



TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT MASTER PLAN UPDATE

PUBLIC COMMENT-RESPONSE REPORT #1 Comments from July 1, 2012 through April 1, 2013 Published September 2013

Prepared for:
Ted Stevens Anchorage International Airport
State of Alaska Department of Transportation & Public Facilities

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As a Subconsultant to:



In association with:
DOWL HKM
RIM Architects
ATAC
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Draft Public Comment-Response Report #1

July 1, 2012 through April 1, 2013

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CHAPTER 1 INTRODUCTION

The Federal Aviation Administration (FAA) recommends all airports to complete master plans every 5 to 7 years. These plans serve as blueprints for the airport's long-term development. Ted Stevens Anchorage International Airport is overdue for a Master Plan Update. The updated master plan will provide Airport management and the State of Alaska Department of Transportation and Public Facilities (DOT&PF) a strategy for the continued financially sustainable development of the airport.

The primary emphasis of the Master Plan Update is to position the Airport strategically for the future. The goal of the plan is to advance operational efficiency and business effectiveness as well as to maximize available resources and property

“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.”

-FAA Advisory Circular 150/5070-6B *Airport Master Plan*

availability for aviation development through efficient planning. The planning team will seek to identify and validate future facility and infrastructure requirements to meet anticipated passenger, cargo, and operations demands.

The Ted Stevens Anchorage International Airport understands the importance of public involvement in the Master Plan Update process. As part of a comprehensive public involvement program (PIP: available online at: http://www.ancmasterplan.com/library/index_30_2456214492.pdf), the planning team is actively tracking and responding to comments received from the public. This report, the first of two comment response reports, covers comments received between July 1, 2012 (project kick off) and April 1, 2013 (two weeks following Public Open House #4 and the close of the associated Online Open House). The second report will cover comments received between April 1, 2013 (two weeks following Public Open House #4 and the close of the associated Online Open House) and June 30, 2013. The third and final report will cover comments received from July 1, 2013 through the conclusion of the project.

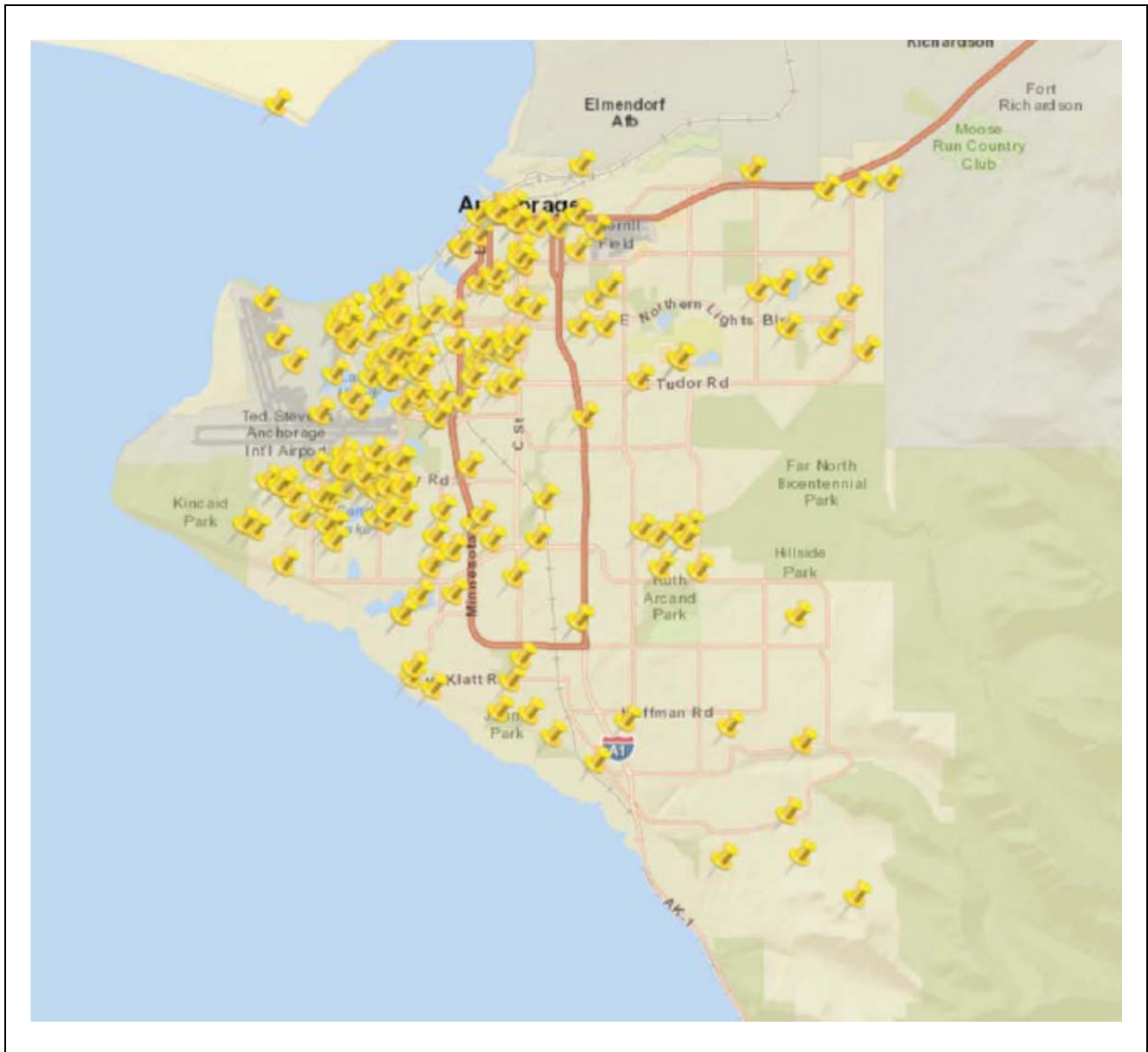
1.1 SUMMARY

Comments about the Master Plan Update project came from diverse interest groups, people, and locations throughout the Anchorage Bowl and the State of Alaska. The majority of comments was received from residents adjacent to the Airport (see Figure 1.1) and represented a variety of often conflicting viewpoints. To date, comments have been used by the planning team in the preparation of the following technical work to date:

- The Public Involvement Program
(http://www.ancmasterplan.com/library/index_30_2456214492.pdf)
- Issues to be addressed in the Master Plan Update
(see page 5:
http://ancmasterplan.com/library/index_39_3852386658.pdf)
- Master Plan Update Goals and Objectives
(see page 4:
http://www.ancmasterplan.com/library/index_55_3338329619.pdf)
- Inventory findings
(see pages 13-25:
http://ancmasterplan.com/library/index_40_1498884610.pdf)
- Draft alternatives evaluation criteria
(see pages 13-14:
http://www.ancmasterplan.com/library/index_55_3338329619.pdf)

This technical work was shared at public open house events in September 2012, February 2013, and March 2013, and at associated Working Group and Technical Advisory Committee meetings.

Figure I.1
Origin Points of Comments



Note: Each yellow pin-point represents the address associated with a comment document received before April 1, 2013 from within the Anchorage Bowl. Only those comments for which an address was available are represented. Due to the fact that not all comments received had addresses, the map does not fully represent all comments received.

1.2 METHODOLOGY

Early in the project, the planning team identified a systematic process for soliciting, receiving, and documenting written and verbal formal comments. Formal comments are documents submitted to the Master Plan Update Team or a verbal question/comment provided to the Master Plan Update Team at a Public Open House or public event. Comment documents were accepted via fax, email, handwritten comment forms, project website, project staff who record a verbal public comment at a public meeting or event, transcripts of public open houses, phone call logs, and letters.

A comment database was developed to organize and capture comments, identify issues, and create responses. The purpose of the comment database is to track and organize public and stakeholder input that will be considered by the Master Plan Update Team and Airport throughout the planning process, primarily comments that are made in a public forum or submitted on a comment form. The comment database is used to track and respond to formal comments that are submitted to the project. A document submitted to the Master Plan Update Team or a verbal question/comment provided to the Master Plan Update Team at a Public Open House or public event is considered a “comment document.”¹ These comment documents were entered into the comment database. It is not intended to track all correspondence or discussion that occurs as part of project development.²

¹ Following a Public Open House, a written summary of the event was prepared, including the comments noted by staff at station flip charts and comments/questions made by the public following a presentation. Meeting summaries are published on the Master Plan Update (MPU) website (www.ancmasterplan.com/library). All comments recorded will be attributed to “anonymous” since people often do not provide their name when making verbal comments. In addition, these “anonymous” comments (flip charts and public Q&A) constitute ‘formal’ public comments and were entered into the database and responded to in the comment-response reports.

² Meeting minutes from interviews and advisory groups (Technical Advisory Committee and Stakeholder Working Group) were not incorporated into the comment database. In general, working meetings and open discussions do not constitute “formal” public comments, and as such were not tracked or responded to in the comment database.

Working Group/Technical Advisory Committees: At the beginning of each meeting, a statement was made that the meeting is an open, working dialogue and if participants wish to make a formal comment that will be responded to in writing, they should submit a comment in writing. Following a Working Group or Technical Advisory Committee Meeting, a written summary of the event was prepared, including a summary of the discussion and any comments/questions raised by the members. Meeting summaries are published on the MPU website (www.ancmasterplan.com/library). At the end of each meeting, time is given to members of the public to make public comments; these public comments do constitute “formal” public comments and were entered into the comment database and responded to in the comment-response reports.

Stakeholder Interviews: At the beginning of each interview, a statement was made that the meeting is an open, working dialogue and if participants wish to make a formal comment that will be responded to in writing, they should submit a comment in

The database captured the commenter's name and contact information (if known), and source of comment, and coded each comment into specific issues related to the master planning process, etc. Each comment was assigned a unique identifier to allow people to find the responses to comments they made. All comments were copied verbatim into the comment database.

The following paragraphs provide additional detail about how different events were documented, and if the summary information is included in the comment database or in another format.

1.3 ISSUE CODES

Within each comment document received, issues (important topics for discussion) were identified and coded. One or multiple issues can be found in a comment, depending on the length of the comment and content. The following list documents the issue topics that were used to categorize comments.

General

- Support
- Oppose
- Miscellaneous

Functional Area

- Airside
- Landside
- Terminal
- Airport support
- Land use

Geographic Area

- North Airpark
- South Airpark
- East Airpark
- West Airpark
- Airfield
- Terminal
- Landside
- Land Use

Issues

EFFICIENCY & OPERATIONS

- Accessibility
- Snow Removal
- Short term parking
- Long term parking
- Employee parking

writing. Stakeholder interviews are informal discussions, and as such, do not constitute "formal" public comments.

Rental car Facility
North Terminal re-development
ARRC rail depot
Baggage Claim
Airfield capacity
Simultaneous 7L/7R operations
Implementation of advanced navigation aids
Air Operations Area (AOA) Access
Identify potential location of heliport
Snow disposal sites
Based hangars
Transient hangars
Runways
South Terminal
Gates
Air Taxis
Air Cargo Facilities
ANC Police
ANC Fire
Fueling facilities
Airport fuel farm capacity
Engine run-up facility
Engine run-up location
Ground support equipment storage areas
Future airfield capacity
Plan the West Airpark
Public transit
General Aviation (GA) traffic patterns
Taxi / commercial vehicle staging areas
Airport governance
Air Traffic Control
Utility Services
Energy Supply
Projected Cargo Activity
Projected Passenger Activity
Passenger Activity
Cargo Activity
Charter Airlines
Lake Hood Airport
Gas n' Go Traffic
Take-off direction
Elmendorf AFB (JBER)

ENVIRONMENTAL AWARENESS

Noise - general
Engine run-up noise
GA Noise
Ground/operational noise
Commercial Aircraft noise
Helicopter noise
Light emissions
Traffic - ANC land

Traffic - Outside ANC land
Fumes/odor
Deicing fluid runoff
Deicing fluid structure
Storm water management
Wetlands
Section 4(f) Resources
Water quality
HazMat
Coastal Trail
Park land
Nordic ski trails
Recreational events
Trails
Natural Buffers
Animal habitat
Bird habitat
Fish habitat
Plants/trees
Invasive weeds
Airport aesthetics
Kincaid Park
Campbell Lake
Connor's Bog Park
Point Woronzof
Turnagain Bog
Earthquake Park
Adjacent residential property
Adjacent commercial property

FISCAL SUSTAINABILITY

Cargo transfer opportunities
Fiscal sustainability
Revenue sources
Competitiveness
Cost
Development – support
Development – oppose
Passenger traffic opportunities
Funding Source
Additional revenue ideas
Fuel price
Realistic Need (thorough forecasting)

PUBLIC INVOLVEMENT/COMMUNICATION

Communications Plans
Public Involvement Process
Advertisements - Public Notice
Website
E-Newsletters
Public Meetings
Working Group

Technical Advisory Committee
Workshops
Community Council Meetings
Airport communication
Related studies
Related studies - WADP
Related studies - Kulis Land Use Study
Related studies - Part 150 Noise Study
Related studies - AIAS Planning Study
Past Master Planning efforts
Tribal Outreach
Archeological sites
Comment Response
Environmental justice
Economic Base and Employment
Social Media
NEPA Process
Anchorage Assembly
Municipality of Anchorage
AK DOT&PF

LAND USE/MANAGEMENT

Long term development
Expansion of AWWU plant
Aviation demand
Vacant land
Develop ANC property
Land use agreements
South Airpark development
Land swap
7R extension

SAFETY

Safety

CHAPTER 2 COMMENTER ID NUMBERS

This report presents responses to all public comments received prior to April 1, 2013, organized in two different ways: 1) by Issue ID Number, and by 2) Issue Code. Although both listings contain the same information, the first will be most useful to individuals interested mainly in responses to their own comments. The second illustrates how the public in general commented according to topical areas of interest.

The following nine pages list the Issue ID Numbers assigned to specific comments made by individuals.

If you need additional assistance locating your comment, please contact the Master Plan Update Team at contact@ancmasterplan.com or by phoning Katherine Wood at (907) 644-2153.

