

General Aviation Association Fairbanks International Airport Meeting Notes October 24, 2017

President Rod Combellick opened the meeting with introductions of the GAA executive committee members, an overview of recent activities of the organization. Meeting sponsored by Delcourt Aviation.

Airport Update

Jeff Roach, Airport Manager, provided an update of GA related information including:

- GA Master Plan: A FAA funded Master Plan for the GA side of the airport will be starting soon. It is expected to take about 12 months to complete, and will address issues including evaluation of the size of ramp space needed (to justify to FAA), possible float pond expansion, and consideration of a helicopter operations area.
- Taxiway Bravo Re-paving: Planned for next summer, to include a painted, lighted island on both GA and airline ramps. During construction, half width operations would be in effect, with closures at night. The proposed gate across Bravo is delayed, pending more evaluation on how to manage on an operational surface.

Melissa Osborn, Chief of Operations reported the following:

- Only two Vehicle Pedestrian Deviations (during what is normally the highest time for VPD in the year). One was a Japanese tourist on foot, the other an FAA employee who drove onto the wrong runway after receiving a clearance. She thanked GAA for their role in evaluating the issue, and helping make recommendations to the airport to reduce this type of problem.
- Ops Net: She mentioned that the airport provides current operational information to an online system called OpsNet. GAA has access, which may be shared with operators if desired.
- Elodea Survey: The float pond was surveyed for Elodea again last summer, and none was found.

Aviation Explorer Post

Melissa Osborn also reported that under the auspices of the Airport Operators Council, an Aviation Explorer Post has been started. This is a youth activity for boys and girls, ages 14-20, to

learn about and explore possible careers in aviation. They are looking for a few more applicants. Anyone who knows a youth that may be interested should contact her, or see the organization's Facebook page.

Air Traffic Control

Jonathan "JT" Eisenmayer, of Fairbanks ATC Pilot Outreach Program, touched on the following topics:

- Staffing: currently 17 certified controllers and 7 trainees. Expect this to improve to 19 certified and 4 trainees by Spring 2018. Pointed out that there is 300% difference of traffic between summer and winter operations.
- ATC is still pushing Flight Following with Anchorage Center. A transponder code starting with 0XXX is for local area use only. 1XXX series codes transfer beyond FAI. Ask Ground Control or indicate on Flight Plan if you want flight following beyond the TRSA
- Frequent Flyer Codes: Are still available. Helps reduce controller and pilot workload. Phone tower at 474-0050 to inquire.
- Float Pond Ops: Need to stay clear of the channel until cleared. Channel extends full length of pond, as buoys are only edge and not threshold markers. To get TRSA services from pond, call ground control before going to tower freq. There are no opposite direction departures from the pond and other runways.
- If asked to "stay west while in the Class D airspace" stay west of the extended centerline of the FAI runways (not true geographic north or south). Same with regard to "stay East" instruction.
- Make sure to contact Tower enough prior to entering Class D (FAI or Ladd) for tower to have time to react. Problems with pilots entering from south east being in Ladd Class D before making contact.
- ATC has noted problems with radio transmissions since moving antennas during roof reconstruction last summer. Still under investigation.
- SVFR at FAI is one in-one out. Other restrictions apply.
- Ceiling below VFR at FAI impacts all satellite airports. Visibility, however, may be IFR at FAI and VFR at a satellite airport, allowing VFR operations there.

(See tower briefing slides from this meeting for more details on all of these points.)

AOPA Issue Briefing

Tom George, AOPA Regional Manager gave updates on the following issues:

- Proposed Restricted Areas (Eielson and Ft. Greely) are expected to be re-published for comment, with smaller areas adjusted based on community feedback.

- Backcountry Airstrip Survey was completed by DOT. Confirmed that this is a valuable part of the infrastructure, used widely, and that the users are willing to help with maintenance.
- Airspace change at Healy: Class E airspace has been created to support IFR procedures into and out of the Healy River Airport (PAHV). Pilot should be mindful of this change, and the impact on weather requirements in this area when using Windy Pass under adverse weather.
- DOT is planning to issue draft regulations to implement an aircraft registration fee for Alaska. Stay tuned for further information.

ADS-B Overview

Adam White, Director of Government and Legislative Affairs, Alaska Airmen's Association gave a presentation on ADS-B, how it works, and shortcoming in Alaska

- Reiterated that the 2020 Equipage Mandate in Alaska only require aircraft to be equipped with ADS-B if they fly in or above the Class C Airspace over ANC, or above FL180.
- Described the elements of the system: FIS-B, TIS-B, etc. Showed update cycles for aviation data received by ADS-B IN-equipped aircraft. Showed limitations on range that data products are made available from ground stations.
- Showed limits of coverage from ground stations currently in Alaska, and little chance of adding more any time soon.
- Summarized what most Alaska aircraft owners are doing that are equipping with ADS-B (see briefing slides on GAA website for more details).

Business Meeting

- Notes from the Spring 2017 GAA meeting were adopted by unanimous consent.
- Treasurer Phyllis Tate reported \$ 1790.17 in the bank, after paying for the current meeting.
- Officers were elected for the next two years:
 - President: Rod Combellick
 - Vice President: Merle Jantz
 - Secretary: Ken Kokjer
 - Treasurer: Jim Falsey
- Meeting adjourned.