Welcome!

Public Open House

for the

Ted Stevens Anchorage International Airport (ANC) Master Plan Update and Aviation Forecast

Wednesday, September 19, 2012
7:00 – 9:00 pm
Presentation at 8:00 pm
Coast International Inn
3450 Aviation Avenue
McKinley Room
General Ground Rules

1. Mutual respect, courtesy, and patience will allow everyone to participate.

2. Please help maintain an atmosphere where everyone feels comfortable, regardless of his or her opinion.

3. Please don’t interrupt anyone while they are speaking.

4. Please turn off cell phones.
Purpose of the Open House

- Learn about the Master Plan’s Issues, Goals, and Objectives
- Learn about the Aviation Activity Forecast
**SAFETY**

*Maintain or enhance the safe operation of the Airport.*

- Plan airfield facilities that meet or exceed established design and operational standards and best practices pertaining to airfield safety.
- Ensure compliant and safe access to the Airport Operations Area (AOA) for ground handlers and other airline support operations.
- Ensure existing runway and taxiway safety areas are clear and unobstructed.

**EFFICIENCY**

*Maintain or enhance the efficient operation of the Airport.*

- Plan airfield and airport facilities that accommodate aircraft operational demand and aircraft fleet mix within and beyond the planning horizon.
- Plan airport facilities that accommodate passenger demand within and beyond the planning horizon.
- Consider the impact of NextGen navigation aids and other navigation technological innovations to operational capacity and the efficient flow of aircraft traffic.
- Enhance vehicular traffic circulation in the passenger terminal and cargo areas.
- Provide adequate commercial vehicle staging areas and improve commercial vehicle access to the Airport.
- Consider the Airport’s role as identified within the Alaska International Airport System (AIAS).

**ENVIRONMENTAL AWARENESS**

*Minimize the impact of airport development through environmental awareness.*

- Coordinate Airport development with local environmental mitigation efforts.
- Plan deicing operations that are in conformance with EPA deicing chemical effluent guidelines and applicable environmental standards.
- Consider the noise sensitivity of nearby neighborhoods and minimize noise impacts through the careful siting of airport operations that may generate noise.
- To the extent practical, minimize airport-related vehicular traffic impacts on airport roadways and on roadways surrounding the Airport.

**FISCAL SUSTAINABILITY**

*Enhance the long-term fiscal sustainability of the Airport.*

- Maximize the business effectiveness of the Airport.
- Consider the Airport’s role as an economic asset and its ability to promote economic growth locally, within the State, and globally.
- Encourage the use of existing assets and possible reuse of assets prior to investing in new or replacement infrastructure.
- Consider land as an asset and promote the potential for airport land to be acquired, developed or disbursed in support of the Airport’s fiscal sustainability goal.
- Support growth of cargo transfer operations.

**COMMUNICATION**

*Engage stakeholders through open communication.*

- Provide for open two-way communication throughout the duration of the Master Plan Update.
- Foster a good neighbor working relationship between the Airport and its stakeholders.
- Encourage public participation from all stakeholders that may impact or be impacted by the Airport.
- Respond to stakeholder comments.
- Provide education about the relationship between the FAA and Airport in ensuring the Airport’s continued safe and efficient operation.

**LAND MANAGEMENT**

*Facilitate long-term Airport development through strategic land management planning.*

- Prepare a long-range airport development vision.
- Promote the highest and best use of airport property to best serve the Airport while minimizing impacts to nearby residents.
- Consider land use compatibility and development recommendations proposed in the West Anchorage District Plan (WADP).
Summary of all issues communicated by the Airport and stakeholders to date. All issues will be considered or documented in the Master Plan.

**EFFICIENCY**
- Confusing accessibility points and circulation on Airport roads near terminal
- Address potential short-term public, covered long-term public, and rental car overflow parking needs
- Evaluation of the future redevelopment / reuse of the North Terminal
- Determine the future use of the Rail Depot
- South Terminal baggage screening facilities become overwhelmed during peak times
- Enhanced airfield capacity
- Simultaneous approaches to Runways 7L and 7R
- Implementation of advanced navigational aids (NextGen)
- Air Operations Area (AOA) access for ground handlers and airline support
- Identify potential location of heliport
- Protect / identify airfield and airport snow disposal sites
- Document Airport fuel farm capacity
- Aircraft engine run-up location and facilities
- Ground support equipment storage areas
- Preserve land for future airfield capacity if and when it is needed
- Plan the West Airpark
- Consider public transit options
- Restrict General Aviation (GA) traffic patterns
- Taxi / commercial vehicle staging areas are in poor condition