Anchorage Airport Master Plan
Author/Issue ID

Commenter	IssueID
B. Leinon	8068
Barbara Norris	8782
Barbara Norris	8783
Barbara Norris	8784
Barbara Norris	8785
Barbara Norris	8786
Barbara Norris	8787
Barbara Norris	9065
Bob Buch	8162
Brian Donaldson	8193
Brian Donaldson	8195
Brian Donaldson	8196
Bruce Parham	8117
Bruce Parham	8118
Cathy Gleason	8214
Cathy Gleason	8222
Cathy Gleason	8223
Cathy Gleason	8120
Cathy Gleason	8176
Cathy Gleason	8177
Cathy Gleason	8192
Chris Flowers	8204
Chris Flowers	8121
Chris Flowers	8122
Chris Flowers	8123
Chris Flowers	8126
Dan Gleason	8334
Dan Gleason	8335
Dan Gleason	8336
Jacki Ransom	8069
Jacki Ransom	8071
James Sowerwine	8077
Jamie Patterson-Simes	8113
Jill Galbraith	8226
Jim Burkholder	8227
Jim Burkholder	8178
Jim Burkholder	8179
Jim Burkholder	8180
Jim Burkholder	8181
Jim Burkholder	8182
Jim Burkholder	8183
Jim Bowers	8349
John Lillie	8073
John Polonowski	8338
John Polonowski	8339
John Polonowski	8341

Anchorage Airport Master Plan
Author/Issue ID

John Weddleton	8205
John Weddleton	8207
John Weddleton	8208
John Weddleton	8209
Judy Brady	9074
Karen Pililaau	8197
Karen Pililaau	8198
Karen Pililaau	8199
Karla Carpenter	8127
Kevin Layou	8337
Listening Post #1: ANC Terminal	8849
Listening Post #1: ANC Terminal	8850
Listening Post #1: ANC Terminal	8851
Listening Post #1: ANC Terminal	8852
Listening Post #1: ANC Terminal	8853
Listening Post #1: ANC Terminal	8854
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Listening Post #1: ANC Terminal	8867
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Listening Post #1: ANC Terminal	8904
Listening Post #1: ANC Terminal	8905
Listening Post #1: ANC Terminal	8906
Listening Post #1: ANC Terminal	8907
Listening Post #1: ANC Terminal	8911
Listening Post #1: ANC Terminal	8912

Anchorage Airport Master Plan
Author/Issue ID

Listening Post #1: ANC Terminal	8913
Listening Post #1: ANC Terminal	8914
Listening Post #1: ANC Terminal	8920
Listening Post #1: ANC Terminal	8921
Listening Post #1: ANC Terminal	8922
Listening Post #1: ANC Terminal	8923
Listening Post #2/3: March Madness	8908
Listening Post #2/3: March Madness	8909
Listening Post #2/3: March Madness	8910
Listening Post #2/3: March Madness	8915
Listening Post #2/3: March Madness	8916
Listening Post #2/3: March Madness	8917
Listening Post #2/3: March Madness	8918
Listening Post #2/3: March Madness	8919
Listening Post #2/3: March Madness	8924
Listening Post #2/3: March Madness	8925
Listening Post #2/3: March Madness	8926
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Listening Post #2/3: March Madness	8980
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Listening Post #2/3: March Madness	8990
Listening Post #2/3: March Madness	8991

Anchorage Airport Master Plan
Author/Issue ID

Listening Post #2/3: March Madness	8992
Listening Post #2/3: March Madness	8993
Listening Post #2/3: March Madness	8994
Listening Post #2/3: March Madness	8995
Listening Post #2/3: March Madness	8996
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Listening Post #2/3: March Madness	9044
Listening Post #2/3: March Madness	9045
Listening Post #2/3: March Madness	9046
Lynette Moreno-Hinz	8217
Lynette Moreno-Hinz	8218
Lynette Moreno-Hinz	8130
Lynette Moreno-Hinz	8131
Maggie Parsons	8132

Anchorage Airport Master Plan
Author/Issue ID

Maggie Parsons	8133
Mark Madden	8213
Matthew Fox	8971
Matthew Fox	8972
Matthew Fox	8973
Merle Akers	8212
Merle Akers	8219
Merle Akers	8220
Merle Akers	8099
Merle Akers	8100
Merle Akers	8101
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Merle Akers	8835
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Merle Akers	8837
Merle Akers	8846
Merle Akers	8847
Mort Plumb	8215
Mort Plumb	8216
Mr Bob Bell	8091
Mr C Michael Jones	8234
Mr Greg Mattson	8950
Mr Jeffry Schmitz	8959
Mr Jonathan Butzke	8350
Mr Les Matz	8345

Anchorage Airport Master Plan
Author/Issue ID

Mr Les Matz	8346
Mr Les Matz	8347
Mr Les Matz	8348
Mrs Elizabeth Forsman	8342
Mrs Elizabeth Forsman	8344
Mrs Kelly Clouse	8200
Ms Kathryn McCormack	8830
Ms Kathryn McCormack	8831
Ms Kathryn McCormack	8832
Ms Kathryn McCormack	8833
Ms Susan S Williams	8230
Ms Susan S Williams	8231
Ms Susan S Williams	8233
Nancy Johnson	8075
Nancy Sydnam	8135
Open House 120712	8235
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Anchorage Airport Master Plan
Author/Issue ID

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Anchorage Airport Master Plan
Author/Issue ID

Open House 120712	8327
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Open House 120712	8331
Open House 120712	8332
Public Meeting 120919	8136
Public Meeting 120919	8137
Public Meeting 120919	8138
Public Meeting 120919	8139
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Public Meeting 120919	8142
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Public Meeting 120919	8159
Rochene Hellen	8079
Rochene Hellen	8081
Rochene Hellen	8082
Ron Yeager	8941
Stacey Boucher	8084
Stacey Boucher	8086
Tammy James	8115
Ted Parsons	8088
Tim Pine	8092
Tim Pine	8093
Tim Pine	8094
Tim Pine	8095
Tim Pine	8096
Tim Pine	8097
Tim Pine	8098
Todd Logan	8982
Todd Logan	8984
Todd Logan	8985
Turnagain Community Council	8214
Turnagain Community Council	8222

Anchorage Airport Master Plan
Author/Issue ID

Turnagain Community Council	8223
Turnagain Community Council	8120
W.J. Bassett	8108
W.J. Bassett	8110
W.J. Bassett	8111
Will Merritt	8160
Will Merritt	8161

CHAPTER 3 COMMENTS AND RESPONSES ORGANIZED BY ISSUE ID

The following comments and responses are grouped by the Issue ID Numbers assigned in Chapter 2.

Ted Stevens Anchorage International Airport Master Plan Update
Comments and Responses Organized by Issue ID #

Line	Issue Code	Issue ID	Issue Text	Response Text
1	Technical Advisory Committee	8068	(Comment made about Technical Advisory Committee meeting) Because of the statement that " the public can observe and comment if time permits" this sounds more like a concrete plan than a work in progress that the public can have input. Most of these meetings are useless to those of us actually living in the area.	The Working Group and the Technical Advisory Committee were established in the fall/winter of 2012. The purpose of these groups is to provide the Airport with information and guidance on specific aspects of the Master Plan Update. The public is welcome to observe these meetings and make comment as time permits. To date, ample time has been provided for members of the public to provide comments during these meetings; no public comment has been cut short. The Working Group and Technical Advisory Committee are just two of many tools that are being used to gather public input. Comments are accepted throughout the Master Plan Update via the website, email, in Public Open Houses, and many other events. For more information on the public involvement process and ways to comment, please visit the project website at www.ancmasterplan.com .
2	Taxi/Commercial Vehicle Staging Areas	8069	What is plan for taxi's? No or poor bathroom facilities. 1 outhouse for 173 taxi's? Enforcement of current pick up and drop off areas. Currently 2nd floor of garage used for non Anch unlicensed vehicles to pick up customers. Very unsafe. Also need entrance and exit road avenues for taxi's; north term. inadequate currently.	Operational issues like enforcement and unlicensed drivers are typically not the subject of airport master plans but we will bring these concerns to the attention of airport management. We will consider your suggestion regarding improved access to/from the taxicab stands as alternatives for redevelopment of the North-South Terminal Complex are developed.
3	Landside	8071	What is plan for taxi's? No or poor bathroom facilities. 1 outhouse for 173 taxi's? Enforcement of current pick up and drop off areas. Currently 2nd floor of garage used for non Anch unlicensed vehicles to pick up customers. Very unsafe. Also need entrance and exit road avenues for taxi's; north term. inadequate currently.	Operational issues like enforcement and unlicensed drivers are typically not the subject of airport master plans but we will bring these concerns to the attention of airport management. We will consider your suggestion regarding improved access to/from the taxicab stands as alternatives for redevelopment of the North-South Terminal Complex are developed.
4	Alaska DOT&PF	8073	Excellent forum and start! Impact on Airport Employees and contracting to get input? I am a state employee in facilities.	Airport employees and contractors operating in/around the Airport, like all stakeholders, are welcome to provide input into the Master Plan Update process. The Master Plan Update team is engaging directly with Airport staff and businesses operating in/around the Airport via planning activities such as stakeholder interviews, design charettes, Technical Advisory Committee meetings and more.
5	Adjacent Residential Property	8075	In order to keep noise to a minimum for surrounding homes (south of the airport), please make pilots and airlines aware of the importance of a north take off and east landing (over the water) without, of course, compromising the safety of the plane or passengers/crew. In other words, if it costs the airline more money in fuel to take off to the north, then so be it. That should not be an excuse to take off or land over populated areas. Thank you.	A preferential runway use program is in effect that mitigates noise impacts to surrounding neighborhoods and directs most aircraft landings and take-offs over the waters of the Cook Inlet when wind and weather permit. However, the decision of where to take off and land is ultimately up to Air Traffic Control and the pilot and is usually dependent on weather and wind conditions.
6	Invasive Weeds	8077	If it fits within the frame work of the plan, it would be fantastic to see noxious and invasive weeds within the airport foot print addressed. The airport has a major weed issue. It seeds more than the rest of Anchorage with new weeds. An IPM plan and active eradication regime would help a lot with addressing this.	Although noxious and invasive weeds will not be addressed under the Master Plan Update, we will refer your comment to airport management.
7	Deicing Fluid Runoff	8079	I am concerned that the cost (impact on environment and money) will exceed the benefit of a master plan that expands the airport. I would like the master plan to address the following issues - airport fuel deicing contamination of community noise issues - including high pitch ground noise protection of animal and bird habitat - contamination	These potential environmental impacts will be considered as part of the Master Plan Update. In addition to actions suggested in the Plan, all required environmental analysis and permitting will also address environmental issues such as impacts to water quality, noise, and wildlife prior to any actual implementation of proposed improvements.
8	Animal Habitat	8081	I am concerned that the cost (impact on environment and money) will exceed the benefit of a master plan that expands the airport. I would like the master plan to address the following issues - airport fuel deicing contamination of community noise issues - including high pitch ground noise protection of animal and bird habitat - contamination	These potential environmental impacts will be considered as part of the Master Plan Update. In addition to actions suggested in the Plan, all required environmental analysis and permitting will also address environmental issues such as impacts to water quality, noise, and wildlife prior to any actual implementation of proposed improvements.
9	Past Master Planning Efforts	8082	We experienced in 2002 a master plan that did not have support of the airport stakeholders, I hope that doesn't happen again. Does the level of growth equal the cost of expansion and community impact and will the airport take the community interest into consideration - thank you	Community participation and input is at the heart of this Master Plan Update. The Airport is conducting a robust public involvement process to complete a Master Plan Update that considers public input, and to continue improving its relationship with the public. The Master Plan Update public process is thoroughly defined in the Public Involvement Program (PIP), which is posted on www.ancmasterplan.com .
10	Adjacent Residential Property	8084	I would like to see the airport utilize the north - south runway by the FedEx hanger, which puts that noise out over the inlet instead of the neighborhoods of Jewel Lake and Spenard.	A preferential runway use program is in effect that mitigates noise impacts to surrounding neighborhoods and directs most aircraft landings and take-offs over the waters of the Cook Inlet. However, the decision of where to take off and land is ultimately up to Air Traffic Control and the pilot and is usually dependent on weather and wind conditions.

