



City of Palmer
Airport Advisory Commission Packet

August 22, 2024

**AIRPORT ADVISORY COMMISSION
REGULAR MEETING
AUGUST 22ND, 6 P.M.
CITY COUNCIL CHAMBERS
231 W. EVERGREEN AVENUE, PALMER
www.palmerak.org**



CHAIR
VICE CHAIR
COMMISSIONER
COMMISSIONER
COMMISSIONER
COMMISSIONER
COMMISSIONER

Leighton Lee
Vacant
Scott Work
Jeff Helmericks
Joyce Momarts
Shannon Jardine
Stacia Joyce

AGENDA

- A. Call to Order
- B. Roll Call
- C. Pledge of Allegiance
- D. Approval of Agenda
- E. Minutes of Previous Meeting – 4/11/2024
- F. Reports – Airport Superintendent
 - 1. Airport Maps
 - 2. Current Airport Fee Schedule
- G. Audience Participation
- H. Unfinished Business
 - 1. Airport Lease Rate Adjustment Resolution
 - i. Public Comment
 - ii. Commission Questions and Comments
 - 2. Draft Capital Improvement Plan April 2024
 - i. Public Comment
 - ii. Commission Questions and Comments
- I. New Business
 - 1. Apron Echo Fee Resolution
 - i. Public Comment
 - ii. Commission Questions and Comments
- J. Public Comments
- K. Commission Member Comments
- L. Adjournment



Minutes from 4/11/2024

A. CALL TO ORDER

A regular meeting of the Airport Advisory Commission was held on April 11, 2024, at 6:00 p.m. in the Council Chambers, Palmer, Alaska. Chairman Leighton Lee called the meeting to order at 6:00 p.m.

B. ROLL CALL

Comprising a quorum of the council, the following were present:
Chairman Leighton Lee, Beau Honeycutt, Scott Work, and Joyce Momarts.

Shannon Jardine and Jeff Helmericks attended via phone.

Staff in attendance was the following:

John Diument, Airport Superintendent

C. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was performed.

D. APPROVAL OF AGENDA

Main Motion: To Approve the Agenda as presented

Moved by:	Momarts
Seconded by:	Honeycutt
Vote:	Unanimous
Action:	Motion Carried

E. MINUTE OF PREVIOUS MEETING

Main Motion: To Approve the Minutes from 2/8/24 as presented

Moved by:	Honeycutt
Seconded by:	Helmericks
Vote:	Unanimous
Action:	Motion Carried

F. REPORTS – AIRPORT SUPERINTENDENT

The Airport Superintendent gave a verbal and written report of the current status of the airport:

- Airport lighting issues
 - PAPI – currently incandescent lights. Incandescent lights are getting harder to find.
 - Runway 16 PAPI inoperative
 - Need electrician to troubleshoot Runway 16 PAPI
 - REIL – need to be replaced. North end lights do not blink in unison with each other.
 - Runway and taxiway edge lighting -
 - Heliport current source of short.

- Waiting on lights from vendor
- Pilot control lighting problem
 - Blows circuit breaker when activated
 - Solution – leave lights on all the time – expensive
- Capital project – electrical reconstruction of the airport 2025
 - Possibly split taxiway circuit
- 16/34 open
- Gravel open
- Helipad open
- Beacon operational
- ACUASI – UAF Unmanned Aerial Vehicle program arriving at the airport
- Lighting capital has been approved by City Council
- New Airport Equipment Operator – snow removal. Experienced.
- Construction
 - Equipment being staged
 - Awaiting snow melt to start project
 - MTA work for the Golf Course on south end
- Avigation Easement – work with HDL
 - City working with Borough
- Gathering May 4-5
 - No public parking at the airport
 - Parking at Fairgrounds/City

G. AUDIENCE PARTICIPATION

None

H. UNFINISHED BUSINESS

1. Airport Lease Rate Adjustment – Full time operator cost-prohibitive.
 - a. Recommendation \$0.09 per square foot
 - b. Discussion on Fuel Flowage fee
 - c. Discussion on Sales Tax
 - d. Proceed with 2023 Actual Revenue Data

I. NEW BUSINESS

1. Capital Improvement Plan – March 2024 and October 2023
 - a. Shrunk the plan to a 5-year projection vs a 16-year planning document
 - b. Line item review of the 5-year Capital Improvement Plan

J. COMMISSION MEMBER COMMENTS

Commissioner Hendricks

- Contentious engagements between users of the airport
- More flight instructor meetings
- Video camera capture of unprofessional behavior
- Important to take steps to protect safety of users of the airport

K. PUBLIC COMMENT

1. Rex Grey
 - a. High turnover at the airport – 6 months average with current flight schools
 - b. For the amount of activity, the airport is functioning very well for experience level
2. Kevin Hubbard
 - a. Maximize the airport for the benefit of the community.

L.

With no further business before the Commission, the meeting adjourned at 7:09 p.m.

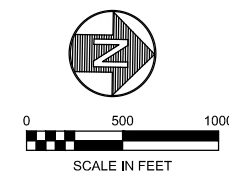
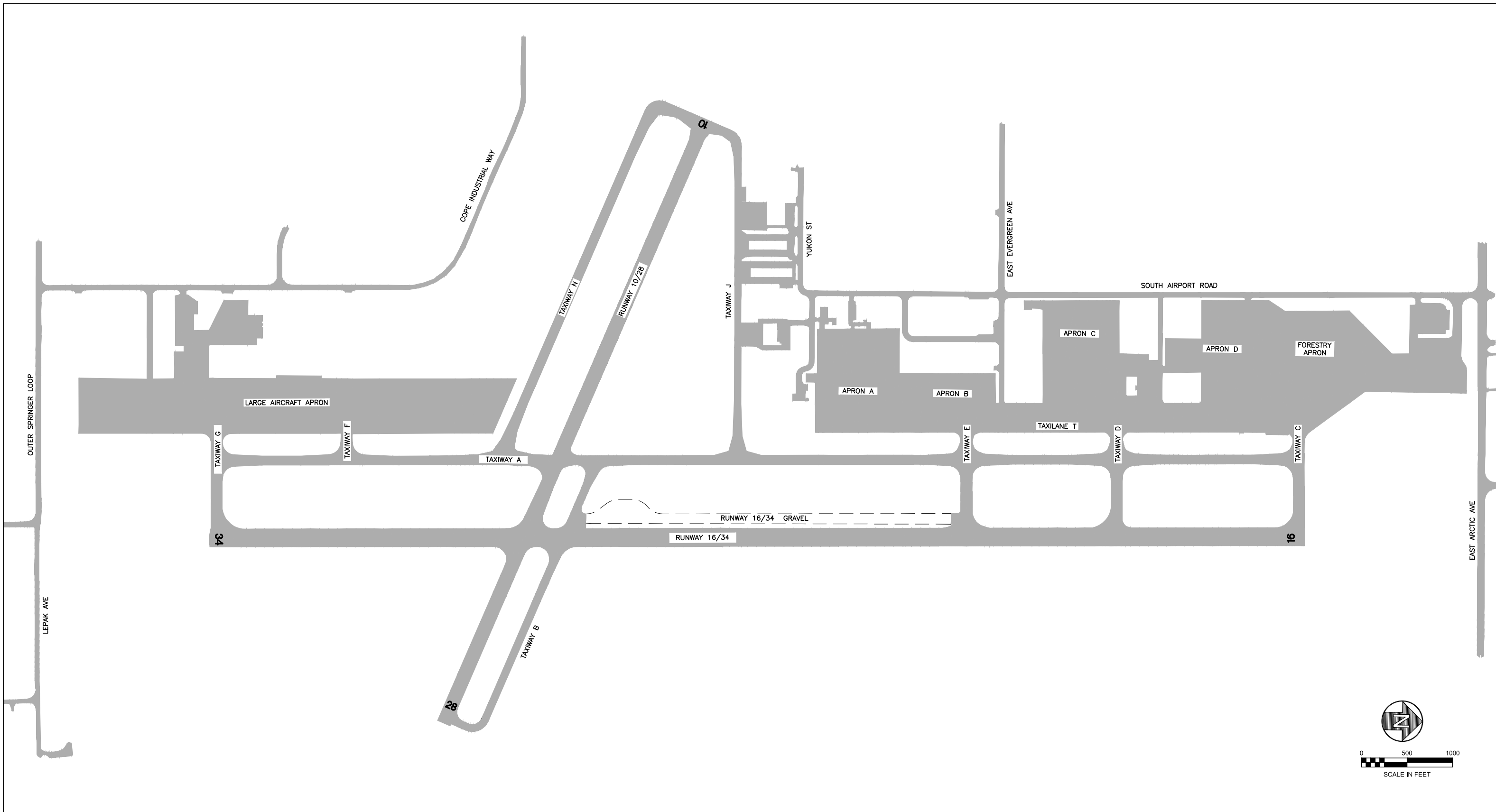


**CITY OF PALMER
AIRPORT ADVISORY COMMISSION
SUPERINTENDENT REPORT**

SUBJECT: Airport Superintendent Report

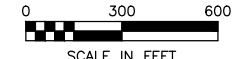
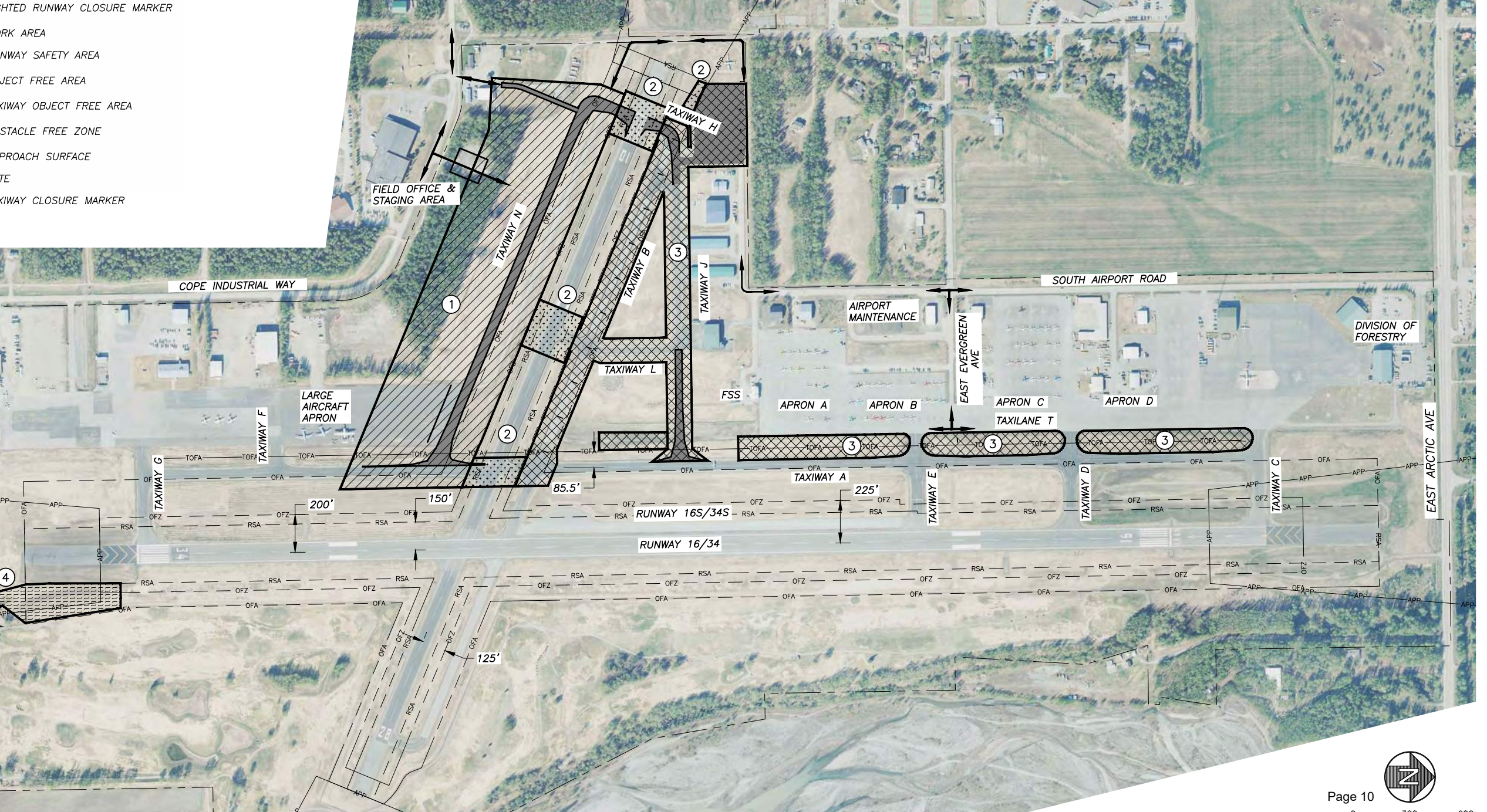
AGENDA OF: August 22, 2024

Attachment(s):
1) Palmer Airport Map
2) City of Palmer 2024 Fee Schedule – Airport Excerpt