**ENVIRONMENTAL AWARENESS**
- GA aircraft, older aircraft, and engine run-up operations may be contributing to bothersome noise impacts
- Utilize the north-south runway to shift noise away from neighborhoods; minimize takeoffs and landings over populated areas
- Run-up noise from commercial aircraft
- Cargo loading operational noise
- Congestion on Northern Lights Blvd and Raspberry Rd
- Fuel fumes and aircraft exhaust are nuisances
- Consideration of NEPA evaluation process
- Deicing fluid runoff – stricter EPA regulations may impact handling of deicing fluid
- Stormwater management
- Recognize importance of recreational lands
- Preserve quality and continuity of Tony Knowles Coastal Trail
- Preserve parkland and airport buffers
- Protect animal and bird habitat areas
- Improve bicycle trails (aesthetics and lighting)
- Noxious and invasive weeds
- Airport aesthetics

**FISCAL SUSTAINABILITY**
- Identify opportunities for more cargo transfer
- Long-term fiscal sustainability
- Sources of revenue
- Is the Airport competitive?

**COMMUNICATION**
- Better public involvement process
- Confusion about FAA and Airport decision-making
- Provide public education sessions
- Airport ownership and obligations
- Stakeholder issues should be addressed
- Build a long-term relationship with stakeholder groups
- Clarify FAA’s involvement and role
- Clarify MOA’s involvement and role
- Provide comments from previous and current master planning efforts
- Address community issues
- How does the Master Plan relate to other studies?
- Provide ample notice of upcoming meetings
- Share user group email lists
- A Master Plan that has the support of airport stakeholders
- Be a good neighbor
- Include Alaska Native interests in the stakeholder process

**LAND MANAGEMENT**
- Conceptual long-term development plan beyond the Master Plan horizon
- Accommodate expansion of the Anchorage Water and Wastewater Utility Treatment Plant
- Offset aviation demand or relocate landings and takeoffs to other airports
- Recommend a Kulis Air National Guard Base development plan
- Ensuring the Airport has room to grow and maintaining recreational facilities are not mutually exclusive
- Consider the West Anchorage District Plan
- Determine value of existing and potential aeronautical and non-aeronautical development for informed land use decision making
- Utilize airport property to its fullest extent
- Develop explicit land use agreements
- Develop the South Airpark in a responsible manner

**SAFETY**
- Potential elimination of Hot Spot 1 (at the intersection of T/W G and T/W K)
Prior to project implementation, environmental analysis and permitting must be completed.
## Schedule

<table>
<thead>
<tr>
<th>Project Initiation</th>
<th>Inventory</th>
<th>Facility Requirements</th>
<th>Development Alternatives</th>
<th>Select Preferred Alternative</th>
<th>Implementation Plan &amp; ALP</th>
<th>Final Report</th>
<th>Public Involvement*</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 2012</td>
<td>September 2012</td>
<td>December 2012</td>
<td>May 2013</td>
<td>December 2013</td>
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*To maximize stakeholders’ time and interest, we are planning our most intense period of public involvement during the school year (September 2012–May 2013).*
What you said / What we did

**You said...**
Make sure to consider stakeholder input *before* decisions are made.

**Our response...**
The Public Involvement Program has been designed to offer many opportunities for public input at all stages of the Master Plan Update, focusing on key decision points. See the schedule board for more detail.

**You said...**
Don’t have public meetings right during dinnertime; have them earlier or later.

**Our response...**
We will host public meetings at varying times, as well as on different days of the week, to ensure the maximum number of stakeholders can participate. We will also use an online open house tool that will provide an opportunity to comment on the project via the internet.

**You said...**
We want to know how our comments are being incorporated into the plan.

**Our response...**
We are committed to closing the feedback loop with the public by relaying the manner in which comments have been incorporated, or not, into the Master Plan Update. We propose to complete two Comment–Response reports that will address each comment individually, at the end of 2012 and again at the end of the Master Plan Update in 2013.
Key to Schedule

**Key Decision Point**
These represent key decisions in the Master Plan Update process. At each key decision point, the Master Plan Update Team will consider public input, prior to the Airport making a decision.

**Public Open House**
The Master Plan Update process will feature a series of public open house meetings scheduled to correspond to key decision points. Meetings will include an open house, a verbal presentation, and a question and answer session.

**Working Groups**
Two working groups will be established to provide information and guidance on specific aspects of the Master Plan Update, a Technical Advisory Committee (TAC) and a Stakeholder Working Group (SWG). While recommendations from the working groups will be strongly considered by the Master Plan Update Team, the Airport remains the ultimate decision-making body. The public will be able to observe the TAC and SWG meetings and will have an opportunity to comment at the conclusion of the meetings.

**Technical Advisory Committee (TAC)**
Industry and aviation experts with technical expertise and competency. Members may include representatives from commercial airlines, freight carriers, airport leaseholders, general aviation users, and local, state, and federal agency representatives.

