

FLEET MIX

Current Fixed Wing Aircraft at IYS

Manufacturer	Model	FAA Code	MTOW	Approach Speed	Wingspan	Tail Height	ARC	Operator	Source	Comments
Cessna	206	C206	3,600	92	36.00	9.30	B-I	GA	FAA	Assumed largest GA aircraft
Maule	M-7-260	--	2,750		30.83	6.33	A-I	Grasshopper	Airliners.net	
McDonnell Douglas	MDC-DC-3	--	31,300	72	95.00	23.50	A-III	Transnorthern	FAA	
Piper	PA-32-260	--	3,400		32.80	7.90	A-I	Grasshopper	wikipedia.org	Cherokee Six
Grumman	HU-16 Albatross	--	37,500		96.67	25.83	A-III	GA		Multi-engine amphib
Beech	E50 Twin Bonanza	--	7,300		45.25	11.5	-I	GA	wikipedia.org	Multi-engine land
Piper	PA-23 Aztec	--	5,200		37.16	10.33	-I	GA	wikipedia.org	Multi-engine land
Republic	RC-3 Seabee	--	3,150		37.67	10.08	-I	GA	wikipedia.org	Single-engine amphib
Piper	PA-32R-300	--	3,600		32.83	9.50	A-I	Penair	Airliners.net	Saratoga

Possible Fixed Wing Aircraft at IYS

Manufacturer	Model	FAA Code	MTOW	Approach Speed	Wingspan	Tail Height	ARC	Operator	Source	Comments
ATR	ATR	AT72	44,070	105	88.09	25.01	B-III	FedEx	FAA	Possible use as alternate
Cessna	208B	--	8,750		52.09	14.17	A-II	Hageland		
Cessna	F406 Twin Caravan		9,360	98	49.50	13.16	-II	Hageland	wikipedia.org	
King Air	B200	--	12,500	103	54.50	15.00	B-II	Guardian, LifeMed	Airliners.net	Standard Air Ambulance equipment in Alaska
Gates Learjet	LEARJET 35A/36A	LJ28	18,300	143	39.50	12.30	D-I	Guardian, LifeMed	FAA	Air Ambulance, possible use as alternate
McDonnell Douglas	DC-6	DC6	106,000	108	117.50	28.42	B-III	Everts	FAA	
McDonnell Douglas	MDC-DC-9-10/15		90,700	134	89.40	27.60	C-III	Everts	FAA	
Curtis-Wright	C-46	--	48,000	104	108.08	21.75	-III	Everts	wikipedia.org	
Piper	PA-31-310/350/T-1040	PA31	6,200	100	40.70	13.00	B-I	Everts	FAA	
Ebraer	EMB120 Brasilia	--	11,500	113	64.92	20.83	-II	Everts	Airliners.net	Passenger Service
Beechcraft	AIRLINER 1900-C/C-12J	B190	16,600	113	54.50	14.90	B-II	Hageland	FAA	
Rockwell International	Aero Commander 500	AC50	6,750	97	49.08	15.00	B-II	BLM AFS	FAA	
Pilatus	PC-7	--	2,700	88	33.17	10.83	A-I	BLM AFS	wikipedia.org	Lead Aircraft
Short	C-23 Sherpa	SH33	22,000	96	74.67	16.25	B-II	ANG	FAA	Shorts 330
Convair	580	CVLT	54,600	107	105.30	29.20	B-III	DNR	FAA	Tanker
De Havilland	DHC-2 BEAVER	DH2T	5,100	50	48.00	9.00	A-I	DNR	FAA	

wikipedia.org sources were cross referenced with a second source.

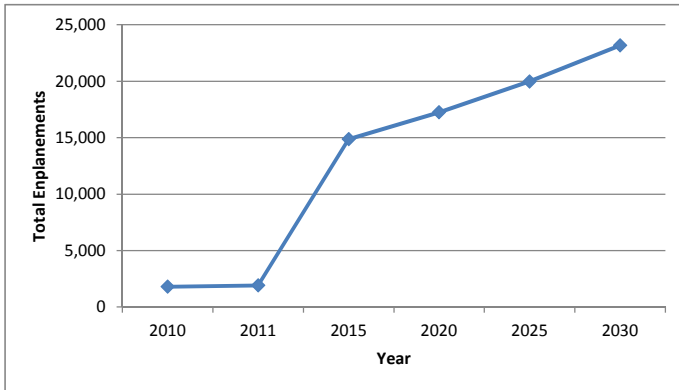
Helicopters at IYS

Manufacturer	Model	FAA Code	MTOW	Rotor Dia/Blades	Length	Height	Under.	Operator	Source	Comments
McDonnell Douglas	500		3,100	28/5	32.00	9.00	Skid	Prism	FAA	Hughes 500
Eurocopter	AS350/ B2/B3		4,960	35.07/3	42.45	10.96	Skid	Prism	FAA	Astar
Bell	205A-1		9,500	48/2	57.10	12.30	Skid	Prism	FAA	
Sikorsky	UH-60L Blackhawk		22,000	53.8/4	64.80	16.80	Wheel	AANG	FAA	