PALMER MUNICIPAL AIRPORT | Figure 1
Airport Map

- UNLIGHTED RUNWAY CLOSURE MARKER
- WORK AREA
- CONSTRUCTION SAFETY AREA
- OBJECT FREE AREA
- TAXIWAY OBJECT FREE AREA
- OBSTACLE FREE ZONE
- APPROACH SURFACE
- GRASSY AREA
- TAXIWAY CLOSURE MARKER



Airport Fees	
Aircraft Tie Down Space Apron A (T1-T9) 33'x44' Transient (per day)	\$ 5
Aircraft Tie Down Space Apron A (1-27) 33'x44' Monthly Apron C (6-33, 39-45) 33'x44' Monthly	\$ 32
Aircraft Tie Down Space Apron A (1-27) 33'x44' Quarterly Apron C (6-33, 39-45) 33'x44' Quarterly	\$ 91
Aircraft Tie Down Space Apron A (1-27) 33'x44' Annual Apron C (6-33, 39-45) 33'x44' Annual	\$ 334
Aircraft Tie Down Space Apron B (1-39)	\$ 32
Aircraft Tie Down Space Apron B (1-39)	\$ 91
Aircraft Tie Down Space Apron B (1-39)	\$ 334
Aircraft Tie Down Space Apron C (1-5, 34-38) 60'x61' Monthly	\$ 53
Aircraft Tie Down Space Apron C (1-5, 34-38) 60'x61' Quarterly	\$ 154
Aircraft Tie Down Space Apron C (1-5, 34-38) 60'x61' Annual	\$ 586
Aircraft Tie Down Space Large Aircraft Apron(1-2,T10) 75'x75' Transient (per day)	\$ 53
Aircraft Tie Down Space Large Aircraft Apron(1-2,T10) 75'x75' Quarterly	\$ 292
Aircraft Tie Down Space Large Aircraft Apron(1-2,T10) 75'x75' Annual	\$ 1,118
Aircraft Tie Down Space Large Aircraft Apron(3-6,T11)100'x100' Transient (per day)	\$ 90
Aircraft Tie Down Space Large Aircraft Apron(3-6,T11)100'x100' Quarterly	\$ 530
Aircraft Tie Down Space Large Aircraft Apron(3-6,T11)100'x100' Annual	\$ 2,070
Aircraft Tie Down Space Large Aircraft Apron (7, T12)100'x120' Transient (per day)	\$ 106
Aircraft Tie Down Space Large Aircraft Apron (7, T12)100'x120' Quarterly	\$ 636
Aircraft Tie Down Space Large Aircraft Apron (7, T12)100'x120' Annual	\$ 2,494
Rotary Aircraft Tie Down Space Helipad (1-3) 60' Circle Transient (per day)	\$ 27
Rotary Aircraft Tie Down Space Helipad (1-3) 60' Circle Transient Monthly	\$ 117
Rotary Aircraft Tie Down Space Helipad (1-3) 60' Circle Transient Quarterly	\$ 336
Rotary Aircraft Tie Down Space Helipad (1-3) 60' Circle Transient Annual	\$ 1,294
Aircraft Impoundment Fee	\$ 400
Storage fee for impounded aircraft (per month)	\$ 200
Airport Lease Application Fee	\$ 500
Fuel Flowage Fee (per gallon delivered)	\$.05
*All Tie Down Spaces add 3% sales tax (sales tax included in transient rate) Transient rate is for stay greater than 4 hours per day on airport grounds. Rates are not pro-rated.	

Animal Control Fees	
Animal license – dog/cat (three-year license – expires three years from date of issue)	\$ 10
Lost tag – animal license (expires three years from original issue date)	\$ 2.50
Animal impound (per animal)	\$ 30
Dangerous/vicious animal registration (one-time fee)	\$ 25



**CITY OF PALMER
AIRPORT ADVISORY COMMISSION
INFORMATION MEMORANDUM 24-001**

SUBJECT: Palmer Airport Lease Rate

AGENDA OF: August 22, 2024

ACTION: Recommend 2024 lease rate for the Palmer Airport.

Attachment(s):

- 1) Summary of Proposed Lease Rate
- 2) Detailed Proposal
- 3) South Central Lease Rate Comparables
- 4) Available land lease potential income
- 5) Current City of Palmer Pay Plan
- 6) 2024 Lease Payment Increases
- 7) 2025 – 2026 Lease Payment Increases
- 8) Airport Revenues
- 9) Airport Expenses (Amended Budget)
- 10) Full Time Equipment Operator Expected Costs
- 11) Airport Superintendent Recommendation
- 12) Resolution 24-001 Airport Lease Rate

Summary In order to fund an equipment operator dedicated to the airport, extra funding must be obtained. It is proposed that the Palmer Airport lease rate be increased to fund this position.

Recommendation The Airport Superintendent recommends approval of the attached Capital Improvement Plan.

Summary

Cost of Operator

Includes 1000 hours/year plus
100 hours of overtime

Range	Low	High
	\$ 35,000.00	\$ 48,000.00

2024	\$ 35,500.00	\$ 48,500.00
2025	\$ 36,565.00	\$ 49,955.00
2026	\$ 37,661.95	\$ 51,453.65

Currently in the budget

\$ 18,400.00

Gap

2024	\$ 30,100.00
2025	\$ 31,555.00
2026	\$ 33,053.65

Additional Lease Revenue

2024		total all years
\$ 0.085	\$ 20,931	\$ 20,931
\$ 0.090	\$ 26,254	\$ 26,254
\$ 0.095	\$ 31,576	\$ 31,576

2025		
\$ 0.085	\$ 2,895	\$ 23,826
\$ 0.090	\$ 5,355	\$ 31,608
\$ 0.095	\$ 7,815	\$ 39,391

2026		
\$ 0.085	\$ 980	\$ 24,806
\$ 0.090	\$ 2,398	\$ 34,007
\$ 0.095	\$ 3,816	\$ 43,207

Additional Tiedown Est.

2024 \$ 4,420

2025 \$ 10,608

2026 \$ 10,608

Total Add'l Revenue

2024	
\$ 0.085	\$ 25,351
\$ 0.090	\$ 30,674
\$ 0.095	\$ 35,996

2025	
\$ 0.085	\$ 34,434
\$ 0.090	\$ 42,216
\$ 0.095	\$ 49,999

2026	
\$ 0.085	\$ 35,414
\$ 0.090	\$ 44,615
\$ 0.095	\$ 53,815

Lease Comparables

2024

Generic	0.217 (Paved/5000+ feet/lighted)
Homer	0.217
Valdez	0.160
Birchwood	0.144
Talkeetna	0.144
Gulkana	0.131
Big Lake	0.116
Willow	0.116
Wasilla	0.100
Palmer	0.090

Source: 17 AAC 45.127 Rental and Fee Rates

Other sources of Revenue

Additional Lease Lot(s)

acres	sq/acre		Per sq foot		
			\$ 0.090	\$ 0.085	\$ 0.080
10	43560	435600	\$ 39,204	\$ 37,026	\$ 34,848
8	43560	348480	\$ 31,363	\$ 29,621	\$ 27,878
4	43560	174240	\$ 15,682	\$ 14,810	\$ 13,939

Additional Airport Income and Expenses

The purpose of this document is to outline the extra cost incurred by hiring an equipment operator dedicated to the airport and to propose a path for paying that extra cost by raising the current lease rate at the Palmer Municipal Airport to \$0.09 per square foot.

The cost outlined below reflects 1000 hours (25 weeks at 40 hours per week) and 100 hours of overtime. The pay rate is assumed to be a level 7, step 10 on the City of Palmer pay scale. A 3% annual increase is assumed.

Range	Low	High
	\$ 35,000.00	\$ 48,000.00
2024	\$ 35,500.00	\$ 48,500.00
2025	\$ 36,565.00	\$ 49,955.00
2026	\$ 37,661.95	\$ 51,453.65

Currently, \$23,400 is in the budget for part-time personnel. Annually, the airport can expect to spend up to \$5,000 for a summer maintenance groundskeeper, leaving \$18,400 for use with the airport operator. This leaves a funding gap as follows.

FY	Funding Gap
2024	\$ 30,100.00
2025	\$ 31,555.00
2026	\$ 33,053.65

In order to fill the gap, an increase of lease rates from their current level to \$0.09 per square foot is proposed. The lease rate increase will result in the following **additional revenue** to the airport budget shown below. Also shown is an option for lease rates to increase to \$.085 and \$.095 per square foot.

Additional Lease Revenue

2024		total all years
\$ 0.085	\$ 20,931	\$ 20,931
\$ 0.090	\$ 26,254	\$ 26,254
\$ 0.095	\$ 31,576	\$ 31,576

2025		
\$ 0.085	\$ 2,895	\$ 23,826
\$ 0.090	\$ 5,355	\$ 31,608
\$ 0.095	\$ 7,815	\$ 39,391

2026		
\$ 0.085	\$ 980	\$ 24,806
\$ 0.090	\$ 2,398	\$ 34,007
\$ 0.095	\$ 3,816	\$ 43,207

In addition to the lease rate increases, the airport will also benefit from additional tiedowns becoming available in Apron E when the work is completed this year. There will be 16 additional tiedowns each with an electric outlet. The lease rate for the tiedowns has yet to be determined. What is assumed is monthly revenue of \$65 and an expense of \$9.75 (15%) for each tiedown.

**Additional
Tiedown Est.**

2024	\$ 4,420
2025	\$ 10,608
2026	\$ 10,608

The following illustrates the total additional net revenue the airport will experience in the next three years. These reflect the totals of lease rate increases and tiedown fees from the new tiedown points only.

**Total Addt'l
Revenue**

2024	
\$ 0.085	\$ 25,351
\$ 0.090	\$ 30,674
\$ 0.095	\$ 35,996

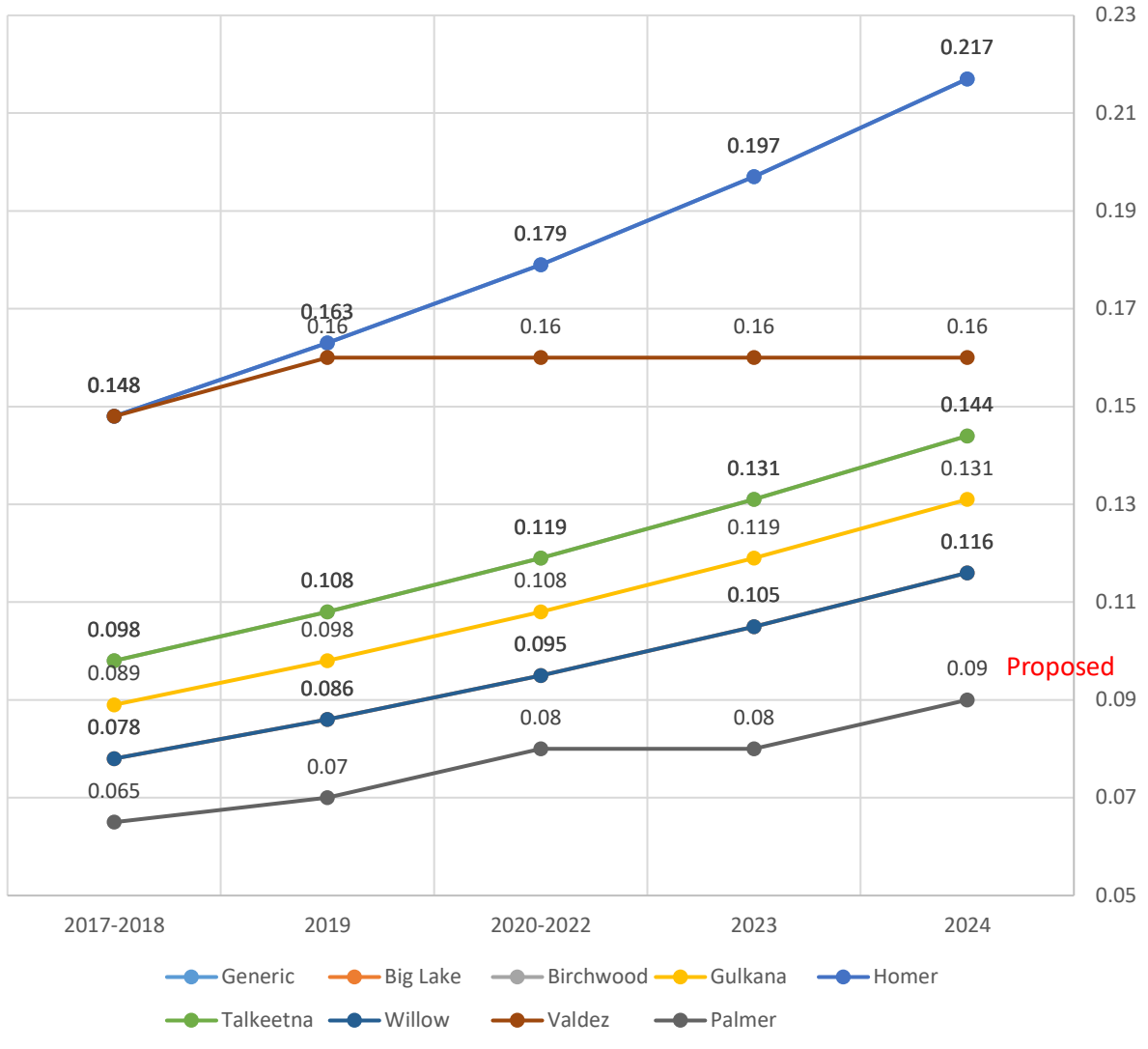
2025	
\$ 0.085	\$ 34,434
\$ 0.090	\$ 42,216
\$ 0.095	\$ 49,999

2026	
\$ 0.085	\$ 35,414
\$ 0.090	\$ 44,615
\$ 0.095	\$ 53,815

To justify a lease rate increase, the following page is a comparison of lease rates from surrounding airports. The majority of the airports in South Central are owned and operated by the State of Alaska. Not listed is the City of Wasilla's airport, which currently charges a lease rate of \$0.10 per square foot.

