

Frequently Asked Questions

1. What is an Airport Master Plan Update?

According to the Federal Aviation Administration (FAA), an airport master plan is a comprehensive study of an airport and usually describes the short-, medium-, and long-term development plans to meet future aviation demand. The Anchorage International Airport Master Plan Update will define future needs and develop alternatives to meet those needs, creating a fiscally responsible plan to keep the Airport efficient and appealing to all aviation users.

2. Why is the Airport doing a Master Plan Update now?

The Federal Aviation Administration recommends that airports prepare master plans on a regular basis – about every 5 to 7 years. It has been 10 years since the last Master Plan Update was approved in 2002. Planning efforts in 2008 resulted in a study report, but the report was not completed or adopted as a Master Plan Update. Thus the Airport is in need of a Master Plan Update.

3. How long will it take to complete the Master Plan Update?

Our plan is to complete the Master Plan Update in about 18 months, from June 2012 to December 2013. We would like to capture the majority of public input within approximately one school year (September 2012 to May 2013) to make the best use of the public's time and interest.

4. Will the public have input in the Master Plan Update?

Yes. Public input is important to the Airport in conducting the Master Plan Update. In this Master Plan Update, the Airport strives to continue improving its relationship with the community and will conduct a robust public involvement process. Throughout the duration of the Master Plan Update project, public input will be accepted. Though the Airport is responsible for all development decisions, the influence of public input will be documented where possible.

5. How can I provide my input on the Master Plan Update?

The Airport encourages anyone with an interest to participate early and often in the Master Plan Update process by providing written comments and participating in public events. From September 2012 through May 2013, you can expect open house events, workshops, advisory committee meetings, and project website updates. Regular e-newsletters and notices will be sent out via email. Send a message to contact@ancmasterplan.com to get your email address added to the distribution list. The public process is thoroughly defined in the Public Involvement Program, which we plan on posting on the project website in the future. www.ancmasterplan.com

6. Can I participate in the project without having to attend open house events?

Yes. The Airport is committed to seeking stakeholder input from a broad spectrum of stakeholders and will provide many opportunities for comments and feedback. We will post meeting materials on the project website (www.ancmasterplan.com) following events so that you can follow our progress even if you can't attend the open house event. You can submit your comments on the Master Plan Update project website, www.ancmasterplan.com, or send an email to contact@ancmasterplanc.com.

7. Will the Airport include a 4th runway in the Master Plan?

It has not yet been determined if a 4th runway will be included in the final plan or not. An essential component of the Master Plan Update is to determine whether additional capacity is needed at the Airport and, if so, when it would be needed. An updated forecast of Anchorage International Airport aviation activity through 2032 has been prepared as part of the Alaska International Airport System Planning Study. The forecast will be used to assess future capacity needs during the Master Plan Update. The Master Plan Update will identify trigger points that would necessitate additional capacity, including runways. The Master Plan Update will include a long-term airport land use plan intended to help the Airport protect the potential to develop additional airfield capacity if and when it is needed.

8. What is the Airport's position on the Coastal Trail?

The Airport is committed to maintaining a contiguous Coastal Trail. Currently the Airport allows Coastal Trail access and use on Airport property. The Airport recognizes the

importance of the Coastal Trail to the community. Future airport development (or development by other entities such as the Anchorage Water and Wastewater Utility) may alter the trail by realigning it. However, the Airport anticipates that any changes to the Coastal Trail would include enhancements to maintain or improve the high quality of the trail. Recently, the Kincaid Park trails were realigned and enhanced to accommodate the extension of Runway 7R, and the changes were developed in partnership with the Municipality of Anchorage and recreational users, including the Nordic Ski Association of Anchorage. The Airport anticipates that any future development would accommodate similar enhancements so that the Coastal Trail can continue to be enjoyed by the community. In addition, any substantial airport construction/development projects would be required to complete more detailed environmental analysis prior to permitting or construction. That process would include public input and clearly identify impacts and mitigation/enhancements in detail.

9. Will the Master Plan Update address a buffer between the Airport and the neighborhoods?

The Master Plan Update will examine land use needs and opportunities. We anticipate that maintaining a buffer will be a priority for the community, and our planning will strive to balance that desire with the need to maintain economical and efficient airport operations in the future. All airport land is held in reserve to support the Airport's aeronautical function and may be developed to support future growth in aviation.

10. Why can't the Airport give land to the community for parks or conservation?

The Airport has received monetary grants from the FAA to acquire and develop its property in support of the Airport's mission as a public use commercial service airport. The Airport is bound by these grant assurances to the FAA, and must utilize lands for the support of public aviation facilities, or lease or dispose of land at fair market value. The Airport's diminishing undeveloped land is a valuable asset for future Airport development needs. At this time, it is not the Airport's intention to dispose of Airport land without receiving equal or better land for airport development.

11. I've heard about other airport studies. What else is going on?

There are several other related airport studies going on right now. Here are website addresses for those projects for more information:

- Alaska International Airport System (AIAS) Planning Study: www.aias.alaska.gov
A system plan that looks at Ted Stevens Anchorage and Fairbanks International Airports to develop a coordinated vision for the future. Aviation forecast numbers from this study will feed into the Master Plan Updates for both airports.
- Part 150 Noise Study: www.anc150study.com
A noise study, following FAA standards, to forecast future noise levels and identify ways to reduce the noise impact to people.
- Kulis Land Use Study: <http://dot.alaska.gov/anc/about/Kulis.shtml>
A land use plan for the former Kulis Air National Guard Base that recommends future uses and development alternatives for the land. Completed in 2011.

12. Can we move the Airport to Point MacKenzie?

Previous planning efforts have considered this question in detail and concluded that the State and Federal governments have invested too heavily in the existing location, and the cost of moving the Airport would be too great. The Airport does not intend to reconsider this question at this time in this plan.

13. What are you doing about managing airport noise?

The Airport is currently conducting a Federal Aviation Regulation (FAR) Part 150 Study. A Part 150 Study is a voluntary noise exposure and land use compatibility study. According to the project website (www.anc150study.com), "The overall purpose of a Part 150 Study is to reduce the number of people affected by significant aircraft noise levels within acceptable economic, environmental, and legal parameters." The study will recommend noise mitigation measures and land use measures to reduce noise impacts.