IYS AVIATION FORECAST

	APCH SPEED (KTS)	WING SPAN (ft)	TAIL HEIGHT (FT)	MTOW (lbs)	ARC	Specified Base Year:		2010		Growth Rate:		3%
						Forecast Operations per Year						
						2010	2011	2015	2020	2025	2030	
PASSENGER ENPLANEMENTS												
Commuter/Air Taxi												
<u>Grasshopper Aviation</u>												
<u>Everts Alaska</u>												
Total Enplanements						1,800	1,908	2,087	2,419	2,804	3,251	
						0	0	12,780	14,816	17,175	19,911	
						1,800	1,908	14,867	17,235	19,980	23,162	
FIXED WING OPERATIONS												
<u>ITINERANT</u>												
Commuter/Air Taxi												
<u>Department of Natural Resources</u>												
Aerocommander (Shrike) 500	97	49.1	15	6,750	B-II	20	21	23	27	31	36	
Pilatus PC-7	88	34.1	10.5	5,940	A-I	20	21	23	27	31	36	
DHC-2 Beaver	50	48	9	5,100	A-I	10	11	12	13	16	18	
<u>Everts Alaska</u>												
McDonnell Douglas DC-6	108	117.5	28.4	106,000	B-III	0	0	52	60	70	81	
Embraer EMB120 Brasilia	113	64.9	20.8	11,500	B-II	0	0	412	478	554	642	
Curtiss Wright C-46	104	108.1	21.8	48,000	B-III	0	0	12	14	16	19	
<u>FedEx</u>												
ATR-72	105	88.1	25	44,070	B-III	0	0	8	9	11	12	
<u>Hagelund Aviation Services/Era</u>												
Cessna F406 Twin Caravna	98	49.5	13.2	9,360	B-I	28	30	32	38	44	51	
Cessna 208B Caravan		52.9	0.2	8,750	A-II	24	25	28	32	37	43	
Beech 1900	113	54.5	14.9	16,600	B-II	20	21	23	27	31	36	
Piper PA-31 Navajo	100	40.7	13	6,200	B-I	20	21	23	27	31	36	
<u>Lifemed Alaska</u>												
King Air B200	103	54.5	15	12,500	B-II	0	0	8	9	11	12	
Total Commercial Operations						142	151	657	761	882	1,023	
Military												
<u>Alaska Army National Guard</u>												
C-12 King Air	103	54.5	15	12,500	B-II	12	13	14	15	16	17	
Sherpa C-23/ Shorts	96	74.7	16.2	32,100	B-II	20	21	23	27	31	36	
Total Military Operations						32	34	37	42	47	53	
GA, Local	(Assumed 50% of GA Total)				A-I	24,200	25,652	28,054	32,523	37,703	43,708	
Seaplane GA, Local	(Assumed 10% of Seaplane Total)				A-I	0	0	0	840	1,124	1,504	
TOTAL ITINERANT OPERATIONS						24,374	25,836	28,748	34,166	39,757	46,288	
<u>LOCAL</u>												
Commuter/Air Taxi												
<u>Grasshopper Aviation</u>												
Maule M-7/Cherokee 6	65	35.9	9.6	3,600	A-I	600	636	696	806	935	1,084	
Total Commercial Operations						600	636	696	806	935	1,084	
GA, Local	(Assumed 50% of GA Total)				A-I	24,200	25,652	28,054	32,523	37,703	43,708	
Seaplane GA (Assumed 90% of Total)	(Assumed 90% of Seaplane Total)				A-I	0	0	0	8,400	11,241	15,043	
TOTAL LOCAL OPERATIONS						25,400	26,924	29,446	42,535	50,813	60,918	
TOTAL FIXED WING OPERATIONS						49,774	52,760	58,194	76,701	90,570	107,207	
HELICOPTER OPERATIONS												
Commuter/Air Taxi												
<u>Prism Helicopters</u>												
Boeing MD500						150	159	174	202	234	271	
Euro AS350 B2/B3						75	80	87	101	117	135	
Bell 205						75	80	87	101	117	135	

	APCH SPEED (KTS)	WING SPAN (ft)	TAIL HEIGHT (FT)	MTOW (lbs)	ARC	Specified Base Year:	2010	Growth Rate:		3%	
						Forecast Operations per Year					
						2010	2011	2015	2020	2025	2030
Military <u>Alaska Army National Guard</u> UH-60L Blackhawk						40	42	46	54	62	72
TOTAL HELICOPTER OPERATIONS						340	360	394	457	530	614
TOTAL OPERATIONS						50,114	53,121	58,588	77,158	91,100	107,821
Instrument Operations Based Aircraft	(Assumed 10% of GA Itinerant)					2,420	2,565	3,291	2,805	3,252	3,770
Single Engine (nonjet)						114	117	132	153	178	206
Single Engine (nonjet) - Seaplane						0	0	0	110	147	197
Multi Engine (nonjet)						6	6	7	8	9	11
Jet Engine						0	0	0	0	0	0
Helicopter						3	3	3	4	5	5
Other						0	0	0	0	0	0
TOTAL						123	127	143	275	339	419