The Generic Airport listed has the same configuration as the Palmer Airport in that it 1) Is lighted, 2) Has a main runway longer than 5000 feet, and 3) Is paved.

Alaska DOT Airport Lease Pricing



	2024	2023	2020-2022	2019	2017-2018
Generic	0.217	0.197	0.179	0.163	0.148
Big Lake	0.116	0.105	0.095	0.086	0.078
Birchwood	0.144	0.131	0.119	0.108	0.098
Gulkana	0.131	0.119	0.108	0.098	0.089
Homer	0.217	0.197	0.179	0.163	0.148
Talkeetna	0.144	0.131	0.119	0.108	0.098
Willow	0.116	0.105	0.095	0.086	0.078
Valdez	0.16	0.16	0.16	0.16	0.148
Palmer	0.09	0.08	0.08	0.07	0.065

Source: <https://www.akleg.gov/basis/aac.asp#17.45.127>
 (Alaska Administrative Code Title 17, Chapter 45, Article 127
 Rental and fee rates)

Listed below is the income possible from leasing newly available land adjacent to Taxiway N from the current airport configuration project scheduled to be completed in summer of 2024. There are currently approximately 10 acres available for lease.

acres	Sq ft.	\$	Lease Rate Per sq foot				
			0.090	\$	0.085	\$	0.080
10	435600	\$	39,204	\$	37,026	\$	34,848
8	348480	\$	31,363	\$	29,621	\$	27,878
4	174240	\$	15,682	\$	14,810	\$	13,939

CITY OF PALMER PAY PLAN -- January 1, 2024

Implement: 01/08/2024

Council Approved: 11/28/2023

New Classification Study PP w/ 3.25% COLA

LEVEL	Level Classification by Job Title		Steps														
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1		Hourly	15.23	15.81	16.41	17.04	17.68	18.35	19.05	19.77	20.53	21.16	21.82	22.49	23.19	23.91	24.65
		Bi-weekly	1218.40	1264.80	1312.80	1363.20	1414.40	1468.00	1524.00	1581.60	1642.40	1692.80	1745.60	1799.20	1855.20	1912.80	1972.00
		Annual	31,678	32,885	34,133	35,443	36,774	38,168	39,624	41,122	42,702	44,013	45,386	46,779	48,235	49,733	51,272
2	Seasonal Arena Attendant Janitor/ Light Maintenance Seasonal Groundskeepers	Hourly	16.60	17.23	17.88	18.56	19.27	20.00	20.76	21.55	22.37	23.07	23.78	24.52	25.28	26.06	26.87
		Bi-weekly	1328.00	1378.40	1430.40	1484.80	1541.60	1600.00	1660.80	1724.00	1789.60	1845.60	1902.40	1961.60	2022.40	2084.80	2149.60
		Annual	34,528	35,838	37,190	38,605	40,082	41,600	43,181	44,824	46,530	47,986	49,462	51,002	52,582	54,205	55,890
3	Seasonal Arena Specialist	Hourly	18.09	18.78	19.49	20.24	21.00	21.81	22.63	23.49	24.39	25.13	25.92	26.72	27.55	28.40	29.28
		Bi-weekly	1447.20	1502.40	1559.20	1619.20	1680.00	1744.80	1810.40	1879.20	1951.20	2010.40	2073.60	2137.60	2204.00	2272.00	2342.40
		Annual	37,627	39,062	40,539	42,099	43,680	45,365	47,070	48,859	50,731	52,270	53,914	55,578	57,304	59,072	60,902
4	Admin Assistant: Library, City Manager Public Safety, Public Works Cashier/Receptionist, Accounting Tech I Community Development Specialist Library Technicians, Library Specialist Groundskeeper Foreman Support Services Specialist	Hourly	19.72	20.47	21.25	22.05	22.89	23.77	24.67	25.61	26.58	27.40	28.25	29.13	30.04	30.96	31.92
		Bi-weekly	1577.60	1637.60	1700.00	1764.00	1831.20	1901.60	1973.60	2048.80	2126.38	2192.00	2260.00	2330.40	2403.20	2476.80	2553.60
		Annual	41,018	42,578	44,200	45,864	47,611	49,442	51,314	53,269	55,286	56,992	58,760	60,590	62,483	64,397	66,394
5	Accounting Tech II Dispatcher I Arena & Facility Operations Assistance Solid Waste Collector	Hourly	21.50	22.31	23.16	24.05	24.96	25.91	26.89	27.91	28.97	29.87	30.80	31.75	32.73	33.75	34.80
		Bi-weekly	1720.00	1784.80	1852.80	1924.00	1996.80	2072.80	2151.20	2232.80	2317.60	2389.60	2464.00	2540.00	2618.40	2700.00	2784.00
		Annual	44,720	46,405	48,173	50,024	51,917	53,893	55,931	58,053	60,258	62,130	64,064	66,040	68,078	70,200	72,384
6	Library Assistant, Dispatcher II Utility Meter Reader & Laborer Deputy City Clerk	Hourly	23.43	24.33	25.24	26.20	27.21	28.24	29.31	30.42	31.57	32.55	33.57	34.61	35.68	36.79	37.92
		Bi-weekly	1874.40	1946.40	2019.20	2096.00	2176.80	2259.20	2344.80	2433.60	2525.60	2604.00	2685.60	2768.80	2854.40	2943.20	3033.60
		Annual	48,734	50,606	52,499	54,496	56,597	58,739	60,965	63,274	65,666	67,704	69,826	71,989	74,214	76,523	78,874
7	Evidence & Records Custodian Equipment Operator, Parks & Facility Mgr Library Services Coordinator Fire Prevention Officer, Mechanic I W/WW Operator I, Maintenance Worker	Hourly	25.54	26.51	27.52	28.57	29.65	30.78	31.95	33.16	34.42	35.49	36.59	37.72	38.89	40.09	41.34
		Bi-weekly	2043.20	2120.80	2201.60	2285.60	2372.00	2462.40	2556.00	2652.80	2753.60	2839.20	2927.20	3017.60	3111.20	3207.20	3307.20
		Annual	53,123	55,141	57,242	59,426	61,672	64,022	66,456	68,973	71,594	73,819	76,107	78,458	80,891	83,387	85,987
8	Building Inspector, Library Director Mechanic, Disptach Supervisor Fire Training Coordinator, Firefighter Police Officer I, W/WW Operator II	Hourly	27.84	28.90	29.99	31.14	32.32	33.55	34.83	36.15	37.52	38.68	39.89	41.11	42.39	43.71	45.06
		Bi-weekly	2227.20	2312.00	2399.20	2491.20	2585.60	2684.00	2786.40	2892.00	3001.60	3094.40	3191.20	3288.80	3391.20	3496.80	3604.80
		Annual	57,907	60,112	62,379	64,771	67,226	69,784	72,446	75,192	78,042	80,454	82,971	85,509	88,171	90,917	93,725
9	Airport Superintendent, Controller Utilities Foreman Fire Officer	Hourly	30.35	31.50	32.70	33.94	35.23	36.57	37.95	39.40	40.90	42.17	43.47	44.82	46.20	47.64	49.12
		Bi-weekly	2428.00	2520.00	2616.00	2715.20	2818.40	2925.60	3036.00	3152.00	3272.00	3373.60	3477.60	3585.60	3696.00	3811.20	3929.60
		Annual	63,128	65,520	68,016	70,595	73,278	76,066	78,936	81,952	85,072	87,714	90,418	93,226	96,096	99,091	102,170
10	Maintenance Superintendent Police Officer II	Hourly	33.08	34.33	35.64	36.99	38.40	39.85	41.37	42.94	44.57	45.96	47.38	48.85	50.37	51.92	53.54
		Bi-weekly	2646.40	2746.40	2851.20	2959.20	3072.00	3188.00	3309.60	3435.20	3565.60	3676.80	3790.40	3908.00	4029.60	4153.60	4283.20
		Annual	68,806	71,406	74,131	76,939	79,872	82,888	86,050	89,315	92,706	95,597	98,550	101,608	104,770	107,994	111,363
11	Human Resource Manager Police Detective Sergeant Police Sergeant	Hourly	36.05	37.43	38.84	40.32	41.86	43.45	45.10	46.81	48.59	50.10	51.65	53.25	54.90	56.60	58.36
		Bi-weekly	2884.00	2994.40	3107.20	3225.60	3348.80	3476.00	3608.00	3744.80	3887.20	4008.00	4132.00	4260.00	4392.00	4528.00	4668.80
		Annual	74,984	77,854	80,787	83,866	87,069	90,376	93,808	97,365	101,067	104,208	107,432	110,760	114,192	117,728	121,389
12	Commander	Hourly	39.30	40.79	42.34	43.95	45.62	47.35	49.16	51.03	52.96	54.60	56.29	58.04	59.84	61.69	63.60
		Bi-weekly	3144.00	3263.20	3387.20	3516.00	3649.60	3788.00	3932.80	4082.40	4236.80	4368.00	4503.20	4643.20	4787.20	4935.20	5088.00
		Annual	81,744	84,843	88,067	91,416	94,890	98,488	102,253	106,142	110,157	113,568	117,083	120,723	124,467	128,315	132,288
13	Directors: Community Development Finance, Public Works Fire Chief, Police Chief	Hourly	42.84	44.46	46.15	47.91	49.73	51.61	53.58	55.61	57.73	59.51	61.36	63.26	65.22	67.25	69.33
		Bi-weekly	3427.20	3556.80	3692.00	3832.80	3978.40	4128.80	4284.00	4448.80	4618.40	4760.80	4908.80	5060.80	5217.60	5380.00	5546.40
		Annual	89,107	92,477	95,992	99,653	103,438	107,349	111,446	115,669	120,078	123,781	127,629	131,581	135,658	139,880	144,206

Once an employee reaches step 15 for a full calendar year, employee will be eligible for a year end 2% lump sum merit if the employee receives an overall rating of "satisfactory" or higher on his or her performance evaluation and worked continuously as a regular fulltime or part-time employee.

2024 Lease Payment Increases

next_renewal_date	current	0.085		0.09		0.095	
	lease payment	TOTAL	increase	total	increase	total	increase
7/1/2031	\$ 16,614	\$ 16,613.80	\$ -	\$ 16,614	\$ -	\$ 16,614	\$ -
7/1/2024	\$ 3,511	\$ 4,591.12	\$ 1,080.26	\$ 4,861	\$ 1,350	\$ 5,131	\$ 1,620
7/1/2023	\$ 4,207	\$ 5,501.12	\$ 1,294.38	\$ 5,825	\$ 1,618	\$ 6,148	\$ 1,942
7/1/2022	\$ 7,080	\$ 9,259.05	\$ 2,178.60	\$ 9,804	\$ 2,723	\$ 10,348	\$ 3,268
7/1/2022	\$ 15,375	\$ 20,105.12	\$ 4,730.62	\$ 21,288	\$ 5,913	\$ 22,470	\$ 7,096
7/1/2024	\$ 9,215	\$ 12,050.45	\$ 2,835.40	\$ 12,759	\$ 3,544	\$ 13,468	\$ 4,253
7/1/2023	\$ 3,120	\$ 4,080.00	\$ 960.00	\$ 4,320	\$ 1,200	\$ 4,560	\$ 1,440
7/1/2024	\$ 1,560	\$ 2,040.00	\$ 480.00	\$ 2,160	\$ 600	\$ 2,280	\$ 720
7/1/2023	\$ 3,900	\$ 5,100.00	\$ 1,200.00	\$ 5,400	\$ 1,500	\$ 5,700	\$ 1,800
7/1/2022	\$ 2,600	\$ 3,400.00	\$ 800.00	\$ 3,600	\$ 1,000	\$ 3,800	\$ 1,200
7/1/2022	\$ 2,407	\$ 3,147.21	\$ 740.52	\$ 3,332	\$ 926	\$ 3,517	\$ 1,111
7/1/2022	\$ 3,374	\$ 4,412.69	\$ 1,038.28	\$ 4,672	\$ 1,298	\$ 4,932	\$ 1,557
7/1/2024	\$ 3,120	\$ 4,080.00	\$ 960.00	\$ 4,320	\$ 1,200	\$ 4,560	\$ 1,440
7/1/2022	\$ 2,860	\$ 3,740.00	\$ 880.00	\$ 3,960	\$ 1,100	\$ 4,180	\$ 1,320
7/1/2022	\$ 2,184	\$ 2,856.00	\$ 672.00	\$ 3,024	\$ 840	\$ 3,192	\$ 1,008
7/1/2024	\$ 1,683	\$ 2,044.08	\$ 360.72	\$ 2,164	\$ 481	\$ 2,285	\$ 601
7/1/2024	\$ 3,360	\$ 4,080.00	\$ 720.00	\$ 4,320	\$ 960	\$ 4,560	\$ 1,200
7/1/2026	\$ 15,682	\$ 15,681.66	\$ -	\$ 15,682	\$ -	\$ 15,682	\$ -
7/1/2025	\$ 14,720	\$ 14,719.80	\$ -	\$ 14,720	\$ -	\$ 14,720	\$ -
10/1/2028	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7/1/2026	\$ 4,080	\$ 4,080.00	\$ -	\$ 4,080	\$ -	\$ 4,080	\$ -
7/1/2026	\$ 3,366	\$ 3,366.00	\$ -	\$ 3,366	\$ -	\$ 3,366	\$ -
7/1/2027	\$ 2,285	\$ 2,284.56	\$ -	\$ 2,285	\$ -	\$ 2,285	\$ -
1/1/2025	\$ 2,178						
1/1/2025	\$ 4,356						
1/1/2025	\$ 1,125						
1/1/2025	\$ 22,700						
1/1/2025	\$ 9,428						
	\$ 7,164						
	\$ 52,582						
Totals	\$ 225,835	\$ 147,232.65	\$ 20,930.78	\$ 152,555	\$ 26,254	\$ 157,878	\$ 31,576