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11	Connor's Bog Park	8086	Also we want Conners Bog Park - the public uses it (we have 500+ bird watchers who use it yearly) alot.	Accommodation of recreational use areas on Airport-owned land will be considered as part of the Master Plan Update process, with the alternatives analysis taking into consideration projected impacts. 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. However, because Connor's Bog dog park is located on airport property, it could be developed by airport tenants at some point. The Airport is open to considering a land trade, which could help preserve such recreational areas more permanently.
12	Archeological Sites	8088	There seems to be a bias in both questions asked and answers given, to ignore or diminish the concerns of the Native Americans (including Chief Paul) in favor of the rest of us newcomers. You need to sit down with the descendants of the people who have lived here for thousands of years. There was a village near Point Woronzof, including well- documented burials. You really need to consult with Native Americans.	The Master Plan Update Team agrees that outreach to Alaska Native communities is important to the process. The Master Plan Update Team, with the support of the Ted Stevens Anchorage International Airport, sent letters to representatives of the Knik, Eklutna, Chickaloon, and Tyonek Tribes asking for their participation in the Master Plan Update process. Master Plan Update Team representatives have met with Tribal representatives and will document their comments in the Master Plan Update.
13	Lake Hood Airport	8091	We need to look at opening access to the state and federal land at the south west part of Lake Hood. If we could drive through there then it would be possible to drive completely around the lake without getting on state road. This would make it much easier to move a plane on ground from elsewhere on the lake to the slips on south Spenard Lake.	The area identified is not within the planning area for the ANC Master Plan Update. We will, however, record your comment for consideration the next time the Lake Hood Seaplane Base Master Plan is updated.
14	Comment Response	8092	Lets start with the comments from the last 2 M/P process. Share them with the community.	Comments recieved by the planning teams for the Anchorage Airport's last two Master Plan processes (a Master Plan adopted in 2002 and a Master Plan Study completed in 2008) while interesting in a historic context, may not apply to current operations at the Airport. Since 2002 and 2008, there have been changes in the world economy which have affected both passenger and cargo operations at the Anchorage Airport. The Master Plan Update team is committed to considering, responding to, and sharing with the public via published Comment Response Reports, all written and formal comments recieved during the current Master Plan Update process.
15	Public Involvement Process	8093	Have a plan for communication (the Airport, not just the Master Plan Update). Share it with the community and ask for comments at the start of process.	Community participation and input is at the heart of this Master Plan Update. The Airport is conducting a robust public involvement process to complete a Master Plan Update that considers public input, and to continue improving our relationship with the public. The Master Plan Update public process is thoroughly defined in the Public Involvement Program (PIP), which is available on www.ancmasterplan.com . The PIP was developed with input from stakeholders, and additional input relating to public involvement is welcome. In addition, as a part of this Master Plan Update process, the team will be developing a plan for ongoing communication with the community following the completion of the Master Plan Update.
16	Related Studies	8094	How is the M/P going to fit with other plans? MOA, state, ADEA, FAA, user groups and airline business?	The Anchorage International Airport Master Plan Update will examine a 20 year planning horizon for the Airport. While the Airport is the main focus of the Master Plan Update, the Master Plan Update team will not exclude related entities' planning efforts from consideration.
17	Comment Response	8095	Publish comments, questions, and responses for all to see. Then facilitate conversations about them	The Master Plan Update team has comitted to responding to all written and formal comments recieved in writing in a series of Comment Response Reports. The first report will be published in summer of 2013, and the second will be published in the fall/early winter of 2013. The reports will be posted on the Master Plan Update website www.ancmasterplan.com
18	Public Meetings	8096	Don't have/schedule last minute mtgs/ or notices of mtgs.	The Master Plan Update team has a goal of noticing meetings 10-14 days in advance. Meetings are noticed in several ways including, but not limited to; the State of Alaska Online Public Notice system, email to the Master Plan distribution list, email to officials and agencies with a vested interest in the Airport (including Community Councils), in print in the Anchorage Daily News, on the Master Plan and Airport websites, posting on Airport bulletin boards, and, for public Open House meetings, sending a postcard to all residents in surrounding zipcodes. For more information on meeting advertisements, see Appendix C of the Master Plan Update Public Involvement Program, available on www.ancmasterplan.com Direct link: http://www.ancmasterplan.com/public-involvement/index_15_2456214492.pdf

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19	E-Newsletters	8097	Don't drop people from mail/email list. Share email, mail and user group lists	The Master Plan Update team will not remove any email address list from its email distribution list unless it is specifically directed to do so. The Master Plan Update team does share its updates with managers of certain community groups, such as community councils, and invites them to share the information with their respective lists. As a commitment to user privacy, the Airport will not share its email distribution list with any other party or organization.
20	Communication Plans	8098	Have a section of the master plan which outlines community goals (your mission) and address how the TSA [the planning team has assumed the commenter means the Transportation Security Administration] is going to work with these goals	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
21	Lake Hood Airport	8099	Lake Hood GA traffic can get shut down when things are right on the cusp of becoming IFR, or has become IFR and Lake Hood needs to operate under special VFR. This typically happens when you have good visibility and a ceiling in the 600 to 1220 foot range.	Air traffic control is the jurisdiction of the FAA. Your comment will be shared with the FAA for their consideration.
22	Website	8100	Why can't the public access the website www.ancmasterplan.com?	The Master Plan Update website was being finalized at the time of this question. The website was launched on October 3, 2012. Since its launch, there have been over 5,000 individual pageviews of the site.
23	Public Meetings	8101	I don't like that we were only allowed to ask one question at the Open House.	At Master Plan Update Public Open House events, question and answer sessions are intended to allow every attendee the opportunity to ask a question. Attendees are welcome to ask more than one question, but we ask that they pose one question at a time. When every attendee who wishes to ask a question has done so, attendees with additional questions will be able to ask them.
24	Lake Hood Airport	8102	Why isn't the Master Plan Update including airspace or a study of Lake Hood Airport?	Airspace and air traffic control is the jurisdiction of the FAA. As such, it is outside the scope of an airport master plan update. A separate Master Plan Update will be conducted for Lake Hood Airport at a later date.
25	Commercial Aircraft Noise	8103	Why isn't the Master Plan Update including airspace or a study of Lake Hood Airport?	This Master Plan Update is focused on the facilities that encompass Anchorage International Airport. The Lake Hood Airport Master Plan was last completed in about 2006 and may be updated in the near future. The Airspace in the vicinity of Anchorage International Airport is under the jurisdiction of the Federal Aviation Administration and was last studied approximately ten years ago.
26	Related Studies - AIAS Planning Study	8104	Why isn't the State doing a study of both airports and then completing Master Plans?	The State conducted the Alaska International Airport System Planning Study from 2010 - 2013 that encompassed both the Fairbanks and Anchorage International Airports and the Anchorage Master Plan Update from 2012 to 2013.
27	Airfield Capacity	8105	It is clear to many of us that the Airport is beyond capacity	The AIAS Planning Study included a preliminary assessment of ANC Airfield Capacity. The study found that the Airport currently has sufficient capacity to meet today's demand. However, the Airport may not have sufficient capacity to meet forecast demand levels. The Master Plan Update is currently performing a more detailed capacity evaluation of ANC.
28	Long Term Development	8106	It takes a long time to plan and build an airport. I want to know what the State's plan is once Anchorage and Fairbanks are too full (e.g. wants to know where another Airport would be built)	The Anchorage International Airport Master Plan Update is focused on what improvements need to be made to meet demand at the Anchorage International Airport for the next 20 years. Overall system planning is being done as part of the Alaska International Airport System (AIAS) Planning Study that looks at Ted Stevens Anchorage and Fairbanks International Airports to develop a coordinated vision for the future. Please refer to that study for more information on http://dot.alaska.gov/aias/index.shtml
29	General Aviation (GA) Traffic Patterns	8107	Commentator stated that "approximately two years ago" there was severe congestion at the international airport (one day during the summer) and that general aviation traffic was instructed to hold at its origin or away from the Anchorage Airport ("on a lake somewhere") and had to allow the traffic at ANC to dissipate prior to getting clearance to land at Lake Hood. It is not clear what event commentator is referring to.	It is difficult to respond to this without having more information about this particular incident. Air traffic levels can vary considerably depending upon many factors such as weather conditions, aircraft mix, the season, the day of the week, or even the hour of the day. It would not be cost-effective to design airport facilities to handle 100% of the highest "peak hour" traffic forecasted, since those facilities would then be under-utilized almost all the time. To conserve resources and reduce impacts, airport facilities are typically sized to meet a level of demand that is averaged, with the expectation that an acceptable amount of delay will result on an infrequent basis.
30	Airside	8108	Keep possible expansion i.e runways taxi way. Cargo Facilities expansion.	Comment noted.
31	Trails	8110	Relocate bike trail in a manner that makes it better looking, lighting, better viewing to stop the blanket complaints from the greensies and those who do not want any airport expansion or increase of traffic	The Airport Master Plan Update team will consider your comment in the event the bike trail is considered for relocation.

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32	Public Meetings	8111	At next meeting and all others - have the airport maps from 1939-present. The airport is not expanding.	A series of aerial photos dating back to the 1950's and relating to past Anchorage Airport Master Plan Updates was compiled by the Master Plan Update team in early 2013. You can view the presentation, complete with images, that shares information on past Master Plans on www.ancmasterplan.com . Go to the Library page and select the presentation from the January 14, 2013 Working Group meeting. Direct link: http://www.ancmasterplan.com/library/index_62_61909914.pdf
33	Working Group	8113	I was the University faculty member who brought my class by to see how the public process works, and also to introduce them to John Parrott. I believe it is critically important for students to see the MP process first-hand, and to be involved in the aviation community.	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 is conducting a robust public involvement process. We appreciate everyone who is participating in the process.
34	Miscellaneous	8115	I was emailing you to see if the PowerPoint presentation on the Master Plan was available for release. If it is can you please email it to me? If it is not, do you know when it will be available?	Hi Tammy, Yes, the PPT is now available on the ANC website here: http://www.dot.state.ak.us/anc/business/communityRelations/presentations/ANCMPTU_PublicOpenHouse_2012July17.pdf I've added you to our contact list so that you will receive any future updates on the master plan. Thanks for your interest.
35	Related Studies - Kulis Land Use Study	8117	Recommendations for kulis air guard base development plan- if possible, could you go into detail about the present and future passenger/cargo growth over time. As a relatively new entity, is it difficult to predict or estimate the future growth and private/commercial aviation use of kulis? What are the plans for the SOA dept of trans and public facilities (DOT&PF) for using kulis?	The AIAS Aviation Activity Forecast, the results of which are being incorporated into the Master Plan Update, addressed cargo and passenger growth at the Airport over the next 20 years. You can read the forecast results on www.ancmasterplan.com . The Anchorage International Airport is operated by the State of Alaska Department of Transportation and Public Facilities; so decisions made regarding the use of former Kulis land will be made by the Airport and DOT. The planning team will also be considering a recent land use study for the former Kulis Air National Guard Base - you can view the document on the "Related Studies" page of www.ancmasterplan.com .
36	Coastal Trail	8118	What is the airports position on the coastal trail? Could you go into more detail about possible enhancements to maintain or improve "the high quality of the trail"? Also, could you provide more detail with a map on your website, on recent realignments and enhancements of Kincaid Park trails to accommodate the extension of runway?	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.
37	Expansion of AWWU Plant	8120	The Anchorage Water and Wastewater Utility has developed a draft master plan (now out for review/comments due Oct 31st). Due to the location of the sewage treatment plant south of Pt Woronzof overlook and the critical function it plays in our city - and the statement that the airport needs to be a good neighbor to this facility made at tonights mtg. (Sept 19,2012) 1. The AWWU master plan should be included as a related document in the diagram developed for the MP; and 2. None of the alternatives should propose any new airport facilities/development (tenant included) that would negatively impact/displace the sewage treatment plant. In fact, the MP recommendation should emphasize the importance of retaining the AWWU infrastructure.	The Master Plan Update team is working closely with AWWU in coordination of future utility projects and potential future Airport development. The Airport and AWWU regularly coordinate on development projects, and the AWWU Master Plan has been reviewed as part of the Inventory efforts. Future alternatives will take into consideration the significant infrastructure investment made in the AWWU treatment plant, as well as AWWU's plans for future expansion. Both the Airport and AWWU agree they must work together to accommodate potential future expansion at both facilities as needed over time.
38	ARRC Rail Depot	8121	As an Alaskan, I find it hard to believe that the ANC train depot was built. It benefits ARR and Princess, but it is useless for Alaskans.	The Bill Sheffield Depot at ANC is owned and operated by the Alaska Railroad Corporation (ARRC), and are not under airport jurisdiction. We will document your questions relating to those facilities, and forward them to the Railroad.
39	Employee Parking	8122	As an airport (airline) employee, I'm outraged that the parking garage was built with no consideration given to the employees. The garage was built between employee parking and the C concourse, with no weatherproof passageway through the garage. Many people report for work in the C concourse, including flight crews pulling and carrying bags for multi-day trips. We live in the sub-arctic, which is actually climatically similar to arctic Scandinavia. I have seen female flight attendants with frostbite from that walk. The employee shuttle bus is not an option, as you can easily spend 10-15 minutes waiting for it. At winter temps one can not afford to stand still that long, even with the meager shelters that were put in as an afterthought. There simply needs to be a corridor that shelters employees for weather. This would simplify snow removal for the employee walking corridor as well.	Employee parking needs will be considered in the Master Plan Update. Please note that the parking garage pre-dates the 2005 Concourse C portion of the terminal.

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40	Noise - General	8123	As a property owner at the East end of Breezewood, the noise footprint from 7L and 7R departures is enormous. My place is next to Greer Tank and it is impossible to have a conversation during any 7 departure. I believe we are proximally closer to departing jet traffic than any other residence, but have been overlooked because of the mixed business/residential/ and multi-family zoning in this area.	The Airport conducted a Residential Sound Insulation Program (RSIP) for homeowners that met specific federal requirements for qualification into the program. For more information on airport noise, please see the Part 150 study: http://anc150study.com/ . If you would like to learn more about Residential Sound Insulation Program (RSIP), please see: http://www.dot.alaska.gov/anc/business/noise/insulation/index.shtml
41	Ground/Operational Noise	8126	When military transport aircraft need to park at ANC, they should not be parked at or near the departure end of 7L. Their auxiliary power units (small and antiquated jet engines) are extremely loud and run continuously, making it very loud for nearby residents.	The Airport and the Master Plan Update team understands that noise issues can be a concern for neighboring residents. Public comments related to noise are being accepted throughout the Master Plan Update process. Comments on noise will be considered as development alternatives are drafted, in the selection of a draft preferred alternative, as well as in the final report of the Master Plan Update. In addition, 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. The Master Plan Update team encourages stakeholders to contact the Part 150 study with noise related issues. Moreover, the Master Plan Update team will share noise related comments it receives with the Part 150 team.
42	Coastal Trail	8127	I attended the 9/19/12 open house. My primary concern in any airport expansion is the coastal trail and Kincaid parkland around the airport. The value of this land for recreation and natural green space can not be overstated. There is no possible reason the airport can dream up that would be more important than leaving this land in it's current state. Please leave our parkland alone!	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 would clearly identify impacts and mitigation/enhancements in detail.
43	Taxi/Commercial Vehicle Staging Areas	8130	No snow maintenance for the taxi cab lanes are being taken care of because last winter 1/8 of cabs got stuck where the 2-3 cabs sit before moving up to front of line, even after many complaints made to airport maintenance dept, no action taken. Small trees that line the side of parking garage exit, we cab drivers can't see when to move up, again we complained to airport maintenance dept, no action taken. Many complaints about where the taxicab stand is currently, on outside lane, airport passengers, Alaskans and non-Alaskans want inside lane, protected from snow, rain, wind and traffic. Don't let unlicensed transportation drivers on airport property, like gypsy cabs, vans, limo's and shuttles without some kind of security officers or gate. Please extend a covered shelter from the main glass shelter by the front of the line of cabs out so the snow and rain are not hitting the passengers so much. No bathroom for female cab drivers - please address this	Operational issues like enforcement and unlicensed drivers are typically not the subject of airport master plans but the Master Plan Update (MPU) team will bring these concerns to the attention of airport management. The MPU team will consider your suggestion regarding improved access to/from the taxicab stands as alternatives for redevelopment of the North-South Terminal Complex are developed.
44	Tribal Outreach	8131	Ask local Native dance groups to perform in native tongue languages during Christmas at the airport concourse.	This comment will be passed along to Airport Management for their consideration.
45	Noise - General	8132	Will the noise abatement program be expanded to include additional homes to be contained for window replacement? Are further noise level studies being conducted? Commercial development of Kulis could result in even worse noise congestion for bordering neighborhoods of the airport.	The Master Plan Update will consider potential noise and traffic impacts resulting from recommended future land use development to meet aviation demand. For more information on airport noise, please see the Part 150 study: http://anc150study.com/ . If you would like to learn more about Residential Sound Insulation Program (RSIP), please see: http://www.dot.alaska.gov/anc/business/noise/insulation/index.shtml
46	Related Studies - Kulis Land Use Study	8133	Commercial development of kulis could result in even worse noise congestion for bordering neighborhoods of the airport.	The Master Plan Update will consider potential noise and traffic impacts resulting from recommended future land use development to meet aviation demand.

