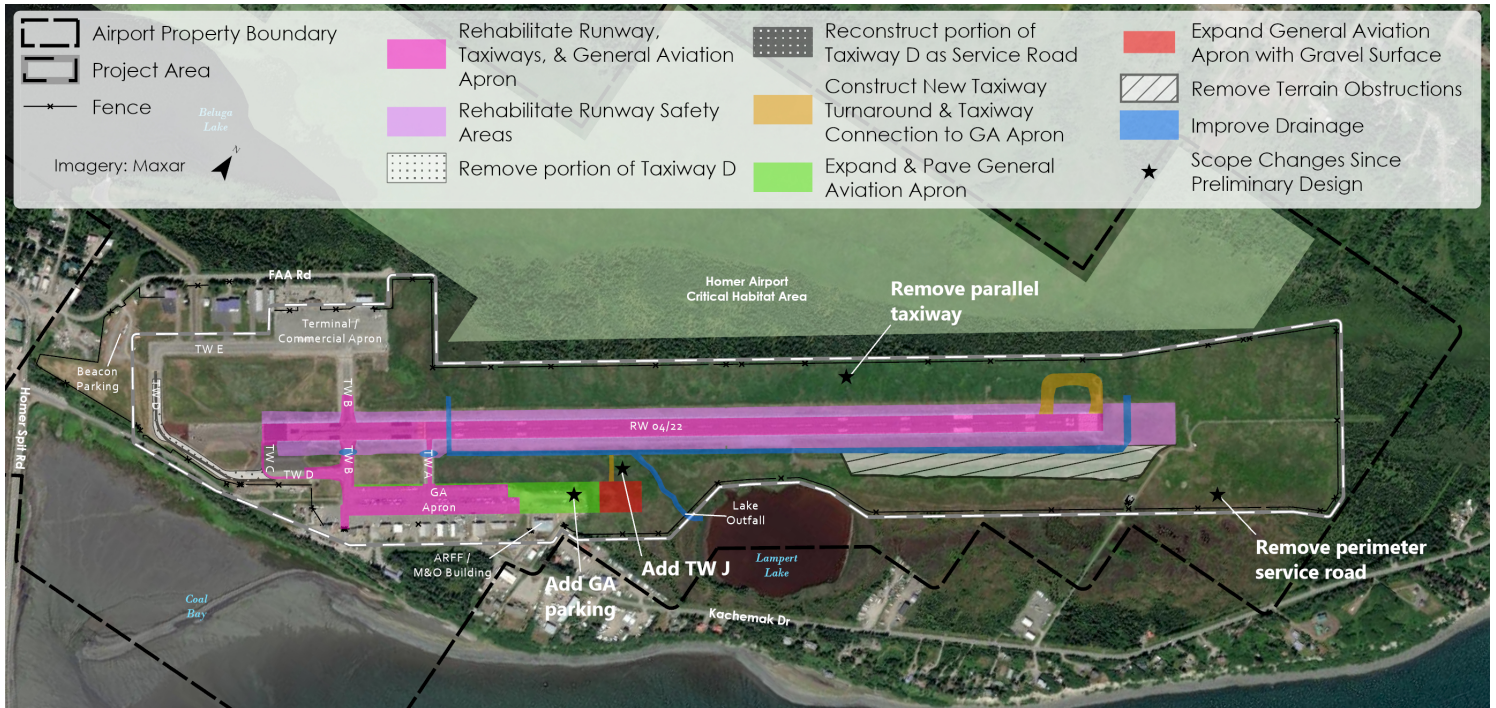


# Homer Airport Improvements: Fact Sheet

## Project Description

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to rehabilitate and improve the Homer Airport and associated airport facilities to extend the service life of the airport and improve safety.