Individual Operations by Air Carrier

Everts Alaska

assume using IYS in 2015 after 5000 ft extension of runway with ILS

<u>Embraer EMB 120</u>		<u>DC-6</u>		<u>C-46</u>	
Charter Flights		Training Flights		Training Flights	
Passengers	30	Ops/yr	20 (based on approx. IFR training flights per 3 mo. period)	Ops/yr	4 (based on approx. IFR training flights per 3 mo. period)
Ops/yr	8				
Enplanements	240				
Scheduled N. Slope Service		Weather Alternate		Weather Alternate	
		Times/yr divert	4	Times/yr divert	4
Passengers	30	Number of aircraft	4 (assume 1/2 of fleet)	Number of aircraft	1 (assume 1/2 of fleet)
Ops/wk	8	Ops/yr	32	Ops/yr	8
Ops/yr	416				
Enplanements	12480				
Total Operations	424	Total Operations	52	Total Operations	12
Total Enplanements	12720				

FedEx

assume using IYS in 2015 after 5000 ft extension of runway with ILS

<u>ATR-72</u>	
Weather Alternate	
Times/yr divert	4
Number of aircraft	1
Ops/yr	8

Hageland Aviation Services

assume using IYS in 2015 after 5000 ft extension of runway with ILS

<u>Cessna F406 Twin Caravan</u>		<u>Cessna Caravan</u>		<u>Beech 1900</u>		<u>Piper PA-31 Navajo</u>	
Weather Alternate		Weather Alternate		Weather Alternate		Weather Alternate	
Times/yr divert	4	Times/yr divert	4	Times/yr divert	4	Times/yr divert	4
Number of aircraft	2	Number of aircraft	3	Number of aircraft	1	Number of aircraft	1
Ops/yr	16	Ops/yr	24	Ops/yr	8	Ops/yr	8
Training Flights		Training Flights		Training Flights		Training Flights	
Ops/yr	12	Ops/yr	12	Ops/yr	12	Ops/yr	12
All training flights based on 3 landing/mo over an 8 month period spread across the aircraft types							
Total Operations	28	Total Operations	36	Total Operations	20	Total Operations	20

Grasshopper Aviation

Enplanements	
Assume 3 passengers per operation	
Passengers	3
Ops/yr	600
Total Enplanements	1800

Planning vs. Terminal Area Forecast

	<u>Year</u>	<u>Airport Forecast</u>	<u>TAF*</u>	<u>AF/TAF (% Difference)</u>
Passenger Enplanements				
Base Yr.	2010	1,800	N/A	N/A
Base Yr. +5 yrs.	2015	14,867	N/A	N/A
Base Yr. +10 yrs.	2020	17,235	N/A	N/A
Base Yr. +15 yrs.	2025	19,980	N/A	N/A
Base Yr. +20 yrs.	2029	23,162	N/A	N/A
Commercial Operations				
Base Yr.	2010	142	N/A	N/A
Base Yr. +5 yrs.	2015	657	N/A	N/A
Base Yr. +10 yrs.	2020	761	N/A	N/A
Base Yr. +15 yrs.	2025	882	N/A	N/A
Base Yr. +20 yrs.	2029	1,023	N/A	N/A
Total Operations				
Base Yr.	2010	50,114	N/A	N/A
Base Yr. +5 yrs.	2015	58,588	N/A	N/A
Base Yr. +10 yrs.	2020	77,158	N/A	N/A
Base Yr. +15 yrs.	2025	91,100	N/A	N/A
Base Yr. +20 yrs.	2029	107,821	N/A	N/A

* No TAF information available from FAA on IYS.

Seaplane Base Justification

Based Aircraft on Floats in Valley

2010	405
2015	524
Delta	119

Itinerant Aircraft on Floats in Valley

2010	906
2015	1082
Delta	176

Total Aircraft on Floats

2010	1,311
2015	1,606
Delta	295

Based Wheeled Aircraft

2010	810
2015	1,047
Delta	237

Mat Su Population Distribution 2008

Total Matsu Borough	82515
Wasilla	7176
Knik-Fairview	12989
Meadow Lakes	7106
Total Area	27271
Percent Wasilla Area	33%

Aircraft values obtained from Mat-Su Regional Aviation System Plan, Appendix A.

Seaplane Slip Justification

Immediate Demand	40	(presented in 2003 Master Plan)
Growth in Valley Based Float Aircraft	39	(33% of based aircraft growth 2010 to 2015)
Transfer Float Aircraft	10	(2.5% of based aircraft on floats for 2010)
Based wheeled aircraft to floats	20	(2.5% of based aircraft on floats for 2010)
Total	110	

Seaplane Forecast

Growth 6% (assume double of GA portion of IYS)

Based Float Operations

2020	2021	2022	2023	2024	2025
8400	8904	9438	10005	10605	11241

Itinerant Float Operations

2020	2021	2022	2023	2024	2025
840	890	944	1000	1060	1124

Based Operations

Float operations between May 15 to October 15 (5 months)

Initial Slips	100
Ops per aircraft/mo.	16 (based on 200/yr for GA operations at IYS)
Total Based Float Ops.	8000

Ski operations between Nov 15 to April 15 (5 months)

