April 28, 2009

Archie Giddings, Director of Public Works  
City of Wasilla  
290 E. Herning Ave.  
Wasilla, Alaska 99654-7091

Dear Mr. Giddings:

Wasilla Municipal Airport  
"As-Built" Airport Layout Plan (ALP) Approval

We have completed a review of the "revised" ALP for the Wasilla airport. The ALP is conditionally approved. This approval is subject to the condition that future development may not be undertaken without environmental approval by the Federal Aviation Administration. Please note that future development at this airport will require an ALP "update" using the current advisory circular on airport design (AC150/5300-13).

At this time we are unable to approve the attached ALP narrative and its forecast. See attached comments.

We have enclosed a copy of the signed ALP for your records. Contact Gabriel Mahns at 271-3665 if you have any questions.

Sincerely,

Pat Oien, Lead Planner  
Airports Division

Enclosures:  
Wasilla ALP "As-Built"
Attachment to Wasilla Municipal Airport  
Airport Layout Plan Approval Letter  
Airspace Case # 03AAL-57NRA  
April 28, 2009

Comments and questions concerning the forecast update:

- Page 2 of the document states "settled on a long-term growth rate of 3 percent per year", based on historical population data and trends in the area’s economy. It is recommended that the socioeconomic data be included in the forecast document. A three percent annual growth rate, especially in the near-mid term, seems like it could be high. Without being able to see the supporting data, it is difficult to make a judgment on the soundness of the assumed growth rate.

- Page 2 states that the US Army National Guard (ARNG) uses the airport occasionally for its Sherpa C-23 training, but, because of runway length they primarily use Palmer and Kenai airports. Table 2 (on page 3) shows 312 operations in 2008 for the ARNG’s Sherpa C-23. Are the 312 operations part of the "occasional" use? Where did this number come from?

- The ARNG's Sherpa C-23 operations (in addition to the various Alaska Department of Natural Resources operations) grow at an annual rate of 3 percent per year, according to the data in Table 2. What is the rationale for applying the GA growth rate (3%) to these military/state operations? Not sure if this is appropriate.

- The Alaska Department of Natural Resources Sherpa C-23 operations jump from 12 in 2008 to 100 in 2013. Please explain this significant increase. We assume this growth would be due to the longer runway being available, but it is not entirely clear.

- Do you have any supporting documentation and or commitments from any of your potential customers?
CONTOURS SHOWN ARE FROM 2001 MAPPING PRIOR TO GA APRON, RUNWAY B AND RUNWAY 35/215 CONSTRUCTION AND AWOS RELOCATION.
CONTOURS SHOWN ARE FROM THE 2001 MAPPING PRIOR TO CONSTRUCTION WEST OF Taxiway F AND Runway Extension Fill Placement.
1. CITY OF WASILLA IS ZONED.
2. MATANUSKA-SUSITNA BOROUGH HAS NO ZONING.
A. PURPOSE
The Wasilla Airport Land Use Plan (ALUP) is intended to provide a framework for the "development of the land and facilities in the vicinity of the Wasilla Airport" as required by the Federal Aviation Administration (FAA) for airports with more than 1,500 enplanements per year. The plan is intended to guide future land use decisions and development plans, and to ensure compatibility with the Federal Aviation Regulations (FARs) and other applicable laws and regulations.

B. INTRODUCTION
The Wasilla Airport is located 32 miles west of Anchorage, Alaska, and approximately 17 miles northwest of Wasilla, Alaska, in the heart of the Matanuska Valley. The airport is a joint public/municipal airport under the joint jurisdiction of the Matanuska-Susitna Borough and the City of Wasilla.

C. AIRPORT IMAGE AND IMPACT

1. General observations on the location and surrounding area.
2. Aerial photographs and topographic maps.
3. A summary of the airport's history and development.

D. SITE DEVELOPMENT

1. A description of the existing development within the airport vicinity.
2. A discussion of the potential future development and its impact on the airport.

E. DESIGNATION

1. A discussion of the FAA's designation of the airport as a "Regional" airport.
2. A summary of the FAA's certification and air service requirements for the airport.
3. A discussion of the airport's role in the regional transportation network.

F. COMMUNITY INVOLVEMENT

1. A summary of the community's involvement in the development of the Wasilla Airport Land Use Plan.
2. A discussion of the community's support for the airport's development and expansion.
3. A summary of the community's feedback on the airport's impact on the surrounding area.

G. ENVIRONMENTAL IMPACT

1. A summary of the environmental impact assessment of the airport's development and expansion.
2. A discussion of the airport's compliance with environmental regulations.
3. A summary of the airport's efforts to minimize its environmental impact.

H. AIRPORT OPERATIONS

1. A summary of the airport's operations and services.
2. A discussion of the airport's traffic and revenue.
3. A summary of the airport's future development plans.

I. AIRCRAFT AND AIRPORT EQUIPMENT

1. A summary of the airport's aircraft and equipment.
2. A discussion of the airport's maintenance and support services.
3. A summary of the airport's fuel and service facilities.

J. SECURITY

1. A summary of the airport's security measures and procedures.
3. A summary of the airport's partnerships with law enforcement agencies.

K. CONCLUSION

1. A summary of the key findings and recommendations of the Wasilla Airport Land Use Plan.
2. A discussion of the future direction of the airport's development and expansion.
3. A summary of the airport's role in the regional transportation network.