

Appendix C

DETAILED FLOAT POND TAXIWAY & LEASE LOT OPTIONS



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Floatpond Taxilane

Planning Issue: The master plan evaluated options to convert Float Pond Road to a taxilane. Float Pond Road, parallel to and east of the floatpond, is a road serving adjacent floatplane slips, a floatplane ramp and floatplane fueling area. Some of the floatplanes on slips along the road also operate with wheels and skis and must taxi on the road to access the ski strip and other parts of the airport. Aircraft and buildings on the slips do not meet FAA wingtip clearances for aircraft that taxi on the road as shown in the photo below.



Aircraft and Buildings Along Float Pond Road That Do Not Meet Wingtip Clearance Requirements for Aircraft Taxiing on the Road

Options: The master plan looked at options to convert Float Pond Road to a taxilane (see Sheets 1-3).

Option 1 eliminated Float Pond Road and created a new taxilane east of the existing road. The proposed 25-foot-wide ADG 1 taxilane with a 79-foot-wide Taxilane Object Free Area (TOFA), is located just far enough east to be clear of aircraft and buildings on adjacent slips. The taxilane centerline to ski strip centerline separation distance would be 260 feet, which exceeds the required ADG 1 minimum separation of 150 feet.

Option 2 located the centerline for the new taxilane within 150 feet of the ski strip centerline, creating space for new push back tie downs between the new taxilane and the existing road.

Option 3 also located the centerline for the new taxilane within 150 feet of the ski strip centerline and provided for a new limited access road west of the taxilane, and outside the TOFA. This option also depicts how existing and proposed floatplane slip fingers could be expanded eastward toward the new taxilane and road. The finger expansion would require the relocation of some existing slips, but the expanded fingers would also allow for construction of more slips than the other options.

Recommendation: The master plan recommends that these options be examined further as part of *Project 3. Floatpond Dredging, Slip Expansion, Floatplane Ramp, and Floatpond Taxilane Feasibility* project. The ALP shows building the new taxilane to within 150 feet of the ski strip and retaining the existing road, similar to Option 2. This is the preliminary recommendation, pending further evaluation of alternatives as part of the feasibility study.

Lease Area Layout

The master plan explored various layouts for taxiways, limited access roads and lease lots proposed just south of the Floatpond Extension. Sheet 4 depicts the recommended layout. Key features include:

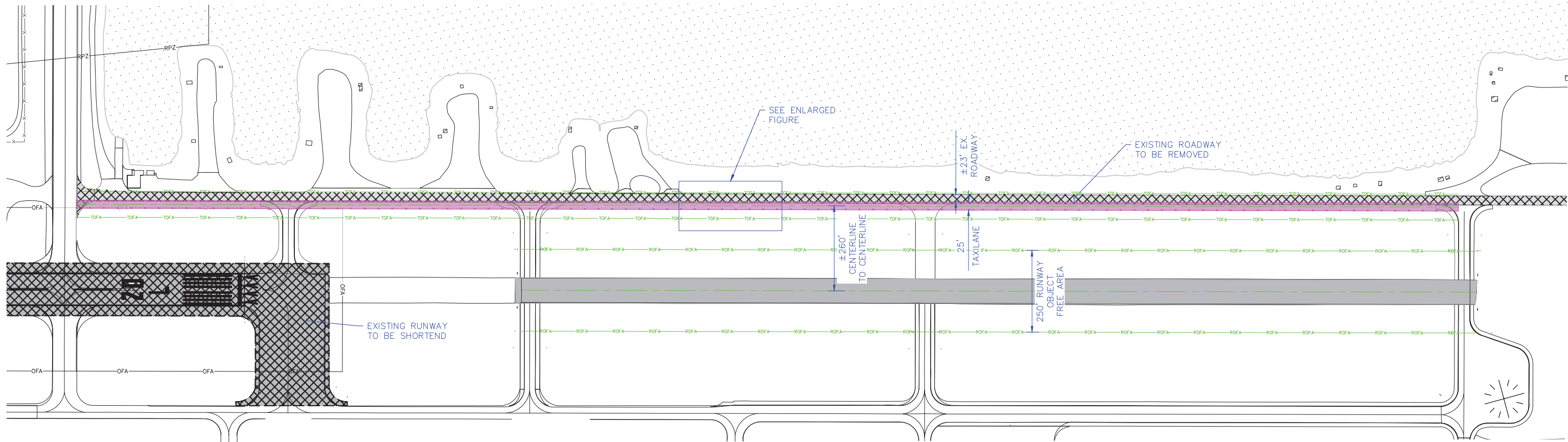
Float Pond Road

- Closure of the existing Float Pond Road connection to University Avenue South and provide a new access near the roadside vehicle pull off and information area.
- Extension of the new Float Pond Road west to serve proposed new lease lots in around the Floatpond Extension and campground. This route provides direct access to these areas and reduces the probability of unfamiliar visitors accidentally entering a runway environment or interfering with taxiing aircraft.
- Access to the campground and to slips west of the Floatpond Extension via a connector road, with 90-degree crossings of Taxiway C and the campground taxiway.

Taxiways C and D

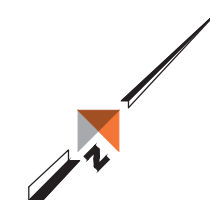
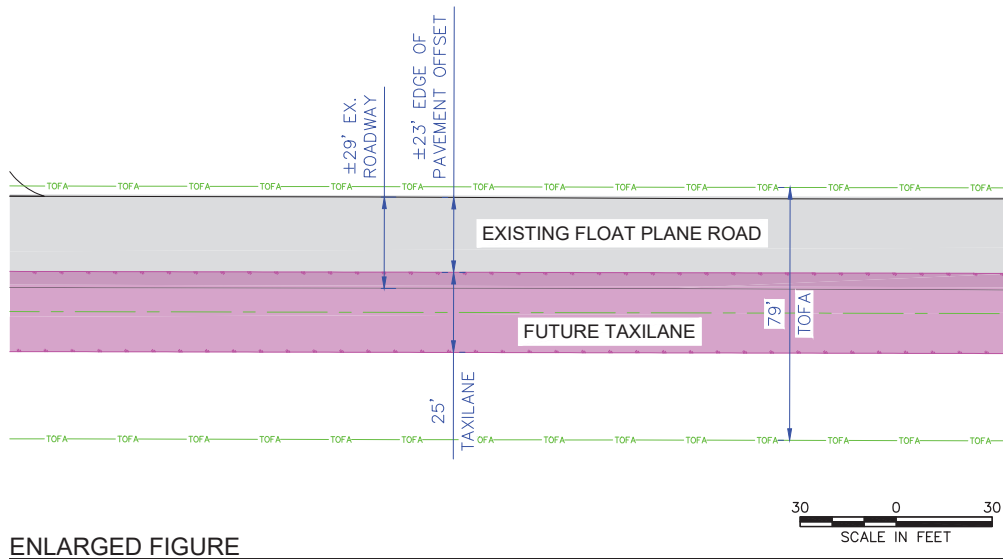
- Existing Taxiways C and D would be extended north, and reduced to ADG 1 standards to provide additional lease lot area. ADG 1 sized aircraft are most likely to use these lease lots. This standard could be revalidated during design, if prospective leaseholders indicate interest in operating larger ADG 2 aircraft.
- The taxilane into the campground would connect to Taxiway C, allowing more space for lease lot development south of the campground.
- A guardrail or other form of separation is proposed between the road and Taxiway C, with an opening at each lease lot, to control vehicle crossings of Taxiway C.