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47	Adjacent Residential Property	8135	There must be some consideration of the effect of marked increase of noise for the surrounding areas of homes. Having lived here since 1955 on Sand Lake, i can tell you it has become a major problem. Both for sleep and tranquility.	The Master Plan Update will consider potential noise and traffic impacts resulting from recommended future land use development to meet aviation demand.
48	Public Involvement Process	8136	A Master Plan that has the support of the general public. Who is a stakeholder? Who is not a stakeholder?	The Airport is conducting a robust public involvement process to complete a Master Plan Update that considers public input, and to continue improving its relationship with the public. While input from the public will be considered by the Master Plan Update planning team, the Airport is responsible for development decisions. In the Master Plan Update process, a stakeholder is anyone with an interest in the Airport and its operations. Stakeholders include the general public, businesses operating in and around the Airport, airlines, community council members, airline passengers, government officials and more.
49	Fumes/Odor	8137	Fumes and airport exhaust are more than "nuisances". Exposure and health risks are also a factor.	Environmental factors, such as air quality, are considered in the Master Plan Update. For that reason, the Airport is executing a robust public involvement program for this Master Plan Update to allow opportunities for stakeholders (including residential neighborhoods) to be actively engaged. Your comment will be considered by the Master Plan Update team in the development of alternatives, as well as the environmental awareness chapter of the Master Plan Update final report.
50	Take-off Direction	8138	Please use water approaches and take-off when possible to improve noise abatement over residential areas.	ANC has established a preferential runway use program to minimize noise impacts on nearby residential areas. The normal flow of traffic operations, contingent upon weather and pilot judgement, directs traffic over Cook Inlet.
51	Air Traffic Control	8139	How will the wind farm on Fire Island impact airport operations? Will it limit/change aviation landings and take-offs?	Definitions in federal regulations define what represents a hazard to aviation near an airport. Since the structures at the wind farm are well below the runway approach surface for runways 7R and 7L, they are not considered hazardous and are expected to have limited or no effect on airport operations.
52	Public Involvement Process	8140	Post project updates at the UAA Aviation Complex to keep students informed. Newspaper ads should be larger and more eye catching; focus on the time, date and location.	The Master Plan Update team shares updates, including information about upcoming public meetings, in a variety of methods. The UAA Aviation Technology Center is participating in the Master Plan Update Working Group - and the Master Plan Update team is pleased that several UAA students have attended public meetings to date. We strive to make Master Plan Graphic print advertisements for public meetings in the Anchorage Daily News eye catching while also including all the necessary information relating to meeting time, date and location as well as required language.
53	Working Group	8141	Clarify how members of the Stakeholder Working Group are selected, and how the group is established. Stakeholder Working Group feedback needs to be weighed equally to the General Public.	The Working Group and the Technical Advisory Committee were established in the fall/winter of 2012. The purpose of these groups is to provide the Airport with information and guidance on specific aspects of the Master Plan Update. The Working Group is composed of representatives of a diverse set of organizations but generally reflects a broad range of community interests in the outcome of the Master Plan Update. Organizations were identified based on FAA guidance, results of early outreach, and our draft issues list. We also asked people at public meetings and in interviews to let us know if they were interested in participating. Invitations were sent to the listed organizations asking them to identify a Representative and an Alternate to participate in meetings. The Working Group and Technical Advisory Committee are just two of many tools that are being used to gather public input. Comments are accepted throughout the Master Plan Update via the website, email, in Public Open Houses, and many other events. For more information on the public involvement process and ways to comment, please visit the project website at www.ancmasterplan.com .
54	Projected Cargo Activity	8142	Currently, I understand that Gas n' Go traffic encompasses 70% of cargo traffic. Will that be the case in the future? Will it still be about 70%?	Gas n' Go traffic is forecasted to continue to be prominent – close to 70% of operations.
55	Project Passenger Activity	8143	What is the future of the Airbus A-380 at the Airport?	The Master Plan will address the number and types of aircraft that are and potentially will be using ANC facilities.
56	Competitiveness	8144	Will fuel prices affect the number of carriers that "bypass" Alaska?	Answer from AIAS Planning Study Team: Yes, in two ways. 1. Higher fuel prices mean it is more costly to bypass cargo for fuel, so planes will continue to stop to refuel. 2. However, fleet turnover to more fuel efficient aircraft occurs faster when fuel prices are high.

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57	Long Term Development	8146	What about land constrains and air space constrains?	The Master Plan will address land constraints by documenting land use in the Inventory chapter, and by considering how lands will be affected by future airport development alternatives. Air space constraints will be documented in the Inventory chapter. Air space is regulated by the Federal Aviation Administration (FAA) and is not within the jurisdiction of the Anchorage Airport, and therefore will not be addressed by the Master Plan Update.
58	Project Passenger Acitivity	8147	Were factors such as environmental issues, land use and adjacent land use considered in the aviation forecast?	An aviation forecast is a technical analysis based on market conditions and demand. Environmental issues are addressed in the Master Plan Update which will address constraints, issues and mitigations.
59	Related Studies - AIAS Planning Study	8148	Who is on the AIAS Team? Where are they from?	The AIAS Forecast Team is comprised of aviation experts. Project Mananger Tom Middendorf (DOWL HKM) is based in Anchorage, Alaska. Greg Albjerg (HNTB) who is working on the airfield capacity analysis is based in Minnesota. Lastly, Pat Kennon (HNTB) is working on the forecast and is based out of Virginia.
60	ARRC Rail Depot	8149	Is the Alaska Rail Road spur line to the airport and the ANC Depot to be considered in the Master Plan?	Those facilities are operated by the Alaska Railroad Corporation (ARRC), and are not under airport jurisdiction. The facilities will be considered as existing Facilities to remain during the Master Plan alternatives development.
61	Noise - General	8150	Are the noise studies being conducted considering planned developments?	The major thrust of the FAR Part 150 study is the effect of noise on existing residents. The Master Plan Update and Part 150 Noise Study are separate projects but are coordinating to address common issues.
62	Related Studies - Part 150 Noise Study	8151	There used to be a noise abatement program in the Sand Lake area – created about 5 years ago around the time of the N/S runway expansion. It appeared to go away following the change in Airport leadership. Noise is becoming more offensive, we can hear cargo planes at night. I live at Victor and Dimond Blvd. A few years ago, the noise levels improved and were tolerable, but in recent years it has become very loud.	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. The Master Plan Update team will be considering the findings of the Part 150 study, along with public comments related to noise as it develops alternatives, selects the preferred alternative, and finalizes the Master Plan. There are varied reasons for changes in noise levels. It could be an operations increase as the economy picks up and more planes are coming and going. The Part 150 Study will look at historic noise levels and address the issue.
63	Traffic - Outside ANC Land	8152	Will the Master Plan Update address the carrying capacity of Rasperry Road? I am concerned about traffic increases due to proximity of Kulis land and its changing use.	The Master Plan will not address roadways outside of ANC jurisdiction. However, we will pass your comments along to the appropriate agency, ADOT&PF, or MOA. If you would like to read more about the proposed land use changes at Kulis, please see: http://dot.alaska.gov/anc/about/Kulis.shtml
64	Air Traffic Control	8153	Are there records kept of which airlines take, and how often, the "preferred route"?	Routes are identified as "preferred", not required. Routes are at the discretion of the pilot and selecting the preferred route is voluntary. Once in the air, the FAA helps navigate where a plane should fly and the Airport no longer has control over the airlines' routes. To our knowledge, there are not records kept indicating which carriers use the preferred routes nor how often they are used.
65	Adjacent Residential Property	8154	When the Master Plan issues its final report in 2013, will it have an effect on property values?	Real estate values are not addressed in the Master Plan Update. We are unaware of cases when a past Master Plan caused a change in property values.
66	Airport Governance	8156	Can the FAA dictate what can and cannot be in the Master Plan? In other words, can they throw a monkey wrench into the process?	The FAA recommends Airports complete a Master Plan. Throughout the process there are key points when the FAA is formally involved in reviewing and approving the work being completed-the aviation forecast and the development of the Airport Layout Plan. The Airport Layout Plan (ALP) is a drawing of facilities that will be proposed and recommended for inclusion in the Airport capital improvement plan. The FAA gives the ALP a conditional approval. A conditional approval is made because the environmental evaluation work has not yet been completed. The FAA is also an important stakeholder in the process and the FAA representative(s) will be engaged throughout the process.

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67	Taxi/Commercial Vehicle Staging Areas	8157	Per taxicabs – the snow maintenance in the taxi lane is poor, making it challenging to operate cabs. Last winter, cabs were stuck in the snow regularly. Moreover, there are small trees blocking the view of cab drivers waiting in the taxi stand line that make it difficult to see when to move forward – can these be removed? In addition, cab drivers receive complaints from passengers as to the location of the taxi stand at the airport. Elders and families with young children must trudge through snow over several lanes of traffic to reach the taxi stand.	The Master Plan Update (MPU) team can look at commercial vehicle facilities in the Master Plan Update. However, the trees and road maintenance issues will not be addressed in the Master Plan Update, and are best addressed by the Airport. The MPU team will communicate your concerns, and document them.
68	Public Involvement Process	8158	Who are stakeholders? Will stakeholder opinions be weighed equally to public opinions?	In the Master Plan Update process, a stakeholder is anyone with an interest in the Airport and its operations. Stakeholders include the general public, businesses operating in and around the Airport, airlines, community council members, airline passengers, government officials and more. Public opinions will be considered in the same fashion as technical stakeholder opinions, the opinions of Working Group or Technical Advisory Committee members, etc.
69	Traffic - Outside ANC Land	8159	Will you look at seasonal volumes of surface transportation? How local and visiting travelers get to and from the airport?	An airport traffic volume analysis is conducted with consideration for the peak summer tourist season. The Master Plan Update will review and validate previous studies but will not include a complete traffic analysis.
70	Economic Base and Employment	8160	(ANC) is such an important part of our economy! Base jobs at the airport bring money to Anchorage and all Alaska and support many other jobs that are not federal and state direct funds. This US and AK project facilitates enormous amounts of private economic activity of international character.	The Airport understands its key role in the local and state economy. According to a 2012 Anchorage Economic Development Corporation economic impact study of the Anchorage Airport, 1 in 10 jobs in Anchorage are associated with the Airport. The Anchorage International Airport Master Plan Update is intended to strategically position the Airport for the future by maximizing operational efficiency and business effectiveness, as well as maximizing property availability for aviation development through efficient planning.
71	Safety	8161	As a member of the Anchorage Cabdriving association, i am particularly interested improving its safety, convenience and efficiency of surface transportation.	The Master Plan Update shares this goal; the goal for safety is to "Maintain or enhance the safe operation of the Airport." The Master Plan Update will document existing conditions on landside surface transportation in the Inventory, and develop alternatives to meet any needed improvements for surface transportation.
72	Public Involvement Process	8162	I served on another committee during the 2006/2005 Master Plan Update, during which the public process changed.	Thank you for your past participation in the Airport planning process. We welcome comments throughout this Master Plan Update.
73	Advertisements - Public Notice	8163	· Wanted to comment on how meetings for the Master Plan Update are noticed. This meeting had 8 days of public notice which is insufficient.	The State of Alaska Online Public Notice requirements call for a minimum of 7 days notice for public meetings. The Master Plan Update team has a goal of noticing meetings 10-14 days in advance. Meetings are noticed in several ways including, but not limited to; the State of Alaska Online Public Notice system, email to the Master Plan distribution list, email to officials and agencies with a vested interest in the Airport (including Community Councils), in print in the Anchorage Daily News, on the Master Plan and Airport websites, posting on Airport bulletin boards, and, for public Open House meetings, sending a postcards to all residents in surrounding zipcodes. For more information on meeting advertisements, see Appendix C of the Master Plan Update Public Involvement Program, available on www.ancmasterplan.com Direct link: http://www.ancmasterplan.com/public-involvement/index_15_2456214492.pdf
74	Miscellaneous	8164	The Airport's slogan is wrong - it should serve Alaska first (over Anchorage) There is no one from Adak or other communities across Alaska serving on this Working Group	The Working Group is composed of representatives of a diverse set of organizations but generally reflects a broad range of community interests in the outcome of the Master Plan Update. Organizations were identified based on FAA guidance, results of early outreach, and our draft issues list. Statewide interests are represented on the Working Group via the Alaska Chamber of Commerce, the Alaska Travel Industry Association, and the Alaska Department of Commerce, Community and Economic Development. To date, all organizations that have expressed interest in the Working Group, in addition to those invited, have been allowed to participate.
75	Comment Response	8165	When will you address public issues? Its not clear.	The Master Plan Update team will accept and consider public comments related to issues throughout the process. While recommendations from the public will be considered by the Master Plan Update planning team, the Airport is responsible for development decisions. The Master Plan Update team has committed to responding to all written and formal comments received in writing in a series of Comment Response Reports. The first report will be published in summer of 2013, and the second will be published in the fall/early winter of 2013. The reports will be posted on the Master Plan Update website www.ancmasterplan.com .