Skis use 10% slips #	10
Ops per aircraft/mo.	8 (based on half of 200/yr for GA operations at IYS)
Total Based ski ops.	400

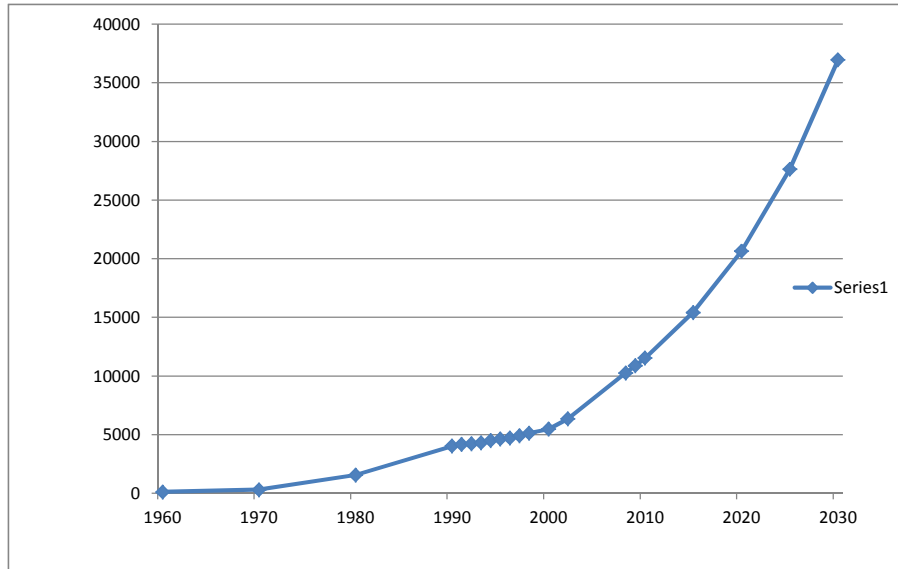
Total Based Operations 8400

Assume Itinerant operations 10% of based.

Total Itinerant Ops 840

Historical and Projected Population, Wasilla

Year	Population	Annual Growth Rate
1920	0	
1930	51	
1940	96	8.8%
1950	97	0.1%
1960	112	1.5%
1970	300	16.8%
1980	1559	42.0%
1990	4028	15.8%
1991	4170	3.5%
1992	4233	1.5%
1993	4307	1.7%
1994	4491	4.3%
1995	4635	3.2%
1996	4714	1.7%
1997	4917	4.3%
1998	5134	4.4%
2000	5469	3.3%
2002	6343	8.0%
2008	10256	6.4%
2009	10871	6.0%
2010	11524	6.0%
2015	15421	6.0%
2020	20637	6.0%
2025	27617	6.0%
2030	36958	6.0%



3.1% Growth Rate from 1992 to 2000
 5.5% Growth Rate from 1998 to 2008

Population Data from U.S. Census Bureau.
 2008 DCCED Certified Population of Wasilla is 7,176.

Population Distribution for Matsu Borough

	2000	2005	2008*
Total Population	59322	74041	82515
Big Lake	2635	2982	3191
Butte	2561	3101	3262
Farm Loop	1067	1193	1350
Fishhook	2030	2784	3230
Gateway	2952	3682	3996
Houston	1202	1447	1755
Knik-Fairview	7049	10271	12989
Lakes	6706	7773	8249
Lazy Mountain	1158	1238	1447
Meadow Lakes	4819	6332	7106
Palmer	4533	5382	5559
Point MacKenzie	n/a	n/a	279
Sutton-Alpine	1080	1265	1310
Tanaina	4993	6622	7218
Wasilla	5469	6413	7176
Willow	1658	1932	2142
Y	956	1063	1074
Remainder	7498	9498	11182
Total	58366	72978	82515
Knik/Wasilla/Meadow	30%	32%	33%

Above population data from Appendix A of Matsu Regional Aviation System Plan
 *2008 Population from DCCED Populations



SHARED VISION. UNIFIED APPROACH.

Record of Conversation

WO#:	1126803
PROJECT:	Wasilla Airport Master Plan Update

DATE:	01/20/10	TIME:	10:15 am	PHONE #:	907-356-5523
TALKED TO:	Chip Houde, BLM AFS State Aviation Manager				
BY:	Johnathan Limb, P.E., LEED AP; USKH				
SUBJECT:	Current and future operations at IYS.				

Chip is stationed at Ft. Wainwright in Fairbanks. To his knowledge he could not remember the BLM AFS operating out of Wasilla except for winds at Palmer. He gave me Dennis Ricker's name with the DNR out of Palmer where the State has a Fire Service Station. He can provide operations data for aircraft operating in south Alaska. BLM and DNR share aircraft and resources during fire season based on where the resources are needed.

ACTION REQUIRED:

None

RECORD OF CONVERSATION / MEMO TO FILE



SHARED VISION. UNIFIED APPROACH.

Record of Conversation

WO#:	1126803
PROJECT:	Wasilla Airport Master Plan Update

DATE:	01/20/10	TIME:	10:45 am	PHONE #:	907-761-6229
TALKED TO:	Dennis Ricker, Department of Natural Resource Coastal Region Aviation Manager				
BY:	Johnathan Limb, P.E., LEED AP; USKH				
SUBJECT:	Current and future operations at IYS.				

