**General Thoughts**

1. More construction detail is necessary for the duct bank since the area would be under pavement. FAA would need right of way access. A stress evaluation and verification of concrete encasement is necessary. The Sponsor would need to perform a survey and boring.
2. The FAA prefers to push apron further south to avoid pavement over duct bank.
3. Is it possible to realign the fiber duct bank?
4. Spectrum will need to perform an analysis to evaluate impacts to the ATCT RTR, ASOS, and LLWAS #5 station.
5. Potential line of sight impacts for ASDE is difficult to measure until after construction complete. Adjustments can be made during/after construction.
6. Need verification that existing ADSB/SBS sensors are not located on existing ARFF stations. Also, verify if existing ADSB/SBS sensors are on East ATCT.
* **Concerns – Low**
	+ Weather equipment on tower may need relocation. The Acquisition Control Unit (ACU) may have issues due to line of sight with ground to ground unit
	+ Power requirements for consolidated ARFF may impact power to East ATCT
	+ Fence line depicted on the drawings show a possible impact to the East ATCT fuel storage tank (FST)
	+ Possible noise interference from construction and static
* **Concerns – Medium**
	+ Fire truck flashing lights may cause trouble to the ATCT cab
	+ Concern on utility impacts during construction (water, electric, phone)
	+ Possible noise interference with dual operating engine generators. Residential grade mufflers may be necessary.
	+ Air quality impacts with dust and debris during construction may require increased protection of air intake into the ATCT
* **Concerns – High**
	+ If there is any impact to the fiber line, the airport will lose access to the entire east airfield: COMM, NAVAID, RADAR, and Automation
	+ The proposed plan blocks emergency egress for the east tower to E 23rd Street.

**Questions/Requests**

1. How tall are the cranes for LOS?
2. How will the ATCT utilities (i.e.-water, electric, phone) be affected?
3. Will there be interference or loss with building access?
4. What are the power requirements?
5. What is the distance from the ARFF to the LLWAS #5 and ASOS
6. What frequencies will broadcast from the facility?
7. Can the 10’ NAVAID easement in the drawing be clarified?
8. Will the airport provide survey and boring results?
9. Can the building be moved further south of the tower complex while keeping the same ARFF response time?
10. What type of roof will be on the ARFF building?
11. For the west ARFF, will the ARFF site 4 training site remain or demolition?