Other Sources of Revenue

Additional Lease Lot(s)

acres	sq/acre		\$	Per sq foot				
				0.090	\$	0.085	\$	0.080
10	43560	435600	\$	39,204	\$	37,026	\$	34,848
8	43560	348480	\$	31,363	\$	29,621	\$	27,878
4	43560	174240	\$	15,682	\$	14,810	\$	13,939

Apron E Tiedowns

tiedowns	monthly	months	total	
16	\$ 70.00	5	\$ 5,600	
16	\$ 65.00	5	\$ 5,200	FY 2024
16	\$ 60.00	5	\$ 4,800	
16	\$ 70.00	12	\$ 13,440	
16	\$ 65.00	12	\$ 12,480	
16	\$ 60.00	12	\$ 11,520	

CITY OF PALMER 2024 PROPOSED BUDGET

Revenues - 03 Airport Fund						
Taxes	2020 Actual	2021 Actual	2022 Actual	2023 Actual	2024 Budgeted	Incr (Decr)
Property Taxes	\$ 21,777	\$ 24,166	\$ 27,051	\$ 33,587	\$ 27,000	\$ 2,000
Airport Sales Tax	\$ 41,686	\$ 50,652	\$ 50,251	\$ 48,391	\$ 52,000	\$ 7,000
TOTAL Taxes	\$ 63,463	\$ 74,818	\$ 77,302	\$ 81,978	\$ 79,000	\$ 9,000
Grants/ Fed Funding						
Aviation Fuel - Revenue Share	\$ 879	\$ 680	\$ 1,169	\$ 3,144	\$ 3,000	\$ 1,500
Fuel Flowage Fees Revenue	\$ 9,795	\$ 14,359	\$ 20,916	\$ 13,870	\$ 15,000	\$ 5,000
TOTAL	\$ 10,674	\$ 15,039	\$ 22,085	\$ 17,014	\$ 18,000	\$ 6,500
Fees & Services						
Airport Revenue-Tiedowns	\$ 49,889	\$ 59,849	\$ 60,732	\$ 52,035	\$ 60,000	\$ 10,000
Land Leases	\$ 164,093	\$ 189,975	\$ 114,746	\$ 110,891	\$ 115,000	\$ (80,000)
Airport Agriculture Leases	\$ 8,096	\$ 7,443	\$ 7,987	\$ 7,987	\$ 7,987	
COP land leases	\$ 35,401	\$ 39,786	\$ 39,786	\$ 39,787	\$ 40,000	\$ 213
Grants Administrative Overhead	\$ 3,498	\$ 2,491	\$ 1,012	\$ 24,734	\$ 75,000	\$ (100,000)
TOTAL	\$ 260,977	\$ 299,544	\$ 224,263	\$ 235,434	\$ 297,987	\$ (169,787)
Other Revenues						
Lease Interest Income	\$ -	\$ -	\$ 126,326	\$ 126,250	\$ 118,000	\$ 118,000
Transfers From Other Funds	\$ -	\$ -	\$ 2,000	\$ -		
Miscellaneous Income	\$ 158,979	\$ 1,500	\$ 300	\$ -		
NPO Write Off	\$ 8,371	\$ 23	\$ (1,948)	\$ 1,996		
Insurance Reimbursement	\$ -	\$ -	\$ 22,644	\$ -		
TOTAL Other Revenues	\$ 167,350	\$ 1,523	\$ 149,322	\$ -	\$ 118,000	\$ 118,000
TOTAL Revenues	\$ 502,464	\$ 390,924	\$ 472,972	\$ 462,672	\$ 512,987	\$ (36,287)

**CITY OF PALMER
2024 PROPOSED BUDGET AIRPORT FUND**

AMENDED

**Fund 03 Airport Fund
Administration Expenses**

	2020 ACTUAL	2021 ACTUAL	2022 ACTUAL	2023 ACTUAL	2024 APPROVED BUDGET	\$Incr(Decr)
PT Salaries	\$ 3,115	\$ 1,913	\$ 3,716	\$ 5,477	\$ 23,400	\$ -
Audit	\$ 1,739	\$ 1,988	\$ 2,318	\$ 2,772	\$ 3,000	\$ 900
Advertising	\$ 1,332	\$ -	\$ 475	\$ 777	\$ 1,500	\$ -
Subscriptions & Dues	\$ -	\$ 275	\$ 323	\$ -	\$ 350	\$ -
Travel	\$ -	\$ -	\$ 6,305	\$ 1,457	\$ 5,000	\$ -
Training	\$ -	\$ -	\$ 267	\$ -	\$ 6,000	\$ -
Legal Fees	\$ 28,160	\$ 1,801	\$ 13,317	\$ 11,746	\$ 7,500	\$ -
Engineering	\$ 5,380	\$ 7,453	\$ 10,646	\$ 3,535	\$ 7,500	\$ -
Services	\$ 1,956	\$ 2,100	\$ 1,993	\$ 2,082	\$ 3,000	\$ -
Contractual Services	\$ 5,494	\$ 3,169	\$ 14,372	\$ 7,200	\$ 20,000	\$ -
Telephone	\$ 3,732	\$ 3,738	\$ 6,555	\$ 9,269	\$ 9,500	\$ 4,500
Power	\$ 18,601	\$ 18,327	\$ 22,565	\$ 24,990	\$ 18,000	\$ -
Heat	\$ 6,088	\$ 5,678	\$ 5,843	\$ 7,055	\$ 6,000	\$ -
Water/Sewer/Garbage	\$ 467	\$ 474	\$ 490	\$ 492	\$ 550	\$ 50
Fuel	\$ 1,481	\$ 6,041	\$ 13,494	\$ 12,663	\$ 7,500	\$ -
Rental & Lease	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ 5,500
Insurance	\$ 16,982	\$ 17,767	\$ 19,985	\$ 24,903	\$ 33,474	\$ 11,924
Vehicle Insurance	\$ 375	\$ 410	\$ 460	\$ 825	\$ 750	\$ 200
Office Supplies	\$ 118	\$ 158	\$ 1,005	\$ 583	\$ 600	\$ -
Operating Supplies	\$ 138	\$ 281	\$ 621	\$ 8,703	\$ 300	\$ -
Repair & Maintenance	\$ 80,331	\$ 26,543	\$ 57,667	\$ 53,718	\$ 56,000	\$ 11,000
Small Tools & Equipment	\$ 60	\$ 5	\$ 1,145	\$ 32	\$ 300	\$ -
Buildings	\$ -	\$ -	\$ 9,620	\$ 1,886	\$ 5,000	\$ -
Equipment	\$ 3,728	\$ -	\$ -	\$ 1,583	\$ 2,000	\$ -
Office Equipment	\$ 947	\$ 1,772	\$ 564	\$ 3,218	\$ 3,000	\$ 2,000
Board Stipends	\$ 150	\$ 300	\$ 150	\$ 124	\$ 1,400	\$ 400
Transfers Out	\$ 100,000	\$ 60,000	\$ 8,446	\$ -	\$ -	\$ -
General Admin Exp	\$ 92,153	\$ 102,995	\$ 101,659	\$ 116,618	\$ 118,903	\$ 2,285
TOTAL Administration	\$ 372,527	\$ 263,188	\$ 304,001	\$ 301,708	\$ 346,527	\$ 38,759

Full Time Operator Funding Summary

Cost of Operator

Includes 40 hours per week
100 hours of overtime

Range	Low	High
	\$ 131,900.00	\$ 147,200.00

2024	\$ 132,400.00	\$ 147,700.00	\$ 129,300.00
2025	\$ 141,400.00	\$ 152,131.00	\$ 133,731.00
2026	\$ 151,500.00	\$ 156,694.93	\$ 138,294.93

**Currently
in the budget**
\$ 18,400.00

Gap
\$ 129,300.00
\$ 133,731.00
\$ 138,294.93

Additional Lease Revenue

2024		
\$ 0.200	\$ 143,354	\$ 143,354
\$ 0.180	\$ 122,063	\$ 122,063

2025		
\$ 0.200	\$ 2,895	\$ 146,249
\$ 0.180	\$ 5,355	\$ 127,418

2026		
\$ 0.200	\$ 980	\$ 147,229
\$ 0.180	\$ 2,398	\$ 129,816

Additional Tiedown Est.

2024 \$ 4,420

2025 \$ 10,608

2026 \$ 10,608

Total Addt'l Revenue

Shortfall

2024		
\$ 0.200	\$ 147,774.15	\$ (18,474.15)
\$ 0.180	\$ 126,483.13	\$ 2,816.88
\$ 0.090	\$ 30,673.54	\$ 98,626.47

2025		
\$ 0.200	\$ 156,857.36	\$ (27,557.36)
\$ 0.180	\$ 138,026.05	\$ (8,726.05)
\$ 0.090	\$ 42,216.46	\$ 87,083.54

2026		
\$ 0.200	\$ 157,837.46	\$ (19,542.53)
\$ 0.180	\$ 140,424.26	\$ (2,129.33)
\$ 0.090	\$ 44,614.67	\$ 93,680.26

Lease Comparables

2024

Generic	0.217 (Paved/5000+ feet/lighted)
Homer	0.217
Valdez	0.160
Birchwood	0.144
Talkeetna	0.144
Gulkana	0.131
Big Lake	0.116
Willow	0.116
Wasilla	0.100
Palmer	0.090

Other sources of Revenue

Additional Lease Lot(s)

acres	sq/acre	sq ft	Per sq foot		
			\$ 0.090	\$ 0.085	\$ 0.200
10	43560	435600	\$ 39,204	\$ 37,026	\$ 87,120
8	43560	348480	\$ 31,363	\$ 29,621	\$ 69,696
4	43560	174240	\$ 15,682	\$ 14,810	\$ 34,848

Source: 17 AAC 45.127 Rental and Fee Rates



Warren (Bud) Woods Palmer Municipal Airport

John Diument
Airport Superintendent

March 26, 2024

Phone: (907) 761-1334
Fax: (907) 745-0930
Email: jdiument@palmerak.org

Palmer Municipal Airport
Airport Advisory Committee

Mail: 231 W. Evergreen Ave.
Palmer, Alaska 99645-6952
Location: 901 East Yukon St.
www.palmerak.org

RE: 2024 Lease Rate Recommendation

Ladies and Gentlemen,

The Palmer Airport Superintendent recommends an increase in the annual lease rate to \$0.09 per square foot. This increase will allow the airport to hire a seasonal equipment operator for the purpose of clearing snow over the winter months. A \$0.09 per square foot rate should be sustainable to support airport operations for the next several years.

While it is feasible to increase the lease rate up to \$0.20 per square foot, there are a number of issues that prevent me from making that recommendation.

First and foremost, the lease rate would nearly triple for most leaseholders on the airport. I feel that this large increase would be unfair for the persons and businesses that hold a lease on the airport.

Second, the airport income is not large enough to sustain two full time personnel. The pay and budget increases will quickly overshadow what is affordable for the airport. It will be necessary to continually implement rate increases for all users to the point where the airport will no longer be affordable.

If lease rates increase substantially, they will be a reflection on property values. The increase in value may be reflected in the amount of property taxes charged to the leaseholders at the airport, further burdening airport tenants.

Finally, a rate increase to \$0.20 is outside of the established pattern for property values. Property values do not change on a linear scale. While property on the airport may be worth more than what was estimated, I feel that it is not worth substantially more to charge much more than the proposed increase.