Dennis indicated that the DNR currently has a Fire Service Station in Palmer and does not currently see expansion to Wasilla being necessary. The DNR moved into the completed facility at Palmer in 2002 and includes tanker facilities and a warehouse to support fire-fighting operations.

Dennis also indicated Wasilla may be used for diverting aircraft from Palmer on account of strong crosswinds of the Knik Glacier.

Current aircraft operations at IYS provided by Dennis are listed below:

Convair 580 – 0 (insufficient length to serve aircraft)

Aerocommander 500 – 10

Pilatus PC-7 – 10

Sherpa C-23 – 0

Beaver - 6

KC-97 – 0 (insufficient length to serve aircraft)

DC-6 – 0 (insufficient length to serve aircraft)

Casa 212 – 0

Beech 1900 – 0

Dennis Ricker email address: dennis.ricker@alaska.gov

ACTION REQUIRED:

None.

RECORD OF CONVERSATION / MEMO TO FILE



SHARED VISION. UNIFIED APPROACH.

Record of Conversation

WO#:	1126803
PROJECT:	Wasilla Airport Master Plan Update

DATE:	2/01/2010	TIME:	3:00 pm	PHONE #:	907-428-6352
TALKED TO:	CW3 Bryan Keese, Alaska Army National Guard Flight Operations				
BY:	Johnathan Limb, P.E., LEED AP				
SUBJECT:	Army National Guard Operations at IYS				

CW3 Keese indicated that the ANG operates 3 airframes; C-12 (King Air B200), C-23 Sherpa and the UH-60 Blackhawk. The ANG has 1 C-12, 4 C-23s, and 20 UH-60s. Last year total missions out of Bryant Army Airfield for these aircraft were 111, 119, and 220 total respectively, which was extremely low for BAAF. This was due to most of the pilots have been deployed for the past 6 months and just recently returned.

Operations are expected to be around 80 operations to Wasilla (40 visits). Using the proportion of missions above; 20 C-12 operations, 20 C-23 operations, and 40 Blackhawk operations can be expected. CW3 Keese said he has personally been into IYS 11 times last year. CW3 Keese said the primary reason ANG flies into IYS was for new pilot familiarization with the local airports, and support of DNR fire fighting operations out of Palmer.

In 2012, there is a possibility of BAAF receiving an additional 15-20 Blackhawks from Korea. Chinooks may also be based at BAAF which could possible utilize IYS in the future. The Army's plans for the C-27J Spartan have been put on hold, with no future insight on whether this aircraft will be obtained for Army operations.

ACTION REQUIRED:

RECORD OF CONVERSATION / MEMO TO FILE



SHARED VISION. UNIFIED APPROACH.

Record of Conversation

WO#:	1126803
PROJECT:	Wasilla Airport Master Plan Update

DATE:	2/03/2010	TIME:	2:30 pm	PHONE #:	907-376-3444
TALKED TO:	Paula Huckleberry, Prism Helicopters				
BY:	Johnathan Limb, P.E., LEED AP				
SUBJECT:	Prism Helicopter Operations into IYS				

Prism Helicopters is based at Soloy Strip (87AK) which is located just north of Wolf Lake, north of the city of Wasilla. Per the 5010 Master Record for 87AK, there are 18 helicopters based at Soloy Strip. Paula Huckleberry indicated that Prism has 16 helicopters statewide. From their website, Prism operates a combination of Hughes 500s, AS350B2/B3 AStars, and Bell 205A-1s.

Paula said Prism uses IYS for helicopter training consisting of stop and go landings. Training typically takes place between February and May and they visit IYS approximately 30 times during that period. Assuming approximately 10 stop and goes per training visit, Prism performs approximately 300 operations at IYS.

The only improvements Prism helicopters would like to see at IYS is Jet-A fuel. I informed Paula that Ace Fuels recently completed installing a 6000-gallon Jet-A fuel tank at IYS.

Paula indicated that Prism does not have any need for an instrument approach at IYS.

ACTION REQUIRED:

RECORD OF CONVERSATION / MEMO TO FILE



SHARED VISION. UNIFIED APPROACH.

Record of Conversation

WO#:	1126803
PROJECT:	Wasilla Airport Master Plan Update

DATE:	02/03/2010	TIME:	3:00 pm	PHONE #:	907-274-9943
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TALKED TO: Doug Ankney, Take Flight Alaska

BY: Johnathan Limb, P.E., LEED AP

SUBJECT: Take Flight Alaska Operations at IYS

Take Flight Alaska is a flight school based at Merrill Field (MRI) in Anchorage which provides instruction for a wide variety of certifications including private and commercial licenses, IFR certifications, multi-engine, and retractable gear ratings. They have approximately 7 certified flight instructors (CFIs). Doug Ankney said they use IYS for flight training and probably have approximately 3-4 visits/day. Training usually consists of pattern entry and landing instructions at new airports. Using 3 visits/day at 30 days/month, Take Flight performs approximately 2,160 operations per year at IYS.