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76	Related Studies - AIAS Planning Study	8166	On whether ANC is competitive, you need to look at the AIAS system plan and where to put another airport.	In order to maintain an economically vibrant Airport, the Anchorage Airport Master Plan Update team is looking at a variety of alternatives to meet future aviation demand. The recent AIAS forecast and planning study will inform the final Master Plan Update for Anchorage International Airport. This Master Plan Update will not consider relocating the Anchorage International Airport, as prior planning studies have shown the costs to be too high.
77	Landside	8167	Per ANC property with airplane access (aviation use), look at the land you can't access with an airplane, leave land for aircraft	Land is one of ANC's most valuable resources and must be carefully managed. With this in mind, the master planning process will update the ANC Airport Layout Plan (ALP) for approval by the FAA. One sheet of the ALP will identify which areas of the airport are proposed for current and future aeronautical use, and which areas are proposed for current and future non-aeronautical use. No land will be proposed for non-aeronautical use that adversely effects the current or future safety, utility, or efficiency of the airport.
78	Long Term Development	8168	Per ANC property with airplane access (aviation use), look at the land you can't access with an airplane, leave land for aircraft.	Land is one of ANC's most valuable resources and must be carefully managed. With this in mind, the master planning process will update the ANC Airport Layout Plan (ALP) for approval by the FAA. One sheet of the ALP will identify which areas of the airport are proposed for current and future aeronautical use, and which areas are proposed for current and future non-aeronautical use. No land will be proposed for non-aeronautical use that adversely effects the current or future safety, utility, or efficiency of the airport.
79	Working Group	8169	There is no one from Adak or other communities across Alaska serving on this Working Group	The Working Group is composed of representatives of a diverse set of organizations but generally reflects a broad range of community interests in the outcome of the Master Plan Update. Organizations were identified based on FAA guidance, results of early outreach, and our draft issues list. Statewide interests are represented on the Working Group via the Alaska Chamber of Commerce, the Alaska Travel Industry Association, and the Alaska Department of Commerce, Community and Economic Development. To date, all organizations that have expressed interest in the Working Group, in addition to those invited, have been allowed to participate. We have not been contacted by anyone in Adak or other communities across the state with an interest in the Working Group.
80	Related Studies - AIAS Planning Study	8170	The AIAS study did not look at aviation 20 years down the road	The 2012 AIAS Aviation Activity Forecast examined activity levels through 2030 for passenger, cargo, air taxi, general aviation and military aviation. The forecast documents are available on www.ancmasterplan.com on the library page.
81	General Aviation (GA) Traffic Patterns	8171	General Aviation should not be separate from this plan	To the extent that current and future operations at ANC will or could effect the Lake Hood Seaplane Base, GA will be considered in the Master Plan Update.
82	Land Use Agreements	8172	Look at how land will be used – there is non aviation use of ANC land such as the “upside down” building?	The “upside down” building is the Regional DOT&PF Headquarters building located on Aviation Drive. Functions in support of ANC, such as project management and civil design services, are provided by DOT&PF staff housed in that building.
83	Long Term Development	8173	The Master Plan is lacking a look at a taxi way, it needs to set land aside for aviation use.	The Master Plan Update will both document (in the Inventory) and evaluate options to meet future needs (in the Alternatives evaluation) for airfield facilities, including taxiways.
84	North Terminal Re-Development	8176	If there is an idea to put a hotel in the North Terminal, you should talk to the FAA about nonaviation use for the facility. May be problems with FAA grant assurances, etc.	The FAA grant assurance may allow the development of a hotel on the Airport provided that fair market value is received from the tenant.
85	Airport Governance	8177	What is FAA's role in development of non aviation lands?	As the beneficiary of federal Airport Improvement Program (AIP) funding for capital improvements, ANC is subject to the requirements of the program, including the Sponsor Assurances that require ANC to obtain FAA approval before committing airport land to a non-aeronautical purpose. This requirement applies regardless of whether the proposed use is short or long term, is to be funded by private or public funds, or even if it is to be carried out solely by ANC.
86	Past Master Planning Efforts	8178	This is the third Master Plan Update to talk about a N/S runway. The last 2 master plans had additional runways that would allow simultaneous take offs and landings (allow Next Gen, too?) The 2002 Master Plan had expansion into Kincaid Park, and the 2008 study had 4 scenarios for a new N/S runway.	This Master Plan Update, and the AIAS forecast, examines a 20 year planning horizon. A facility requirements analysis will determine whether additional facilities, such as an additional runway, are necessary within the 20 year master planning horizon to accommodate unmet demand. Past master planning efforts were based on economic forecasts completed at their times. Since the last forecast, completed for the 2008 Master Plan process, there have been significant changes in the global economy and Anchorage Airport activity levels have not yet risen back to their historic highs. While the current Aviation Forecast, completed in 2012, shows steady growth in both passenger and cargo operations, growth levels are considerably more moderate than past forecasts for Anchorage International.

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87	Support	8179	I appreciate the proximity of the Airport	This comment will be considered by the planning team and documented in the Master Plan Update.
88	Trails	8180	Jewel Lake Trail runs along a fence with barbed wire – it is very windy and a different trail experience (from a trail with a vegetated buffer).	The quality of the trail experience will be considered in the Master Plan Update.
89	Natural Buffers	8181	Jewel Lake Trail runs along a fence with barbed wire – it is very windy and a different trail experience (from a trail with a vegetated buffer).	The quality of the trail experience will be considered in the Master Plan Update.
90	Elmendorf AFB (UBER)	8182	Have we looked at other alternatives to a one billion dollar runway? In Honolulu, there is a combined military/civilian airport. Have we thought about using Elmendorf Air Force Base space? It would be cheaper than a \$1billion new runway.	Until the Department of Defense indicates that the mission of Elmendorf Air Force Base has changed, that airfield will remain unavailable for civilian use. However, even if the base became available, there would still be considerable costs involved in converting the facility for civilian use. Design standards and navigation aids, for example, for military airfields are different than those used for civilian airports.
91	Cargo Activity	8183	Consider using Fairbanks airport for some of the Gas n' Go traffic. Have we looked at adding the Kenai airport to the AIAS system? It can absorb some of ANC's activity and is only 35 air miles away. These alternate locations are important to consider when looking at alternatives.	The Master Plan Update will evaluate the possibility of reallocating some of the Gas n' Go traffic to Fairbanks. However, regarding Kenai, the runway at Kenai Municipal Airport is only 7,800' long versus 10,500' for the shortest runway at ANC. This means that heavy aircraft can carry larger payloads and thus operate more efficiently at ANC. In addition, the presence of many domestic and international carriers at ANC facilitates the exchange of cargo and passengers between carriers, resulting in better service and lower costs for both the airlines and the consumers.
92	Working Group	8184	Per public involvement, you should allow public comment at the beginning of these meetings, not the end.	Time for public comments is provided at the end of the Working Group and Technical Advisory Committee meetings to allow those observing the meeting to make comments on the meeting's content. Comments are accepted throughout the Master Plan Update via the website, email, in Public Open Houses, and many other events. For more information on the public involvement process and ways to comment, please visit the project website at www.ancmasterplan.com .
93	Long Term Development	8185	Before ANC looks at more property, look at where you can access with taxiways within the existing footprint. Kulis should not be leased for non-aviation use due to a taxiway shortage.	The Master Plan Update will both document (in the Inventory) and evaluate options to meet future needs (in the Alternatives evaluation) for airfield facilities, including taxiways.
94	Airside	8186	Before ANC looks at more property, look at where you can access with taxiways within the existing footprint. Kulis should not be leased for non-aviation use due to a taxiway shortage.	This comment will be considered by the planning team and documented in the Master Plan Update. The Master Plan Update will evaluate alternatives within the existing airport footprint.
95	Utility Services	8188	How do we get utilities to other properties?	Any areas not currently served by utilities will be identified in the Master Plan Update and alternatives for extending main line utilities to these areas will be evaluated.
96	Working Group	8189	The Technical Advisory Committee needs to re-do the dots exercise following the issue discussion.	The Working Group and the Technical Advisory Committee were established in the fall/winter of 2012. The purpose of these groups is to provide the Airport with information and guidance on specific aspects of the Master Plan Update. The Working Group and Technical Advisory Committee are just two of many tools that are being used to gather public input. Results of exercises conducted are not considered to be a final say on any matter, but an ongoing discussion of Master Plan Update issues.
97	Deicing Fluid Runoff	8190	Deicing fluid dumped into Lake Spenard affects general aviation.	Lake Spenard was placed on the Alaska 303(d) list of impaired water bodies in 2002/2003 for low Dissolved Oxygen (DO), and this was attributed to the airport. The probable cause being that aircraft deicing fluid (ADF) was making its way into the lakes through drainage and snowmelt. In 2004, a Water Body Recovery Plan was developed to reverse the negative impacts on the lake. One aspect of the near-term control was diversion of runoff containing ADF from the lake. Since implementation of the water body recovery plan in 2005, the water quality of the lake has steadily improved. The Airport and ADEC have been working together for several years to improve the water quality of Spenard Lake. Since 2012, the lake has met or exceeded the standard required by ADEC. As part of the Master Plan Update, deicing operations will be planned in such a manner that they are in conformance with applicable FAA and environmental standards.
98	Public Meetings	8192	Can future ANC Stakeholder meetings (not related to the Master Plan Update) and Master Plan Public Open House meetings not be scheduled for the same day – it creates logistical challenges for those who want to attend both. There are similar concerns with the WG and TAC meetings scheduled the same week as the TCC/SCC and SLCC meetings, referencing the 3/6/13 and 3/7/13 WG/TAC meetings.	The Master Plan Update team works to schedule meetings at times that are convenient to the public. We appreciate this feedback relating to potential conflicting meetings and will consider it when scheduling future events.

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99	Public Meetings	8193	liked your presentation, very informative, open and comprehensive evaluation of critical needs for airport upkeeping and expansion to accomodate future traffic needs	Thank you for attending the February 20, 2013 Public Open House. We are pleased you found the materials presented interesting and valuable. We encourage you to attend future public meetings and remain engaged in the Master Plan Update process. A schedule of meetings is available on www.ancmasterplan.com
100	Noise - General	8195	Anticipate no significant noise expansion need accompany the overall development.	The Airport and the Master Plan Update team understands that noise issues can be a concern for neighboring residents. Public comments related to noise are being accepted throughout the Master Plan Update process. Comments on noise will be considered as development alternatives are drafted in the selection of a draft preferred alternative as well as in the final report of the Master Plan Update.
101	Air Traffic Control	8196	Wonder about whereabouts and characteristics of third runway with ATC impact	We assume the commentor is asking about a potential fourth runway as it relates to Air Traffic Control, since the airport already has three runways. If a fourth runway was needed, it would be sited, in part, to ensure positive control by the ATC of aircraft using the runway and associated taxiways.
102	Public Meetings	8197	Liked your presentation - as it was very informative, open and easy to follow. While following explanation of airport needs. No significant noise expansion is preferred.	Thank you for attending the February 20, 2013 Public Open House, we are pleased your found the materials presented interesting and valuable. We encourage you to attend future public meetings and remain engaged in the Master Plan Update process. A schedule of meetings is available on www.ancmasterplan.com The Airport and the Master Plan Update team understands that noise issues can be a concern for neighboring residents. Public comments related to noise are being accepted throughout the Master Plan Update process. Comments on noise will be considered as development alternatives are drafted in the selection of a draft preferred alternative as well as in the final report of the Master Plan Update. In addition, 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. The Master Plan Update team encourages stakeholders to contact the Part 150 study (www.anc150study.com) with noise related issues. Moreover, the Master Plan Update team will share noise related comments it receives with the Part 150 team.
103	Noise - General	8198	No significant noise espansion is preferred.	The Airport and the Master Plan Update team understands that noise issues can be a concern for neighboring residents. Comments on noise will be considered as development alternatives are drafted in the selection of a draft preferred alternative as well as in the final report of the Master Plan Update.
104	Runways	8199	Hope the third runway will work out well.	The Airport currently has three air carrier runways.
105	Park Land	8200	I live near the airport and do not have an issue with renovating expansion for necessary future growth but want to make sure our parks/recreational trails and areas are still protected as much the city populace use that area for outdoor activities.	The Airport recognizes the importance of recreational amenities provided on Airport property. Future airport development may alter parks and realign trails. However, the Airport anticipates that changes to parks and trails would include enhancements to maintain or improve the quality of the recreational amenities it supports. 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 recreational amenities can continue to be enjoyed by the community. In addition, substantial airport construction/development projects would likely be required to complete more detailed environmental analysis prior to permitting or construction. That process would include public input and would clearly identify impacts and mitigation/enhancements in detail.
106	Comment Response	8204	How can I comment if I can't make the open house? Thank you.	The Master Plan Update team will accept and consider public comments related to issues throughout the process. Public comments are accepted via written comment forms (available online and at public meetings), via the online comment form available on www.ancmasterplan.com and at each online open house event, and through formal verbal comments made at public meetings. Comments can also be emailed to contact@ancmasterplan.com