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GENERAL NOTES

1. MINIMUM TAXILANE TO RUNWAY SEPARATION IS 150'.



ENLARGED FIGURE

REVISIONS			
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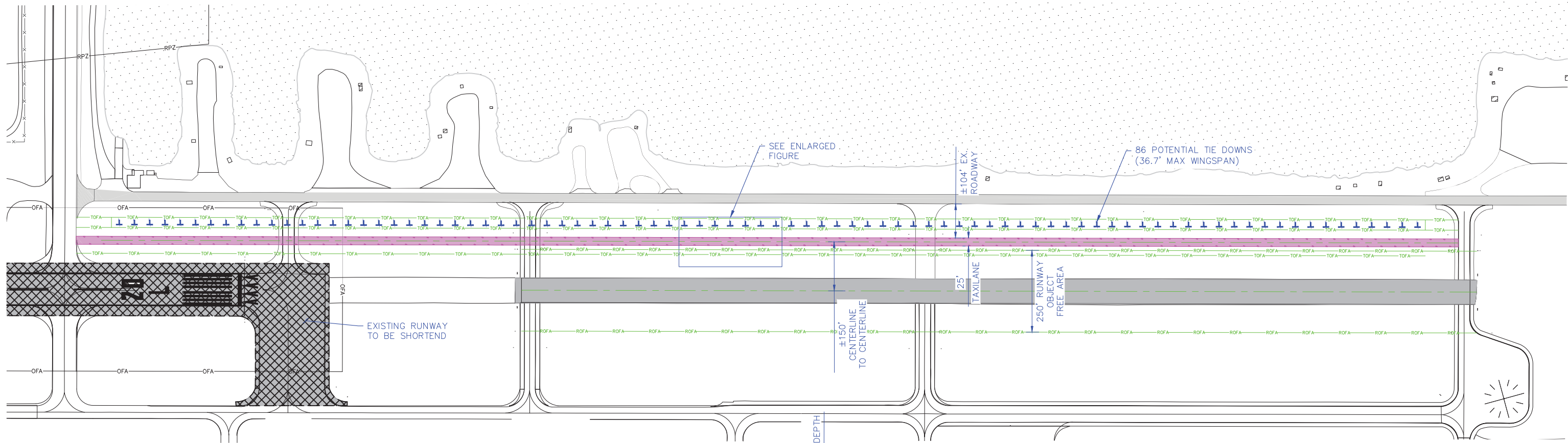
FAIRBANKS INTERNATIONAL AIRPORT (FAI)

**FLOAT PLANE ROAD - OPTION 1
CONVERSION TO TAXILANE**

FAIRBANKS, ALASKA

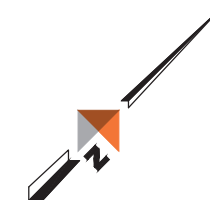
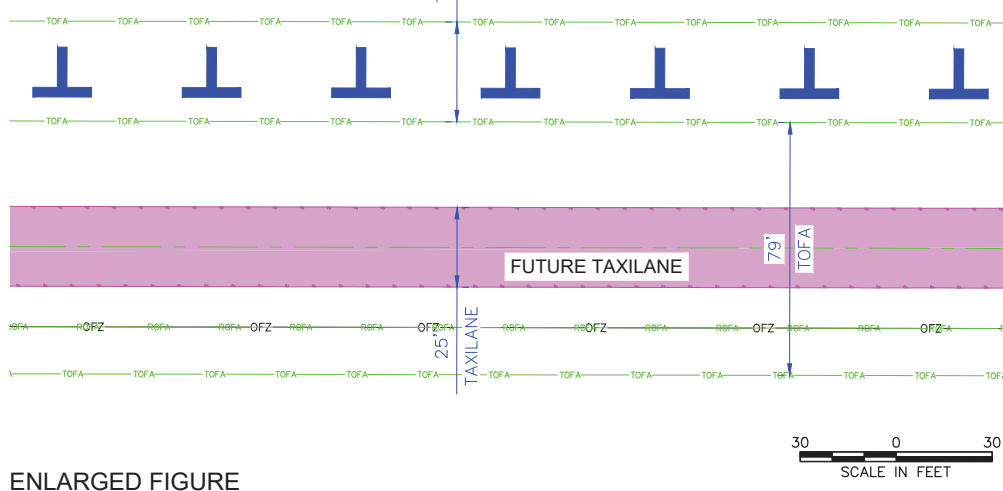
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GENERAL NOTES