Doug said he really liked the idea of establishment of an instrument approach at IYS along with a 5,000 extended runway. Currently, IFR approaches near Anchorage can be practice at Ted Stevens Anchorage International Airport (ANC) as well as Elmendorf Air Force Base, but with restrictions. At ANC, practice IFR approaches can only be practiced when the airport is not busy which keeps training flights to a small window in the early morning. Elmendorf will allow some IFR training but will not allow pilots to practice the execution of missed approach procedures. Both airports are also controlled by Anchorage Approach, so pilots are vectored to the ILS which minimizes the amount of training a pilot can learn from on an IFR approach. The next closest ILS approach is Kenai.

Doug likes the idea of establishing an LPV procedure at IYS but would rather see an ILS system in-place also. He said none of their training aircraft have the required special equipment to fly an LPV approach and not many pilots have invested the \$10-20K to equip their aircraft with that type of equipment. In addition, the WAAS enabled GPS system able to fly LPVs require continued software update approximately every 56 days as FAA renews the TERPs. When the software expires, the GPS becomes a point to point navigation system with the pilot having no access to the IFR procedures. The software updates is approximately a \$130-\$150 per month cost for a pilot to keep the navigation system current. If an ILS system was installed at IYS, many aircraft are already equipped to fly these approaches and would be able to fly into IYS in IFR conditions.

The proximity of IYS to the practice area used by most flight schools makes it ideal for IFR approach training. This practice area is bounded by the Big Lake VOR east to the Knik Arm, then south to Goose Bay and west to the Little Susitna River. This is where students practice stalls, minimum controllable airspeed (MCA) flight, as well as flying under the hood for basic IFR training.

ACTION REQUIRED:

RECORD OF CONVERSATION / MEMO TO FILE



SHARED VISION. UNIFIED APPROACH.

Record of Conversation

WO#:	1126803
PROJECT:	Wasilla Airport Master Plan Update

DATE:	2/05/2010	TIME:	PHONE #:	"Phone Number of Contact"
TALKED TO:	Aero-Metric			
BY:	Johnathan Limb, P.E., LEED AP			
SUBJECT:	AeroMetric operation at IYS			

Aero-Metrics has no current operations or plans to operate at IYS due the its proximity to Merrill Field in Anchorage where it is currently based.

ACTION REQUIRED:

RECORD OF CONVERSATION / MEMO TO FILE



SHARED VISION. UNIFIED APPROACH.

Record of Conversation

WO#:	1126803
PROJECT:	Wasilla Airport Master Plan Update

DATE:	02/08/2010	TIME:	1:15 pm	PHONE #:	245-0119
TALKED TO:	Patrick Thurston, Director of Operations, Hageland Aviation				
BY:	Johnathan Limb, P.E., LEED AP				
SUBJECT:	Era Aviation/Hageland Operations at IYS				

Era Aviation directed me to Hageland Aviation for their operations at IYS. Era, Frontier, Hageland, and Arctic Circle have merged into a single partnership in Alaska.

Patrick indicated that currently, Hageland Aviation has a maintenance and supply presence at Palmer Airport. They currently operate Cessna 208 Caravans, F406 Twin Caravans, Piper PA-31 Navajos, and Beech 1900s. They are a Part 135 operator and most of the operations out of Palmer are for company personnel and materials as well as maintenance for aircraft.

Patrick indicated that if IYS expanded the runway to 5,000 feet and established an ILS, they would definitely consider expansion of operations to IYS. These operations would consist of training as well as utilizing the airport for an alternate airport. Patrick recalls that the weather at IYS is usually better at Wasilla than Palmer. Palmer can get fogged in as well as difficulties with high winds. Currently, training into IYS is about 3 landings per month for an 8 month period.

In addition to the proposed expansions, Hageland would also like possible deicing capabilities addressed at IYS.

ACTION REQUIRED:

RECORD OF CONVERSATION / MEMO TO FILE



SHARED VISION. UNIFIED APPROACH.

Record of Conversation

WO#:	1126803
PROJECT:	Wasilla Airport Master Plan Update

DATE:	12/14/09	TIME:	12:45 pm	PHONE #:	Called in
TALKED TO:	Sandra Montague, FedEx Feeder Flight Operations, Memphis, TN.				
BY:	Johnathan Limb, P.E., LEED AP				
SUBJECT:	FedEx current and future IYS operations				

FedEx Feeders currently operate ATR-42s, Cessna Caravans, and other leased aircraft.

Currently FedEx does not operate any aircraft into Wasilla Airport (IYS). Due to Wasilla's proximity to Anchorage, they serve Wasilla via ground transportation.

Local reports of twin engine FedEx aircraft sightings into IYS could either be FedEx aircraft using IYS as an alternate airport, or flight crews training near the airport. The ATR-42 typically needs a mile (5,280 feet) long airport for operations though.

No future operations planned at IYS, due to IYS proximity to FedEx's main sort facility at Ted Stevens Anchorage International Airport (ANC).

Sandra provided local contact information via email of FedEx personnel to followup with for local knowledge on FedEx needs.

Sue McDonough, Sr. Manager, Alaska Remote Operations 907-249-3661.

Floyd Fisk, Project Engineer Specialist, 907-249-3618.

