.00	\$ 14,000.00
L110.030.1002	RIGID STEEL CONDUIT, 2-INCH	5,500 L.F.	\$ 50.00	\$ 275,000.00
L125.130.0000	AIRPORT SIGN, L-858	2 EACH	\$ 10,000.00	\$ 20,000.00
L125.500.0000	MISCELLANEOUS AIRPORT ELECTRICAL WORK	1 C.S.	\$ 160,000.00	\$ 160,000.00
P151.030.0000	CLEARING & GRUBBING	10 ACRE	\$ 10,000.00	\$ 100,000.00
P152.010.0000	UNCLASSIFIED EXCAVATION	247,800 C.Y.	\$ 12.00	\$ 2,973,600.00
P154.020.0000	SUBBASE COURSE	48,200 TON	\$ 25.00	\$ 1,205,000.00
P209.020.0000	CRUSHED AGGREGATE BASE COURSE	11,700 TON	\$ 30.00	\$ 351,000.00
P401.010.0030	HOT MIX ASPHALT TYPE II, CLASS A	6,200 TON	\$ 150.00	\$ 930,000.00
P401.020.5828	ASPHALT BINDER, PG 58-28	329 TON	\$ 1,000.00	\$ 328,600.00
P603.010.0010	TACK COAT STE-1	15 TON	\$ 575.00	\$ 8,625.00
P620.010.0000	RUNWAY AND TAXIWAY PAINTING	950 S.F.	\$ 3.00	\$ 2,850.00
P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL	1 L.S.	\$ 6,700.00	\$ 6,700.00
P641.050.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	1 C.S.	\$ 133,000.00	\$ 133,000.00
P641.070.0000	SWPPP MANAGER	1 L.S.	\$ 33,200.00	\$ 33,200.00
P650.010.0000	AIRCRAFT TIE-DOWN	44 EACH	\$ 3,500.00	\$ 154,000.00
T901.020.0000	SEEDING	740 POUND	\$ 75.00	\$ 55,500.00
T905.010.0000	TOPSOILING, CLASS B	7,150 S.Y.	\$ 3.00	\$ 21,450.00

Subtotal Construction	\$ 7,470,000
Overall Project Contingency Percent/Amount:	@ 10% \$ 747,000
Design Percent/Amount:	@ 12% \$ 896,400
Construction Engineering (CENG) Percent/Amount:	@ 15% \$ 1,120,500
8-Year Inflation	@ 3.5% \$ 2,366,600
Grand Total	\$ 12,600,500

CIP DATASHEET

Airport Name: Wasilla Municipal Airport

Grant Year: 2033

LOCID: IYS

Date Submitted:

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
CA	PB	CO	Develop City-Owned Aviation Business Center	\$ 16,935,600
OT	RV	HG	Construct Hangar	
			Total Cost:	\$ 16,935,600
			Sponsor Share:	\$ 16,935,600
			Federal Share (93.75% of total cost for this airport):	\$ -

Project Description and Justification:

This project consists of construction of a new Aviation Business Center that will include a passenger lounge, an operations area, and a cargo hangar area. Project will also include construction of approximately 79,000 square feet of vehicle parking area. All portions of this work are considered exclusive use and are ineligible for AIP funding.

**Wasilla Municipal Airport Master Plan
Mid-Term ACIP Estimates
Develop City-Owned Aviation Business Center**

Mid-Term ID: MT-5

2033

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	1 L.S.	\$ 1,000,000.00	\$ 1,000,000.00
G110.010.0000	AIRPORT SAFETY REQUIREMENTS	1 L.S.	\$ 253,000.00	\$ 253,000.00
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	1 L.S.	\$ 85,000.00	\$ 85,000.00
G135.010.0000	CONTRACTOR FURNISHED ENGINEERING TOOLS	1 C.S.	\$ 85,000.00	\$ 85,000.00
L125.500.0000	MISCELLANEOUS AIRPORT ELECTRICAL WORK	1 C.S.	\$ 200,000.00	\$ 200,000.00
P152.010.0000	UNCLASSIFIED EXCAVATION	7,000 C.Y.	\$ 25.00	\$ 175,000.00
P152.200.0000	BORROW	6,000 C.Y.	\$ 15.00	\$ 90,000.00
P151.030.0000	CLEARING & GRUBBING	3 ACRE	\$ 15,000.00	\$ 45,000.00
P154.020.0000	SUBBASE COURSE	12,900 TON	\$ 30.00	\$ 387,000.00
P209.020.0000	CRUSHED AGGREGATE BASE COURSE	3,200 TON	\$ 50.00	\$ 160,000.00
P401.010.0030	HOT MIX ASPHALT TYPE II, CLASS A	1,120 TON	\$ 200.00	\$ 224,000.00
P401.020.5828	ASPHALT BINDER, PG 58-28	60 TON	\$ 1,000.00	\$ 60,000.00
P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL ADMINISTRATION	1 L.S.	\$ 8,500.00	\$ 8,500.00
P641.050.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL BY DIR	1 C.S.	\$ 150,000.00	\$ 150,000.00
P641.070.0000	SWPPP MANAGER	1 L.S.	\$ 30,000.00	\$ 30,000.00
T901.020.0000	SEEDING	350 POUND	\$ 100.00	\$ 35,000.00
T905.010.0000	TOPSOILING, CLASS B	3,690 S.Y.	\$ 3.00	\$ 11,070.00
	TERMINAL BUILDING	13,000 S.F.	\$ 525.00	\$ 6,825,000.00
	8-INCH, 40-FOOT DEEP FOUNDATION PILES	80 EACH	\$ 2,700.00	\$ 216,000.00

Subtotal Construction	\$ 10,040,000
Overall Project Contingency Percent/Amount:	\$ 1,004,000
Design Percent/Amount:	\$ 1,204,800
Construction Engineering (CENG) Percent/Amount:	\$ 1,506,000
8-Year Inflation	\$ 3,180,800
Grand Total	\$ 16,935,600

CIP DATASHEET

Airport Name: Wasilla Municipal AirportGrant Year: 2033LOCID: IYS

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
CA	FF	DV	Provide Lease Lot for Aviation Fuel Facility	\$ 1,734,600
			Total Cost:	\$ 1,734,600
			Sponsor Share:	\$ 1,734,600
			Federal Share (93.75% of total cost for this airport):	\$ -

Project Description and Justification:

Provide lease space for future development of an aviation fuel facility on the apron immediately northeast of the new proposed Aviation Business Center (IYS-MT-6). Project will also include construction of landside access off of Aviation Avenue. Development will include required site preparation such as clearing and subgrade earthwork. Extensive excavation and replacement of existing material is anticipated in this area. All portions of this work are considered exclusive use and are ineligible for AIP funding.

Wasilla Municipal Airport Master Plan
Mid-Term ACIP Estimates
Provide Lease Lot for Aviation Fuel Facility

Mid-Term ID: MT-6

2033

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	1 L.S.	\$ 30,000.00	\$ 30,000.00
G110.010.0000	AIRPORT SAFETY REQUIREMENTS	1 L.S.	\$ 30,000.00	\$ 30,000.00
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	1 L.S.	\$ 10,000.00	\$ 10,000.00
G135.010.0000	CONTRACTOR FURNISHED ENGINEERING TOOLS	1 C.S.	\$ 3,000.00	\$ 3,000.00
P151.030.0000	CLEARING & GRUBBING	2 ACRE	\$ 10,000.00	\$ 20,000.00
P152.010.0000	UNCLASSIFIED EXCAVATION	4,300 C.Y.	\$ 35.00	\$ 150,500.00
P152.200.0000	BORROW	3,000 C.Y.	\$ 25.00	\$ 75,000.00
P154.020.0000	SUBBASE COURSE	9,500 TON	\$ 35.00	\$ 332,500.00
P209.020.0000	CRUSHED AGGREGATE BASE COURSE	2,300 TON	\$ 50.00	\$ 115,000.00
P401.010.0030	HOT MIX ASPHALT TYPE II, CLASS A	920 TON	\$ 200.00	\$ 184,000.00
P401.020.5828	ASPHALT BINDER, PG 58-28	50 TON	\$ 1,000.00	\$ 50,000.00
P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL ADMINISTRATION	1 L.S.	\$ 1,000.00	\$ 1,000.00
P641.050.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL BY DIR	1 C.S.	\$ 20,000.00	\$ 20,000.00
P641.070.0000	SWPPP MANAGER	1 L.S.	\$ 4,700.00	\$ 4,700.00
T901.020.0000	SEEDING	20 POUND	\$ 100.00	\$ 2,000.00
T905.010.0000	TOPSOILING, CLASS B	200 S.Y.	\$ 3.00	\$ 600.00

Subtotal Construction	\$ 1,028,300
Overall Project Contingency Percent/Amount:	@ 10% \$ 102,830
Design Percent/Amount:	@ 12% \$ 123,396
Construction Engineering (CENG) Percent/Amount:	@ 15% \$ 154,245
8-Year Inflation	@ 3.5% \$ 325,800
Grand Total	\$ 1,734,600

CIP DATASHEET

Airport Name: Wasilla Municipal Airport

Grant Year: 2035

LOCID: IYS

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
CA	LA	DV	Land Acquisition - 115.5 Acres	\$ 6,442,400
			Total Cost:	\$ 6,442,400
			Sponsor Share:	\$ 402,650
			Federal Share (93.75% of total cost for this airport):	\$ 6,039,750

Project Description and Justification:

This project includes acquisition of approximately 115.5 acres of property adjacent to the northeastern and southeastern quadrants of the airport to support future airport expansion and to create a buffer to protect against encroachment from non-aviation development. The area around the airport is developing rapidly and needed property should be acquired before it is developed.