Respectfully,

John Diument
Airport Superintendent

LEGISLATIVE HISTORY

Introduced by: Airport Superintendent

Date: 8/22/24

Action:

Vote:

Yes:

No:

--	--

CITY OF PALMER, ALASKA

Resolution No. 24-001

A Resolution of the City of Palmer Airport Advisory Commission Recommending that the Airport Superintendent Set the Palmer Airport Aeronautical Lease Rate at \$0.09 Per Square Foot and the Non-Aeronautical Lease Rate at \$0.11 Per Square Foot

WHEREAS, the Palmer City Council approved the establishment of an Equipment Operator position at the airport; and

WHEREAS, in order for the position to be filled for the entire winter season with allowance for overtime, additional funding is necessary in the Airport Enterprise Fund; and

WHEREAS, the lease rate increase should be made solely for the purposes of covering the additional Equipment Operator; and

WHEREAS, the current aeronautical lease rate at the Palmer Airport is \$0.08 per square foot and the current non-aeronautical lease rate is \$0.10 per square foot.

NOW, THEREFORE, BE IT RESOLVED by the City of Palmer Airport Advisory Commission recommends that the aeronautical lease rate for the Palmer Airport be set at \$0.09 per square foot and the non-aeronautical lease rate be set at \$0.11 per square foot.

Approved by the Airport Advisory Commission this 22nd day of August, 2024.

Leighton Lee, Chairman

John Diumenti, Airport Superintendent



**CITY OF PALMER
AIRPORT ADVISORY COMMISSION
INFORMATION MEMORANDUM 24-002**

SUBJECT: Capital Improvement Plan

AGENDA OF: August 22, 2024

ACTION: Amend March 2024 Airport Capital Improvement Plan

Attachment(s):

- 1) March 2024 Capital Improvement Plan, with suggested edits
- 2) 2022 Alaska DOT Pavement Inspection Report
- 3) Pavement Classification Breakdown
- 4) AIP Handbook Excerpt – Building Construction (with highlighted sections)
- 5) October 2023 Capital Improvement

Summary The fall submission of the Palmer Airport’s Capital Improvement Plan is due prior to the next meeting. This is the final meeting for the Airport Advisory Commission to have input for the Capital Improvement Plan before it is submitted to the FAA.

Recommendation The Airport Superintendent recommends the changes made in red on the document. Building construction has been determined to not be feasible at this time. It is recommended to remove building construction from Apron C at this time.

Because the Avigation Easement will affect the electrical project, it is recommended to move it to the front of the list as either the first or second priority.

Capital Improvement Plan Update

This Capital Improvement Project Plan update includes projects anticipated during the five-year planning period of 2024 to 2029. This plan should be re-evaluated annually as the City's needs and priorities change with time. The Total Project Cost Estimates include an inflation factor of 3% per year.

Table 1. Capital Improvement Plan Summary

Project	Title	Total Project Estimate (\$)	Year	Env Doc Needed	Federal Share	City (Local Share)	Non-AIP Eligible	AIP Entitlement	BIL AIG	AIP Discretionary
PAQ 01	Rehabilitate Airport Lighting and NavAids	3,306,800	2025	CE	3,100,100	206,700	0	300,000	477,000	2,323,100
PAQ 02	Rehabilitate Apron C	8,194,800	2026	CE	7,682,600	512,200	0	150,000	0	7,532,600
PAQ 02	Rehabilitate Apron C (minus hangars)	2,314,600								
PAQ 03	Acquire Snow Removal Equipment	503,500	2026	CE	472,000	31,500	0	0	0	472,000
PAQ 04	Airport Master Plan, Phase 1	544,900	2026	CE	510,800	34,100	0	0	0	510,800
PAQ 05	Rehabilitate Aprons A, B, & D	2,516,200	2027	CE	2,358,900	157,300	0	150,000	0	2,208,900
PAQ 06	Airport Master Plan, Phase 2	497,100	2027	CE	466,000	31,100	0	0	0	466,000
PAQ 07	Airport Security Improvements - Gates	219,440	2027	CE	205,700	13,700	0	0	0	205,700
PAQ 08	Rehabilitate Large Aircraft Apron & Heliport Pavement	3,024,900	2028	CE	2,835,800	189,100	0	450,000	0	2,385,800
PAQ 09	Acquire Avigation Easement, Construct Mitigation, & Relocate RW 16 Threshold	2,352,100	2028 2025	CE	2,205,100	147,000	0	0	0	2,205,100
PAQ 10	Reconstruct Storm Water Outfall (Non-FAA, Non-Airport)	7,106,500	2029	CE	0	7,106,500	7,106,500	0	0	0

Project Descriptions

PAQ-01 Rehabilitate Airport Lighting and NavAids. This project will rehabilitate the runway and taxiway lighting and navigational aids. The new system will meet current standards and include LED fixtures.

Rationale: Most existing runway and taxiway lighting was installed between 2001 and 2007 and is experiencing ongoing maintenance issues. Replacement incandescent lamps are no longer available. The system has exceeded its useful life and needs to be rehabilitated.

Budget Level Cost: \$3,306,800

PAQ-02 Rehabilitate Apron C. This project includes the rehabilitation of Apron C and adjacent paved areas totaling approximately 9.5 acres. Work would include milling existing pavement, reuse of a portion of millings as base course, and installation of electrical outlets, paving, and pavement markings. ~~This project also includes construction of T-Hangers on a portion of the Apron.~~

Rationale: The existing pavement is an overlay that was constructed in 1996. The 2019 PCI was 55; the 2022 PCI was 47. The pavement condition is continuing to deteriorate and the pavement needs to be replaced. Additional apron lighting is needed for safety when operating on the apron and electrical outlets are needed for warming of aircraft engines in winter conditions. ~~The T-Hangers provide an alternative to open tie-downs for aircraft parking.~~

Budget Level Cost: ~~\$8,194,800~~ \$2,314,600

PAQ-03 Acquire Snow Removal Equipment. This project will acquire a new motor grader to replace the motor grader purchased in 2005 (AIP-12) and acquire new blade and broom attachments for the loader.

Rationale: The existing motor grader is nearly 20 years old and is starting to require excessive maintenance. The loader attachments will provide better snow removal capabilities.

Budget Level Cost: \$503,500

PAQ-04 Airport Master Plan Update, Phase 1. This project will consist of developing the foundational information for an Airport Master Plan update.

Rationale: The most recent Airport Master Plan was completed in 2016 and needs to be updated based on recent development on the airport and surrounding areas,

and to account for an overall increase in aviation interest in the area and at the airport.

Budget Level Cost: \$544,900

PAQ-05 Rehabilitate Aprons A, B, & D. This project includes the rehabilitation of a portion of Aprons A, B, and D and adjacent paved areas, totaling approximately 9.5 acres. Work would include milling existing pavement, reuse of a portion of millings as base course, and installation of electrical outlets, paving, and pavement markings.

Rationale: The existing pavement is an overlay that was constructed in 1996. The 2019 PCI ranged from 57-63; the 2022 PCI ranged from 48-57. The pavement condition is continuing to deteriorate and the pavement needs to be replaced. Additional apron lighting is needed for safety when operating on the apron and electrical outlets are needed for warming of aircraft engines in winter conditions.

Budget Level Cost: \$2,516,200

PAQ-06 Airport Master Plan Update, Phase 2. This project will consist of completing the Airport Master Plan Update.

Rationale: The most recent Airport Master Plan was completed in 2016 and needs to be updated based on recent development on the airport and surrounding areas, and to account for an overall increase in aviation interest in the area and at the airport.

Budget Level Cost: \$497,100

PAQ-07 Airport Security Improvements - Gates. This project would construct three motorized gates at the primary entrances to the airport.

Rationale: These gates will reduce access to the airport by unauthorized users and will serve as a notice of legal boundary.

Budget Level Cost: \$219,440

PAQ-08 Rehabilitate Large Aircraft Apron & Heliport Pavement. This project includes the rehabilitation of a portion of the Large Aircraft Apron and the Heliport area pavement, totaling approximately 10.3 acres. Work would include removal of existing pavement and installation of paving and pavement markings.

Rationale: The existing pavement is an overlay that was constructed 1996. The 2019 PCI was 69 and the 2022 PCI was 64. The pavement condition is continuing to deteriorate and the pavement needs to be replaced.

Budget Level Cost: \$3,024,900

PAQ-09 Acquire Avigation Easement, Construct Mitigation, and Relocate RW 16

Threshold. This project includes acquiring an avigation easement for approximately 20 acres of land located off the north end of Runway 16-34, constructing mitigation measures, removing obstacles in the approach slope (trees) and relocating the runway threshold. The underlying land is owned by the Matanuska-Susitna Borough and is located in the Matanuska River Park.

Rationale: The easement is needed to remove obstructions from the runway approach surface and to allow for full-utilization of the runway.

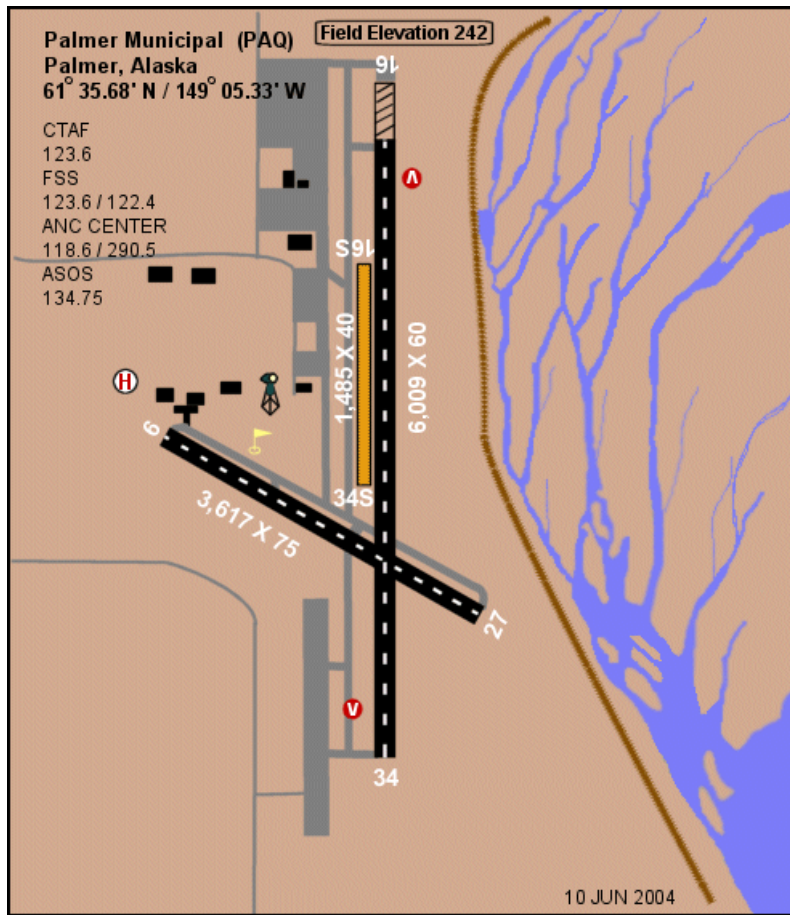
Budget Level Cost: \$2,352,100

PAQ-10 Reconstruct Storm Water Outfall (Non-FAA)

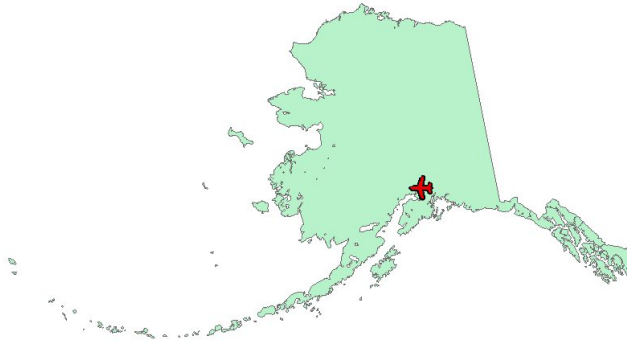
An existing storm water outfall line is located on the north side of Runway 10-28 and crosses the airport from west airport boundary to the Matanuska River. The project would upsize the existing pipeline, add an additional storm water pipeline to add capacity, add subsurface storage in the approach RPZ to Runway 10, or some combination of the three solutions. The project would cross Taxiways J, A, and M and Runway 16-34. The project would be funded with non-FAA funds.

Rationale: The City completed a storm water system study that determined that the existing 5,800 feet of 36-inch diameter storm water outfall line that crosses the airport is undersized for current and anticipated flows. The system must be upgraded to avoid back-ups and localized flooding.