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107	Adjacent Residential Property	8205	Please remember that we all have to be good neighbors. It is not fair to say "if you don't like the noise or fumes you shouldn't be near the airport".	A preferential runway use program is in effect that mitigates noise impacts to surrounding neighborhoods and directs most aircraft landings and take-offs over the waters of the Cook Inlet. However, the decision of where to take off and land is ultimately up to the pilot and is usually dependent on weather and wind conditions. Noise and fumes are a part of aircraft operations and the FAA has instituted regulations on aircraft engine noise that has made for quieter and more fuel efficient operations. The Airport has done several things to minimize noise and fumes, such as the implementation of a preferential runway system to mitigate noise during daytime hours. The airport also provided a Residential Sound Insulation Program (RSIP) for homeowners. Changes to noise impacts resulting from the location of future facilities proposed in the Master Plan Update are being examined through the Part 150 Study and will continue to be analyzed during the environmental review process. For more information, please see the Part 150 Study: http://anc150study.com/ .
108	Trails	8207	There is a great bike route from S.W. Anchorage to West Spenard and Turnagain that goes thru the airport. (The road where the post office and fed ex are) Please leave that available for biking.	The Airport recognizes the importance of recreational amenities provided on Airport property. The Airport anticipates that any future development would accommodate existing bike trails so that recreational amenities can continue to be enjoyed by the community. Substantial airport construction/development projects would likely be required to complete more detailed environmental analysis prior to permitting or construction. That process would include public input and would clearly identify impacts and mitigation/enhancements in detail.
109	Coastal Trail	8208	Preserve the coastal trail as the type of trail it is now.	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 would clearly identify impacts and mitigation/enhancements in detail.
110	Traffic - Outside ANC Land	8209	Pay attention to offsite traffic impact. If FAA § is not available for construction offsite improvements, identify what work AKDOT should do.	The Master Plan Update will consider how changes to the airport will impact traffic on and around the airport. A detailed traffic study will not be conducted as part of the Master Plan Update.
111	Technical Advisory Committee	8212	He wanted to know the wording of the Airports mission statement that we had shared at the Working Group and Tech Advisory Committee meetings last week.	The Airport's mission is to "Develop - Operate - Maintain The Airport for Anchorage - Alaska - the World". All public meeting materials are available on the Master Plan Update website (www.ancmasterplan.com).
112	Safety	8213	When I heard about the proposed Long House conversion to an apartment complex for the "severely" mentally ill, I immediately became very concerned, as the attached ADN Letter to the Editor describes. "Proposed Long House Hotel Conversion: It is possible a serious safety concern has been overlooked in the proposed conversion of the Long House Hotel to long-term housing for "severely" mentally ill people (12-14-12 ADN). If the article is correct and the proposed "tenants would be free to come and go" my concern is for the safety of both the tenants and the aircraft operating into and out of Lake Hood Seaplane Base and Airstrip. Unlike Ted Stevens International and Merrill Field airports, the Lake Hood facility does not have a secured operations area. Lake Hood is within easy walking distance of the Long House facility. The potential exists for "severely mentally ill" people lacking situational awareness of the consequences of their actions around airplanes, to walk directly in front of and into a moving airplane on a taxiway or the airstrip. Worse case scenario could have one of the tenants walking directly into a spinning propeller with a very high likelihood of being fatally injured. The safety risk is too great for this proposed project and it should be abandoned."	Though the subject property is near the Ted Stevens Anchorage International Airport and Lake Hood Seaplane Base, it is entirely outside the airports' boundaries. Land use decisions for this property fall under the purview of the Municipality of Anchorage. The Airport consistently evaluates its operations and processes to ensure adequate safety and security and will continue to do so in the future.

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113	Working Group	8214	1. Timing of next working group mtg: while I don't expect to be accommodated over other schedules, it would be great if Feb 11-18 could be avoided, as I will be out of state. Thanks! 2. Clearly, not nearly enough time was allowed at our Dec 12 mtg. to "organized and prioritize" issues. As I verbally requested last evening, the working group should be given more time at the next mtg. to discuss them. 3. The "dot" system took a lot of time - it seems there should be a better way to identify priorities by various WG members. I would not recommend doing things this way again during this process. It also can put weight on issues (get more dots) that may not reflect level of importance to broader community. Competitiveness generated lots of dots, but that seemed to be because certain WG members had that as their key issue. Turnagain Community Council has many long-term issues but if I put a dot next to each one, I couldn't weight one with many dots.	To select the meeting times for the Technical Advisory Committee and Working Group meetings, all organizations completed a survey noting what timeframes were most suitable. The meeting times were selected based on the most popular response from participants, which was 11:00am to 1pm for the Working Group. The results of the dot exercise are not considered to be a final say on any matter, but part of an ongoing discussion of Master Plan Update issues as part of the public involvement program.
114	Working Group	8215	Will the Military be involved in either the Working Group or Technical Advisory Committee?	No, the Military will not be involved in the Master Plan Update's Working Group or Technical Advisory Committee. The Airport coordinates with local Military bases as necessary.
115	Technical Advisory Committee	8216	Who is in the Working Group? Is the Military was being involved on either the WG or Tech Advisory Committee?	Organizations invited to participate in the Working Group: Alaska Center for the Environment (ACE); Alaska Chamber of Commerce; Alaska Travel Industry Association; Alaska Truckers Association; Anchorage Airport Communications Committee; Anchorage Cab Drivers Association; Anchorage Chamber of Commerce; Anchorage Economic Development Corporation; Federation of Community Councils; Lynden Air Cargo; Municipality of Anchorage Planning Department; Nordic Ski Association of Anchorage; Pruhs Corporation; Sand Lake Community Council; Spenard Community Council; Turnagain Community Council; UAA Aviation Technology Division; Visit Anchorage (formerly ACVB). The military is not involved in either the Working Group or the Technical Advisory Committee.
116	Working Group	8217	She would still like to participate in the WG - thinks the cab drivers have something to offer.	The Anchorage Cab Drivers Association has a representative on the Working Group. We agree that their suggestions will be important to consider as we plan for the airports future. Efficient surface access to/from the airport will be critical to the operation of the airport.
117	Taxi/Commercial Vehicle Staging Areas	8218	Trees between parking garage stand and main stand. In heavy snow or certain lighting, these trees obscure views. Also, the roof over the cab line should be extended.	We can look at commercial vehicle facilities in the Master Plan Update. However, the trees and road maintenance issues will not be addressed in the Master Plan Update, and are best addressed by the Airport. We will communicate your concerns, and document them.
118	Working Group	8219	Commentor also did ask who gives the authority to establish a public working group and hold meetings related to the Master Plan	The Working Group and the Technical Advisory Committee were established by the Airport and Master Plan Team in the fall/winter of 2012. The purpose of these groups is to provide the Airport with information and guidance on specific aspects of the Master Plan Update. The public is welcome to observe these meetings and make comment as time permits.
119	Advertisements - Public Notice	8220	What is the rule for public notice of meetings?	The State of Alaska Online Public Notice requirements call for a minimum of 7 days notice for public meetings. The Master Plan Update team has a goal of noticing meetings 10-14 days in advance. Meetings are noticed in several ways including, but not limited to; the State of Alaska Online Public Notice system, email to the Master Plan Update distribution list, email to officials and agencies with a vested interest in the Airport (including Community Councils), in print in the Anchorage Daily News, on the Master Plan Update and Airport websites, posting on Airport bulletin boards, and, for public Open House meetings, sending a postcards to all residents in surrounding zipcodes. For more information on meeting advertisements, see Appendix C of the Master Plan Update Public Involvement Program, available on www.ancmasterplan.com Direct link: http://www.ancmasterplan.com/public-involvement/index_15_2456214492.pdf

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120	Technical Advisory Committee	8222	RE: Number of participants allowed in the Working Group and Technical Advisory Committee--one representative and one alternate per organization). Commenter stated it was more important that the right people who are concerned be able to participate rather than limit numbers of participants. Commenter said that often attendance dwindles over time on these kinds of meetings, so she thought having more participants would be helpful for that reason. Commenter suggested that a joint meeting with the TAC and WG would be fruitful at some point in the process. Commenter requested that meeting dates, when known, are provided well in advance of the meeting.	The Airport reviewed the request to allow more than one representative and one alternate per organization invited to participate in the Working Group and Technical Advisory Committee, and decided to keep participant numbers at the original goals in order to ensure that each organization participating had the same number of participants, hence the same opportunity to express their views. Joint meetings with the Working Group and Technical Advisory Committee have been considered, but have not been conducted to date because of the numbers of participants would be too many people (30+) to allow all to speak in the set timeframe (2 hours). Meeting dates are available on the project website (www.ancmasterplan.com/schedule) and advertised 10 to 14 days in advance via local media, the project mailing list, email, and through other organizations.
121	Advertisements - Public Notice	8223	She requested that meeting dates, when known, are provided well in advance of the meeting.	In January 2013, the Master Plan Update team posted tentative meeting dates for all Public Open House and Working Group/Technical Advisory Committee meetings through May 2013 on www.ancmasterplan.com . The Master Plan Update team has a goal of noticing meetings 10-14 days in advance. Meetings are noticed in several ways including, but not limited to; the State of Alaska Online Public Notice system, email to the Master Plan Update distribution list, email to officials and agencies with a vested interest in the Airport (including Community Councils), in print in the Anchorage Daily News, on the Master Plan Update and Airport websites, posting on Airport bulletin boards, and, for public Open House meetings, sending a postcards to all residents in surrounding zip codes. For more information on meeting advertisements, see Appendix C of the Master Plan Update Public Involvement Program, available on www.ancmasterplan.com Direct link: http://www.ancmasterplan.com/public-involvement/index_15_2456214492.pdf
122	Advertisements - Public Notice	8223	She requested that meeting dates, when known, are provided well in advance of the meeting.	The Master Plan Update team has a goal of noticing meeting 10-14 days in advance. Meetings are noticed in several ways including, but not limited to; the State of Alaska Online Public Notice system, email to the Master Plan Update distribution list, email to officials and agencies with a vested interest in the Airport (including Community Councils), in print in the Anchorage Daily News, on the Master Plan Update and Airport websites, posting on Airport bulletin boards, and, for public Open House meetings, sending a postcards to all residents in surrounding zip codes.
123	Website	8226	Loussac Library is requesting 2012 Ted Stevens International Airport Master Plan documents for library patrons and Anchorage residents to review.	Publicly available documents for the current Anchorage International Airport Master Plan Update are located on the Library page of our website: www.ancmasterplan.com We will continue to update this site throughout the Master Plan process.
124	Projected Cargo Activity	8227	I would like more information on tech stop cargo percentages.	Current and projected stop cargo percentages were calculated for the 2010 base year. The percentage was 69.9% and they project the value to decline to 64.2% by the end of the forecast period – 2030. The percentages were derived from the information in Table 10.5 of the forecast technical report (http://dot.alaska.gov/aia/news.shtml#forecasts).
125	Fumes/Odor	8230	I am concerned about vibration, noise and fumes from aircraft flying close overhead. I live on Lakeway Drive close to the airport and these are already fairly strongly "felt."	The Airport recognizes that its decisions impact on the local community. A preferential runway use program is in effect that mitigates noise impacts to surrounding neighborhoods and directs most aircraft landings and take-offs over the waters of the Cook Inlet. However, the decision of where to take off and land is ultimately up to the pilot and is usually dependent on weather and wind conditions. Noise and fumes are a part of aircraft operations and the FAA has instituted regulations on aircraft engine noise that has made for quieter and more fuel efficient operations. The Airport has done several things to minimize noise and fumes, such as the implementation of a preferential runway system to mitigate noise during daytime hours. The airport also provides a Residential Sound Insulation Program (RSIP) for homeowners. Changes to noise impacts resulting from the location of future facilities proposed in the Master Plan Update are being examined through the Part 150 Study and will continue to be analyzed during the environmental review process. For more information, please see the Part 150 Study: http://anc150study.com/ . If you would like to learn more about Residential Sound Insulation Program (RSIP), please see: http://www.dot.alaska.gov/anc/business/noise/insulation/index.shtml .
126	Traffic - Outside ANC Land	8231	Also, traffic at the Raspberry-Jewel Lake intersection is becoming much louder.	The Master Plan Update is funded by FAA and looks specifically at aviation infrastructure. AK DOT&PF has jurisdiction over the roads.