Wasilla Municipal Airport Master Plan
Mid-Term ACIP Estimates
Land Acquisition

Mid-Term ID: MT-7		Est Earliest Date of Acquisition		2035
ITEM	QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL PRICE
1	Land Acquisition - 115.5 Acres	1 L.S.	\$ 4,000,000.00	\$ 4,000,000.00
		Land Acquisition	Subtotal	\$ 4,000,000
		Acquisition Services & Appraisal	@ 0%	\$ -
		Construction Management	@ 10%	\$ 400,000
		Project Contingency	@ 0%	\$ -
		10-Year Inflation	@ 10%	\$ 400,000
			@ 3.5%	\$ 1,642,400
			Grand Total	\$ 6,442,400

CIP DATASHEET

Airport Name: **Wasilla Municipal Airport**

Grant Year: **2035**

LOCID: **IYS**

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
CA	TW	CO	Construct Taxiway "R"	\$ 14,750,500
ST	TW	LI	Install Taxiway Lighting	
ST	TW	SG	Install Taxiway Markings and Signage	
CA	AR	CO	Construct Access Road	
			Total Cost:	\$ 14,750,500
			Sponsor Share:	\$ 2,440,938
			Federal Share (93.75% of total cost for this airport):	\$ 12,309,562

Project Description and Justification:

Construct approximately 2,500 feet of new 50-foot-wide Taxiway "R" perpendicular to proposed Taxiway "K" (IYS-NT-3) that will extend north to connect to Runway 04/22 and south to access proposed commercial lease lots. Project will also include new 24-foot wide vehicle access road connecting to Clapp St (landside access), extension of utilities and one new vehicle security gate. This project is proposed to facilitate larger aircraft and will provide dedicated apron and lease lot space to larger aircraft. This project will provide airside and landside access and extension of utilities to approximately 11 acres of land reserved for future commercial development of aviation-related buildings and businesses. Portions of this work, such as the proposed sewer and natural gas utility extensions, are considered exclusive use and are ineligible for AIP funding.

Wasilla Municipal Airport Master Plan
Mid-Term ACIP Estimates
Construct Landside and Airside Access to Southern Commercial Lease Lots

Mid-Term ID: MT-8

2035

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
F162.050.0020	SINGLE CANTILEVER GATE 20-FEET WIDE	1 EACH	\$ 40,000.00	\$ 40,000.00
F171.010.0000	POWER GATE OPERATOR SYSTEM	1 EACH	\$ 220,000.00	\$ 220,000.00
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	1 L.S.	\$ 800,000.00	\$ 800,000.00
G110.010.0000	AIRPORT SAFETY REQUIREMENTS	1 L.S.	\$ 350,000.00	\$ 350,000.00
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	1 L.S.	\$ 67,000.00	\$ 67,000.00
G135.010.0000	CONTRACTOR FURNISHED ENGINEERING TOOLS	1 C.S.	\$ 17,000.00	\$ 17,000.00
L000.000.0000	GENERAL ELEC ITEMS NOT CAPTURED (LIGHTING)	1 L.S.	\$ 503,000.00	\$ 503,000.00
P151.030.0000	CLEARING & GRUBBING	10 ACRE	\$ 15,000.00	\$ 150,000.00
P152.010.0000	UNCLASSIFIED EXCAVATION	300 C.Y.	\$ 15.00	\$ 4,500.00
P152.200.0000	BORROW	25,000 C.Y.	\$ 12.00	\$ 300,000.00
P154.020.0000	SUBBASE COURSE	53,400 TON	\$ 25.00	\$ 1,335,000.00
P209.020.0000	CRUSHED AGGREGATE BASE COURSE	13,000 TON	\$ 30.00	\$ 390,000.00
P401.010.0030	HOT MIX ASPHALT TYPE II, CLASS A	8,500 TON	\$ 150.00	\$ 1,275,000.00
P401.020.5828	ASPHALT BINDER, PG 58-28	451 TON	\$ 1,000.00	\$ 450,500.00
P603.010.0010	TACK COAT STE-1	17 TON	\$ 575.00	\$ 9,775.00
P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL ADMINISTRATION	1 L.S.	\$ 6,700.00	\$ 6,700.00
P641.050.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	1 C.S.	\$ 133,000.00	\$ 133,000.00
P641.070.0000	SWPPP MANAGER	1 L.S.	\$ 33,100.00	\$ 33,100.00
T901.020.0000	SEEDING	5,100 POUND	\$ 20.00	\$ 102,000.00
T905.010.0000	TOPSOILING, CLASS B	49,100 S.Y.	\$ 3.00	\$ 147,300.00
	ROADWAY SIGNAGE	1 L.S.	\$ 10,000.00	\$ 10,000.00
	WATER UTILITY EXTENSION	1 L.S.	\$ 740,000.00	\$ 740,000.00
	SEWER UTILITY EXTENSION	1 L.S.	\$ 650,000.00	\$ 650,000.00
	ELECTRIC UTILITY EXTENSION	1 L.S.	\$ 290,000.00	\$ 290,000.00
	NATURAL GAS UTILITY EXTENSION	1 L.S.	\$ 260,000.00	\$ 260,000.00

Subtotal Construction, AIP-eligible (excludes sewer and natural gas utility extension)	\$ 7,374,000
Overall Project Contingency Percent/Amount:	\$ 737,400
Design Percent/Amount:	\$ 884,880
Construction Engineering (CENG) Percent/Amount:	\$ 1,106,100
10-Year Inflation	\$ 3,027,800
Grand Total, AIP-eligible	\$ 13,130,200
Subtotal Construction, Sponsor (includes sewer and natural gas utility extension)	\$ 910,000
Overall Project Contingency Percent/Amount:	\$ 91,000
Design Percent/Amount:	\$ 109,200
Construction Engineering (CENG) Percent/Amount:	\$ 136,500
10-Year Inflation	\$ 373,600
Grand Total, Sponsor	\$ 1,620,300

CIP DATASHEET

Airport Name: Wasilla Municipal Airport

Grant Year: 2035

LOCID: IYS

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
CA	TW	EX	Extend Existing Taxiway "C"	\$ 23,550,200
CA	TW	CO	Construct Taxiway "M"	
ST	TW	LI	Install Taxiway Lighting	
ST	TW	SG	Install Taxiway Markings and Signage	
CA	AR	CO	Construct Access Roads	
			Total Cost:	\$ 23,550,200
			Sponsor Share:	\$ 2,874,106
			Federal Share (93.75% of total cost for this airport):	\$ 20,676,094

Project Description and Justification:

Construct approximately 2,200 feet of 35-foot-wide Taxiway "C" extension northwest of existing Aviation Avenue and construct approximately 1,500 feet of new 35-foot-wide Taxiway "M" to provide airside access to proposed northwest private lease lots. Project will also include construction of two new 24-foot wide vehicle access roads off of W Museum Drive (landside access), extension of utilities, fencing, and three new vehicle security gates. This project will provide airside and landside access and extension of utilities to approximately 26 acres of land reserved for future private hangar development. Portions of this work, such as the proposed sewer and natural gas utility extensions, are considered exclusive use and are ineligible for AIP funding.

Wasilla Municipal Airport Master Plan
Mid-Term ACIP Estimates
Develop Landside and Airside Access to Northwest Private Hangar Lease Lots