Budget Level Cost: \$7,106,500



PALMER AIRPORT



Alaska Airport Pavement Inspection Report

Published September 2022

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 Project Manager
 Research & Asset Management, Alaska DOT&PF
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Pavement Database: StatewidePaverData

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
0100	3	5,767.00	50.00	314,140.00	TAXIWAY	72.83	1.93	72.87
0200	4	3,266.00	40.00	140,722.00	TAXIWAY	77.85	6.38	75.56
0300	2	530.00	60.00	41,460.00	TAXIWAY	87.30	4.90	83.82
0400	2	520.00	60.00	42,142.00	TAXIWAY	86.45	8.15	80.97
0500	1	550.00	60.00	36,368.00	TAXIWAY	74.60	0.00	74.60
0600	1	125.00	60.00	11,884.00	TAXIWAY	65.30	0.00	65.30
0700	2	500.00	60.00	40,404.00	TAXIWAY	78.95	2.95	76.79
0800	1	200.00	40.00	8,934.00	TAXIWAY	71.70	0.00	71.70
1000	1	885.00	35.00	33,134.00	TAXIWAY	67.90	0.00	67.90
1200	2	640.00	35.00	29,624.00	TAXIWAY	74.80	3.50	72.98
1300	1	200.00	40.00	8,710.00	TAXIWAY	69.10	0.00	69.10
2000	2	2,840.00	125.00	227,836.00	TAXIWAY	62.20	8.20	59.98
4100	2	2,485.00	300.00	726,118.00	APRON	78.90	15.20	75.26
4200	2	650.00	460.00	233,350.00	APRON	66.05	9.05	69.31
4300	2	530.00	305.00	156,474.00	APRON	51.55	0.65	51.11
4400	2	1,095.00	245.00	303,216.00	APRON	50.25	3.25	47.84
4500	1	655.00	220.00	144,275.00	APRON	48.20	0.00	48.20
4600	2	710.00	487.50	302,634.00	APRON	76.35	1.55	77.69
6100	3	6,000.00	100.00	600,065.00	RUNWAY	91.10	1.28	91.93
6200	1	2,500.00	70.00	249,798.00	RUNWAY	86.60	0.00	86.60

Pavement Database: StatewidePaverData

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI
APRON	11	1,866,067.00	63.13	14.58	66.34
RUNWAY	4	849,863.00	89.98	2.24	90.36
TAXIWAY	22	935,358.00	75.36	8.76	70.91
ALL	37	3,651,288.00	73.30	13.14	73.10

Pavement Database: StatewidePaverData

NetworkId: Palmer

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
0100	0100-01	7/1/2002	AC	TAXIWAY	P	0	54,980.00	9/20/2022	20	74.3
0100	0100-02	7/1/2002	AC	TAXIWAY	P	0	160,044.00	9/20/2022	20	74.1
0100	0100-03	7/1/2002	AC	TAXIWAY	P	0	99,116.00	9/20/2022	20	70.1
0200	0200-01	8/1/2006	AAC	TAXIWAY	P	0	45,340.00	9/20/2022	16	79.3
0200	0200-02	8/1/2006	AAC	TAXIWAY	P	0	10,438.00	9/20/2022	16	87.7
0200	0200-03	8/1/2006	AAC	TAXIWAY	P	0	69,168.00	9/20/2022	16	72
0200	0200-04	8/1/2006	AAC	TAXIWAY	P	0	15,776.00	9/20/2022	16	72.4
0300	0300-01	7/11/2017	AAC	TAXIWAY	P	0	6,000.00	9/20/2022	5	92.2
0300	0300-02	7/1/2002	AAC	TAXIWAY	P	0	35,460.00	9/20/2022	20	82.4
0400	0400-01	7/11/2017	AAC	TAXIWAY	P	0	6,900.00	9/21/2022	5	94.6
0400	0400-02	6/1/1980	AC	TAXIWAY	P	0	35,242.00	9/20/2022	42	78.3
0500	0500-01	7/1/2002	AAC	TAXIWAY	P	0	36,368.00	9/20/2022	20	74.6
0600	0600-01	7/1/2002	AC	TAXIWAY	P	0	11,884.00	9/20/2022	20	65.3
0700	0700-01	7/11/2017	AC	TAXIWAY	P	0	5,400.00	9/21/2022	5	81.9
0700	0700-02	6/1/1980	AC	TAXIWAY	P	0	35,004.00	9/10/2019	39	76
0800	0800-01	8/1/2006	AAC	TAXIWAY	P	0	8,934.00	9/20/2022	16	71.7
1000	1000-01	9/30/2004	AC	TAXIWAY	P	0	33,134.00	9/20/2022	18	67.9
1200	1200-01	8/1/2004	AAC	TAXIWAY	P	0	7,120.00	9/20/2022	18	78.3
1200	1200-02	9/30/2004	AC	TAXIWAY	P	0	22,504.00	9/20/2022	18	71.3
1300	1300-01	8/1/2006	AAC	TAXIWAY	P	0	8,710.00	9/20/2022	16	69.1
2000	2000-01	8/1/2002	AAC	TAXIWAY	P	0	144,828.00	9/20/2022	20	54
2000	2000-02	7/1/2002	AC	TAXIWAY	P	0	83,008.00	9/20/2022	20	70.4
4100	4100-01	6/1/1996	AAC	APRON	P	0	450,074.00	9/20/2022	26	63.7
4100	4100-02	8/15/2017	AC	APRON	P	0	276,044.00	9/20/2022	5	94.1
4200	4200-01	6/1/1996	AC	APRON	P	0	74,666.00	9/20/2022	26	57
4200	4200-02	8/1/2002	AC	APRON	P	0	158,684.00	9/20/2022	20	75.1
4300	4300-01	6/1/1996	AAC	APRON	P	0	131,060.00	9/20/2022	26	50.9
4300	4300-02	6/1/1996	AC	APRON	P	0	25,414.00	9/20/2022	26	52.2
4400	4400-01	6/1/1996	AAC	APRON	P	0	263,912.00	9/20/2022	26	47
4400	4400-02	6/1/1996	AC	APRON	P	0	39,304.00	9/20/2022	26	53.5
4500	4500-01	6/1/1996	AAC	APRON	P	0	144,275.00	9/20/2022	26	48.2
4600	4600-01	7/1/2000	AAC	APRON	P	0	282,132.00	9/20/2022	22	77.9
4600	4600-02	7/1/2002	PCC	APRON	P	0	20,502.00	9/20/2022	20	74.8
6100	6100-01	7/11/2017	AC	RUNWAY	P	0	500,065.00	9/20/2022	5	92.2
6100	6100-02	7/11/2017	AC	RUNWAY	P	0	50,000.00	9/20/2022	5	91.8
6100	6100-03	7/11/2017	AC	RUNWAY	P	0	50,000.00	9/20/2022	5	89.3
6200	6200-01	9/27/2007	AC	RUNWAY	P	0	249,798.00	9/20/2022	15	86.6

Pavement Database: StatewidePaverData

Age Category	Average Age at Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
03-05	5	894,409.00	7	90.87	3.99	92.56
11-15	15	249,798.00	1	86.60	0.00	86.60
16-20	18	1,025,998.00	19	72.88	6.76	70.86
21-25	22	282,132.00	1	77.90	0.00	77.90
26-30	26	1,128,705.00	7	53.21	5.27	55.27
36-40	39	35,004.00	1	76.00	0.00	76.00
41-50	42	35,242.00	1	78.30	0.00	78.30
ALL	19	3,651,288.00	37	73.30	13.14	73.10

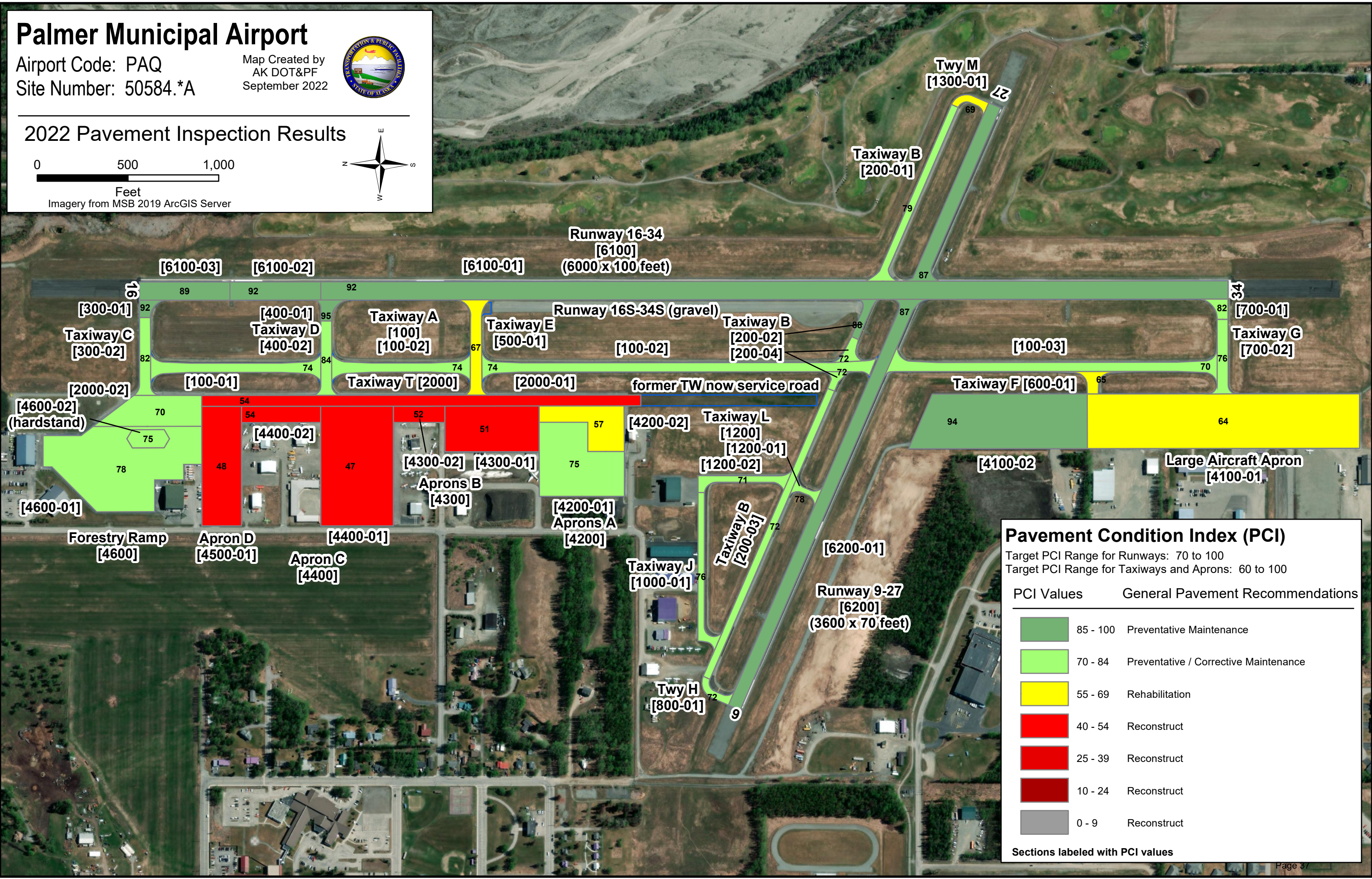
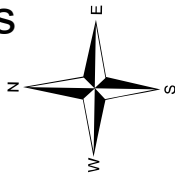
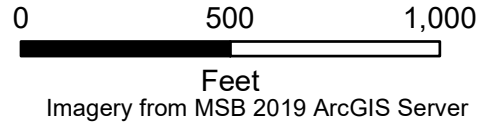
Palmer Municipal Airport

Airport Code: PAQ
Site Number: 50584.*A

Map Created by
AK DOT&PF
September 2022



2022 Pavement Inspection Results



Pavement Condition Index (PCI)

Target PCI Range for Runways: 70 to 100
Target PCI Range for Taxiways and Aprons: 60 to 100

PCI Values	General Pavement Recommendations
85 - 100	Preventative Maintenance
70 - 84	Preventative / Corrective Maintenance
55 - 69	Rehabilitation
40 - 54	Reconstruct
25 - 39	Reconstruct
10 - 24	Reconstruct
0 - 9	Reconstruct

