

MEMORANDUM FOR RECORD

SUBJECT: Addendum to *Siting Analysis of Chinook Hangar and Outdoor Parking at Fort Wainwright, Alaska (January 15, 2009)*

1. Purpose. To address alternative siting location submitted by National Park Service and clarify U.S. Army Garrison Fort Wainwright's preferred siting location.

2. Facts.

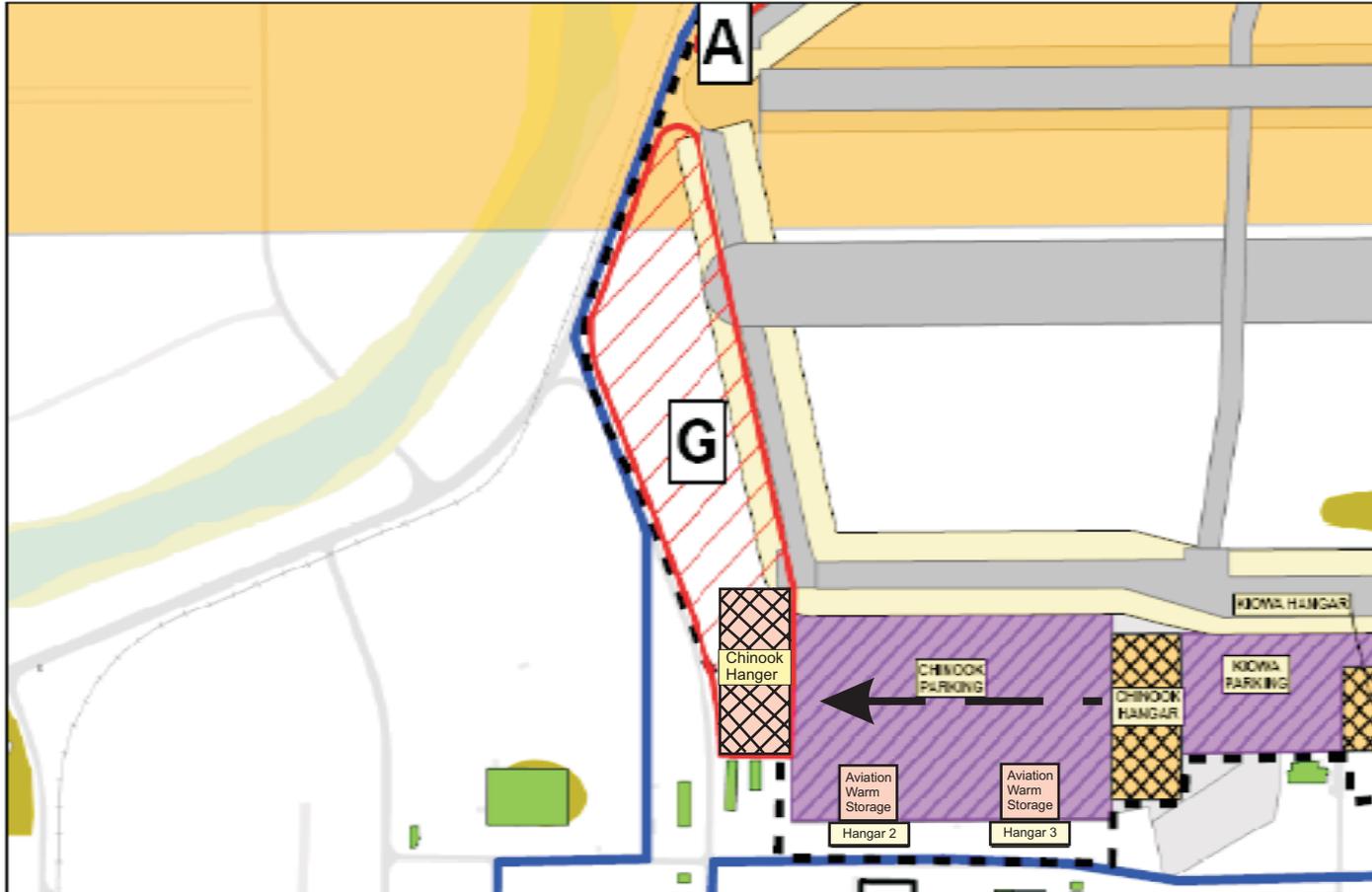
a. The National Park Service (NPS) submitted an alternate hangar reuse and siting recommendation on January 28, 2009 in response to the Army's *Siting Analysis of Chinook Hangar and Outdoor Parking at Fort Wainwright, Alaska (January 15, 2009)*. (See Attachment 1). The NPS recommendation suggested incorporating Hangars 2 and 3 into the Army's aviation storage needs thus reducing the overall square footage required for a new Chinook helicopter hangar, as well as relocating the Chinook helicopter hangar from the east side to the west side of Hangars 2 and 3.