Mid-Term ID: MT-9

2035

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
F162.010.0008	8-FEET CHAIN-LINK FENCE	3,600 L.F.	\$ 50.00	\$ 180,000.00
F162.050.0020	SINGLE CANTILEVER GATE 20-FEET WIDE	3 EACH	\$ 40,000.00	\$ 120,000.00
F171.010.0000	POWER GATE OPERATOR SYSTEM	3 EACH	\$ 220,000.00	\$ 660,000.00
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	1 L.S.	\$ 1,500,000.00	\$ 1,500,000.00
G110.010.0000	AIRPORT SAFETY REQUIREMENTS	1 L.S.	\$ 330,000.00	\$ 330,000.00
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	1 L.S.	\$ 110,000.00	\$ 110,000.00
G135.010.0000	CONTRACTOR FURNISHED ENGINEERING TOOLS	1 C.S.	\$ 28,000.00	\$ 28,000.00
L108.010.2008	UNDERGROUND CABLE #8 AWG, COPPER, 5KV FAA TYPE C, L-824	8,300 L.F.	\$ 5.00	\$ 41,500.00
L108.030.0006	#6 BARE COPPER GROUND CONDUCTOR	8,300 L.F.	\$ 2.00	\$ 16,600.00
L108.070.0000	GROUND ROD	42 EACH	\$ 500.00	\$ 21,000.00
L110.030.1002	RIGID STEEL CONDUIT, 2-INCH	8,300 L.F.	\$ 50.00	\$ 415,000.00
L125.040.0000	TAXIWAY EDGE LIGHT, L-861T	46 L.F.	\$ 2,500.00	\$ 115,000.00
P151.030.0000	CLEARING & GRUBBING	8 ACRE	\$ 10,000.00	\$ 80,000.00
P152.010.0000	UNCLASSIFIED EXCAVATION	290,300 C.Y.	\$ 15.00	\$ 4,354,500.00
P152.440.0000	AREA GRADING	28,500 S.Y.	\$ 3.00	\$ 85,500.00
P154.020.0000	SUBBASE COURSE	74,000 TON	\$ 25.00	\$ 1,850,000.00
P209.020.0000	CRUSHED AGGREGATE BASE COURSE	17,900 TON	\$ 30.00	\$ 537,000.00
P401.010.0030	HOT MIX ASPHALT TYPE II, CLASS A	1,900 TON	\$ 150.00	\$ 285,000.00
P401.020.5828	ASPHALT BINDER, PG 58-28	110 TON	\$ 1,000.00	\$ 110,000.00
P603.010.0010	TACK COAT STE-1	20 TON	\$ 575.00	\$ 11,500.00
P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL ADMINISTRATION	1 L.S.	\$ 11,000.00	\$ 11,000.00
P641.050.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	1 C.S.	\$ 220,000.00	\$ 220,000.00
P641.070.0000	SWPPP MANAGER	1 L.S.	\$ 54,900.00	\$ 54,900.00
T901.020.0000	SEEDING	3,900 POUND	\$ 45.00	\$ 175,500.00
T905.010.0000	TOPSOILING, CLASS B	38,000 S.Y.	\$ 3.00	\$ 114,000.00
	ROADWAY SIGNAGE	1 L.S.	\$ 10,000.00	\$ 10,000.00
	WATER UTILITY EXTENSION	1 L.S.	\$ 680,000.00	\$ 680,000.00
	SEWER UTILITY EXTENSION	1 L.S.	\$ 600,000.00	\$ 600,000.00
	ELECTRIC UTILITY EXTENSION	1 L.S.	\$ 270,000.00	\$ 270,000.00
	NATURAL GAS UTILITY EXTENSION	1 L.S.	\$ 240,000.00	\$ 240,000.00

Subtotal Construction, AIP-eligible (excludes sewer and natural gas utility extensions)	\$ 12,386,000
Overall Project Contingency Percent/Amount:	
Design Percent/Amount:	@ 10% \$ 1,238,600
	@ 12% \$ 1,486,320
Construction Engineering (CENG) Percent/Amount:	@ 15% \$ 1,857,900
10-Year Inflation	@ 3.5% \$ 5,085,700
Grand Total, AIP-eligible	\$ 22,054,500
Subtotal Construction, Sponsor (includes sewer and natural gas utility extension)	\$ 840,000
Overall Project Contingency Percent/Amount:	
Design Percent/Amount:	@ 10% \$ 84,000
	@ 12% \$ 100,800
Construction Engineering (CENG) Percent/Amount:	@ 15% \$ 126,000
10-Year Inflation	@ 3.5% \$ 344,900
Grand Total, Sponsor	\$ 1,495,700

CIP DATASHEET

Airport Name: Wasilla Municipal Airport

Grant Year: 2035

LOCID: IYS

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
CA	AP	CO	Construct Transient Apron	\$ 3,856,800
ST	AP	LI	Install Apron Lighting	
ST	AP	SG	Install Apron Markings and Signage	
			Total Cost:	\$ 3,856,800
			Sponsor Share:	\$ 241,050
			Federal Share (93.75% of total cost for this airport):	\$ 3,615,750

Project Description and Justification:

Construct approximately 122,000 square feet of additional apron space located immediately southeast of proposed Aviation Business Center (IYS-MT-6). New apron will include approximately 8 new small aircraft tie-downs for transient aircraft. Project will also include apron lighting, markings, and signage. The existing transient apron is anticipated to continue operating near capacity and additional apron space will be required to meet the growing needs of the community.

**Wasilla Municipal Airport Master Plan
Mid-Term ACIP Estimates
Construct Transient Apron**

Mid-Term ID: MT-10

2035

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	1 L.S.	\$ 150,000.00	\$ 150,000.00
G110.010.0000	AIRPORT SAFETY REQUIREMENTS	1 L.S.	\$ 93,000.00	\$ 93,000.00
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	1 L.S.	\$ 15,000.00	\$ 15,000.00
G135.010.0000	CONTRACTOR FURNISHED ENGINEERING TOOLS	1 C.S.	\$ 5,000.00	\$ 5,000.00
L108.010.2008	UNDERGROUND CABLE #8 AWG, COPPER, 5KV FAA TYPE C, L-824	1,180 L.F.	\$ 5.00	\$ 5,900.00
L108.030.0006	#6 BARE COPPER GROUND CONDUCTOR	1,180 L.F.	\$ 2.00	\$ 2,360.00
L108.070.0000	GROUND ROD	6 L.F.	\$ 500.00	\$ 3,000.00
L110.030.1002	RIGID STEEL CONDUIT, 2-INCH	1,180 L.F.	\$ 50.00	\$ 59,000.00
L125.130.0000	AIRPORT SIGN, L-858	2 EACH	\$ 10,000.00	\$ 20,000.00
L125.500.0000	MISCELLANEOUS AIRPORT ELECTRICAL WORK	1 C.S.	\$ 100,000.00	\$ 100,000.00
P151.030.0000	CLEARING & GRUBBING	4 ACRE	\$ 10,000.00	\$ 40,000.00
P152.010.0000	UNCLASSIFIED EXCAVATION	12,300 C.Y.	\$ 25.00	\$ 307,500.00
P152.200.0000	BORROW	21,900 C.Y.	\$ 20.00	\$ 438,000.00
P154.020.0000	SUBBASE COURSE	14,600 TON	\$ 25.00	\$ 365,000.00
P209.020.0000	CRUSHED AGGREGATE BASE COURSE	3,400 TON	\$ 30.00	\$ 102,000.00
P401.010.0030	HOT MIX ASPHALT TYPE II, CLASS A	1,800 TON	\$ 150.00	\$ 270,000.00
P401.020.5828	ASPHALT BINDER, PG 58-28	100 TON	\$ 1,000.00	\$ 100,000.00
P603.010.0010	TACK COAT STE-1	5 TON	\$ 650.00	\$ 3,250.00
P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL ADMINISTRATION	1 L.S.	\$ 1,900.00	\$ 1,900.00
P641.050.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	1 C.S.	\$ 35,000.00	\$ 35,000.00
P641.070.0000	SWPPP MANAGER	1 L.S.	\$ 9,300.00	\$ 9,300.00
P650.010.0000	AIRCRAFT TIE-DOWN	8 EACH	\$ 1,200.00	\$ 9,600.00
T901.020.0000	SEEDING	400 POUND	\$ 55.00	\$ 22,000.00
T905.010.0000	TOPSOILING, CLASS B	3,000 S.Y.	\$ 3.00	\$ 9,000.00

Subtotal Construction	\$ 2,166,000
Overall Project Contingency Percent/Amount:	\$ 216,600
Design Percent/Amount:	\$ 259,920
Construction Engineering (CENG) Percent/Amount:	\$ 324,900
10-Year Inflation	\$ 889,400
Grand Total	\$ 3,856,800

CIP DATASHEET

Airport Name: Wasilla Municipal Airport

Grant Year: 2035

LOCID: IYS

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
OT	OT	PA	Construct Commercial/Large Aircraft Apron Vehicle Parking Area	\$ 1,477,900
			Total Cost:	\$ 1,477,900
			Sponsor Share:	\$ 92,369
			Federal Share (93.75% of total cost for this airport):	\$ 1,385,531

Project Description and Justification:

This project includes construction of a vehicle parking area in the southern quadrant of the airport, adjacent to the new commercial/large aircraft apron access road (IYS-NT-3) and the proposed southern access road (IYS-MT-9). The parking area will include 57 perpendicular parking spaces. Development of dedicated vehicle parking and rest facilities for airport users will greatly reduce the potential for conflict between aircraft and vehicles on the apron.