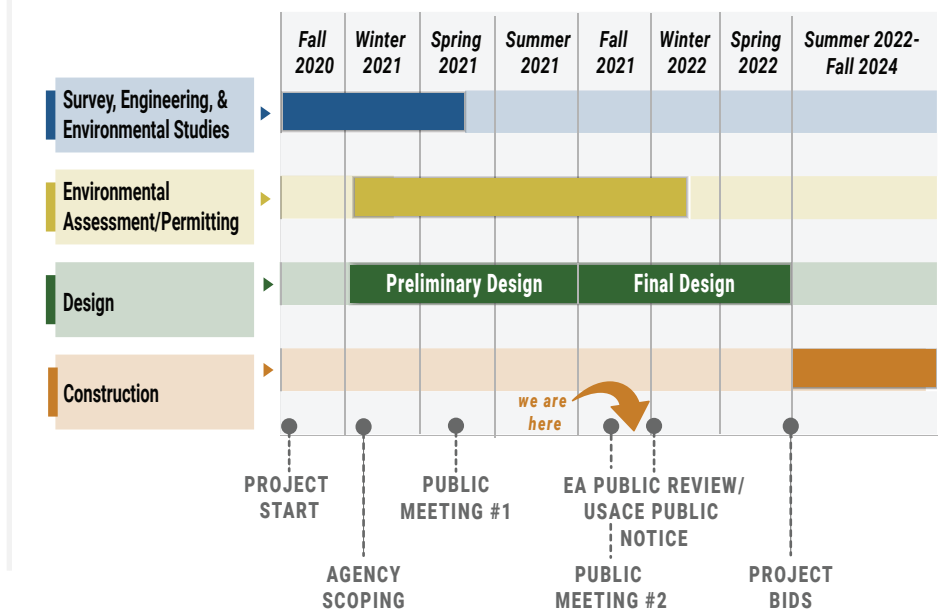
## Project Status

Based on feedback the team received, the following changes have been made to the Proposed Action:

- ➔ Expand parking on the GA Apron
- ➔ Add a new taxiway connecting the runway to the GA Apron
- ➔ Remove perimeter road from the project scope

The team is currently completing the Environmental Assessment under the National Environmental Policy Act, and final design of the Proposed Action is underway.

## Project Schedule



# Comments and Questions

*The following are comments and questions we've received so far:*

**Q. What improvements are proposed, and why are they needed?**

A. The project involves several elements. The major work includes improvements to the runway, taxiways, General Aviation (GA) Apron, lighting, and drainage structures; construction of new taxiways; and removal of obstructions to the runway Object Free Area (OFA).

- The runway, portions of Taxiways A, B, and D, and portions of the GA Apron will be rehabilitated and/or reconfigured to correct deteriorated pavement surfaces or subgrades and comply with current FAA standards.
- The GA Apron will be expanded to the east to accommodate the demand for additional aircraft parking.
- Two new taxiways will be constructed: a taxiway turnaround at the east end of the runway and connecting taxiway between the runway at midfield and the GA Apron. The new taxiways will relieve congestion and improve safety for taxiing and departing/approaching aircraft.
- High terrain along the south side of the runway will be removed to meet FAA obstruction standards.

**Q. The airport lacks sufficient aircraft parking, lease lots, and hangars. Can DOT&PF make additional land available for lease facilities?**

A. Development of landside facilities such as lease lots is included in the Ultimate Layout in the 2017 Airport Layout Plan. However, these facilities are ineligible for Airport Improvement Program funding and are outside the scope of this project.

**Q. The airport lacks a safe pedestrian facility or route connecting the GA Apron to the passenger terminal at the Commercial Apron. What is DOT&PF doing about this?**

A. The DOT&PF recognizes the safety issues experienced by airport users traveling on foot between the GA Apron and the passenger terminal on the north side of the airport. The level of planning and design needed to develop a pathway such as this precludes it from being added to this project at this stage. A project to construct a pathway along Kachemak Drive is identified as Need ID 2353 on the Statewide Transportation Improvement Program's Needs List. However, funding for that project has not been programmed for design or construction. While a pedestrian facility is not possible within the scope of this project, the next Airport Master Plan update (anticipated in 2024) could address this issue.

**Q. Can DOT&PF provide a public restroom on the GA Apron for air taxi and charter customers?**

A. A public restroom is not within the scope of the project.

**Q. A new parallel taxiway on the north side of the runway would not serve the majority of aircraft and, therefore, would not significantly improve safety. Will DOT&PF consider a taxiway connecting the runway at midfield to the GA Apron instead? This would allow the majority of aircraft that use the runway (GA users) to exit the runway without back-taxiing.**

A. The DOT&PF appreciates the input received on the proposed future parallel Taxiway H, as described in the Airport Layout Plan. Taxiway H has been dropped from further consideration at this time, and DOT&PF is moving forward with the design of a new taxiway connecting the runway near mid-field to an expanded GA Apron.

**Q. What can be done to preserve the gravel road on the south side of the runway that is used by bush planes? The airport needs a dedicated gravel runway.**

A. The gravel area currently used by aircraft along the south side of the runway is within the Runway Safety Area (RSA). The RSA will be rehabilitated to current RSA standards. However, it is not intended to be used for taxiing, takeoffs, or landings. The addition of a parallel gravel runway is beyond the scope of this project and would be a subject for the next Airport Master Plan update.

**Q. Preserving existing wetlands within airport property should be prioritized over airport expansion.**

A. The DOT&PF and FAA are aware of the importance of wetlands on the health of the Beluga Lake watershed. The project will first avoid and/or minimize wetland impacts to the greatest extent practicable in accordance with FAA's requirements under Executive Order 11990 (Wetland Protection). Based on input received from the public and in consideration of wetland impacts, the proposed perimeter service road has been removed from the project.