Sections labeled with PCI values

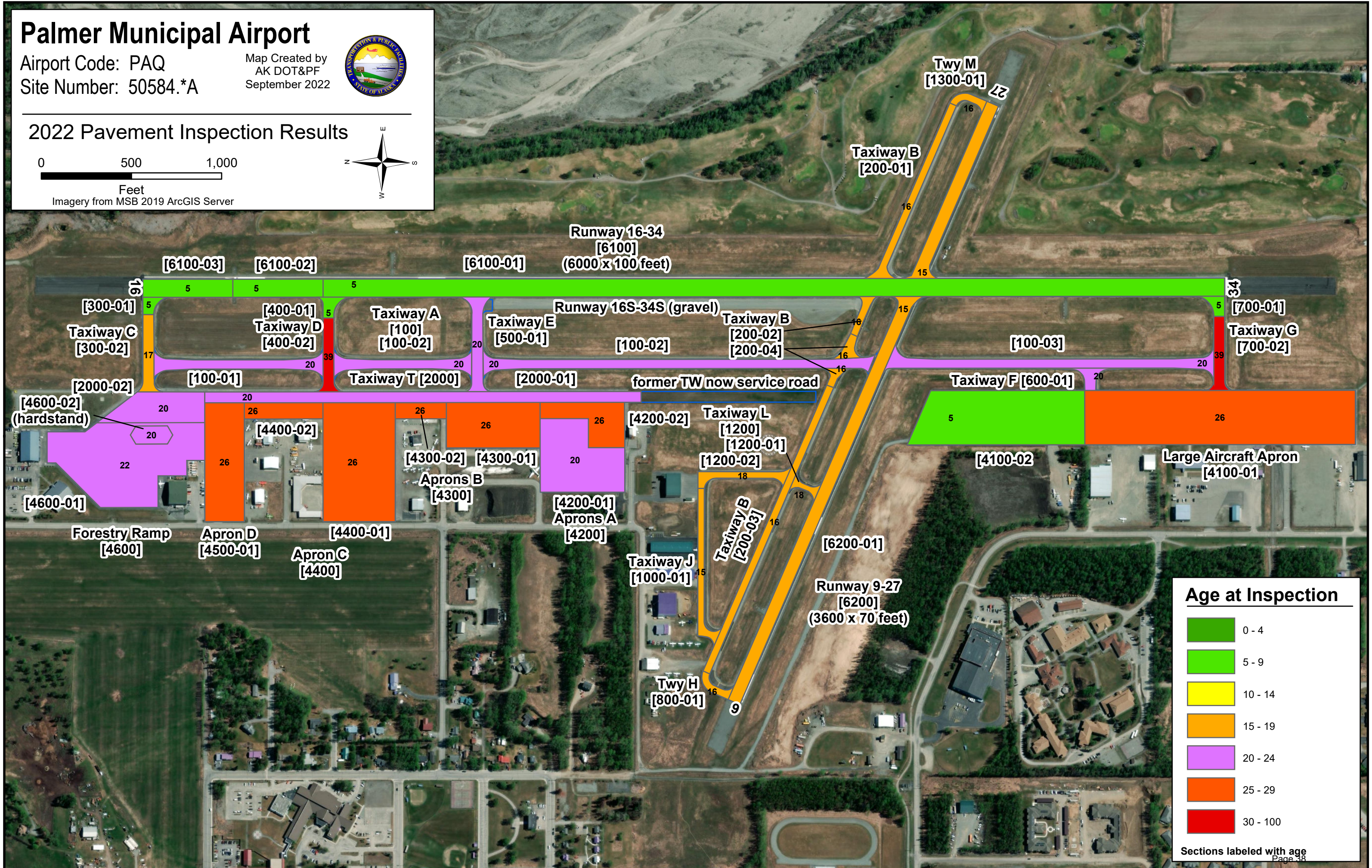
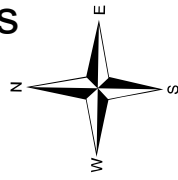
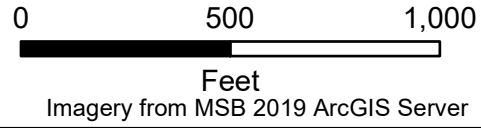
Palmer Municipal Airport

Airport Code: PAQ
Site Number: 50584.*A

Map Created by
AK DOT&PF
September 2022



2022 Pavement Inspection Results



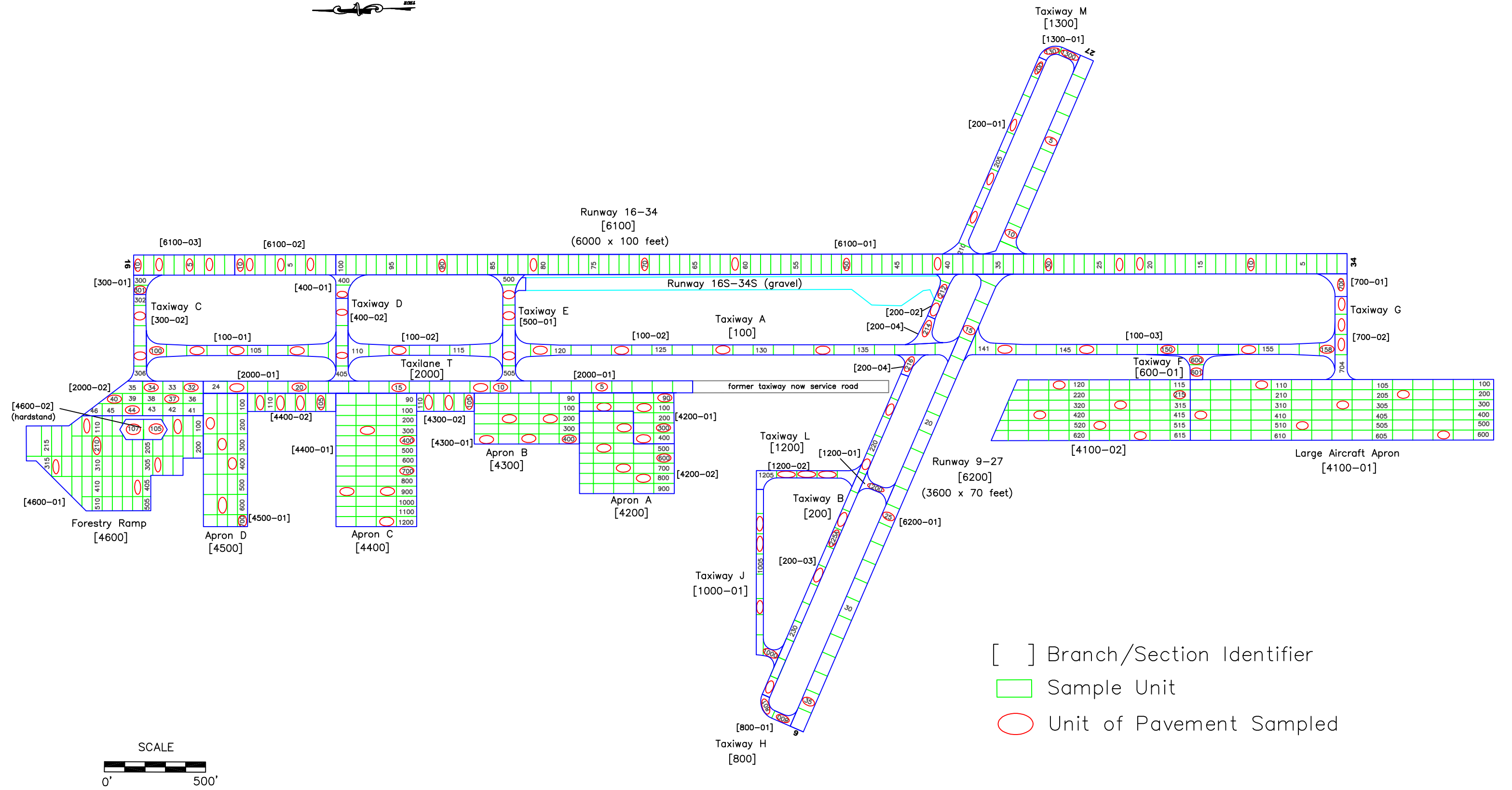
Age at Inspection

	0 - 4
	5 - 9
	10 - 14
	15 - 19
	20 - 24
	25 - 29
	30 - 100

Sections labeled with age
Page 38

Pavement Condition Survey – PCI Sample Unit Layout Plan

State	City	Airport	Airport Code	Site No.
Alaska	Palmer	Palmer Muni	PAQ	50584.*A



Palmer Pavement Classification Breakdown

	Item	sq ft	acres	PCI
Apron C	4400-01	263912	6.06	47
	4400-02	39304	0.90	54
Apron B	4300-01	131060	3.01	51
	4300-02	25414	0.58	52
Apron A	4200-01	74666	1.71	57
	4200-02	158684	3.64	75
Apron D	4500-01	144275	3.31	48
Taxilane T	2000-01	144828	3.32	54
	2000-02	83008	1.91	70
Total		1065151	24.45	

Reconstruct	748793	17.19
Rehabilitate	74666	1.71
Preventative	241692	5.55

acres/sq ft 43560

Table O-3 Other Building Project Requirements (Other than Terminals)

What Can Be Done If Justified	Factors to Consider For Justification and Eligibility	Required Usable Unit of Work and Required Outcome	Work Code*
	<p>building or in its own free standing building.</p> <p>(3) The eligible area is determined by adding 10 feet to the length and 10 feet to the width of the largest ARFF vehicle serving the airport, then multiplying these two dimensions for the bay size and adding a like amount for support space.</p> <p>(4) The ADO must confirm whether the airport already has an existing maintenance or service bay in the ARFF or SRE buildings. If so, an additional facility is not justified.</p> <p>(5) Eligibility is limited to the construction of bare space with appropriate utilities.</p> <p>(6) The building/area must not be used for storage of any equipment or materials. Limited use of the facility to maintain other airport eligible equipment is permitted provided such use does not adversely affect maintenance of the eligible ARFF vehicles.</p> <p>(7) The difference between construct, expand, modify, improve, and rehabilitate is listed in Table O-2.</p>		
<p>f. Miscellaneous Building (Construct, Expand, Rehabilitate)</p> <p><i>(Aircraft Hangar, Fixed Based Operator (FBO) Building, or Aircraft Maintenance Building)</i></p>	<p>(1) For MAP funded hangars, see Appendix T, as many of the following requirements do not apply for MAP projects.</p> <p>(2) 49 USC § 47102(3)(24) specifically allows expansion and construction of sponsor owned hangars that the ADO has determined will increase the revenue producing ability of the airport. In addition, 49 USC § 47102(3)(24) allows expansion and construction of sponsor owned aeronautical support facilities that the ADO has determined will increase the</p>	<p>A fully functional aircraft hangar, FBO building, or aircraft maintenance building.</p>	<p>ST BD MS</p>

Table O-3 Other Building Project Requirements (Other than Terminals)

What Can Be Done If Justified	Factors to Consider For Justification and Eligibility	Required Usable Unit of Work and Required Outcome	Work Code*
	<p>revenue producing ability of the airport. The FAA has determined that this includes sponsor owned FBOs and aircraft maintenance buildings.</p> <p>(3) The only rehabilitation allowed under 49 USC § 47102(3)(24), is major rehabilitation of a sponsor owned hangar.</p> <p>(4) Per 49 USC § 47110(h), the airport must be a nonprimary airport.</p> <p>(5) Only nonprimary entitlements funding may be used for the building.</p> <p>(6) Per 49 USC § 47110(h), the sponsor must certify that all airfield needs have been accommodated before the ADO can fund a revenue producing aeronautical support facilities. Per FAA policy, the sponsor must adequately demonstrate to the ADO that airside needs within the next three years (current fiscal year and next two future fiscal years) will be accommodated through local funds or nonprimary entitlement funds. It is APP-500 policy that the sponsor requests for AIP would be limited to non-primary entitlement funds during that time unless there is a specific safety issue that must be addressed and was not foreseeable under normal planning efforts of the sponsor.</p> <p>(7) Per 49 USC § 47102(24), the use of the building must only be for aeronautical purposes (storage of property other than aircraft or aircraft supplies is not allowed). Non-aeronautical uses are not allowed.</p> <p>(8) The use and lease of the building must meet the compliance</p>		

Table O-3 Other Building Project Requirements (Other than Terminals)

What Can Be Done If Justified	Factors to Consider For Justification and Eligibility	Required Usable Unit of Work and Required Outcome	Work Code*
	<p>requirements outlined in the current version of FAA Order 5190.6, FAA Airport Compliance Manual.</p> <p>(9) The difference between construct, expand, modify, improve, and rehabilitate is listed in Table O-2.</p> <p>(10) The apron in front of a building that cannot be used for public parking or taxiing of aircraft is considered part of the building (and the associated building funding rules apply). This includes the wingtip clearance from the building as defined in the current version of Advisory Circular 150/5300-13, Airport Design.</p> <p>(11) The taxiway/taxiway that exclusively serves a building is also considered part of the building (and the associated building funding rules apply).</p> <p>(12) The ADO has the option to fund limited landside vehicle parking necessary to support the functions of the building.</p> <p>(13) The acquisition of existing buildings involves further review of existing environmental issues, useful life issues, and reverter clause issues. Therefore, the ADO must coordinate these requests with APP-520 and ACO-100.</p> <p>(14) If the FBO is collocated with the general aviation terminal, the public use area can be funded as terminal development as discussed in Appendix N. The areas behind the counter, office space, and conference room space (even if occasionally used by the public for meetings) are not considered public-use and are not eligible as terminal development.</p>		

Capital Improvement Plan Update

This Capital Improvement Project Plan update includes projects anticipated during the planning period of 2024 to 2040. This plan should be re-evaluated annually as the City’s needs and priorities change with time. The Total Project Cost Estimates include an inflation factor of 3% per year.

Table 1. Capital Improvement Plan Summary

Project	Title	Total Project Estimate (\$)	Year	Env Doc Needed	Federal Share	City (Local Share)	Non-AIP Eligible	AIP Entitlement	BIL AIG	AIP Discretionary
PAQ-1	Rehabilitate Airport Lighting and NavAids	3,235,900	2024	CE	3,033,700	202,200	0	300,000	477,000	2,256,700
PAQ-2	Airport Master Plan, Phase 1	517,500	2024	CE	485,200	32,300	0	0	0	485,200
PAQ-3	Rehabilitate Apron C	2,314,600	2025	CE	2,169,900	144,700	0	150,000	0	2,019,900
PAQ-4	Airport Master Plan, Phase 2	472,000	2025	CE	442,500	29,500	0	0	0	442,500
PAQ-5	Rehabilitate Aprons A, B, & D	2,462,100	2026	CE	2,308,200	153,900	0	150,000	0	2,158,200
PAQ-6	Acquire Avigation Easement, Construct Mitigation, & Relocate RW 16 Threshold	2,283,500	2026	CE	2,140,800	142,700	0	0	0	2,140,800
PAQ-7	Construct Sand Storage Building	2,933,300	2026	CE	2,750,000	183,300	0	0	318,000	2,432,000
PAQ-8	Construct ARFF Building (Non-FAA)	2,833,200	2026	CE	0	2,833,200	2,833,200	0	0	0
PAQ-9	Reconstruct Storm Water Outfall (Non-FAA, Non-Airport)	6,949,600	2028	CE	0	6,949,600	6,949,600	0	0	0
PAQ-10	Rehabilitate Large Aircraft Apron & Heliport Pavement	3,092,300	2029	CE	2,899,000	193,300	0	450,000	0	2,449,000
PAQ-11	Aviation Campground	1,077,300	2030	CE	1,010,000	67,300	0	150,000	0	860,000
PAQ-12	Acquire Buffer Lands	3,033,500	2032	N/A	2,843,900	189,600	0	300,000	0	2,543,900
PAQ-13	Construct Taxiway N and Interlink, Phase 2	5,577,300	2040	CE	5,228,700	348,600	0	450,000	0	4,778,700
PAQ-14	Remove Golf Course Fence; Install Security Fence	1,438,200	2040	CE	1,348,300	89,900	0	0	0	1,348,300

Projects

PAQ-01 Rehabilitate Airport Lighting and NavAids. This project will rehabilitate the runway and taxiway lighting and navigational aids. The new system will meet current standards and include LED fixtures.

