



# PALMER Alaska

## WARREN "BUD" WOODS PALMER MUNICIPAL AIRPORT Newsletter

Volume 1 | Issue 2  
April 2017

Your source for news at the Warren "Bud" Woods Palmer Municipal Airport.

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### Airport Advisory Commission Calendar

All meetings are at 7 p.m. on the fourth Thursday of every month in the Palmer City Hall Council Chambers, 231 W. Evergreen Avenue.

- ❖ January 17, 2017
- ❖ February 23, 2017
- ❖ March 23, 2017
- ❖ April 27, 2017
- ❖ May 25, 2017
- ❖ June 22, 2017
- ❖ July 27, 2017
- ❖ August 24, 2017
- ❖ September 28, 2017
- ❖ October 26, 2017
- ❖ November 30, 2017
- ❖ December 28, 2017

Contact Chair John Lee at 907-841-6100 or [johnlee@nhtiusa.com](mailto:johnlee@nhtiusa.com) for more information.

### What's Happening?

June 2017						
28	29	30	31	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	1

helps keep the flying public informed about safety topics and new FAA initiatives. Over 100 people attended last year. The project team working on the airport improvements project will be on hand to answer questions.

### FAA Fly-In Pancake Breakfast – June 3, 2017

Come celebrate the 25th annual FAA Fly-In with pancakes flipped by FAA personnel from 8 to 12 a.m. at the New Horizon Telecom, Inc. hanger. The FAA Fly-In program



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### Summer Solstice Boogie – June 13-18, 2017

The Alaskan Summer Solstice boogie is back hosted by Alaska Skydive Center, and this year we've extended it to be for 6 days, June 13-18, 2017. It promises to be an incredible, memorable, and affordable event.

- \$600 includes 13 Jump tickets
- Super Caravan skydives from 13,000'
- Head-down & head-up jumps
- Freefly and Wingsuit jumps
- Glacier jump
- Midnight "Summer Solstice" jumps
- Helicopter jumps (2 tickets)



You can manifest for the glacier jump as soon as you register for the boogie, which can be done on our boogie website: <http://www.solsticeboogie.com/>. Since this is a very special jump that is highly dependent on weather, we recommend you register

now to have your best chance at getting on one of the first loads! We have various lodging choices available at a discount and have put together a variety of excursions for you to choose from. Visit our website <http://www.solsticeboogie.com/> as we continue to add more details and options!

**Runway 16/34 closure** planned for one month starting mid-July 2017 for repaving.

## Project Update: Rehabilitate Runway 16/34 & Related Improvements

The Runway 16/34 Rehabilitation project design is complete. We are awaiting approval from the FAA to advertise the project for bidding by qualified construction contractors. Pending FAA approval, a successful bid, and an FAA grant award, construction is anticipated to begin in June and to continue through



October. To accommodate repaving, Runway 16/34 (including Runway 16S/34S) will be closed for about 4 weeks, starting mid-July. The project will also rename Runway 9/27 to Runway 10/28, which will be closed occasionally to accommodate new markings and pavement maintenance.

We will work to minimize inconvenience to flyers while maintaining the high safety

standard of Palmer Airport. Please pay attention to NOTAMs and signage on the field throughout the construction. Thank you for your cooperation and patience as we undertake this important project.

**Request an ADS-B performance report** to make sure everything is working the way it should.

## Safety Spotlight

### What Could Possibly Go Wrong? ADS-B Installation Errors

FAA data shows that about 5,000 of the 27,000 ADS-B Out installations have performance problems or transmit incorrect data. Most (4,100) of those are single-engine GA aircraft.

Common ADS-B installation issues the FAA team has seen include:

- Transmission of a wrong ICAO code
- Incorrect flight identification (aircraft call sign)
- Dual-Out boxes using different ICAO codes
- Reporting in airborne mode while taxiing or stationary
- Missing barometric pressure/altitude
- Invalid Mode 3/A Code
- Incorrect emitter category
- Aircraft with position errors

One way to make sure everything is good is to use ground-based testing equipment. This equipment will detect most issues, but the ultimate test is to fly the aircraft in



ADS-B rule airspace and request a performance report. The FAA will provide a performance report free of charge, usually within 30 minutes of a flight. You can request your report here: <https://adsbperformance.faa.gov/PAPRRRequest.aspx>

Source: Getting it Right What You Need to Know About ADS-B Installation Errors by James Williams, *FAA Safety Briefing March/April 2017*  
[https://www.faa.gov/news/safety\\_briefing/2017/media/MarApr2017.pdf](https://www.faa.gov/news/safety_briefing/2017/media/MarApr2017.pdf)

## Operational Highlight

### Department of Natural Resources, Division of Forestry

By Tim Mowry, Information Officer

Situated at the north end of the Palmer Airport, the Mat-Su/SW Area office of the Alaska Division of Forestry maintains a low profile for much of the year.



