

Q & A

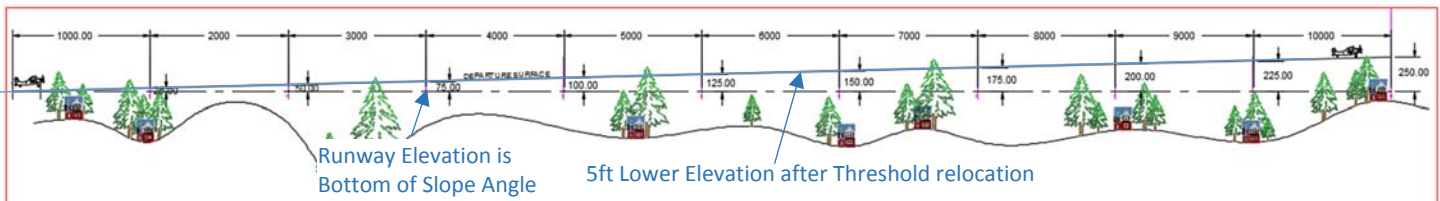
1. Will the City remove any of the trees in South Shore with this project?

The AGIS did not identify any trees in South Shore for removal at this time.

2. How is the extension of Runway 16-34 discussed in the 2017 Airport Master Plan affecting tree elevations in this project?

There is a 200-foot offset between the current Runway 34 threshold and the future Runway 34 threshold. At a 34:1 approach slope, relocating RW 34 threshold lowers tree height requirement by approximately 5 feet 9 inches.

The departure surface climbs very slowly: 1 foot vertically for every 40 feet horizontally. In 10,000 feet, the surface climbs only 250 feet. The approach slope is steeper with 1 foot of vertical rise for every 34 horizontal feet. At a 40:1 departure slope, the elevation lowers by 5 feet.



3. What are the continuous flashing lights at the end of Runway 34?

At the end of Runway 34 are Runway End Identifier Lights (REIL). These lights flash whenever a plane approaches to land. They help the pilot orient the plane to the runway. During reconstruction of Runway 16-34, the FAA replaced the REIL system. To ensure the lights worked properly, they kept the REILs continuously operating during a diagnostic phase. Once operational, the FAA reset the REILs to operate normally, that is.

4. Do we have topographic maps for the runway?

The City does not have any topo maps available at this time.

5. Would it be better to leave the trees and redesign the airport for different planes?

The airport is designed for airplanes currently using the airport, present and future community needs for the airport, and national transportation trends. The recently completed 2017 Airport Master Plan contains a detailed assessment of why and how the current and future 20-year airport design criteria applies to the Airport.

6. How does the Instrument Landing System (ILS) affect future aviation easement requirements?

Each runway has its own aviation easement requirements. How the runway is used determines the safety requirements. Tree height requirements depend on speed, size, runway length, navigation aids, etc. Each runway will require aviation easements based on the approach and departure slopes for that specific runway. Runway 16 has an Instrument Landing System. Runways 34, 2 and 20 do not. As FAA regulations governing runway safety change (instrument or non-instrument), aviation needs will change for the ILS runway and any of the other runways.

7. What part of the trees will remain on lot?

As part of the avigation easement negotiations, property owners will help determine this for their individual lots.

8. Brush was not cleared from previous logging operations at the Airport. How will this project be different?

The current contract will include a performance bond and before the City releases final payment, the contractor must complete all work outlined in the contract to the satisfaction of the City. If the contractor refuses to repair the site as outlined in the contract, the City has the right to call on his Performance Bond to get the work completed. Performance bonds allow owners to hire someone else to complete work the primary contractor refuses to do. The City will follow thru with the current project as a natural part of the 2012 Public Contracting Rule 137-049-0470.

The project manager is responsible to see that all work is finished before releasing final payment. Further, there will be someone for the neighborhood to contact throughout the project if they find something left undone.

9. Will the City remove slash piles, on City Property, left from previous Airport logging operations before the start of this project?

The slash piles have been in place long enough now that they become part of the environmental assessment. Removal of the slash piles will become part of the project scope of work. Meaning: removal of all slash piles (existing or new) will become a work item for completion prior to releasing final payment.

10. Is the City still considering third party negotiators for this project?

At this time, the City is not considering the use of a third party for easement negotiations.

11. Who is responsible for future maintenance of the trees?

The avigation easements will individually address this question.

12. Will the City be conducting any other tree removals at the airport?

The City is currently working with the Coast Guard to clear trees in the approach and departure surfaces for Runway 2. The City will clear several trees as part of this smaller project.