1. MINIMUM TAXILANE TO RUNWAY SEPARATION IS 150'.



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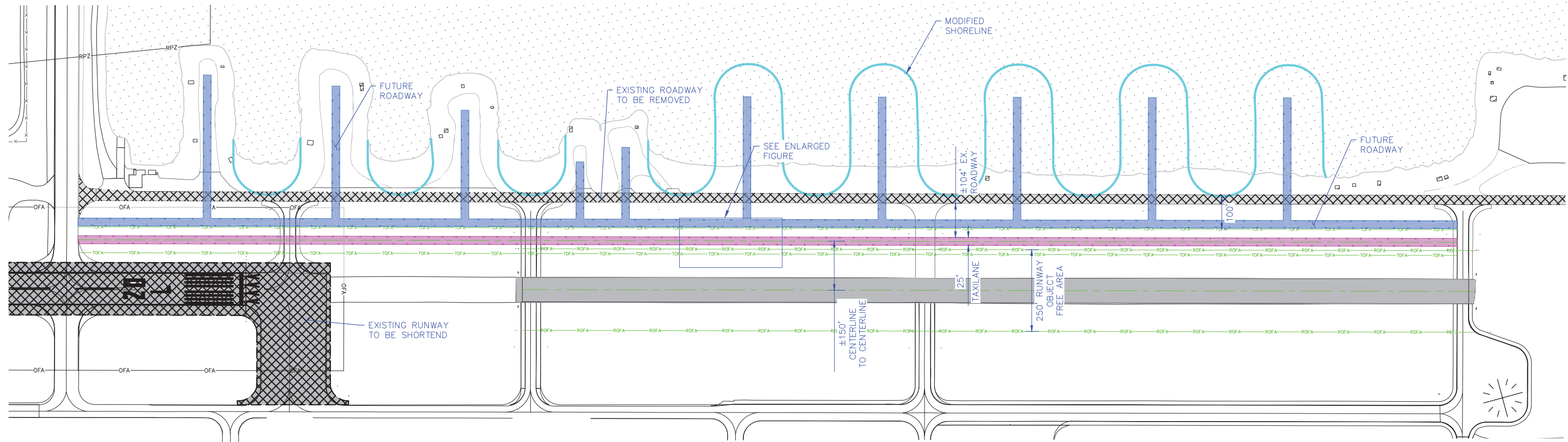
FAIRBANKS INTERNATIONAL AIRPORT (FAI)

FLOAT PLANE ROAD - OPTION 2
CONVERSION TO TAXILANE

FAIRBANKS, ALASKA

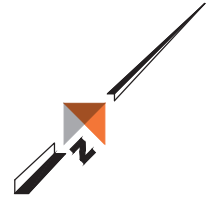
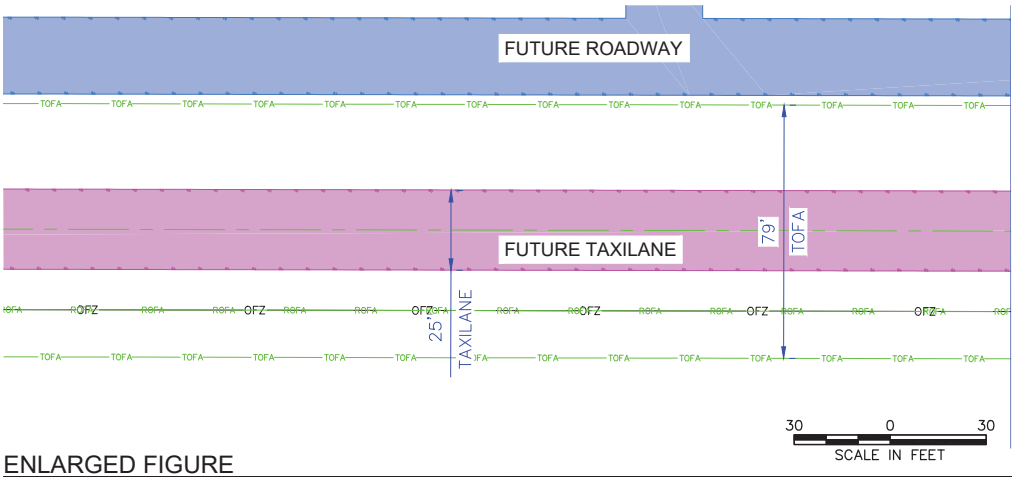
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GENERAL NOTES

