

General Aviation Association

Fairbanks International Airport

Meeting Minutes of April 19, 2016

President Rod Combellick opened the meeting with introductions of the GAA board members, FAI Airport management staff and Air Traffic control management staff. The agenda was accepted by unanimous consent.

Combellick summarized the activities of the East Side Working Group, tasked with finding solutions to the incursion problems that have happened. To date, some signage has been improved, and recommendations made for uncontrolled surface management.

David Karalunas, FAA compliance team member, gave a presentation via computer connection from Anchorage. The FAA is working towards a philosophy of cooperative learning, education/training and compliance, rather than enforcement, wherever possible. FSDO staff must justify enforcement, and only after compliance methods have failed to correct a problem. The long term goal is to learn from problem areas and find corrective measures system wide.

Jeff Roach, the new Fairbanks International Airport Manager, presented a map of new areas of lease lot availability. There are three areas on the East side for new leases, and 8 lots for T-hangars or personal use hangars. He has a group working on ways to improve use of the East side property, and will keep us informed on their progress. He also talked about the incursion problems, including three new events in the recent past:

- A vehicle theft on the West side, followed by joyriding up and down taxiways, across taxiway B to the East side and apprehension there;
- A fuel truck driving onto taxiway C;
- A private delivery to Float Pond unescorted, driving across the ski strip.

Melissa Osborn, Chief of Operations, reported on problems with their financial management system which has affected their billing for tie-downs, among many other problems. Please contact her with any issues, including not receiving a bill for your space. They will impose no late fees during this time. She also reminded us that any lease holder (including tie-downs) signed a document that said we would be responsible for escorting others to/from our operation areas. Some discussion ensued about how that looks in practice. She concluded that

we all need to help keep the area safe, and they were not worried about those who understood the area and did not present a hazard.

Joe Winingar, ATC Manager, talked briefly about the trainee situation. There are, and will be, more trainees than certified controllers operating this summer. With 21 trainees, we will likely be talking more with them than certified and experienced controllers. He asked that we be patient, and diligent. We are encouraged to ask for clarification for any instructions which we don't understand or which appear problematic. Trainees are ALWAYS shadowed by a certified controller, who will take over in any cases of confusion. Likewise, newly certified controllers will not be alone in the tower for the first 6 months following certification.

Dustin Hodde, ATC Outreach Team, continued the discussion with concerns about the Float Pond usage. Be sure to talk with Tower before entering the channel. And ask for what you want (e.g. opposite direction take off). Tower will be as accommodating as the situation allows. He also reinforced the comments about trainees, encouraging us to ask for clarification if we are unsure about any tower directive. There will be a new radar commissioned in the near future and it will incorporate the ADS-B network. Red Flag exercises will cover about three weeks this summer, and include a variety of foreign pilots. There is a SUAIS web site for information:

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/alkan/advisories/suais/ (or Google Eielson SUAIS). Because of the increased traffic at Eielson, and in preparation for the F35s, he encourages everyone to get in the habit of talking with Approach Control anywhere in the vicinity. In addition, drones operating out of Ladd will be climbing through an advertised corridor to/from their operations in restricted areas. They will be escorted by a helicopter during these transitions, but an extra margin of safety is gained by us being in contact with Approach. Finally, he reported that the ATIS antenna is being moved to the tower near the intersection of University Avenue and Davis Road, in an attempt to improve the signal for inbound flights from the west. He will keep us posted on that.

Tom George, Alaska Regional Representative for AOPA, reported on issues with Range Control Communications. The JPARC expansion is likely to be active in the summer of 2017. In the meantime, he has conducted flights south of the Alaska Range to test coverage of 125.3MHz SUAIS. The eastern portion appears to have been improved, but the western half currently has no coverage. He asks anyone flying through the pass and south of the Range to be in contact with Range Control and report to him any problems or issues you find. Similarly, in the Tok to Eagle vicinity, contact Range Control and report to Tom. Next, AOPA is pushing the PIREP issue, encouraging PIREPs throughout Alaska. There are now PIREP maps through SkyVector and the Alaska Aviation Weather Unit. Please help your fellow pilots by making PIREPS frequently. Next, there is a new map of the CTAF frequencies in the Knik Glacier/Lake George area. Finally,

the Elodea invasive plant issue continues to be of concern to the float community. There has been more extensive sampling along the Tanana River, with none found except through the Totchaket Slough. Tom is looking for volunteer float pilots who will spend a few hours in training on Elodea identification, and then look for it when they land in any water away from home.

In the business portion, minutes of the last meeting were approved by unanimous consensus. The Treasurer reported \$925 in the bank (does not include dues paid at this meeting). A notice of intent to change the constitution and by-laws of GAA more in line with the current actual performance. Those proposed changes will be presented at the next meeting.

Meeting adjourned.