Wasilla Municipal Airport Master Plan
Mid-Term ACIP Estimates
Construct Commercial/Large Aircraft Apron Vehicle Parking Area

Mid-Term ID: MT-11

2035

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	1 L.S.	\$ 100,000.00	\$ 100,000.00
G110.010.0000	AIRPORT SAFETY REQUIREMENTS	1 L.S.	\$ 30,000.00	\$ 30,000.00
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	1 L.S.	\$ 7,000.00	\$ 7,000.00
G135.010.0000	CONTRACTOR FURNISHED ENGINEERING TOOLS	1 C.S.	\$ 2,000.00	\$ 2,000.00
L125.500.0000	MISCELLANEOUS AIRPORT ELECTRICAL WORK	1 C.S.	\$ 100,000.00	\$ 100,000.00
P151.030.0000	CLEARING & GRUBBING	1 ACRE	\$ 20,000.00	\$ 20,000.00
P152.010.0000	UNCLASSIFIED EXCAVATION	100 C.Y.	\$ 75.00	\$ 7,500.00
P152.190.0000	BORROW	8,200 C.Y.	\$ 20.00	\$ 164,000.00
P154.020.0000	SUBBASE COURSE	5,000 TON	\$ 35.00	\$ 175,000.00
P209.020.0000	CRUSHED AGGREGATE BASE COURSE	1,100 TON	\$ 30.00	\$ 33,000.00
P401.010.0030	HOT MIX ASPHALT TYPE II, CLASS A	600 TON	\$ 200.00	\$ 120,000.00
P401.020.5828	ASPHALT BINDER, PG 58-28	32 TON	\$ 1,000.00	\$ 32,000.00
P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL	1 L.S.	\$ 1,000.00	\$ 1,000.00
P641.050.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	1 C.S.	\$ 14,000.00	\$ 14,000.00
P641.070.0000	SWPPP MANAGER	1 L.S.	\$ 3,400.00	\$ 3,400.00
T901.020.0000	SEEDING	160 POUND	\$ 100.00	\$ 16,000.00
T905.010.0020	TOPSOILING, CLASS B	1,550 S.Y.	\$ 3.00	\$ 4,650.00

Subtotal Construction	\$ 830,000
Overall Project Contingency Percent/Amount:	@ 10% \$ 83,000
Design Percent/Amount:	@ 12% \$ 99,600
Construction Engineering (CENG) Percent/Amount:	@ 15% \$ 124,500
10-Year Inflation	@ 3.5% \$ 340,800
Grand Total	\$ 1,477,900

CIP DATASHEET

Airport Name: Wasilla Municipal Airport

Grant Year: 2035

LOCID: IYS

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
ST	EQ	SE	Construct Perimeter Fencing	\$ 1,949,400
			Total Cost:	\$ 1,949,400
			Sponsor Share:	\$ 121,838
			Federal Share (93.75% of total cost for this airport):	\$ 1,827,563

Project Description and Justification:

Construct approximately 15,000 feet of new airport perimeter fencing. Locations include perimeter of newly acquired land in southeast quadrant of airport (see MT-8), south of proposed private hangar lease lots (see MT-10), and along footprints of the proposed hangar lease lot and Aviation Business Building lots (see NT-8 and MT-6). Project will also include one new vehicle security gate. Constructing new perimeter fencing will provide enhanced security of the expanded airport boundary.

**Wasilla Municipal Airport Master Plan
Mid-Term ACIP Estimates
Construct Perimeter Fencing**

Mid-Term ID: MT-12

2035

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
F162.010.0008	8-FEET CHAIN-LINK FENCE	15,000 L.F.	\$ 45.00	\$ 675,000.00
F162.050.0020	SINGLE CANTILEVER GATE 20-FEET WIDE	1 EACH	\$ 40,000.00	\$ 40,000.00
F171.010.0000	POWER GATE OPERATOR SYSTEM	1 EACH	\$ 220,000.00	\$ 220,000.00
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	1 L.S.	\$ 100,000.00	\$ 100,000.00
G110.010.0000	AIRPORT SAFETY REQUIREMENTS	1 L.S.	\$ 10,000.00	\$ 10,000.00
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	1 L.S.	\$ 20,000.00	\$ 20,000.00
G135.010.0000	CONTRACTOR FURNISHED ENGINEERING TOOLS	1 C.S.	\$ 2,500.00	\$ 2,500.00
P151.030.0000	CLEARING & GRUBBING	8 ACRE	\$ 10,000.00	\$ 80,000.00
P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL ADMINISTRATION	1 L.S.	\$ 1,000.00	\$ 1,000.00
P641.050.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	1 C.S.	\$ 20,000.00	\$ 20,000.00
P641.070.0000	SWPPP MANAGER	1 L.S.	\$ 10,000.00	\$ 10,000.00
T901.020.0000	SEEDING	3,800 POUND	\$ 55.00	\$ 209,000.00

Subtotal Construction	\$ 1,387,500
Overall Project Contingency Percent/Amount:	
Design Percent/Amount:	@ 10% \$ 138,750
Construction Engineering (CENG) Percent/Amount:	@ 12% \$ 166,500
10-Year Inflation	@ 15% \$ 208,125
	@ 3.5% \$ 48,563
Grand Total	\$ 1,949,400

WASILLA MUNICIPAL AIRPORT
Long-Term Airport Capital Improvement Projects (11 to 20 Years)
Airport Safety and Access Improvements and Lease Lot Development

Project	Title	Total Project Estimate (\$)	Fiscal Year	AIP Funding (\$)	Sponsor Share (\$)	Fig. 3: Long-Term Project Callout
IYS-LT-1	Extend South General Aviation Apron and Provide Private Lease Lots	12,499,300	2042	11,718,094	781,206	LT-1
IYS-LT-2	Construct Aircraft Run-Up Areas	3,462,400	2042	3,246,000	216,400	LT-2
IYS-LT-3	Construct Vehicle Parking Area	1,584,500	2042	1,485,469	99,031	LT-3
IYS-LT-4	Land Acquisition	6,175,000	2042	5,789,063	385,938	LT-4
IYS-LT-5	Extend Access Road	4,646,700	2042	4,356,281	290,419	LT-5
IYS-LT-6	Develop Airside and Landside Access to Northeast Commercial Lease Lots	34,427,800	2042	31,484,625	2,943,175	LT-6
IYS-LT-7	Construct Taxiway Barrier Gates	5,423,000	2042	5,084,063	338,938	LT-7
IYS-LT-8	Construct Ski Taxiway	1,693,800	2042	1,587,938	105,863	LT-8
IYS-LT-9	Construct Parachute Landing Area and Access Road	2,036,400	2042	1,909,125	127,275	LT-9
IYS-LT-10	Provide Lease Lot for Fire and Rescue Facility	911,700	2042	-	911,700	LT-10
IYS-LT-11	Construct Helipad	2,478,300	2042	2,323,406	154,894	LT-11
IYS-LT-12	Provide Lease Lot for Hotel	2,373,400	2042	-	2,373,400	LT-12
Long-Term Project Group Total:		77,712,300		68,984,063	8,728,238	

CIP DATASHEET

Airport Name: Wasilla Municipal Airport

Grant Year: 2042

LOCID: **IYS**

Date Submitted:

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
CA	AP	EX	Extend South General Aviation Apron	\$ 12,499,300
			Total Cost:	\$ 12,499,300
			Sponsor Share:	\$ 781,206
			Federal Share (93.75% of total cost for this airport):	\$ 11,718,094

Project Description and Justification:

Construct approximately 257,300 square feet of additional general aviation (GA) apron space southwest of the proposed South GA Apron (IYS-NT-6). The new South GA Apron extension will include approximately 32 new small aircraft tie-downs with weatherproof outlets. Project will also include apron lighting, markings, and signage. The existing GA aprons are anticipated to continue operating near capacity and additional apron space will be required to meet the growing needs of the community.

Wasilla Municipal Airport Master Plan
Long-Term ACIP Estimates
Extend South General Aviation Apron and Provide Private Lease Lots

Long-Term ID: LT-1

2042

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	1 L.S.	\$ 550,000.00	\$ 550,000.00
G110.010.0000	AIRPORT SAFETY REQUIREMENTS	1 L.S.	\$ 152,000.00	\$ 152,000.00
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	1 L.S.	\$ 47,000.00	\$ 47,000.00
G135.010.0000	CONTRACTOR FURNISHED ENGINEERING TOOLS	1 C.S.	\$ 17,000.00	\$ 17,000.00
L108.010.2008	UNDERGROUND CABLE #8 AWG, COPPER, 5KV FAA TYPE C, L-824	3,600 L.F.	\$ 5.00	\$ 18,000.00
L108.030.0006	#6 BARE COPPER GROUND CONDUCTOR	3,600 L.F.	\$ 2.00	\$ 7,200.00
L108.070.0000	GROUND ROD	18 EACH	\$ 500.00	\$ 9,000.00
L110.030.1002	RIGID STEEL CONDUIT, 2-INCH	3,600 L.F.	\$ 50.00	\$ 180,000.00
L125.130.0000	AIRPORT SIGN, L-858	2 EACH	\$ 10,000.00	\$ 20,000.00
L125.500.0000	MISCELLANEOUS AIRPORT ELECTRICAL WORK	1 C.S.	\$ 100,000.00	\$ 100,000.00
P151.030.0000	CLEARING & GRUBBING	12 ACRE	\$ 15,000.00	\$ 180,000.00
P152.190.0000	BORROW	140,100 C.Y.	\$ 10.00	\$ 1,401,000.00
P154.020.0000	SUBBASE COURSE	38,100 TON	\$ 25.00	\$ 952,500.00
P209.020.0000	CRUSHED AGGREGATE BASE COURSE	10,200 TON	\$ 35.00	\$ 357,000.00
P401.010.0030	HOT MIX ASPHALT TYPE II, CLASS A	5,400 TON	\$ 160.00	\$ 864,000.00
P401.020.5828	ASPHALT BINDER, PG 58-28	300 TON	\$ 1,500.00	\$ 450,000.00
P620.010.0000	RUNWAY AND TAXIWAY PAINTING	610 S.F.	\$ 20.00	\$ 12,200.00
P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL	1 L.S.	\$ 4,900.00	\$ 4,900.00
P641.050.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	1 C.S.	\$ 98,000.00	\$ 98,000.00
P641.070.0000	SWPPP MANAGER	1 L.S.	\$ 24,500.00	\$ 24,500.00
P650.010.0000	AIRCRAFT TIE-DOWN	32 EACH	\$ 5,000.00	\$ 160,000.00
T901.020.0000	SEEDING	2,020 POUND	\$ 55.00	\$ 111,100.00
T905.010.0020	TOPSOILING, CLASS B	19,600 S.Y.	\$ 3.00	\$ 58,800.00