ACTION REQUIRED:

Followup with Sue McDonough and Floyd Fisk on possible FedEx operations into IYS.

RECORD OF CONVERSATION / MEMO TO FILE



SHARED VISION. UNIFIED APPROACH.

Record of Conversation

WO#:	1126803
PROJECT:	Wasilla Airport Master Plan Update

DATE:	1/26/2010	TIME:	10:30 am	PHONE #:	907-457-1711
TALKED TO:	Craig Hansen, Guardian Flight				
BY:	Johnathan Limb, P.E., LEED AP				
SUBJECT:	Aircraft Operations at IYS				

Guardian Flight operates King Air 200s out of Fairbanks, Sitka, and Dutch Harbor; and Lear 35As out of Ketchikan. Guardian also provides a King Air for use by Alaska Regional Hospital based at Merrill Field in Anchorage.

Craig Hansen said Guardian has had no past operations this past year and have no plans to base any operations out of IYS. If they needed to operate out of IYS for an emergency, the runway is long enough for the King Air but the Lear would need 5,000 feet.

Mr. Hansen indicated that Guardian would prefer an automated weather observation system (AWOS) and an approach lighting system in conjunction with an instrument approach before operating into IYS on any sustained basis. I informed him that part of this master planning effort is to establish an LPV approach into IYS.

ACTION REQUIRED:

RECORD OF CONVERSATION / MEMO TO FILE



SHARED VISION. UNIFIED APPROACH.

Record of Conversation

WO#:	1126803
PROJECT:	Wasilla Airport Master Plan Update

DATE:	1/26/2010	TIME:	11:00 am	PHONE #:	907-563-6633
TALKED TO:	Brook Wall, LifeMed Alaska, Director of Operations				
BY:	Johnathan Limb, P.E., LEED AP				
SUBJECT:	LifeMed Operations at IYS				

LifeMed Alaska is owned by Providence Hospital and operates 3 Lear 35s, a King Air 200, a Cessna Caravan, and an A-Star helicopter as well as a BK117. The fixed wing aircraft are based at Ted Stevens Anchorage International Airport (ANC) with the A-Star and BK117 based at Wolf Lake (4AK6) in Wasilla and Central Peninsula Hospital in Soldotna. Wolf Lake is a 3800' x 70' paved private runway north of Wasilla.

Brook Wall said LifeMed currently has no operations into to Wasilla but as the airport expands could eventually base helicopters at IYS from Wolf Lake. This would be dependent on prices and hangar space. LifeMed would also prefer an automated weather observation system (AWOS), and an instrument approach with an approach lighting system. The runway would also have to extend to 5,000' if they were to operate Lear 35s out of IYS. If this runway was 5,000', the airport could be used as an alternate airport from ANC when weather is poor. Brook said this could occur 3 or 4 times a year.

Fuel and services was also of concern. If the airport provided more maintenance services as well as Jet-A fuel services would make the airport more appealing to the larger aircraft users. Currently, LifeMed gets fuel trucked in by Crowley out of Palmer to fuel their helicopters.

Crew quarters adjacent to helicopter hangars for standby crews is currently an issue at Wolf Lake for LifeMed.

ACTION REQUIRED:

RECORD OF CONVERSATION / MEMO TO FILE



SHARED VISION. UNIFIED APPROACH.

Record of Conversation

WO#:	1126803
PROJECT:	Wasilla Airport Master Plan Update

DATE:	2/03/2010	TIME:	Time	PHONE #:	907-373-6923
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TALKED TO: Dave Glenn, Grasshopper Aviation

BY: Johnathan Limb, P.E., LEED AP

SUBJECT: Grasshopper Aviation operations at IYS

Grasshopper Aviation is based at Wasilla Airport and is an air taxi service. In 2009, Grasshopper had 600 operations at IYS. Dave as operated Grasshopper Aviation out of IYS for 11 years.

Dave does not believe the seaplane based on IYS is the way to go, rather would like to see the Jacobsen Lake option developed further.

Dave also indicated in order for the airport to grow, the lots need city water and sewer service as well as the road from Church Street. I informed Dave that the road is planned to be constructed this summer, with utilities to be either included with the road project or to follow shortly after.

ILS nor LPV was of use to Dave.

Dave would like to see lots for residential access to the airfield, ie pilots can park their aircraft at their homes and taxi out to the runway.

ACTION REQUIRED:

RECORD OF CONVERSATION / MEMO TO FILE



SHARED VISION. UNIFIED APPROACH.

Record of Conversation

WO#: 1126308

PROJECT: Wasilla Airport Master Plan Upgrade

DATE: 2/03/2010

TIME: 1:25 pm

PHONE #: 907-550-8500

TALKED TO: Randy Orr, VP and GM, Million Air

BY: Johnathan Limb, P.E., LEED AP

SUBJECT: Future Million Air Operation at IYS

Million Air has no intention to expand to IYS. They are currently well established at Ted Stevens Anchorage International Airport.

ACTION REQUIRED:

RECORD OF CONVERSATION / MEMO TO FILE



SHARED VISION. UNIFIED APPROACH.