b. U.S. Army Garrison Fort Wainwright Directorate of Public Works Master Planning Division (Master Planning) reviewed the NPS's alternate siting recommendation for siting feasibility. (See Attachment 2). Master Planning repositioned the new Chinook helicopter hangar within the NPS's suggested area using the following prohibitions: structures within the airfield clear zone; fixed and mobile objects on primary airfield surface; height and vertical slope of buildings within transitional surface; fixed and mobile objects within 150 foot clearance from taxiway centerline; and 82-foot standoff distance from roadway and parking to building. Even though the repositioned Chinook helicopter hangar meets the airfield safety guidelines, there are several other factors that prevent this option from being considered as a feasible siting location. The existence of a primary drainage slough and utilities corridor which cannot be relocated is a major limiting factor of this site. In addition, this alternate location limits the operational capability of the hangar as well as eliminates a needed "wind shield barrier" between the Chinook and Kiowa helicopters. Also, the movement of the new hangar further away from the water deluge building (which would be used for fire suppression activities) would increase the fire danger risk. Finally, relocation of the Chinook hanger would severely impact a prominent public viewing point of the Ladd Field National Historic Landmark, primarily Hangars 2 and 3 and their relation to Hangar 1 and the rest of the historic airfield. Based on this siting review, the NPS alternate hangar siting recommendation is not a reasonable alternative.

c. The NPS also suggested using Hangars 2 and 3 to meet the warm storage needs of the Kiowa helicopters, thereby reducing the overall size of the new helicopter hangars. Both the new Chinook and Kiowa hangars must comply with the Department of the Army's Standard Design directives. These standard designs identify a particular square footage to support operation and maintenance of the Army's helicopter fleet. Severe modifications to these design standards, as proposed by the NPS, would ultimately result in loss of operational capability of the facilities and an inability of the Aviation Unit to meet its established military mission to be wartime ready.

d. U.S. Army Garrison Fort Wainwright's preferred siting location for the Chinook helicopter hangar and parking will remain as presented in the January 15, 2009 *Siting Analysis* (See Attachment 3). The preferred siting location will not result in demolition of an historic structure. It does not encroach upon the 150 foot taxiway setback requirement, nor does it impede the runway clear zone. It is not within an explosive safety zone. It does not require additional utility infrastructure, or relocation of existing building occupants. It does not result in the fill of a wetland. It does not encroach upon a remediation (i.e. contaminated) area nor does it disturb permafrost. The physical space required for the new helicopter hangar and parking can be accommodated within the area identified as the preferred location, and would not require the relocation of other aviation stationing facilities or other facilities programmed under the Military Construction program.

NPS Hangar Reuse and Siting Recommendation



1. Incorporate Hangars 2 & 3 into Army's aviation storage needs for this project.
2. Incorporation of Hangars 2 & 3 into plans should reduce square footage needs of new hangars as discussed on page 5 of draft EIS.
3. Move Chinook Hangar west to southwest corner of airfield as illustrated at left.
4. It is assumed that with part of U.S. Army Alaska's aviation warm storage needs being met by Hangars 2 & 3 that one or both of the new hangars will be reduced in size, allowing the Chinook Hanger to fit in Site G as proposed.

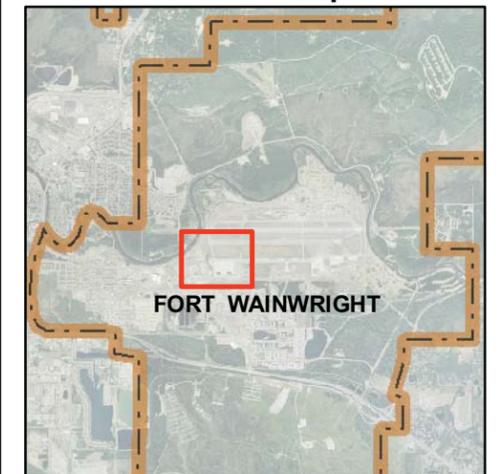


**LADD FIELD
(Site G Alternative)**

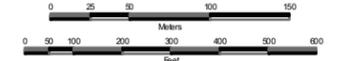
Legend

- Maximum Height
- Clear Zone
- Future Project
- Electrical
- Utilidor
- Drainage Ditch
- Taxi Lane CenterLine
- Taxi Lane
- New Structure
- Taxiway Clearance
- Helicopter Parking
- Setback