1. MINIMUM TAXILANE TO RUNWAY SEPARATION IS 150'.



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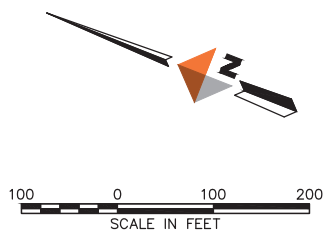
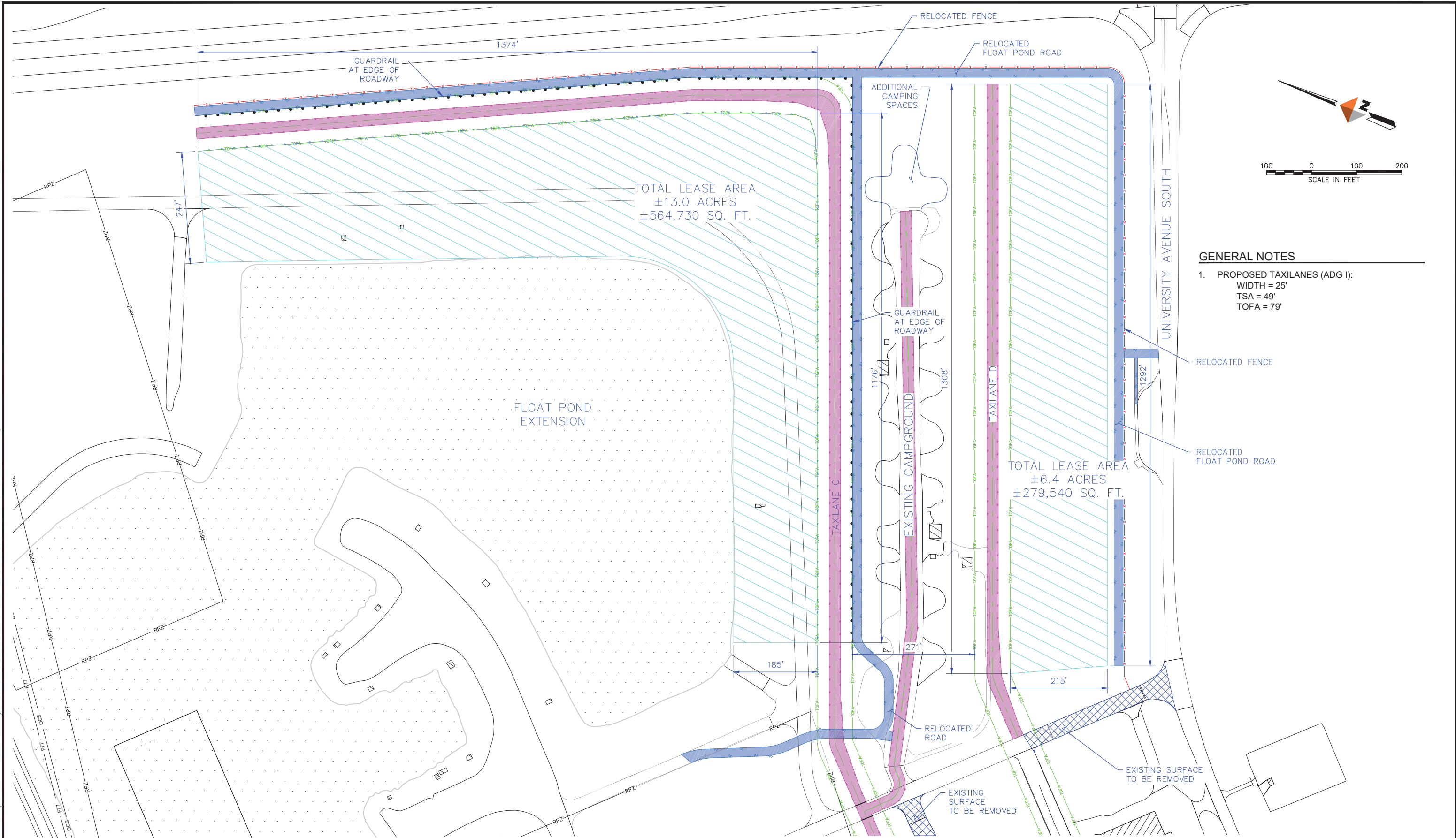


FAIRBANKS INTERNATIONAL AIRPORT (FAI)
**FLOAT PLANE ROAD - OPTION 3
 CONVERSION TO TAXILANE**

FAIRBANKS, ALASKA

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GENERAL NOTES

1. PROPOSED TAXILANES (ADG I):
 WIDTH = 25'
 TSA = 49'
 TOFA = 79'

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FAIRBANKS INTERNATIONAL AIRPORT (FAI)

LEASE AREA LAYOUT

FAIRBANKS, ALASKA

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SHEET	4