Subtotal Construction	\$ 5,774,200
Overall Project Contingency Percent/Amount:	\$ 577,420
Design Percent/Amount:	\$ 692,904
Construction Engineering (CENG) Percent/Amount:	\$ 866,130
17-Year Inflation	\$ 4,588,600
Grand Total	\$ 12,499,300

CIP DATASHEET

Airport Name: Wasilla Municipal Airport

Grant Year: 2042

LOCID: IYS

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
CA	AF	CO	Construct Aircraft Run-Up Areas	\$ 3,462,400
			Total Cost:	\$ 3,462,400
			Sponsor Share:	\$ 216,400
			Federal Share (93.75% of total cost for this airport):	\$ 3,246,000

Project Description and Justification:

This project includes construction of two new 75-foot-wide staging/run-up areas at either end of proposed Taxiway "B" (IYS-MT-3). A diversification in Airport usage is anticipated as the airport continues growing. Aircraft staging/run-up areas will be necessary with an increase in frequency of flight instruction and glider operations in order to mitigate congestion and to maintain a safe environment for airport users.

**Wasilla Municipal Airport Master Plan
Long-Term ACIP Estimates
Construct Aircraft Run-Up Areas**

Long-Term ID: LT-2

2042

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	1 L.S.	\$ 250,000.00	\$ 250,000.00
G110.010.0000	AIRPORT SAFETY REQUIREMENTS	1 L.S.	\$ 35,000.00	\$ 35,000.00
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	1 L.S.	\$ 15,000.00	\$ 15,000.00
G135.010.0000	CONTRACTOR FURNISHED ENGINEERING TOOLS	1 C.S.	\$ 10,000.00	\$ 10,000.00
L000.000.0000	GENERAL ELEC ITEMS NOT CAPTURED	1 L.S.	\$ 8,000.00	\$ 8,000.00
P151.010.0000	CLEARING	3 ACRE	\$ 5,000.00	\$ 15,000.00
P152.010.0000	UNCLASSIFIED EXCAVATION	9,000 C.Y.	\$ 25.00	\$ 225,000.00
P152.190.0000	BORROW	1,500 C.Y.	\$ 15.00	\$ 22,500.00
P154.020.0000	SUBBASE COURSE	10,500 TON	\$ 30.00	\$ 315,000.00
P209.020.0000	CRUSHED AGGREGATE BASE COURSE	2,800 TON	\$ 45.00	\$ 126,000.00
P401.010.0030	HOT MIX ASPHALT TYPE II, CLASS A	2,000 TON	\$ 150.00	\$ 300,000.00
P401.020.5828	ASPHALT BINDER, PG 58-28	110 TON	\$ 1,500.00	\$ 165,000.00
P603.010.0010	TACK COAT STE-1	4 TON	\$ 500.00	\$ 2,000.00
P620.020.0000	RUNWAY AND TAXIWAY PAINTING	1 L.S.	\$ 20,000.00	\$ 20,000.00
P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL	1 L.S.	\$ 5,000.00	\$ 5,000.00
P641.050.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL BY E	1 C.S.	\$ 30,000.00	\$ 30,000.00
P641.070.0000	SWPPP MANAGER	1 L.S.	\$ 8,000.00	\$ 8,000.00
T901.020.0000	SEEDING	550 POUND	\$ 55.00	\$ 30,250.00
T905.010.0020	TOPSOILING, CLASS B	5,900 S.Y.	\$ 3.00	\$ 17,700.00

Subtotal Construction	\$ 1,599,500
Overall Project Contingency Percent/Amount:	\$ 159,950
Design Percent/Amount:	\$ 191,940
Construction Engineering (CENG) Percent/Amount:	\$ 239,925
17-Year Inflation	\$ 1,271,100
Grand Total	\$ 3,462,400

CIP DATASHEET

Airport Name: Wasilla Municipal AirportGrant Year: 2042LOCID: IYS

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
OT	OT	PA	Construct Vehicle Parking Area	\$ 1,584,500
			Total Cost:	\$ 1,584,500
			Sponsor Share:	\$ 99,031
			Federal Share (93.75% of total cost for this airport):	\$ 1,485,469

Project Description and Justification:

This project includes construction of a vehicle parking area northwest of existing Aviation Avenue and southwest of the proposed Taxiway "C" extension (IYS-MT-10). The parking area will include 39 perpendicular parking spaces. Development of dedicated vehicle parking and rest facilities for airport users will greatly reduce the potential for conflict between aircraft and vehicles on the apron.

Wasilla Municipal Airport Master Plan
Long-Term ACIP Estimates
Construct Vehicle Parking Area

Long-Term ID: LT-3

2042

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	1 L.S.	\$ 100,000.00	\$ 100,000.00
G110.010.0000	AIRPORT SAFETY REQUIREMENTS	1 L.S.	\$ 20,000.00	\$ 20,000.00
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	1 L.S.	\$ 6,000.00	\$ 6,000.00
G135.010.0000	CONTRACTOR FURNISHED ENGINEERING TOOLS	1 C.S.	\$ 2,000.00	\$ 2,000.00
L000.000.0000	GENERAL ELEC ITEMS NOT CAPTURED (AREA LIGHTING)	1 L.S.	\$ 60,000.00	\$ 60,000.00
P152.010.0000	UNCLASSIFIED EXCAVATION	2,900 C.Y.	\$ 35.00	\$ 102,000.00
P151.030.0000	CLEARING & GRUBBING	1 ACRE	\$ 20,000.00	\$ 20,000.00
P152.440.0000	AREA GRADING	770 S.Y.	\$ 5.00	\$ 4,000.00
P154.020.0000	SUBBASE COURSE	4,200 TON	\$ 35.00	\$ 147,000.00
P209.020.0000	CRUSHED AGGREGATE BASE COURSE	1,000 TON	\$ 45.00	\$ 45,000.00
P401.010.0030	HOT MIX ASPHALT TYPE II, CLASS A	530 TON	\$ 250.00	\$ 133,000.00
P401.020.5828	ASPHALT BINDER, PG 58-28	30 TON	\$ 2,000.00	\$ 60,000.00
P620.100.0000	PAINTED TRAFFIC MARKINGS	410 S.F.	\$ 5.00	\$ 3,000.00
P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL	1 L.S.	\$ 600.00	\$ 1,000.00
P641.050.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL BY E	1 C.S.	\$ 18,000.00	\$ 18,000.00
P641.070.0000	SWPPP MANAGER	1 L.S.	\$ 3,000.00	\$ 3,000.00
T901.020.0000	SEEDING	80 POUND	\$ 55.00	\$ 5,000.00
T905.010.0020	TOPSOILING, CLASS B	770 S.Y.	\$ 3.00	\$ 3,000.00

Subtotal Construction	\$ 732,000
Overall Project Contingency Percent/Amount:	\$
Design Percent/Amount:	\$
Construction Engineering (CENG) Percent/Amount:	\$
17-Year Inflation	\$
Grand Total	\$ 1,584,500

CIP DATASHEET

Airport Name: Wasilla Municipal AirportGrant Year: 2042LOCID: IYS

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
CA	LA	DV	Land Acquisition - 21 Acres	\$ 6,175,000
			Total Cost:	\$ 6,175,000
			Sponsor Share:	\$ 385,938
			Federal Share (93.75% of total cost for this airport):	\$ 5,789,063

Project Description and Justification:

This project includes acquisition of approximately 21.0 acres of property adjacent to the northwestern quadrant of the airport to support future airport expansion and to create a buffer to protect against encroachment from non-aviation development. Project also includes anticipated costs associated with relocation of the existing Museum of Alaska Transportation. The area around the airport is developing rapidly and needed property should be acquired before it is developed.