Location Map



Scale 1 : 9,000
(ANSI Sheet E size)



FORT WAINWRIGHT
FAIRBANKS, ALASKA



MASTER PLAN
BASIC INFORMATION MAP

LADD FIELD

DIRECTORATE OF PUBLIC WORKS
USAG-FWA
FORT WAINWRIGHT, ALASKA

DATE: 28 Jan 09	DIRECTORY: kdpw\kdpw_private\user\Master_Planning\usag\kdpw\CSU_Aviation\usag\m\AT\hangars	FILE NAME: ATHangars.mxd	DRWN: djackson	SHEET:
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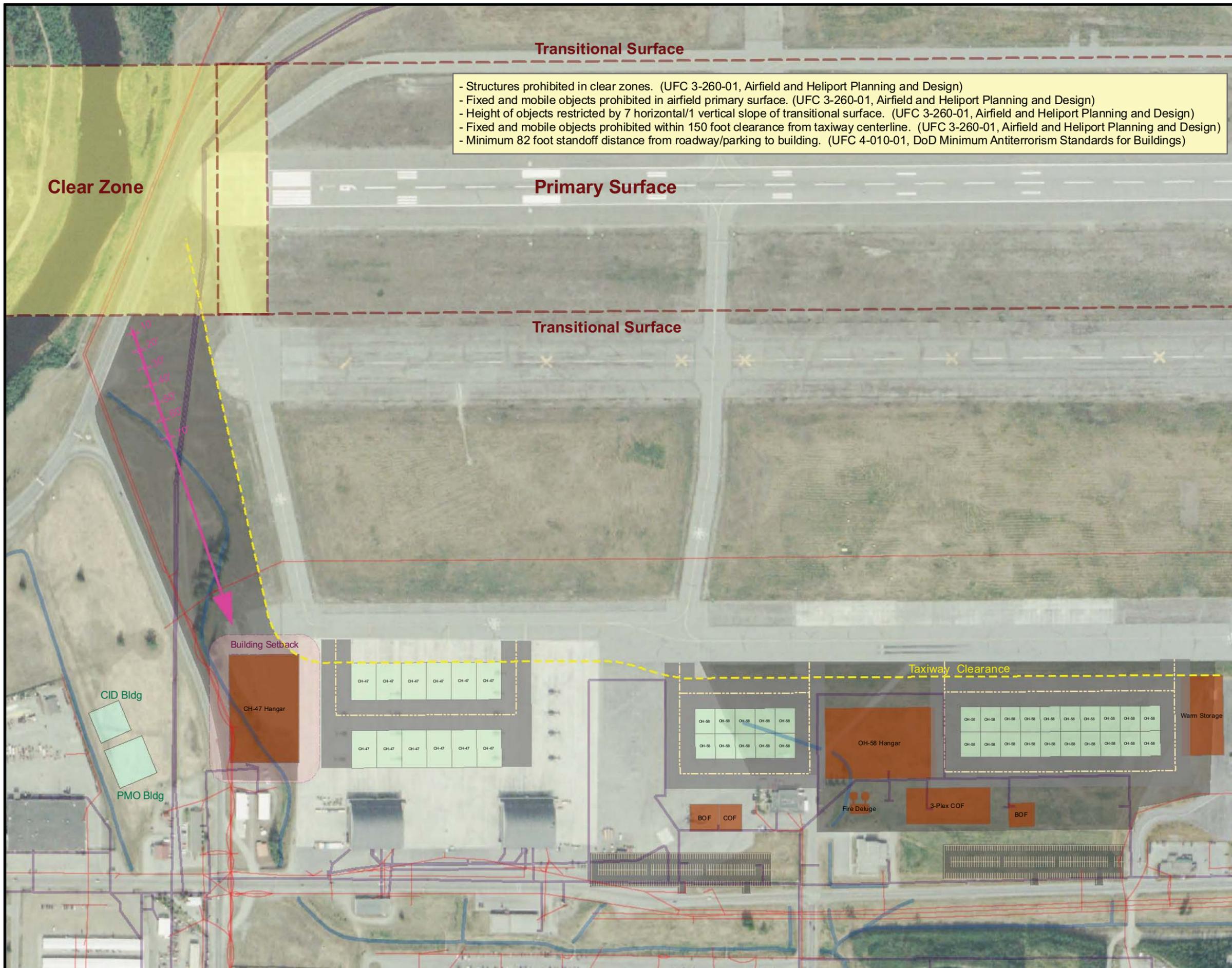
Transitional Surface