Rationale: Most existing runway and taxiway lighting was installed between 2001 and 2007 and is experiencing ongoing maintenance issues. Replacement incandescent lamps are no longer available. The system has exceeded its useful life and needs to be rehabilitated.

Budget Level Cost: \$3,235,900

PAQ-02 Airport Master Plan Update, Phase 1. This project will consist of developing the foundational information for an Airport Master Plan update.

Rationale: The most recent Airport Master Plan was completed in 2014-2016 and needs to be updated based on recent development on the airport and surrounding areas, and to account for an overall increase in aviation interest in the area and at the airport.

Budget Level Cost: \$517,500

PAQ-03 Rehabilitate Apron C. This project includes the rehabilitation of Apron C and adjacent paved areas totaling approximately 9.5 acres. Work would include milling existing pavement, reuse of a portion of millings as base course, and installation of electrical outlets, paving, and pavement markings.

Rationale: The existing pavement is an overlay that was constructed in 1996. The 2019 PCI was 55; the 2022 PCI was 47. The pavement condition is continuing to deteriorate and the pavement needs to be replaced. Additional apron lighting is needed for safety when operating on the apron and electrical outlets are needed for warming of aircraft engines in winter conditions.

Budget Level Cost: \$2,314,600

PAQ-04 Airport Master Plan Update, Phase 2. This project will consist of completing the Airport Master Plan Update.

Rationale: The most recent Airport Master Plan was completed in 2014-2016 and needs to be updated based on recent development on the airport and surrounding areas, and to account for an overall increase in aviation interest in the area and at the airport.

Budget Level Cost: \$472,000

PAQ-05 Rehabilitate Aprons A, B, & D. This project includes the rehabilitation of a portion of Apron A and Aprons B and D and adjacent paved areas, totaling approximately 9.5 acres. Work would include milling existing pavement, reuse of a portion of millings as base course, and installation of electrical outlets, paving, and pavement markings.

Rationale: The existing pavement is an overlay that was constructed in 1996. The 2019 PCI ranged from 57-63; the 2022 PCI ranged from 48-57. The pavement condition is continuing to deteriorate and the pavement needs to be replaced. Additional apron lighting is needed for safety when operating on the apron and electrical outlets are needed for warming of aircraft engines in winter conditions.

Budget Level Cost: \$2,462,100

PAQ-06 Acquire Avigation Easement, Construct Mitigation, and Relocate RW 16 Threshold. This project includes acquiring an avigation easement for approximately 20 acres of land located off the north end of Runway 16-34, constructing mitigation measures, removing obstacles in the approach slope (trees) and relocating the runway threshold. The underlying land is owned by the Matanuska-Susitna Borough and is located in the Matanuska River Park.

Rationale: The easement is needed to remove obstructions from the runway approach surface and to allow for full-utilization of the runway.

Budget Level Cost: \$2,283,300

PAQ-07 Construct Sand Storage Building. This project would construct a new 60 foot by 80 foot sand storage building adjacent to the existing airport snow removal equipment building.

Rationale: The airport experiences extended periods of cold temperatures and freezing rain, which requires sand be applied to airport surfaces for aircraft control. A sand storage building is needed to protect sand from saturation and freezing making it difficult to load into equipment.

Budget Level Cost: \$2,933,300

PAQ-08 Construct Aircraft Rescue and Firefighting (ARFF) Building (Non-FAA). This project would construct a new 60 foot by 80 foot ARFF building south of the west end of Runway 10-28. This project would be constructed with non-FAA funds.

Rationale: Growth at the airport continues to move towards the need to provide ARFF services. An ARFF building is needed to house ARFF equipment and personnel.

Budget Level Cost: \$2,833,200

PAQ-09 Reconstruct Storm Water Outfall (Non-FAA). An existing storm water outfall line is located on the north side of Runway 10-28 and crosses the airport from west airport boundary to the Matanuska River. The project would upsize the existing pipeline, add an additional storm water pipeline to add capacity, add subsurface storage in the approach RPZ to Runway 10, or some combination of the three solutions. The project would cross Taxiways J, A, and M and Runway 16-34. The project would be funded with non-FAA funds.

Rationale: The City completed a storm water system study that determined that the existing 5,800 feet of 36-inch diameter storm water outfall line that crosses the airport is undersized for current and anticipated flows. The system must be upgraded to avoid back-ups and localized flooding.

Budget Level Cost: \$6,949,600

PAQ-10 Rehabilitate Large Aircraft Apron & Heliport Pavement. This project includes the rehabilitation of a portion of the Large Aircraft Apron and the Heliport area pavement, totaling approximately 10.3 acres. Work would include removal of existing pavement and installation of paving and pavement markings.

Rationale: The existing pavement is an overlay that was constructed 1996. The 2019 PCI was 69. The pavement condition is continuing to deteriorate and the pavement needs to be replaced.

Budget Level Cost: \$3,092,300

PAQ-11 Aviation Campground. This project includes purchase of approximately 7 acres of private lands, construction of approximately 1,200 feet of new taxiways and taxilanes, and twelve 20 by 20-foot paved aircraft parking pads and related improvements for an aviation campground located north of Runway 10-28.

Rationale: The project is needed to accommodate the summertime transient flying public that frequent the area.

Budget Level Cost: \$1,077,300

PAQ-12 Acquire Buffer Lands. This project includes the purchase of approximately 35 acres of private land to the west of the airport to ensure compatible land use and to preserve space for long-term growth.

Rationale: The project is needed to provide a buffer for residential development from airport noise and to avoid incompatible residential development immediately adjacent to the airport.

Budget Level Cost: \$3,033,500

PAQ-13 Construct Taxiway N Phase 2. This project includes construction of approximately 1,490 feet of new taxiway on the south side of Runway 10-28 east of Taxiway A and related taxiway edge lighting, markings, and signage. Project also includes removal of Taxiway B east of RW 16/34.

Rationale: The project will provide commercial lease lot access to the taxiways and runways when the golf course is converted to aviation related uses.

Budget Level Cost: \$5,577,300

PAQ-14 Remove Golf Course Fence; Install Perimeter Fence. This project will remove approximately 8,100 feet of existing fence that separates the airfield from the golf course and is currently within the Runway 16-34 and Runway 10-28 OFAs. The project will also install a new perimeter fence along the eastern edge of the airport. The project will be performed along with decommissioning of the golf course.

Rationale: The improvements are needed to meet FAA OFA standards. Fencing will reduce the potential for conflicts with people and wildlife inadvertently entering aircraft movement areas.

Budget Level Cost: \$1,438,200



**CITY OF PALMER
AIRPORT ADVISORY COMMISSION
INFORMATION MEMORANDUM 24-003**

SUBJECT: Apron E Parking Space Fees

AGENDA OF: August 22, 2024

ACTION: Recommend Apron E Parking Fee Rate

Attachment(s): 1) City of Palmer 2024 Fee Schedule – Airport Excerpt
2) Resolution 24-002 Fee Recommendation

Summary The construction is complete on the new parking apron, Apron E. Since electrical power will be provided to each parking spot, the parking fee will need to cover the additional cost of the electricity. Other local airports charge the following for pull through parking spaces with electrical power:
Wasilla - \$50/month
Merrill Field - \$95/month
Fairbanks - \$60/month

Recommendation The Airport Superintendent recommends the fees be charged both quarterly and annually, without offering a monthly option like other parking spaces. It is anticipated that these spaces will be in high demand as they will have electricity and will be sheltered from the north and northeast winter wind. As a result, there will likely be little turnover in the spaces which precludes the need for a monthly rate.

The current rate at the Palmer airport for an equivalent space without electricity is \$32 per month, \$91 per quarter, \$334 annually. It is recommended that fees be set at \$150 per quarter or \$550 annually.

Airport Fees	
Aircraft Tie Down Space Apron A (T1-T9) 33'x44' Transient (per day)	\$ 5
Aircraft Tie Down Space Apron A (1-27) 33'x44' Monthly Apron C (6-33, 39-45) 33'x44' Monthly	\$ 32
Aircraft Tie Down Space Apron A (1-27) 33'x44' Quarterly Apron C (6-33, 39-45) 33'x44' Quarterly	\$ 91
Aircraft Tie Down Space Apron A (1-27) 33'x44' Annual Apron C (6-33, 39-45) 33'x44' Annual	\$ 334
Aircraft Tie Down Space Apron B (1-39)	\$ 32
Aircraft Tie Down Space Apron B (1-39)	\$ 91
Aircraft Tie Down Space Apron B (1-39)	\$ 334
Aircraft Tie Down Space Apron C (1-5, 34-38) 60'x61' Monthly	\$ 53
Aircraft Tie Down Space Apron C (1-5, 34-38) 60'x61' Quarterly	\$ 154
Aircraft Tie Down Space Apron C (1-5, 34-38) 60'x61' Annual	\$ 586
Aircraft Tie Down Space Large Aircraft Apron(1-2,T10) 75'x75' Transient (per day)	\$ 53
Aircraft Tie Down Space Large Aircraft Apron(1-2,T10) 75'x75' Quarterly	\$ 292
Aircraft Tie Down Space Large Aircraft Apron(1-2,T10) 75'x75' Annual	\$ 1,118
Aircraft Tie Down Space Large Aircraft Apron(3-6,T11)100'x100' Transient (per day)	\$ 90
Aircraft Tie Down Space Large Aircraft Apron(3-6,T11)100'x100' Quarterly	\$ 530
Aircraft Tie Down Space Large Aircraft Apron(3-6,T11)100'x100' Annual	\$ 2,070
Aircraft Tie Down Space Large Aircraft Apron (7, T12)100'x120' Transient (per day)	\$ 106
Aircraft Tie Down Space Large Aircraft Apron (7, T12)100'x120' Quarterly	\$ 636
Aircraft Tie Down Space Large Aircraft Apron (7, T12)100'x120' Annual	\$ 2,494
Rotary Aircraft Tie Down Space Helipad (1-3) 60' Circle Transient (per day)	\$ 27
Rotary Aircraft Tie Down Space Helipad (1-3) 60' Circle Transient Monthly	\$ 117
Rotary Aircraft Tie Down Space Helipad (1-3) 60' Circle Transient Quarterly	\$ 336
Rotary Aircraft Tie Down Space Helipad (1-3) 60' Circle Transient Annual	\$ 1,294
Aircraft Impoundment Fee	\$ 400
Storage fee for impounded aircraft (per month)	\$ 200
Airport Lease Application Fee	\$ 500
Fuel Flowage Fee (per gallon delivered)	\$.05
*All Tie Down Spaces add 3% sales tax (sales tax included in transient rate) Transient rate is for stay greater than 4 hours per day on airport grounds. Rates are not pro-rated.	

Animal Control Fees	
Animal license – dog/cat (three-year license – expires three years from date of issue)	\$ 10
Lost tag – animal license (expires three years from original issue date)	\$ 2.50
Animal impound (per animal)	\$ 30
Dangerous/vicious animal registration (one-time fee)	\$ 25

LEGISLATIVE HISTORY

Introduced by: Airport Superintendent

Date: 8/22/24

Action:

Vote:

Yes:

No:

CITY OF PALMER, ALASKA

Resolution No. 24-002

A Resolution of the City of Palmer Airport Advisory Commission Recommending that the Palmer City Council Set the Tiedown Rates for Apron E to \$135 Quarterly, \$500 Annually.

WHEREAS, construction on the new Apron E is nearly complete; and

WHEREAS, the new apron will provide an additional 16 parking spaces for the users of the airport; and

WHEREAS, each parking space will have access to an electrical outlet, making it unique for the airplane parking spaces at the "Warren Bud Woods" Palmer Municipal Airport; and

WHEREAS, the fee for the parking space will need to cover the cost of the electricity each space uses.

NOW, THEREFORE, BE IT RESOLVED by the City of Palmer Airport Advisory Commission recommending that the tiedown fee for one quarter of parking be set at \$135, and the fee for one year of parking be set at \$500.

Approved by the Airport Advisory Commission this 22nd day of August, 2024.

Leighton Lee, Chairman

John Diumenti, Airport Superintendent