

Fairbanks International Airport: Runway 1R/19L Extension Construction **FY2001 Request: \$3,725,000**
Reference No: 32508

AP/AL: Allocation **Project Type:** Construction
Category: Transportation
Location: Fairbanks Areawide **Contact:** Kurt Parkan
House District: Fairbanks Areawide (HD 29-34) **Contact Phone:** (907)465-3900
Estimated Project Dates: 07/01/2000 - 06/30/2004
Appropriation: Airport Improvement Program

Brief Summary and Statement of Need:

This project will reconstruct runway 1R/19L to a length from the current 3,200 feet to 6,500 feet and widen it from 60 feet to 100 feet.

Funding:	<u>FY2001</u>	<u>FY2002</u>	<u>FY2003</u>	<u>FY2004</u>	<u>FY2005</u>	<u>FY2006</u>	<u>Total</u>
Fed Rcpts	\$2,775,000						\$2,775,000
Int Airprt	\$950,000						\$950,000
Total:	\$3,725,000	\$0	\$0	\$0	\$0	\$0	\$3,725,000

<input checked="" type="checkbox"/> State Match Required	<input checked="" type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
7% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

Operating & Maintenance Costs:

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	
Totals:	0	0

Additional Information / Prior Funding History:

Project Description/Justification:

This project will reconstruct runway 1R/19L to a length from the current 3,200 feet to 6,500 feet and widen it from 60 feet to 100 feet. The additional length will extend to the south and absorb the current gravel/ski strip. That facility will in turn be relocated westerly, adjacent and parallel to the newly extended runway. The project will also include: associated taxi access for the reconfigured surfaces, new lighting and signage, and a small gravel pad to the west of the new gravel/ski strip for winter General Aviation aircraft tiedown parking for ski equipped aircraft.

PROJECT JUSTIFICATION: The extension of the general aviation runway is a major recommendation highlighted in the FAI Master Plan. Further, the FAA has renewed emphasis nationwide against runway incursions and unnecessary runway crossings. The ATCT management is urging this project. For the latest full fiscal year, FY 98, FAI had 134,138 total operations, 27,405 of which were by commuters. During winter conditions, which exist for six or more months a year, the Master Plan analysis of runway usage determined that in excess of 12,000 east ramp commercial and other general aviation operators use the longer commercial runway 1L/19R. These operations are problematic for both the airport and aircraft operators for several reasons.

For the airport, not only in winter conditions, but year around, the general aviation operators taxi from the east ramp and cross runway 1L/19R to Taxiway Alpha, the full-length taxiway located west of and serving the main runway. This results in thousands of avoidable runway crossings annually. This is a major safety concern to both the airport and the ATCT responsible for managing taxi operations. During the six months of winter conditions of low visibility due to snow, ice fog, and extended hours of darkness, these avoidable crossings create the potential for runway incursions that jeopardize landing or departing aircraft.

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Another major problem resulting from the existing configuration is with snow and ice maintenance equipment. As FAI has only one runway currently capable of serving both the commercial passenger jet and commuter operations, the runway is maintained for snow and ice control while it is "active". Therefore, graders, plows, brooms, and blowers are competing for time on the runway along with aircraft. This places additional burdens on the ATC ground controllers tracking half a dozen or more pieces of equipment, clearing all on and off the runway around aircraft operations. This results in maintenance equipment getting only small bites of time on the runway causing not only inefficiencies, but again increasing the potential conflict between equipment and aircraft.

For all East Side operators, using the instrumented runway for takeoff and landing represents an unnecessary taxi distance of a mile or more depending on the operators' ramp location. The engine ground run time, use of tires and brakes, and fuel consumption for this taxi varies depending on how long the aircraft must hold short at the main runway before crossing, but under the best of conditions, this taxi time is 10 to 15 minutes.