Wasilla Municipal Airport Master Plan

Long-Term ACIP Estimates

Land Acquisition

Long-Term ID: LT-4			Est Earliest Date of Acquisition		2042
ITEM	QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL PRICE	
1	Land Acquisition (S. Museum Lot) - 10 Acres	1 L.S.	\$ 787,500.00	\$	787,500.00
2	Land Acquisition (N. Museum Lot) - 11 Acres	1 L.S.	\$ 232,500.00	\$	232,500.00
3	Assumed Museum Relocation	1 L.S.	\$ 2,000,000.00	\$	2,000,000.00
			Subtotal	\$	3,020,000
			Land Acquisition	@ 0%	\$ -
			Acquisition Services & Appraisal	@ 10%	\$ 302,000
			Construction Management	@ 0%	\$ -
			Project Contingency	@ 15%	\$ 453,000
			17-Year Inflation	@ 3.5%	\$ 2,399,900
			Grand Total	\$	6,175,000

CIP DATASHEET

Airport Name: Wasilla Municipal Airport

Grant Year: 2042

LOCID: IYS

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
CA	AR	AC	Extend Access Road	\$ 4,646,700
			Total Cost:	\$ 4,646,700
			Sponsor Share:	\$ 290,419
			Federal Share (93.75% of total cost for this airport):	\$ 4,356,281

Project Description and Justification:

This project includes constructing approximately 2,300 feet of new access road that will re-route Aviation Avenue around the northern perimeter of existing airport boundary and will connect to W Museum Dr at the north terminus of Beacon St. The portion of existing Aviation Avenue running from Apron E to the southwestern hangars will be renamed Airport Way.

**Wasilla Municipal Airport Master Plan
Long-Term ACIP Estimates
Extend Access Road**

Long-Term ID: LT-5

2042

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	1 L.S.	\$ 500,000.00	\$ 500,000.00
G110.010.0000	AIRPORT SAFETY REQUIREMENTS	1 L.S.	\$ 10,000.00	\$ 10,000.00
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	1 L.S.	\$ 20,000.00	\$ 20,000.00
G135.010.0000	CONTRACTOR FURNISHED ENGINEERING TOOLS	1 C.S.	\$ 4,000.00	\$ 4,000.00
P151.030.0000	CLEARING & GRUBBING	4 ACRE	\$ 10,000.00	\$ 40,000.00
P152.010.0000	UNCLASSIFIED EXCAVATION	19,800 C.Y.	\$ 20.00	\$ 396,000.00
P152.190.0000	BORROW	3,500 C.Y.	\$ 15.00	\$ 52,500.00
P154.020.0000	SUBBASE COURSE	17,000 TON	\$ 25.00	\$ 425,000.00
P209.020.0000	CRUSHED AGGREGATE BASE COURSE	4,100 TON	\$ 45.00	\$ 184,500.00
P401.010.0030	HOT MIX ASPHALT TYPE II, CLASS A	1,500 TON	\$ 150.00	\$ 225,000.00
P401.020.5828	ASPHALT BINDER, PG 58-28	80 TON	\$ 2,000.00	\$ 160,000.00
P603.010.0010	TACK COAT STE-1	4 TON	\$ 500.00	\$ 2,000.00
P620.080.0000	ROADWAY PAINTING	1 L.S.	\$ 15,000.00	\$ 15,000.00
P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL	1 L.S.	\$ 2,000.00	\$ 2,000.00
P641.050.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	1 C.S.	\$ 32,000.00	\$ 32,000.00
P641.070.0000	SWPPP MANAGER	1 L.S.	\$ 8,000.00	\$ 8,000.00
T901.020.0000	SEEDING	700 POUND	\$ 55.00	\$ 38,500.00
T905.010.0020	TOPSOILING, CLASS B	7,360 S.Y.	\$ 3.00	\$ 22,080.00
	ROADWAY SIGNAGE	1 L.S.	\$ 10,000.00	\$ 10,000.00

Subtotal Construction	\$ 2,146,600
Overall Project Contingency Percent/Amount:	
@ 10%	\$ 214,660
Design Percent/Amount:	
@ 12%	\$ 257,592
Construction Engineering (CENG) Percent/Amount:	
@ 15%	\$ 321,990
17-Year Inflation	
@ 3.5%	\$ 1,705,900
Grand Total	\$ 4,646,700

CIP DATASHEET

Airport Name: Wasilla Municipal Airport

Grant Year: 2042

LOCID: IYS

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
CA	TW	CO	Construct Taxiway "J"	\$ 34,427,800
CA	TW	CO	Construct Taxiway "L"	
ST	TW	LI	Install Taxiway Lighting	
ST	TW	SG	Install Taxiway Markings and Signage	
CA	AR	CO	Construct Access Road	
			Total Cost:	\$ 34,427,800
			Sponsor Share:	\$ 2,943,175
			Federal Share (93.75% of total cost for this airport):	\$ 31,484,625

Project Description and Justification:

Construct approximately 1,700 feet of new 50-foot-wide Taxiway "J" that will extend from existing Apron "E" northwest and crossing existing Aviation Avenue and construct approximately 1,200 feet of new 50-foot-wide Taxiway "L" that will extend from new Taxiway "J" towards the southwest, to provide airside access to proposed northeast commercial lease lots. Project will also include construction of a new 24-foot wide vehicle access road off of Beacon Street (landside access), and extension of utilities. This project will provide airside and landside access and extension of utilities to approximately 29 acres of land reserved for future commercial development of aviation-related buildings and businesses. Portions of this work, such as the proposed sewer and natural gas utility extensions, are considered exclusive use and are ineligible for AIP funding.

Wasilla Municipal Airport Master Plan
Long-Term ACIP Estimates
Develop Airside and Landside Access to Northeast Commercial Lease Lots

Long-Term ID: LT-6

2042

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
F162.010.0008	8-FEET CHAIN-LINK FENCE	4,900 L.F.	\$ 150.00	\$ 735,000.00
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	1 L.S.	\$ 800,000.00	\$ 800,000.00
G110.010.0000	AIRPORT SAFETY REQUIREMENTS	1 L.S.	\$ 660,000.00	\$ 660,000.00
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	1 L.S.	\$ 132,000.00	\$ 132,000.00
G135.010.0000	CONTRACTOR FURNISHED ENGINEERING TOOLS	1 C.S.	\$ 33,000.00	\$ 33,000.00
L108.010.2008	UNDERGROUND CABLE #8 AWG, COPPER, 5KV FAA TYPE C, L-824	6,500 L.F.	\$ 5.00	\$ 32,500.00
L108.030.0006	#6 BARE COPPER GROUND CONDUCTOR	6,500 L.F.	\$ 2.00	\$ 13,000.00
L108.070.0000	GROUND ROD	33 EACH	\$ 500.00	\$ 16,500.00
L110.030.1002	RIGID STEEL CONDUIT, 2-INCH	6,500 L.F.	\$ 50.00	\$ 325,000.00
L125.040.0000	TAXIWAY EDGE LIGHT, L-861T	36 L.F.	\$ 2,500.00	\$ 90,000.00
P151.030.0000	CLEARING & GRUBBING	22 ACRE	\$ 10,000.00	\$ 220,000.00
P152.010.0000	UNCLASSIFIED EXCAVATION	480,200 C.Y.	\$ 15.00	\$ 7,203,000.00
P154.020.0000	SUBBASE COURSE	64,900 TON	\$ 20.00	\$ 1,298,000.00
P209.020.0000	CRUSHED AGGREGATE BASE COURSE	15,800 TON	\$ 35.00	\$ 553,000.00
P401.010.0030	HOT MIX ASPHALT TYPE II, CLASS A	11,100 TON	\$ 150.00	\$ 1,665,000.00
P401.020.5828	ASPHALT BINDER, PG 58-28	588 TON	\$ 1,000.00	\$ 588,300.00
P603.010.0010	TACK COAT STE-1	15 TON	\$ 500.00	\$ 7,500.00
P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL ADMINISTRATION	1 L.S.	\$ 13,200.00	\$ 13,200.00
P641.050.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	1 C.S.	\$ 264,000.00	\$ 264,000.00
P641.070.0000	SWPPP MANAGER	1 L.S.	\$ 66,000.00	\$ 66,000.00
T901.020.0000	SEEDING	4,250 POUND	\$ 55.00	\$ 233,750.00
T905.010.0020	TOPSOILING, CLASS B	45,200 S.Y.	\$ 3.00	\$ 135,600.00
	WATER UTILITY EXTENSION	1 L.S.	\$ 310,000.00	\$ 310,000.00
	SEWER UTILITY EXTENSION	1 L.S.	\$ 280,000.00	\$ 280,000.00
	ELECTRIC UTILITY EXTENSION	1 L.S.	\$ 120,000.00	\$ 120,000.00
	NATURAL GAS UTILITY EXTENSION	1 L.S.	\$ 110,000.00	\$ 110,000.00

Subtotal Construction, AIP-eligible (excludes sewer and natural gas utility extension)	\$ 15,514,400
Overall Project Contingency Percent/Amount:	\$ 1,551,440
Design Percent/Amount:	\$ 1,861,728
Construction Engineering (CENG) Percent/Amount:	\$ 2,327,160
17-Year Inflation	\$ 12,328,900
Grand Total, AIP-eligible	\$ 33,583,600
Subtotal Construction, Sponsor (includes sewer and natural gas utility extension)	\$ 390,000
Overall Project Contingency Percent/Amount:	\$ 39,000
Design Percent/Amount:	\$ 46,800
Construction Engineering (CENG) Percent/Amount:	\$ 58,500
17-Year Inflation	\$ 309,900
Grand Total, Sponsor	\$ 844,200

CIP DATASHEET

Airport Name: Wasilla Municipal AirportGrant Year: 2042LOCID: IYS

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
SA	EQ	SE	Construct Taxiway Barrier Gates	\$ 5,423,000
			Total Cost:	\$ 5,423,000
			Sponsor Share:	\$ 338,938
			Federal Share (93.75% of total cost for this airport):	\$ 5,084,063

Project Description and Justification:

Construct two new taxiway barrier gates at the intersections of Airport Way (prev. Aviation Ave) and proposed Taxiway "C" and Taxiway "J" extensions (IYS-MT-10 and IYS-LT-6).