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127	Natural Buffers	8233	There needs to a better bounce wall or boundary trees where the present Lakewood Terrace boundaries are. There were many shrubs and trees along the present association fencing that helped cut down noise and dust/pollution until the city removed them to put in communication lines. I live right behind the fencing and had not realize what a difference the living green boundary made.	The Municipality has jurisdiction over the area in question. The Master Plan Update will consider the commenters remarks regarding a green boundary.
128	Public Meetings	8234	Fantastic public meeting - the only one of its kind I have ever heard of. Kudos to all involved.	The Master Plan team appreciates your comment.
129	Public Involvement Process	8235	Have a clear roadmap of how public input will be incorporated over the winter.	Community participation and input is at the heart of this Master Plan Update. The Airport is conducting a robust public involvement process to complete a Master Plan that considers public input, and to continue improving our relationship with the public. The Master Plan Update public process is thoroughly defined in the Public Involvement Program (PIP), which is available on www.ancmasterplan.com .
130	Park Land	8236	Keep previous airport promises (i.e. parkland)	The Airport recognizes the importance of recreational amenities provided on Airport property. Future airport development may alter parks and realign trails. However, the Airport anticipates that changes to parks and trails would include enhancements to maintain or improve the quality of the recreational amenities it supports. 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 recreational amenities can continue to be enjoyed by the community. In addition, substantial airport construction/development projects would likely be required to complete more detailed environmental analysis prior to permitting or construction. That process would include public input and would clearly identify impacts and mitigation/enhancements in detail.
131	Comment Response	8237	The 2008 process felt like a waste of time...few comments actually effected change Example: run-up noise has gotten worse over time, and yet the airport has alternative choices it has not acted upon, e.g. ask airlines to run up on west end of the runway or build a soundproof hangar.	Due to the change in the national and international economy in 2007-2008 that significantly effected aircraft activity levels at the airport, the results of the 2008 planning process were not implemented. The current master plan update process is using a revised activity forecast which will provide a realistic basis for action going forward.
132	E-Newsletters	8238	Email and online communication is better than a public meeting	The Master Plan Update team understands that electronic communication has become a relied-upon information source for many people. It is for that reason that the team has developed a series of online tools including a comprehensive website www.ancmasterplan.com , an email distribution list, online open house events, and has employed online advertising for its public open house events. These online tools complement traditional public outreach methods including public open house meetings, mailed postcards, and in person stakeholder meetings and interviews.
133	Social Media	8240	Skype/video for folks who can't be here, and include media. Use social media tools.	The Master Plan Update team is using a variety of online tools to engage with stakeholders for this process. For those unable to attend our public open house events, we have been holding an online open house (hosted on www.ancmasterplan.com) for the two weeks following each meeting. These online open houses feature materials and presentations from the physical open house events, and allow those interested in participating in the process to comment from their own computer at a time that is convenient to them. In addition, we have used both online advertising and Facebook to promote Master Plan public involvement opportunities. For more information on how you can get involved in the Master Plan Update process, visit www.ancmasterplan.com .
134	Related Studies - AIAS Planning Study	8241	Have air carriers given clear commitment to the aviation projections on which the plan will be based.	The AIAS Airlines Airport Affairs Committee sent a letter to the Alaska Department of Transportation regarding the AIAS forecast in July 2012 noting "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." You can read the full letter here: http://dot.alaska.gov/aias/assets/forecasts/AIAS_Airline_Support_Forecast_Letter.pdf

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135	Public Involvement Process	8242	Facilitate communication between ALL stakeholders – not just the airport. Use common sense – balance the needs of all stakeholders, not just vocal minority/special interest groups.	In the Master Plan Update process, a stakeholder is anyone with an interest in the Airport and its operations. Stakeholders include the general public, businesses operating in and around the Airport, airlines, community council members, airline passengers, government officials and more. Public opinions will be considered in the same fashion as technical stakeholder opinions, the opinions of Working Group or Technical Advisory Committee members, etc.
136	Public Involvement Process	8244	Develop a plan that meets the needs of all stakeholders including trail users and the community as a whole. Don't overlook coastal trail users. Show how community input is weighed vs. forecasting.	The Master Plan Update is being conducted considering input from a variety of stakeholders, including trail enthusiasts. Two organizations that champion Anchorage trails, the Nordic Ski Association and the Alaska Center for the Environment, are participating in the Master Plan Update's Working Group. The Airport understands the importance of the Coastal Trail to the community and is committed to maintaining a contiguous Coastal Trail. Forecast information is considered in many technical aspects of the Master Plan Update, including facility requirements and in the drafting of development alternatives. Public input is considered throughout the Master Plan Update process and influences a variety of the Master Plan's elements, from the Public Involvement Program to the selection of the preferred development alternative. Both aviation activity forecasting and public input are considered by the Airport and the Master Plan Update team.
137	Realistic Need (thorough forecasting)	8245	Forecasting is inaccurate and can't be used solely for decision making.	Forecasts, regardless of how much time and effort are put into them, are never completely accurate - but they do provide a starting point for the planning required to meet future needs. The Master Plan Update will supplement the AIAS forecast with input from the airlines, airline service providers, airline customers, and other airport users to prepare a realistic plan for the airport's future.
138	Public Involvement Process	8246	Face to face meetings and communication is good. Communicate person to person. Listen as well as talk. Facilitate the community's views. Don't just present, but help the community form their opinion.	The Airport and the Master Plan Update team have been engaging with stakeholders in a variety of ways, including through traditional person to person interactions and with the help of electronic and online resources. Person to person engagement tools used include stakeholder interviews, public open house meetings, Working Group and Technical Advisory Committee meetings and listening posts. During the Master Plan Update public involvement process to date, feedback has been sought on several specific elements of the plan, including on draft goals and objectives, on draft evaluation criteria, on development constraints and opportunities and more. In addition, the Master Plan Update team has encouraged and welcomed public comments on any Airport related issue since process implementation in June 2012.
139	Advertisements - Public Notice	8247	Email and mailings well in advance of a meeting, i.e. 3 weeks to 1 week. 26 hours notice is not enough (reference to recent Part 150 meeting notice).	The Master Plan Update team has a goal of noticing meetings 10-14 days in advance. Meetings are noticed in several ways including, but not limited to; the State of Alaska Online Public Notice system, email to the Master Plan distribution list, email to officials and agencies with a vested interest in the Airport (including Community Councils), in print in the Anchorage Daily News, on the Master Plan and Airport websites, posting on Airport bulletin boards, and, for public Open House meetings, sending a postcards to all residents in surrounding zipcodes. For more information on meeting advertisements, see Appendix C of the Master Plan Update Public Involvement Program, available on www.ancmasterplan.com Direct link: http://www.ancmasterplan.com/public-involvement/index_15_2456214492.pdf
140	Comment Response	8249	Build credibility by reviewing previous comments (from prior projects) and show how they have been followed up on.	Comments received by the planning teams for the Anchorage Airport's last two Master Plan processes (a Master Plan adopted in 2002 and a Master Plan Study completed in 2008) while interesting in a historic context, may not apply to current operations at the Airport. Since 2002 and 2008, there have been significant changes in the world economy which have affected both passenger and cargo operations at the Anchorage Airport. The Master Plan Update team is committed to considering, responding to, and sharing with the public via published Comment Response Reports, all written and formal comments received during the current Master Plan Update process.

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141	Working Group	8250	Working hours are not a good time to meet.	To select the meeting times for the Technical Advisory Committee and Working Group meetings, all organizations completed a survey noting what timeframes were most suitable. The meeting times were selected based on the most popular response from participants, which was 1:30pm to 3:30pm for the Technical Advisory Committee and 11:00am to 1pm for the Working Group. All meeting materials are made available on the project website (www.ancmasterplan.com/library) for those who are not able to attend or observe the meeting in person.
142	Technical Advisory Committee	8251	Working hours are not a good time to meet.	To select the meeting times for the Technical Advisory Committee and Working Group meetings, all organizations completed a survey noting what timeframes were most suitable. The meeting times were selected based on the most popular response from participants, which was 1:30pm to 3:30pm for the Technical Advisory Committee and 11:00am to 1pm for the Working Group. All meeting materials are made available on the project website (www.ancmasterplan.com/library) for those who are not able to attend or observe the meeting in person.
143	Public Meetings	8252	Don't hold meetings in the summer. Per time of meetings, hold them at 5-7 or 7:30; 6-8pm is a bad time that hurts everyone since it's right in the middle of dinnertime. Meet on Saturdays. Change up the days of the week on which you hold meetings, don't always hold them on the same day (i.e. Wednesday) Show the whole plan, not just information about the next meeting.	The Master Plan Update team appreciates feedback related to meeting timing. In scheduling public meetings for the Master Plan, we have selected various meeting start times and days of the week in an attempt to maximize opportunities for attendance. We have also created online open house events following physical open house meetings in order to provide those unable to attend an opportunity to view the information presented at the meeting, and to make comments. Information presented at public meetings is provided along with context noting where the meeting falls in the overall schedule of the Master Plan Update.
144	Website	8253	Use a link to a google calendar to provide updates on meetings.	Dates for upcoming meetings are listed on the Schedule page of the Master Plan Update website: www.ancmasterplan.com . If a meeting time needs to be updated, the Master Plan team will send out a notice to our email distribution list.
145	E-Newsletters	8254	Email updates.	The Master Plan Update team understands that electronic communication has become a relied-upon information source for many people. It is for that reason that the team has developed a series of online tools including a comprehensive website www.ancmasterplan.com , an email distribution list, online open house events, and has employed online advertising for its public open house events. These online tools complement traditional public outreach methods including public open house meetings, mailed postcards, and in person stakeholder meetings and interviews.
146	Related Studies	8255	Where does the baseline data used come from?	Data used in presentations and materials for the Master Plan Update comes from a variety of sources including the the FAA, other government agencies like the US Census Bureau and the AK Department of Labor and Workforce Development, the Anchorage International Airport, and independent studies. The Master Plan Update team also performs its own data analysis based on findings from the sources listed above.
147	Land Use	8257	Can the existing ANC footprint be maintained?	The planning team will evaluate the need for future airport expansion to accommodate aeronautical demand as part of the Master Plan Update.
148	Funding Source	8258	How does funding from ANC for FAI operations impact ANC operations?	The cost of operating the Alaska International Airport System (AIAS) which consists of the Ted Stevens Anchorage International Airport and the Fairbanks International Airport, is funded from revenue generated by both airports. Revenue generated is a function of business activity at the airports, primarily commercial aircraft operations. Airport fees charged are adjusted as necessary to ensure adequate revenue is generated to cover expenses. There is no direct subsidization of one airport by the other. Both airports contribute revenue to the AIAS and both expend funds from the AIAS. Each airport supports the other by being an alternate landing location in the event of bad weather or other reason. By having two fully capable airports separated by a major mountain range the Alaska International Airport System provides a very safe and secure base of operations. In the 50-plus year history of the Alaska International Airport System there has never been a simultaneous closure of both airports except for 9/11.
149	Fiscal Sustainability	8259	In a long range plan, consider external opportunities to reduce pressure on ANC (e.g. gas-n-go traffic at Pt. MacKenzie – create a new airport)	If there is a need to rebalance traffic in the Alaska International Airport System (AIAS), traffic would be shifted between the Anchorage and Fairbanks International Airports. Construction of a replacement or supplemental airport has been shown in past studies to be cost prohibitive.

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150	Long Term Development	8260	How does Anchorage's growth impact ANC's growth? ANC growth does not necessarily mean all positive impacts for Anchorage.	A forecast of aviation activity for Anchorage International Airport was prepared under the Alaska International Airport System Planning Study. The Anchorage International Airport Master Plan Update and Part 150 Noise study will use the results of this forecast for all technical work. The aviation activity forecast was completed in the summer of 2012 and has been reviewed by the Federal Aviation Administration (FAA) and by the Airlines Airport Affairs Committee (AAAC). Both the FAA and AAAC have documented that they accept the results of the aviation activity forecast for use in these studies. The forecast considered growth in Anchorage as part of the study's assumptions. A summary of the AIAS aviation activity forecast for Anchorage International Airport was presented at the September 19, 2012 Anchorage Airport Master Plan Open House event. To review this presentation, please visit www.ancmasterplan.com/library . The complete AIAS aviation activity forecast documentation may be reviewed by visiting http://dot.alaska.gov/aias/news.shtml#forecasts .
151	Traffic - Outside ANC Land	8261	What happens if the ferry to Pt. MacKenzie and the Knik Arm Bridge change traffic demand?	There are many factors that could change aviation demand. The Airport will not plan or undertake any development until warranted by demand. The forecast considered growth in Anchorage and the Mat-Su Borough as part of the study's assumptions. Typically, a forecast is reviewed and, if necessary, revised every five to ten years, or whenever there is a significant change in the assumptions the forecast was based upon.
152	Fueling Facilities	8262	What will happen if there are changes to the gas supply (e.g. gas storage)?	A fuel shortage would likely impact operations at ANC. The effects of a fuel shortage would depend on the length and severity of the event.
153	Elmendorf AFB (JBER)	8263	What will happen if JBER closes? Can we relocate ANC to that air base and use current ANC land for other land uses?	Until the Department of Defense indicates that the mission of Elmendorf Air Force Base has changed, that airfield will remain unavailable for civilian use. However, even if the base became available, there would still be considerable costs involved in converting the facility for civilian use. Design standards and navigation aids, for example, for military airfields are significantly different than those used for civilian airports.
154	Adjacent Residential Property	8264	The airport keeps moving closer to neighbors – trees are cut down removing a sound barrier. Leave open land for a sound barrier. Consider different sources of noise pollution, like back up buzzers.	Noise impacts and potential mitigation measures will be addressed as part of the Master Plan Update. For more information, please see the Part 150 study: http://anc150study.com/
155	Cargo Activity	8265	Have cargo planes stage away from more populated areas.	The Master Plan Update will evaluate cargo apron and staging area alternatives. Noise impacts on residential and recreational land uses adjacent to the airport will be among the siting criteria used to identify a preferred development scenario.
156	Related Studies - Kulis Land Use Study	8266	Use Kulis area for storage, but be careful of other noise sources.	The Master Plan Update team understands that noise is an issue of concern for Kulis area residents. It will consider potential development effects when addressing former Kulis land in the Master Plan Update. The planning team will also be considering a recent land use study for the former Kulis Air National Guard Base - you can view the document on the "Related Studies" page of www.ancmasterplan.com .
157	Traffic - Outside ANC Land	8267	What about an increase in vehicle traffic on Raspberry Rd due to Kulis use?	The Master Plan will not address roadways outside of ANC jurisdiction. However, we will pass your comments along to the appropriate agency, ADOT&PF, or MOA. If you would like to read more about the proposed land use changes at Kulis, please see: http://dot.alaska.gov/anc/about/Kulis.shtml
158	Utility Services	8268	How is ANC coordinating with utilities (e.g. power lines on Raspberry Rd)?	The Airport and utilities companies coordinate installation and maintenance of utility lines through easements and permits.
159	Invasive Weeds	8269	Weed control – we need to do something to control invasive species.	Although noxious and invasive weeds will not be addressed under the Master Plan Update, there is the potential for some mitigation following environmental assessment of the proposed action. The Master Plan Update team will refer your comment to airport management.
160	Land Use	8270	Show how airport boundaries have changed – or not changed – over time.	A history of the Airport featuring aerial photographs was presented at the January 14, 2013 Working Group meeting. The presentation can be viewed at www.ancmasterplan.com