Record of Conversation

WO#:	1126803
PROJECT:	Wasilla Airport Master Plan Upgrade

DATE:	2/08/2010	TIME:	11:30 AM	PHONE #:	907-450-2350
TALKED TO:	Jeremy Erickson, Chief Pilot, Everts Alaska				
BY:	Johnathan Limb, P.E., LEED AP				
SUBJECT:	Everts Operations at IYS				

Everts has a maintenance hangar in Fairbanks but most of the flying is based out of Anchorage. They operate DC-6s, EMB120s on charter basis, C-46s, and have recently purchased 3 DC-9s.

Jeremy said they would love to use IYS as an alternate airport if the runway was extended to 5,000 feet and a traditional ILS approach was established. Their aircraft is not setup to do LPV approaches, nor do they plan on making the necessary upgrades so they could do the approach. I mentioned to him that the likely minima at IYS would most likely be not less than 3/4 mile visibility with 200 foot decision height. He said that would be enough for them, and he rarely remembers when the ceiling was below 230 at IYS.

Everts could see operations into IYS for charter service with the EMB120. The charter service is mostly aimed at hockey teams. Last year, they had 3 charters into Palmer for events at the Menard Sports Center; if Wasilla had 5,000 feet, they could have landed and parked at IYS.

IFR training would be a big benefit into IYS with a traditional ILS. Everts could do IFR check rides into IYS with their DC-6s. ILS at IYS would relieve a lot of IFR congestion within the Anchorage Area as well as Kenai.

Jeremy would also like to see the runway extended to 6000 feet so they could get their DC-9s into IYS as an alternate.

Jeremy also mentioned that Everts would be interested in providing air charter service for BP and Conoco Phillips from IYS to the North Slope with the EMB 120 with a 5000 foot runway and an ILS. Everts would look at initial operations for this service of 2-3 times a week (4-6 operations per week).

Build it and they will come. Jeremy believes if the runway was extended to 5,000 feet with an ILS, 2 new operator hangars would be up within 5 years.

ACTION REQUIRED:

RECORD OF CONVERSATION / MEMO TO FILE



SHARED VISION. UNIFIED APPROACH.

Record of Conversation

WO#:	1126803
PROJECT:	Wasilla Airport Master Plan Update

DATE:	02/08/2010	TIME:	10:30 am	PHONE #:	651-268-7007
TALKED TO:	Mark Mathisen, Wipaire Inc.				
BY:	Johnathan Limb, P.E., LEED AP				
SUBJECT:	Future Wipaire Inc. operations at IYS				

Wipaire Inc. primarily produces floats for aircraft and is looking for location to develop a permanent facility in the Mat-Su/Anchorage area. The company is based out of St. Paul, Minnesota. They are looking for a location to both produce floats as well as conduct aircraft sales and a very interested in base their operations at IYS if a seaplane base was constructed.

Originally, Wipaire looked at purchasing an existing vendor at Lake Hood but the costs associated with operations at Lake Hood made it prohibitive for them so they decided to look at alternatives.

Having a straight float seaplane base is a high priority for Wipaire to support their operations. Wipaire primarily work on float capable aircraft but also deal with multi-engine as well as turbine powered aircraft.

A 5,000 foot runway equipped with a traditional ILS would be beneficial to their operations as it would enable more commercial traffic into the airport. Also, per Mark, there are a lot of people who are looking at Wasilla as an alternate airport to ANC for IFR traffic.

Depending on timing of the seaplane base, if the seaplane base was under construction soon, Wipaire could be constructing a hangar and support facilities before the seaplane bases completion.

Mark asked to keep himself as well as Randy Juen and Bob Wiplinger informed on the status of the seaplane base.

Email address:

Mark Mathisen, mmathisen@wipaire.com; Randy Juen, rjuen@wipaire.com; Bob Wiplinger, bwiplinger@wipaire.com.

ACTION REQUIRED:

RECORD OF CONVERSATION / MEMO TO FILE

Sea Plane Air Taxi Phone Log

Company	Phone	Contact	Comment
Willow Air	907-495-6370		They have always operated out of Willow and not interested in Wasilla. Perhaps at some point in the future.
Alaska Remote Guide Service	907-376-9568	Wayne Kubat	Currently they operate off of Jacobsen Lake. Wayne supports the idea of the sea plane base at IYS as long as it doesn't condemn his operations. He would stay on Jacobsen Lake.
Alaska Bush Float Plane Service	907-733-1693	Hannah	Currently operate near Talkeetna. No interest in using IYS.
Ellison Air	907-243-1959		Currently operate out of Lake Hood. They now occasionally use Lake Lucille. See little or no need to fly out of IYS. Would not use it on any sort of regular basis.
Rust's	907-243-1595	Chris	Potentially interested. Currently operate out of Lake Hood but they currently have a weekly tour that leaves out of Lake Lucille. The ability to use that dock is going away so they might be interested in an alternative. Perhaps once a week during the summer they would use IYS.
Trail Ridge Air	907-248-0830	Daniel	Would not base their operations out of IYS but they might do drop-offs or pick ups there upon request. Estimate maybe 1/2 dozen times during the summer.
Alaska Air Taxi	907-243-3944	Jack	left message--did not return call