

# ***Birchwood Airport Association***

## ***Meeting Agenda***

November 4, 2017

4PM

Type of Meeting: Membership meeting to discuss potential changes in the Birchwood airport operations

Meeting Facilitator: Tim Bloom

Invitees: All Birchwood Airport Association Members and Guests

- I. The importance of the Birchwood Airport Association
  - a. History of the association
  - b. Opportunity to speak with one voice for what we want for the Birchwood Airport operations.
- II. Overview of what we have learned from discussions with the AK DOT and meeting with Eklutna Corporation
  - a. The DOT is actively looking to transfer sponsorship of airport operations to private or other government agencies such as the Municipality of Anchorage. The Municipality of Anchorage was approached by the DOT to take over Girdwood and Birchwood as a package and they declined. About 10 months ago the Municipality of Anchorage introduced Eklutna to the DOT via Steve Strait. There also were some prior conversations with DOT and Eklutna in 2001 regarding airport expansion.
  - b. This is at the direction of the Walker administration and the public's perceived desire for smaller government.
  - c. Though the airport cannot be "sold," a transfer of the sponsorship of the airport transfers ownership. Changes in sponsorship are approved by the FAA. This is an important concept, as sponsorship is perpetual, unless a sponsor fails to comply with FAA Grant Assurances.

i. [https://www.faa.gov/airports/northwest\\_mountain/sponsor\\_guide](https://www.faa.gov/airports/northwest_mountain/sponsor_guide)

- d. Eklutna Corporation and the DOT are engaged in discussions to transfer sponsorship from the DOT to Eklutna presently. They will be meeting with the FAA in the next couple of weeks and expect a decision to be made on sponsorship eligibility by year end 2017.
- e. Eklutna is presently doing their own due diligence to determine if they are even interested in becoming a sponsor. There has been no board resolution at this point to proceed, only to investigate.
- f. The DOT is planning to hold public open houses with Eklutna once the sponsorship process is complete. There will then be a period of public comment and initiation of the Planning Grant process which would look at all issues (end user concerns, economic, environmental, etc.) regarding the transfer of the airport to Eklutna. This is a 1-2 year process with multiple opportunities for public comment.

III. AOPA and Alaska Airmen's Association are aware and are actively monitoring the disposal of Alaska Airports and will be advising us.

IV. If the airport is transferred to another sponsor, be it Eklutna or another entity, the new sponsor would have to honor all terms of existing leases. Once all terms of the existing leases are complete then rates could be adjusted to market value.

- a. The new sponsor, however, can charge other fees in the meanwhile related to operations as allowed by FAA regulations, i.e., transient rates, landing fees, etc.

V. The new sponsor would apply for and receive all grant funding directly and would be responsible for all operations including but not limited property management, leasing, airstrip maintenance, snow removal, lighting, etc.

VI. Revenue and expenses for operation of the airport would be audited by the FAA and airport operations profit cannot be distributed outside of the airport operations. The sponsor can charge a justifiable administration fee for their services.

- a. Where Eklutna would stand to benefit from becoming the airport sponsor is related to potential hangar development, commercial property development, business development related to the Birchwood Industrial Park and the

International Free trade agreement with the Railroad. This could mean additional commercial aviation uses.

VII. Member comments and questions

- a. This will be limited to 3 minutes per person until 5:45 PM