It's not until wildfire season rolls around each spring that the DOF's Mat-Su/SW Area office becomes a beehive of activity. The buzz of airplanes and helicopters fills the air and firefighting personnel scurry about the compound in response to wildfire activity in Southcentral Alaska, from the Mat-Su Valley to the Kenai Peninsula to Southwest Alaska.

The Mat-Su/SW Area office provides wildland fire suppression and forest management for approximately 15.8 million acres in southcentral Alaska, an area that

includes Anchorage, Girdwood and the entire Mat-Su Valley. In addition, the Mat-Su Area office also oversees wildland fire suppression activities on approximately 88 million acres in Southwest Alaska, utilizing a forward-operating base in McGrath.

The Mat-Su offices footprint at the airport is a sizeable one. In addition to its main 15,200-square-foot office, which houses management, administrative and dispatch staff for the office and Coastal Region, the facility also features an 18,000-square-foot warehouse and a 15,000 square-foot hangar that is home to DOF's fleet of four State aircraft. The Mat-Su compound also includes a retardant base with four 10,000-gallon tanks to store retardant and water, as well as an initial attack helibase.

The Mat-Su office has a workforce of approximately 100 personnel, a number that includes two 20-person wildland fire crews – Pioneer Peak Interagency Hotshot Crew and Gannett Glacier Type 2 Initial Attack Crew - that are based at the Trunk Road Campus a few miles west of Palmer.

As you might suspect given the nature of wildfire, much of the DOF workforce is seasonal, typically working anywhere from March, April or May until September. Firefighters and aviation staff begin working/training in March while warehouse and other overhead personnel start in May.

During fire season, the number of personnel working at Mat-Su Forestry office typically increases as resources such as firefighters, dispatchers, warehouse workers, engines and helicopters are brought in to supplement local resources.



Depending on the year, the number of personnel at the Area office can increase exponentially. In 2015, for example, the Mat-Su office brought in approximately 800 additional personnel to help combat what turned out to be the second-largest fire season on record in Alaska. Many of those personnel were brought in to assist with suppression of the devastating Sockeye Fire in Willow.

The DOF maintains a fleet of four state-owned aircraft at the Palmer airport that includes an AC-1000 and an AC840, both of which are used for air attack/lead planes; a DHC-2 Beaver used for detection flights and cargo hauling; and a AC-500 Shrike that is used primarily for detection flights. The DOF also has one helicopter based at the Mat-Su helibase from late April to late July, as well as an air tanker from early May to late July. Both the helicopter and air tanker are contract aircraft that include pilots and mechanics. Additional aircraft and pilots are brought in as needed, depending on fire activity. In 2014 and 2015, for example, there were as many as 20 aircraft parked on the runway at the Palmer Airport during the fire season.

In addition to supplying firefighters with the supplies they need to battle wildfires in the Mat-Su Valley, the DOF State Fire Warehouse in Palmer also supplies Area offices in Kenai and McGrath with the equipment they need throughout the fire season.



The warehouse keeps an inventory of more than \$5 million worth of supplies on hand that includes everything from hoses to pumps to chainsaws to tools to clothing to batteries to bug dope to foot powder, and much more. The warehouse also keeps pallets of bottled water, plastic five-gallon jugs of water, MRE's and batteries stocked for emergencies that may occur outside fire season.

Obviously, the Mat-Su/SW Area office has a considerable economic impact on the City of Palmer. While some of the seasonal wildland fire technicians, crew members, pilots and overhead personnel live in Palmer or the Valley year-round, many of them are from out of state and rent apartments or stay in hotels in Palmer during the fire season. They

also eat at local restaurants, shop in local stores and contribute to the local economy in numerous other ways.

Likewise, individuals brought in to supplement the local workforce at different times during the fire season are housed in local hotels, eat at local restaurants and frequent other local establishments, such as gas stations, laundromats, department stores, etc.

The partnership between Forestry's Mat-Su/SW Area office, the Palmer Airport and the City of Palmer is a symbiotic one that the Division of Forestry hopes will continue for many years to come.