**Wasilla Municipal Airport Master Plan
Long-Term ACIP Estimates
Construct Taxiway Barrier Gates**

Long-Term ID: LT-7

2042

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
F162.040.0040	DOUBLE CANTILEVER GATE 40-FEET WIDE W/ FOUNDATION	2 EACH	\$ 500,000.00	\$ 1,000,000.00
F171.010.0000	POWER GATE OPERATOR SYSTEM	4 EACH	\$ 300,000.00	\$ 1,200,000.00
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	1 L.S.	\$ 150,000.00	\$ 150,000.00
G110.010.0000	AIRPORT SAFETY REQUIREMENTS	1 L.S.	\$ 110,000.00	\$ 110,000.00
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	1 L.S.	\$ 10,000.00	\$ 10,000.00
G135.010.0000	CONTRACTOR FURNISHED ENGINEERING TOOLS	1 C.S.	\$ 5,000.00	\$ 5,000.00
P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL ADMINISTRATION	1 L.S.	\$ 2,200.00	\$ 2,200.00
P641.050.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	1 C.S.	\$ 20,000.00	\$ 20,000.00
P641.070.0000	SWPPP MANAGER	1 L.S.	\$ 8,000.00	\$ 8,000.00

Subtotal Construction	\$ 2,505,200
Overall Project Contingency Percent/Amount:	@ 10% \$ 250,520
Design Percent/Amount:	@ 12% \$ 300,624
Construction Engineering (CENG) Percent/Amount:	@ 15% \$ 375,780
17-Year Inflation	@ 3.5% \$ 1,990,800
Grand Total	\$ 5,423,000

CIP DATASHEET

Airport Name: Wasilla Municipal Airport

Grant Year: 2042

LOCID: IYS

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
CA	TW	CO	Construct Ski Taxiway	\$ 1,693,800
			Total Cost:	\$ 1,693,800
			Sponsor Share:	\$ 105,863
			Federal Share (93.75% of total cost for this airport):	\$ 1,587,938

Project Description and Justification:

This project includes construction of a 170-foot-long by 25-foot-wide gravel-surfaced taxiway, parallel to northwest side of existing connecting Taxiway D, to connect Taxiway B to the Runway 04S threshold.

**Wasilla Municipal Airport Master Plan
Long-Term ACIP Estimates
Construct Ski Taxiway**

Long-Term ID: LT-8

2042

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	1 L.S.	\$ 250,000.00	\$ 250,000.00
G110.010.0000	AIRPORT SAFETY REQUIREMENTS	1 L.S.	\$ 100,000.00	\$ 100,000.00
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	1 L.S.	\$ 7,000.00	\$ 7,000.00
G135.010.0000	CONTRACTOR FURNISHED ENGINEERING TOOLS	1 C.S.	\$ 9,000.00	\$ 9,000.00
L000.000.0000	GENERAL ELEC ITEMS NOT CAPTURED (EDGE MARKERS)	1 L.S.	\$ 50,000.00	\$ 50,000.00
L125.130.0000	AIRPORT SIGN, L-858	3 EACH	\$ 10,000.00	\$ 30,000.00
P152.010.0000	UNCLASSIFIED EXCAVATION	2,600 C.Y.	\$ 35.00	\$ 91,000.00
P154.020.0000	SUBBASE COURSE	2,600 TON	\$ 40.00	\$ 104,000.00
P299.020.0000	CRUSHED AGGREGATE SURFACE COURSE	1,500 TON	\$ 65.00	\$ 97,500.00
P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL	1 L.S.	\$ 3,000.00	\$ 3,000.00
P641.050.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	1 C.S.	\$ 15,000.00	\$ 15,000.00
P641.070.0000	SWPPP MANAGER	1 L.S.	\$ 2,000.00	\$ 2,000.00
T901.020.0000	SEEDING	300 POUND	\$ 55.00	\$ 16,500.00
T905.010.0020	TOPSOILING, CLASS B	2,500 S.Y.	\$ 3.00	\$ 7,500.00

Subtotal Construction	\$ 782,500
Overall Project Contingency Percent/Amount:	\$ 78,250
Design Percent/Amount:	\$ 93,900
Construction Engineering (CENG) Percent/Amount:	\$ 117,375
17-Year Inflation	\$ 621,800
Grand Total	\$ 1,693,800

CIP DATASHEET

Airport Name: Wasilla Municipal AirportGrant Year: 2042LOCID: IYS

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
OT	OT	CO	Construct Parachute Landing and Access Road	\$ 2,036,400
			Total Cost:	\$ 2,036,400
			Sponsor Share:	\$ 127,275
			Federal Share (93.75% of total cost for this airport):	\$ 1,909,125

Project Description and Justification:

This project includes construction of a 300' x 300' turf area with additional 50' cleared turf zone around each side for parachute landings, located west of proposed Taxiway C extension (IYS-MT-10). Project will also include construction of approximately 450 feet of access road connecting to proposed parking area (IYS-LT-3) which connects to Airport Way (prev. Aviation Ave).

Wasilla Municipal Airport Master Plan
Long-Term ACIP Estimates
Construct Parachute Landing Area and Access Road

Long-Term ID: LT-9

2042

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	1 L.S.	\$ 80,000.00	\$ 80,000.00
G110.010.0000	AIRPORT SAFETY REQUIREMENTS	1 L.S.	\$ 75,000.00	\$ 75,000.00
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	1 L.S.	\$ 8,000.00	\$ 8,000.00
G135.010.0000	CONTRACTOR FURNISHED ENGINEERING TOOLS	1 C.S.	\$ 2,000.00	\$ 2,000.00
P151.030.0000	CLEARING & GRUBBING	3 ACRE	\$ 15,000.00	\$ 45,000.00
P152.010.0000	UNCLASSIFIED EXCAVATION	7,600 C.Y.	\$ 30.00	\$ 228,000.00
P152.440.0000	AREA GRADING	20,210 S.Y.	\$ 5.00	\$ 101,050.00
P154.020.0000	SUBBASE COURSE	3,000 TON	\$ 40.00	\$ 120,000.00
P209.020.0000	CRUSHED AGGREGATE BASE COURSE	510 TON	\$ 65.00	\$ 33,150.00
P401.010.0030	HOT MIX ASPHALT TYPE II, CLASS A	200 TON	\$ 150.00	\$ 30,000.00
P401.020.5828	ASPHALT BINDER, PG 58-28	10 TON	\$ 2,000.00	\$ 20,000.00
P620.080.0000	ROADWAY PAINTING	1 L.S.	\$ 10,000.00	\$ 10,000.00
P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL	1 C.S.	\$ 800.00	\$ 800.00
P641.050.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	1 L.S.	\$ 50,000.00	\$ 50,000.00
P641.070.0000	SWPPP MANAGER	1 L.S.	\$ 10,000.00	\$ 10,000.00
T901.020.0000	SEEDING	2,090 POUND	\$ 35.00	\$ 73,150.00
T905.010.0020	TOPSOILING, CLASS B	22,230 S.Y.	\$ 2.00	\$ 44,460.00
	ROADWAY SIGNAGE	1 L.S.	\$ 10,000.00	\$ 10,000.00

Subtotal Construction	\$ 940,700
Overall Project Contingency Percent/Amount:	\$ 94,070
Design Percent/Amount:	\$ 112,884
Construction Engineering (CENG) Percent/Amount:	\$ 141,105
17-Year Inflation	\$ 747,600
Grand Total	\$ 2,036,400

CIP DATASHEET

Airport Name: Wasilla Municipal AirportGrant Year: 2042LOCID: IYS

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
CA	AF	DV	Provide Lease Lot for Fire and Rescue Facility	\$ 911,700
			Total Cost:	\$ 911,700
			Sponsor Share:	\$ 911,700
			Federal Share (93.75% of total cost for this airport):	\$ -

Project Description and Justification:

Provide lease space for future development of an Fire and Rescue facility on the newly acquired land in southeast quadrant of airport (IYS-MT-8) immediately southeast of the proposed Commercial/Large Aircraft Apron access road (IYS-NT-3). Project will also include construction of landside access off of W Aviation Avenue and a parking area and extension of utilities. All portions of this work are considered exclusive use and are ineligible for AIP funding.

