

General Aviation Association Fairbanks International Airport Meeting Notes October 25, 2016

President Rod Combellick:

- opened the meeting with introductions of the GAA board members, FAI Airport management staff and Air Traffic control management staff.
- summarized the activities of the GAA over the summer, particularly the Working Group on East Ramp Incursions, ski strip painting at FAI and ENN, and meetings with ATC and Airport Management.

Airport Management Presentations

Jeff Roach, FAI airport manager:

- mentioned work on improving screening at the airport terminal. Expect slower processing while this work is in progress, and arrive earlier for flights.
- There will also be some upgrades to security, but these will mostly be behind the scenes.

Sean Martines, Chief of Fire and Police:

- gave a brief history of his time at FAI.
- now has 26 officers working for him. Most of these are multi-role, handling fire, rescue and police duties as needed. He also has new trainees, who will be shadowing experienced officers in all roles.

Melissa Osborn, Chief of Operations

- talked briefly about the work on decreasing incursions. They have a new handout, "FAI East Ramp Orientation & Safety Information," created "in cooperation with the Fairbanks General Aviation Association." A color coded map clearly shows operational areas and public access areas. Visitors should be clearly instructed by or escorted to operational areas by leaseholders (e.g. tie-down and float pond permittees). Make sure you are familiar with this document. Copies will be available at the University Avenue entrance kiosk, pilots' lounge, probably Flight Service and on the airport web site.
- discussed the new reporting system for runway condition under wet or icy surface conditions. She provided a handout of the Runway Condition Assessment Matrix, which is available on the airport web site.
- Roach briefly commented on rent increases at an audience request. Notices have gone out to affected lease holders. No increase in tie-down prices is anticipated in the near future.

Air Traffic Control Presentations

Joe Winingar, Tower Manager, introduced two of his controllers to do the presentation.

Amanda Reimann covered a list of issues.

- Staffing: she briefly showed a graphic that suggested the ratio of certified controllers to trainees is steadily increasing. By summer they expect to have a ratio of about 3 certified controllers to 1 trainee.
- Traffic Counts: She briefly showed a graphic with traffic counts for this last season.
- Frequent Flyer Codes: they have been working on getting more codes for Frequent Flyer assignment, and said interested folks should apply. They strongly request that Frequent Flyers PREFACE their call sign with "Frequent Flyer" when checking in with clearance delivery. This saves controllers from having to enter your information as you talk.
- TRSA Departures: strongly encouraged. At FAI, TRSA departures are assumed unless you specifically request "negative TRSA." At Chena Marina and Metro, you must request TRSA if you want it. A transponder is NOT required for the TRSA services.
- Float Pond Operations: call clearance delivery before ready to taxi, so tower controller does not have to interrupt their primary duty to type in your information. Having received your clearance, and ready to taxi, call tower.
- Separation services are available only after approach has confirmed contact and location. Call approach well before entering Class D airspace.
- Wake Turbulence Separation: another graphic indicated when they are required to delay departure, and when it is pilot discretion.
- En Route Flight Following: If you want Flight Following beyond FAI approach boundaries or to your destination, be sure to specify that in your clearance request. There is confusion in terminology between Fairbanks and Anchorage in the use of the term "flight following", so be specific in either location.

JD Eisenmayer also had a list of issues.

- VFR restrictions within the TRSA: When traffic is heavy, particularly training traffic, approach may issue restrictions in location and/or altitude for providing separation. This is most common in the vicinity of Clear Creek Buttes. If you cannot accept a restriction, let the controller know and they will figure out something that works for you and the other traffic. An audience question led to a discussion of assigned altitudes on IFR approaches that differed from the published approach altitudes. Tower Chief Joe Winingar said they would look into the matter and respond. As above, request what you want from the controller, and they will try to accommodate you.
- Radar and Radio Coverage: there are known areas of coverage gaps for both, which pilots and controllers have to work around. Let controllers know if you have

communication problems, as there are sometimes alternate frequencies available. Low altitude reception of ATIS to the west is a long standing example. There is now an active effort to get that transmitter located on a hill top (e.g. VOR hill, Murphy Dome). There are radio dead spots at the far ends of the runway and the float pond. Aircraft orientation changes often help at those spots.

- ADSB: in this area, there are ADSB ground stations on Pedro Dome and near Nenana. The new radar just installed will display a FUSION of multiple radar sites and ADSB reports. This should provide much larger coverage areas, as well as some redundancy to cover dead spots. FUSION consoles will be in full operation early in November.
- Read Back/Hear Back: pilots are required to read back instructions and controllers will insist on it. For example, hold short of runway instructions must be read back with the plane ID and the runway information (e.g. "N1234 holding short of 20 Left").
- PIREPS: ATC needs these as much as Flight Service. Even a brief "conditions are as forecast" is useful.
- Special VFR MUST be requested by the pilot. ATC cannot offer it or suggest it. Priorities go first to arriving IFR, then departing IFR, then SVFR.
- Traffic to the NE of FAI: There is an increase in low altitude traffic as UAS transition from Ladd to area 2205. There is also an extended centerline to the NW of Eielson with arrival traffic. Talk to Approach, Please!!
- Tower Contact: if there are any issues or problems or concerns, please phone the tower as soon as possible afterwards. They hate paperwork, and want to work with the users to clear up any problems with the least amount of hassle. They really do want your input.
 - Tower line recorded: 474-0452
 - Tower line not recorded: 474-9395

AOPA Presentation

Tom George, AOPA Alaska Representative:

- Alaska Low Altitude IFR Issues: there is a national effort to solicit field information on Low Altitude IFR, and Alaska is working on the unique aspect to us. The on-line survey recently promoted resulted in about 200 responses. These will help put together the Alaskan input. The group meeting on this process is through teleconference, and will result in a draft of recommendations going to the FAA.
- ADSB coverage: George showed plots of traffic over a short time frame, tracking aircraft flight paths vs. the amount of those paths covered by ADSB. Between these demonstrations, and some technical assessment of site coverage, it has been estimated

that Alaska needs 12-14 more ADSB ground stations to bring it up to minimal effective coverage. George requests more data from anyone able to document coverage gaps.

Alaska Airmen's Association Presentation

Adam White, Government & Legislative Affairs Director:

- Alaska Airmen's Association has a new executive director, Corey Hester. The former director, Dee Hanson, had been there for many years, so Hester has a steep learning curve.
- The Great Alaska Aviation Gathering is scheduled for April of 2017. FedEx has agreed to continue allowing use of the hangar!
- Two new board members, one from Fairbanks area.
- They are trying to re-open the Fairbanks Field Office, looking for someone to hire to staff it about half-time. Let them know if you, or someone you know, is interested.
- The northern holiday open house will be at Delcourt Aviation on December 9th 5-9 pm.
- The new headquarters building at Lake Hood is fully functional, including indoor toilets!

Guest Presentation

Bruce Dunkle, showed slides and talked about his long term project of a plans-built, flyable, 80% replica of a Spitfire.

Announcements & Upcoming Events

Items of interest and aviation related events in the Fairbanks area were mentioned.

Business Meeting

- Minutes of the Spring 2016 GAA meeting were approved by unanimous consent.
- Treasurer Phyllis Tate reported \$1435.30 in the bank, prior to tonight's dues paid.
- Formal notice was given, and copies made available, of proposed changes to Constitution and By-Laws. These are also posted on the GAA web site. These changes will be voted on at the next meeting in the Spring of 2017.
- Meeting adjourned.