



GAA Meeting - FAI Update

10/8/2026

To Keep Alaska Flying and Thriving

Tiedown Statistics*

TIEDOWN	TOTAL SPACES			
	Excluding "Not Available to Rent"	TRANSIENT	RENTABLE	VACANCIES
BE (Paved Push Back w/ Power)	87	9	78	8
BN (Paved Push Back)	54	9	45	13
FP (Float Pond)	176	4	172	32
TE (Paved Taxi Thru w/ Power)	94	8	86	0
TN (Paved Taxi Thru)	9	0	9	0
UN (Unpaved Push Back)	19	0	19	1
TOTAL S	439	30	409	54



- Taxi-Thru with electric has 12-person waitlist
- Tiedown Regulations & Rate Changes in progress

**As of October 2026*

Tiedown Agreement Reminders

Prohibited items:

- Storage of vehicles is prohibited
- Storage of boats is prohibited (unless needed for aircraft operations)
- Campers & enclosed trailers (trailers not used for transporting aircraft skis or floats) are prohibited
- Snow machines, ATVs, or other machines/vehicles not used for aircraft operations

Allowed items:

- Picnic tables and benches
- Trailers used to transport airplane skis or floats
- Portable storage boxes
- Sheds
- Vehicles are allowed when the plane is in the air, or the tenant is on the lot

Fees:

- Payable semiannually in advance **on or before June 30 and December 31**

Additional Information:

- https://dot.alaska.gov/faiiap/aircraft_parking.shtml

Leased Lot Snow Removal



Snow Removal Best Practices for Leased Lots

- Snow removal from leased lots is the sole responsibility of the lessee.
- No lessee is authorized to push snow off their leasehold onto another lot, taxiway or airport apron.
- Snow removal must be in accordance with Operational Order 2.4
- Clearly mark any obstructions
- Do not stack snow in taxi lane or where aircraft normally taxi
- Snow stockpiling is limited to within designated areas
- Placing snow in adjacent ditches, wetlands, open/frozen water is prohibited
- Snow should be free of contaminants, trash, FOD
- Do NOT push snow across roadways

FAI Operational Order 2.4 <https://dot.alaska.gov/faiiap/pdfs/op-orders/2-4.pdf>

Taxiway Bravo Gate

- Piggybacking on another users key is not acceptable and can lead to damage to the gate or your aircraft
- Rekey mike 5x to reset 60 second hold open delay
- When gate closure cycle is imminent amber lights will flash on gate frame
- **Do not attempt to beat the closure**
- Do not rely on photo eye to activate if closure is imminent
- Updated Ops Orders 5.3 related to Gate Bravo for recent incidents.



Know Before You Go

Tower Clearance Required - Any access to the surfaces depicted in RED requires clearance from the tower. These surfaces are marked with red hold signs and yellow hold lines painted across access points. Do not cross without tower clearance. **Entering these areas without clearance could result in penalties or an aircraft incident/accident.**

- Please refer to this diagram for reference on Movement/Non-movement area
- If you are lost or need clarification on where to go, please contact Airport Operations at (907)451-2300 for assistance.
- If you have any questions regarding Movement/Non-movement areas, please contact your trainer.

Aircraft Operations Area - Use extreme caution in areas depicted in Yellow/Blue. Aircraft always have the right of way and may be behind you. Always take the most direct route to your destination. **Maximum Speed Limit is 20 mph.**



SMS Program

- FAA Info Page
<https://www.faa.gov/about/initiatives/sms>
- Mandated by the FAA as section to FAR Part 139
- FAI voluntarily extending to East Ramp Tenants
- Hazard Reporting Portal – Anonymous & Quick Reporting:
 - Not for immediate response / urgent incidents
 - Reporting Portal:
https://portal.aerosimple.com/safety_management/us/PAFA



FAI Construction

Short-Term

CONSTRUCTION PROJECTS / NAVAIDS	CONSTRUCTION PERIOD	EFFECTS/LIMFACs/ TEMPORARY OPS
Airfield Gate Upgrade Project	Starting Spring/summer 2027	Small impact to airfield vehicle movement
Terminal Apron Hardening Project	Completed	Small impact to North terminal ramp
Private Hangars	On Going	None

Planning for Future Growth & Development

FAI Master Plan, Airport Layout Plan, and Noise Exposure Map Updates

Fairbanks International Airport (FAI) is investing approximately \$2.8 million to update its Master Plan, Airport Layout Plan, and Noise Exposure Map. The Master Plan and Airport Layout Plan, last comprehensively updated in 2014, will evaluate existing facilities and forecast demand to identify future infrastructure and operational needs. The Noise Exposure Map, last updated in 1999, will assess current aircraft activity, fleet mix, runway use, flight patterns, and surrounding noise levels. Together, these updates will provide a data-driven framework to guide responsible development and help FAI safely and efficiently meet the evolving passenger, cargo, and transportation needs of Fairbanks and Alaska.

Investment: Approximately \$2.8 million

Schedule: Funding 2026–2028; completion anticipated in 2028

Funding: Cargo & Passenger Entitlements (AIP) / Noise Set-Aside (DI)