**Wasilla Municipal Airport Master Plan
Long-Term ACIP Estimates
Provide Lease Lot for Fire and Rescue Facility**

Long-Term ID: LT-10

2042

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	1 L.S.	\$ 75,000.00	\$ 75,000.00
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	1 L.S.	\$ 10,000.00	\$ 10,000.00
G135.010.0000	CONTRACTOR FURNISHED ENGINEERING TOOLS	1 C.S.	\$ 4,000.00	\$ 4,000.00
P151.030.0000	CLEARING & GRUBBING	1 ACRE	\$ 20,000.00	\$ 20,000.00
P152.010.0000	UNCLASSIFIED EXCAVATION	2,600 C.Y.	\$ 35.00	\$ 91,000.00
P152.440.0000	AREA GRADING	700 S.Y.	\$ 5.00	\$ 3,500.00
P154.020.0000	SUBBASE COURSE	2,200 TON	\$ 40.00	\$ 88,000.00
P209.020.0000	CRUSHED AGGREGATE BASE COURSE	600 TON	\$ 70.00	\$ 42,000.00
P401.010.0030	HOT MIX ASPHALT TYPE II, CLASS A	250 TON	\$ 200.00	\$ 50,000.00
P401.020.5828	ASPHALT BINDER, PG 58-28	20 TON	\$ 2,000.00	\$ 40,000.00
P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL	1 L.S.	\$ 600.00	\$ 600.00
P641.050.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL BY E	1 C.S.	\$ 11,000.00	\$ 11,000.00
P641.070.0000	SWPPP MANAGER	1 L.S.	\$ 2,800.00	\$ 2,800.00
T901.020.0000	SEEDING	70 POUND	\$ 200.00	\$ 14,000.00
T905.010.0020	TOPSOILING, CLASS B	650 S.Y.	\$ 3.00	\$ 1,950.00
	WATER UTILITY EXTENSION	1 L.S.	\$ 50,000.00	\$ 50,000.00
	SEWER UTILITY EXTENSION	1 L.S.	\$ 30,000.00	\$ 30,000.00
	ELECTRIC UTILITY EXTENSION	1 L.S.	\$ 55,000.00	\$ 55,000.00
	NATURAL GAS UTILITY EXTENSION	1 L.S.	\$ 60,000.00	\$ 60,000.00

Subtotal Construction	\$ 648,900
Overall Project Contingency Percent/Amount:	\$ 64,890
Design Percent/Amount:	\$ 77,868
Construction Engineering (CENG) Percent/Amount:	\$ 97,335
17-Year Inflation	\$ 22,712
Grand Total	\$ 911,700

CIP DATASHEET

Airport Name: Wasilla Municipal AirportGrant Year: 2042LOCID: IYS

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
CA	HE	CO	Construct Helipad	\$ 2,478,300
ST	HE	LI	Install Helipad Lighting	
CA	HE	AC	Construct Helipad Access Road	
CA	OT	PA	Construct Helipad Access Vehicle Parking	
			Total Cost:	\$ 2,478,300
			Sponsor Share:	\$ 154,894
			Federal Share (93.75% of total cost for this airport):	\$ 2,323,406

Project Description and Justification:

This project includes construction of a 105'x105' helipad on newly acquired land in southeast quadrant of airport (IYS-MT-8), directly south of proposed Fire and Rescue Facility (IYS-LT-10). Project will also include helipad lighting, construction of approximately 500 feet of vehicle access road, a 3,900-square-foot parking area, and approximately 575 feet of new fencing.

**Wasilla Municipal Airport Master Plan
Long-Term ACIP Estimates
Construct Heliport**

Long-Term ID: LT-11

2042

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	1 L.S.	\$ 500,000.00	\$ 500,000.00
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	1 L.S.	\$ 12,000.00	\$ 12,000.00
G135.010.0000	CONTRACTOR FURNISHED ENGINEERING TOOLS	1 C.S.	\$ 7,000.00	\$ 7,000.00
L000.000.0000	GENERAL ELEC ITEMS NOT CAPTURED (HELIPORT LIGHTING)	1 L.S.	\$ 62,500.00	\$ 62,500.00
L107.011.0008	8-FEET LIGHTED WIND CONE, SUPPLEMENTAL, IN PLACE	1 EACH	\$ 12,000.00	\$ 12,000.00
L125.500.0000	MISCELLANEOUS AIRPORT ELECTRICAL WORK	1 C.S.	\$ 10,000.00	\$ 10,000.00
P151.030.0000	CLEARING & GRUBBING	2 ACRE	\$ 20,000.00	\$ 40,000.00
P152.010.0000	UNCLASSIFIED EXCAVATION	900 C.Y.	\$ 40.00	\$ 36,000.00
P152.190.0000	BORROW	3,000 C.Y.	\$ 15.00	\$ 45,000.00
P152.440.0000	AREA GRADING	3,800 S.Y.	\$ 3.00	\$ 11,400.00
P154.020.0000	SUBBASE COURSE	3,500 TON	\$ 35.00	\$ 122,500.00
P209.020.0000	CRUSHED AGGREGATE BASE COURSE	1,300 TON	\$ 45.00	\$ 58,500.00
P401.010.0030	HOT MIX ASPHALT TYPE II, CLASS A	500 TON	\$ 150.00	\$ 75,000.00
P401.020.5828	ASPHALT BINDER, PG 58-28	35 TON	\$ 2,000.00	\$ 70,000.00
P620.100.0000	PAINTED TRAFFIC MARKINGS	100 S.F.	\$ 50.00	\$ 5,000.00
P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL	1 L.S.	\$ 700.00	\$ 700.00
P641.050.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL BY E	1 C.S.	\$ 13,000.00	\$ 13,000.00
P641.070.0000	SWPPP MANAGER	1 L.S.	\$ 3,100.00	\$ 3,100.00
T901.020.0000	SEEDING	360 POUND	\$ 55.00	\$ 19,800.00
T905.010.0020	TOPSOILING, CLASS B	3,800 S.Y.	\$ 3.00	\$ 11,400.00
	HELIPORT PAINTED MARKINGS	1 L.S.	\$ 30,000.00	\$ 30,000.00

Subtotal Construction	\$ 1,144,900
Overall Project Contingency Percent/Amount:	\$ 114,490
Design Percent/Amount:	\$ 137,388
Construction Engineering (CENG) Percent/Amount:	\$ 171,735
17-Year Inflation	\$ 909,800
Grand Total	\$ 2,478,300

CIP DATASHEET

Airport Name: Wasilla Municipal Airport

Grant Year: 2042

LOCID: IYS

Date Submitted: _____

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
OT	RV	DV	Provide Lease Lot for Hotel	\$ 2,373,400
			Total Cost:	\$ 2,373,400
			Sponsor Share:	\$ 2,373,400
			Federal Share (93.75% of total cost for this airport):	\$ -

Project Description and Justification:

Provide lease space for future development of a hotel on newly acquired land in southeast quadrant of airport (IYS-MT-8), directly south of the proposed helipad (IYS-LT-11). Development will include required site preparation such as clearing and subgrade earthwork. Extensive excavation and replacement of existing material is anticipated in this area. All portions of this work are considered exclusive use and are ineligible for AIP funding.

**Wasilla Municipal Airport Master Plan
Long-Term ACIP Estimates
Provide Lease Lot for Hotel**

Long-Term ID: LT-12

2042

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	1 L.S.	\$ 50,000.00	\$ 50,000.00
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	1 L.S.	\$ 10,000.00	\$ 10,000.00
G135.010.0000	CONTRACTOR FURNISHED ENGINEERING TOOLS	1 C.S.	\$ 3,000.00	\$ 3,000.00
P152.010.0000	UNCLASSIFIED EXCAVATION	5,400 C.Y.	\$ 35.00	\$ 189,000.00
P152.190.0000	BORROW	10,700 C.Y.	\$ 12.00	\$ 128,400.00
P152.440.0000	AREA GRADING	16,000 S.Y.	\$ 3.00	\$ 48,000.00
P151.030.0000	CLEARING & GRUBBING	4 ACRE	\$ 12,000.00	\$ 48,000.00
P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL	1 L.S.	\$ 5,000.00	\$ 5,000.00
P641.050.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL BY E	1 C.S.	\$ 20,000.00	\$ 20,000.00
P641.070.0000	SWPPP MANAGER	1 L.S.	\$ 10,000.00	\$ 10,000.00
	WATER UTILITY EXTENSION	1 L.S.	\$ 170,000.00	\$ 170,000.00
	SEWER UTILITY EXTENSION	1 L.S.	\$ 75,000.00	\$ 75,000.00
	ELECTRIC UTILITY EXTENSION	1 L.S.	\$ 180,000.00	\$ 180,000.00
	NATURAL GAS UTILITY EXTENSION	1 L.S.	\$ 160,000.00	\$ 160,000.00

Subtotal Construction	\$ 1,096,400
Overall Project Contingency Percent/Amount: Design Percent/Amount:	@ 10% \$ 109,640
Construction Engineering (CENG) Percent/Amount:	@ 12% \$ 131,568
17-Year Inflation	@ 15% \$ 164,460
	@ 3.5% \$ 871,300
Grand Total	\$ 2,373,400