- Structures prohibited in clear zones. (UFC 3-260-01, Airfield and Heliport Planning and Design)
- Fixed and mobile objects prohibited in airfield primary surface. (UFC 3-260-01, Airfield and Heliport Planning and Design)
- Height of objects restricted by 7 horizontal/1 vertical slope of transitional surface. (UFC 3-260-01, Airfield and Heliport Planning and Design)
- Fixed and mobile objects prohibited within 150 foot clearance from taxiway centerline. (UFC 3-260-01, Airfield and Heliport Planning and Design)
- Minimum 82 foot standoff distance from roadway/parking to building. (UFC 4-010-01, DoD Minimum Antiterrorism Standards for Buildings)

Primary Surface

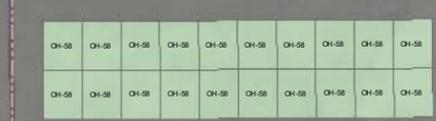
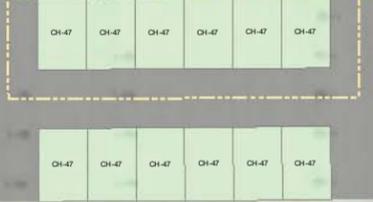
Transitional Surface

Clear Zone



Taxiway Clearance

Building Setback



Warm Storage

BOF COF

Fire Deluge

3-Plex COF

BOF

CID Bldg

PMO Bldg

CH-47 Hangar

OH-58 Hangar

OH-47

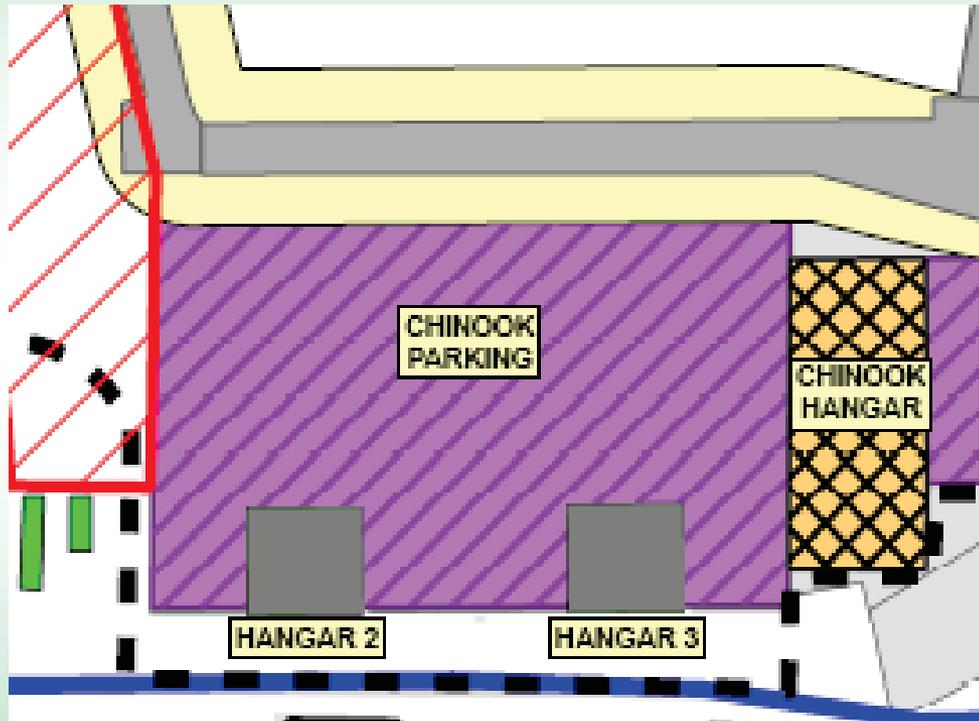
OH-58



US Army Garrison Alaska



EIS for Stationing and Training of Increased Aviation Assets within U.S. Army Alaska



Preferred Site