**Stakeholder Working Group (SWG)**
Neighborhood, community, non-governmental organization, and business interest groups. The group will facilitate communication between interested parties, the Airport administration, and the planning team.
Related Projects

Ted Stevens Anchorage International Airport (ANC) Master Plan Update

Alaska International Airport System (AIAS) Planning Study (including Activity Forecasts for both Anchorage and Fairbanks)

ANC Part 150 Noise Study (in progress – local)

Ted Stevens Anchorage International Airport Master Plan Update

FAI Master Plan Update and Part 150 Noise Study

Kulis Land Use Plan (May 2011 – local)

West Anchorage District Plan (Adopted by MOA July 2012)

Title 21 Planning (in progress – MOA)
Part 150 Noise Study
Study Process.

1. Inventory of Existing Conditions
2. Noise Monitoring
3. Generate Existing & Future Base Case Noise Contours
4. Noise/Land Use Effects - Develop Feasible Alternatives
5. Evaluate Feasible Alternatives
6. Combine and Narrow Feasible Alternatives
7. Recommend Alternatives for Implementation
8. Prioritize Recommendations
9. Develop Noise Exposure Maps
10. Develop Noise Compatibility Study Program
11. Public Hearing and Adoption
12. Submit Program to Federal Aviation Administration (FAA)
13. FAA Accepts Noise Exposure Maps
14. FAA Approves Noise Compatibility Study Program
Alaska International Airport System Planning Study
Two Airports One System

AIAS established in 1961

50 years serving the State of Alaska; now planning for the next 50 years

No State General Funds Financially Self-Sufficient Shared Revenue/Expenses

By DOT & PF Local Airport Management System Rates, Fees, & Policies

Management

International Airport Revenue Fund

Fairbanks International Airport

Ted Stevens Anchorage International Airport
AIAS Strategic Plan
- Mission, Vision, Values
- Strategic Initiatives and Projects
- Business Plan
- Performance Measures
- Implementation

Forecasts
- Passenger, Cargo, General Aviation
- Scenarios

Demand/Capacity Study
- Runway Capacity
- Cargo Facilities/Services

Final Report

FAI Master Plan
ANC Part 150 Study
ANC Master Plan
Baseline Passenger Enplanement Forecast: ANC

Baseline Cargo Tonnage (Enplaned/Deplaned and Tech. Stop) Forecast: ANC

1.3% Annual Growth Rate

2.9% Annual Growth Rate
Baseline Aircraft Operations Forecast: ANC

Comparison of Previous Aircraft Operations Forecasts for ANC

Historical and Forecasted Annual Aircraft Operations for Ted Stevens Anchorage International Airport

- 1.4% Annual Growth Rate
- Military
- GA
- Air Taxi & Other
- Cargo
- Passenger

ANC returns to 2000 annual operations level levels in 2022
AIAS Airlines Airport Affairs Committee
Ted Stevens Anchorage International Airport – Fairbanks International Airport

July 5, 2012

Mr. Steve Hatter
Deputy Commissioner of Aviation
4111 Aviation Avenue
P.O. Box 196900
Anchorage, AK 99519-6960

Re: AIAS Planning Study Forecasts

Thank you for the opportunity to participate in the development and review of the forecasts for Ted Stevens Anchorage International Airport, Lake Hood Seaplane Base, and Fairbanks International Airport. We appreciate the extensive effort made by the AIAS Planning team to reach out and actively solicit airline participation in the process.

The AIAS (Alaska International Airport System) AAAC (Airlines Airport Affairs Committee) believes these forecasts accurately represent current economic uncertainties and trends and are a reasonable estimate of long term future activity levels. Given uncertainties of forecasts, especially today, we encourage future planning to be based on aviation activity trigger points rather than forecasted dates. We also believe the forecasts will need to be revisited prior to committing to any large capital projects.

Thanks again for partnering with the airlines on the forecasts. We look forward to working with you on the Airport Master Plans.

Best Regards,

Kathy Smith
Co-Chairperson
AIAS Airlines Airport Affairs Committee

Kevin Hoffmann
Co-Chairperson
AIAS Airlines Airport Affairs Committee

cc: AIAS Airlines Airport Affairs Committee

Airline and FAA Forecast Approval Letters
Contact Information for Related Studies

- **Kulis Land Use Plan**
  Tom Middendorf, DOWL HKM
  (907) 562-2000
tmiddendorf@dowlhkm.com

- **West Anchorage District Plan**
  Thede Tobish, MOA Planning Department
  (907) 343-7918
tobishtg@muni.org
Please provide your comments here.

☐ Fill out a comment sheet and place it in the comment box.

☐ You may also e-mail comments to: contact@ancmasterplan.com

☐ Mail your comments to:
  Katherine Wood, Public Involvement Lead
  c/o HDR Alaska
  2525 C Street, Suite 305
  Anchorage, AK 99503