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161	Long Term Development	8271	How will population growth in the Mat-Su Borough impact airport use?	A forecast of aviation activity for Anchorage International Airport was prepared under the Alaska International Airport System Planning Study. The Anchorage International Airport Master Plan Update and Part 150 Noise study will use the results of this forecast for all technical work. The aviation activity forecast was completed in the summer of 2012 and has been reviewed by the Federal Aviation Administration (FAA) and by the Airlines Airport Affairs Committee (AAAC). Both the FAA and AAAC have documented that they accept the results of the aviation activity forecast for use in these studies. The forecast considered growth in Anchorage and the Mat-Su Borough as part of the study's assumptions. A summary of the AIAS aviation activity forecast for Anchorage International Airport was presented at the September 19, 2012 Anchorage Airport Master Plan Open House event. To review this presentation, please visit www.ancmasterplan.com/library . The complete AIAS aviation activity forecast documentation may be reviewed by visiting http://dot.alaska.gov/aias/news.shtml#forecasts .
162	Runways	8272	Are there alternatives to a new N/S runway? Can ANC use new landing procedures to mitigate or land closer together?	The main purpose of a new runway would be to increase the capacity of the combined system of runways. At ANC, it might be possible to increase the capacity through operational changes such as increased use of the existing runways.
163	Elmendorf AFB (JBER)	8273	Other military airports share their runways with civilian traffic, such as gas-n-go at Joint Base Elmendorf Richardson. Make better use of FAI for gas-n-go traffic, there is jet fuel available (Flint Hills refinery).	Until the Department of Defense indicates that the mission of Elmendorf Air Force Base has changed, that airfield will remain unavailable for civilian use. However, even if the base became available, there would still be considerable costs involved in converting the facility for civilian use. Design standards and navigation aids, for example, for military airfields are significantly different than those used for civilian airports. We expect that the choice of where to fuel (FAI or ANC) will continue to be made by the airlines as the price of fuel is a very large factor in determining their profitability. Airlines may also prefer to fuel at ANC because of the other services available here, such as airframe/powerplant repair and parts warehousing.
164	Airfield Capacity	8275	Look at the Kenai airport, expand heavy plane operations there and take pressure off of ANC. The use of other existing facilities is more effective than building new runways.	The runway Kenai Municipal Airport is 7,800' long versus 10,500' for the shortest runway at ANC. This means that heavy aircraft can carry larger payloads and thus operate more efficiently at ANC. In addition, the presence of many domestic and international carriers at ANC facilitates the exchange of cargo and passengers between carriers, resulting in better service and lower costs for both the airlines and the consumers.
165	GA Noise	8276	Look at database for ANC and Kulis year round noise levels. Are small planes louder than large planes?	Large aircraft and small aircraft produce different noise frequencies; therefore produce different perceptions of loudness. However a large aircraft produces more total sound pressure at a similar distance and altitude compared to a small aircraft. For more information, please refer to the ANC Part 150 Noise Study, which is available at www.ancmasterplan.com
166	Fiscal Sustainability	8277	Define ANC's revenue sources.	Sources of airport revenue include but are not limited to airline rates and charges, fuel flowage fees, concession fees, parking fees, and other charges.
167	Public Involvement Process	8278	Consider stakeholder input before there are formed proposals on the table. Bring in the voices of all the user groups i.e. the Lake Hood Sea Plane Association	Stakeholder input has been welcome since the Master Plan Update process began in summer 2012, and encouraged at every subsequent public meeting since then. In addition to seeking general feedback, the Master Plan Update team has requested feedback on several specific elements of the Master Plan Update process including on draft goals and objectives, draft evaluation criteria, and draft alternatives. The Master Plan Update team has engaged with stakeholders representing a variety of interest groups, including the general aviation community.
168	Noise - General	8279	Can the plan include a maximum noise level which will not be exceeded?	The Master Plan Update is a guideline for future development at the Airport and is therefore not a policy document. However, the Airport and the Master Plan Update team understands that noise issues can be a concern for neighboring residents. Comments on noise will be considered as development alternatives are drafted, in the selection of a draft preferred alternative, as well as in the final report of the Master Plan Update. The Master Plan Update team encourages stakeholders to contact the Part 150 study with noise related issues. Moreover, the Master Plan Update team will share noise related comments it receives with the Part 150 team.
169	Deicing Fluid Runoff	8280	Groundwater contamination needs to be considered in the MPU – notably relating to deicing solution.	As part of the Master Plan Update, deicing operations will be planned in such a manner that they are in conformance with applicable FAA and environmental standards.

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170	Fiscal Sustainability	8282	Weigh economic costs vs. benefits.	The Master Plan Update process will evaluate alternative development scenarios according to a wide range of criteria, including economic costs and benefits.
171	Airport Governance	8283	Clarify ANC ownership, State or Municipality?	ANC is owned and operated by the State of Alaska.
172	Aviation Demand	8284	Consider airspace constraints for growth beyond what current infrastructure can handle.	Airspace is controlled by the Federal Aviation Administration (FAA) and not managed by the Airport. The Airport cannot constrain airspace because it is not within the Airport's jurisdiction.
173	Expansion of AWWU Plant	8285	The AWWU treatment plant needs to be retained, not feasible to relocate given the cost.	The Master Plan Update team is working closely with AWWU in coordination of future utility projects and potential future Airport development. The Airport and AWWU regularly coordinate on development projects, and the AWWU Master Plan has been reviewed as part of the Inventory efforts. Future alternatives will take into consideration the significant infrastructure investment made in the AWWU treatment plant, as well as AWWU's plans for future expansion. Both the Airport and AWWU agree they must work together to accommodate potential future expansion at both facilities as needed over time.
174	Expansion of AWWU Plant	8286	Concern about effects of expansion of airport on coast trail and Pt Woronzof Park. Concern about effect of airport expansion on City's ability to expand City sewage treatment plant for secondary treatment.	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 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 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. 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. (NEW text) The Master Plan Update team has been meeting regularly with the Municipality of Anchorage to discuss municipally-owned properties near the Airport including Pt. Woronzof Park. Alternatives analysis will take into consideration impacts to parklands. 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. The Master Plan Update team is working closely with AWWU in coordination of future utility projects and potential future Airport development. The Airport and AWWU regularly coordinate on development projects, and the AWWU Master Plan has been reviewed as part of the Inventory efforts. Future alternatives will take into consideration the significant infrastructure investment made in the AWWU treatment plant, as well as AWWU's plans for future expansion. Both the Airport and AWWU agree they must work together to accommodate potential future expansion at both facilities as needed over time.
175	Deicing Fluid Structure	8288	Treatment of airport deicing may require secondary sewage treatment at sewage treatment plant.	At this time, the treatment of airport deicing fluid is not planned to occur at the wastewater treatment plant. As part of the Master Plan Update, deicing operations will be planned in such a manner that they are in conformance with FAA and applicable environmental standards.
176	Long Term Development	8289	Airport cannot have unlimited expansion. Need to balance with other community values. Several comments.	The goals and objectives for the Master Plan Update cover safety, efficiency, environmental awareness, fiscal sustainability, and land management. These goals and objectives will be used to weigh the pros and cons of various airport development alternatives in the Alternatives Evaluation phase to identify the alternative that best meets these goals. In addition, the Airport has a goal of "engaging stakeholders through open communication" that applies to the entire Master Plan Update study. For more information on Goals and Objectives and the draft Alternatives Evaluation criteria, see these materials from the March 21, 2013 Public Open House (http://www.ancmasterplan.com/library/index_55_3338329619.pdf).

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177	Natural Buffers	8290	Would like to maintain vegetation/visual barriers between Kulis redevelopment and neighborhood and school to east and south.	The Airport recognizes the desire to consider vegetation and visual buffers in the areas where the Airport is in close proximity to residential areas. Buffers will be considered when the Master Plan Update evaluates development alternatives.
178	Related Studies - Kulis Land Use Study	8291	No Walmart/large commercial development on Kulis.	The Master Plan Update team understands that future development of the former Kulis Air National Guard Base is of interest to area residents. The Master Plan Update will consider this comment when addressing Kulis in the Master Plan Update. The planning team will also be considering a recent land use study for the former Kulis Air National Guard Base - which can be viewed on the "Related Studies" page of www.ancmasterplan.com .
179	Park Land	8293	The airport should not allow more parks and green space at the expense of aviation development. We only have one airport.	The Airport's primary focus will always be supporting the needs of the aviation community. The Airport hopes to trade much of its land currently accommodating recreational activities to the Municipality of Anchorage for land more suited for aviation development.
180	Noise - General	8295	Some South Airpark helicopters fly down Raspberry Road, creating noise, instead of flying over the runway.	The Airport and the Master Plan Update team understands that noise issues can be a concern for neighboring residents. Comments on noise will be considered as development alternatives are drafted, in the selection of a draft preferred alternative, as well as in the final report of the Master Plan Update. The Master Plan Update team encourages stakeholders to contact the Part 150 study with noise related issues. Moreover, the Master Plan Update team will share noise related comments it receives with the Part 150 team.
181	Related Studies - Kulis Land Use Study	8296	Do not allow helicopter in Kulis. Do not allow engine testing in Kulis. Limit use of loud beeping sound from vehicles backing up at Kulis. The beacon at Kulis creates annoying strobe light in the neighborhood. Limit south side of Kulis to green space and non aeronautical development. Avoid bringing aircraft movement areas at Kulis closer to neighborhoods.	The Master Plan Update team understands that noise and visual effects related to Kulis development are areas of concern for area residents. We will consider potential development effects when addressing former Kulis land in the final Master Plan Update report. The planning team will also be considering a recent land use study for the former Kulis Air National Guard Base - you can view the document on the "Related Studies" page of www.ancmasterplan.com .
182	Website	8297	All displays from this meeting should be on the web site.	Posters, handouts and presentations from public meetings will be posted on the Library page of www.ancmasterplan.com . The web library will be updated throughout the Master Planning process.
183	Realistic Need (thorough forecasting)	8298	Forecasts should identify assumptions and things we know versus things are speculative.	This information is contained in the AIAS Forecast Technical Report which can be found at: http://dot.alaska.gov/aias/news.shtml#forecasts
184	Natural Buffers	8299	What is the dirt piled up along Raspberry Road? Is it permanent visual berm?	During summer 2012 there was non-airport construction along Raspberry Road to bury power lines associated with the wind farm on Fire Island. The construction is now complete.
185	Airport Communication	8300	Airport employees should be asked to participate in the MP.	Airport employees are welcome, like any stakeholder, to participate in the Master Plan Update. Airport employees are actively participating, via interviews, design charettes, and group work sessions, in many technical aspects of the Master Plan Update process.
186	Public Meetings	8301	When will there be a public hearing?	The Master Plan Update team has been encouraging and accepting public comments since project initiation in the summer of 2012. We will continue to accept public comments through the entire Master Plan Update process. The Master Plan Update team can accept comments written on comment forms, sent in via email, submitted via the online comment form available on www.ancmasterplan.com , and formal verbal comments made in public meetings.
187	Traffic - Outside ANC Land	8302	How will offsite impacts, such as traffic concerns and pollution, be addressed?	The Airport coordinates with the Municipality of Anchorage and other agencies and governments on a regular basis to consider off-site impacts of Airport operations. To the extend practical, the Master Plan Update will document potential off-site impacts of proposed airport development.
188	Public Involvement Process	8303	Is the public being asked to provide input into the preliminary process?	Yes, the public was asked to provide input at the outset of the Master Plan Update process, both on developing the public involvement process and to identify Airport related issues of concern or interest to them. Stakeholder input has been welcome since the Master Plan Update process began in summer 2012, and encouraged at every subsequent public meeting since then.

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189	Tribal Outreach	8304	Airport land is historically land of the Knik Tribe. Don't make decisions about our historic lands without our Tribal input and contact with the traditional Chief. Don't segregate Alaska Natives out of the decision process. Follow President Clinton's Government to Government guidelines when working with Alaska Native Tribes.	The Master Plan Update Team agrees that outreach to Alaska Native communities is important to the process. The Master Plan Update Team, with the support of the Ted Stevens Anchorage International Airport, sent letters to representatives of the Knik, Eklutna, Chickaloon, and Tyonek Tribes asking for their participation in the Master Plan Update process. Master Plan Update Team representatives have met with Tribal representatives and will document their interests in the Master Plan.
190	Website	8305	Will you post questions and answers on your website?	All formal comments and questions, including those made/asked in public open house meetings, will be responded to in a series of Comment Response Reports that will be published on www.ancmasterplan.com . In addition, published meeting summaries for Working Group and Technical Advisory Committee meetings include notes on questions and answers provided during those meetings.
191	Realistic Need (thorough forecasting)	8306	If airport growth doesn't meet forecast numbers, does that change the Master Plan?	No. The Master Plan will look at short, medium and long term projections, and is updated every 5-10 years.
192	Public Involvement Process	8307	We don't want out of state consultants to make the decisions; we want landowners to be consulted. The MPU process needs to be open and public and all the questions and comments should be posted for public view.	The State of Alaska Department of Transportation & Public Facilities, which operates the Ted Stevens Anchorage International Airport, is the master plan sponsor. The Airport will ultimately evaluate and select, in coordination with the FAA, which proposed development alternative best meets the long-term needs of the airport and the State of Alaska. The Airport will solicit and consider public and stakeholder input throughout the Master Plan Update process. The Airport must abide by FAA regulations and make decisions within the framework of FAA's policies and guidance. The Master Plan Update consultant team is comprised of national aviation experts and local planners. The Master Plan Update team has committed to responding to all written and formal comments received in writing in a series of Comment Response Reports. The first report will be published in late summer of 2013, and the second will be published in early fall of 2013. The reports will be posted on the Master Plan Update website www.ancmasterplan.com
193	Public Involvement Process	8308	How will you build trust during this process? What will you do?	The Airport is conducting a robust public involvement process to complete a Master Plan that considers public input, and to continue improving its relationship with the public. The Master Plan Update public process is thoroughly defined in the Public Involvement Program (PIP), which is posted on www.ancmasterplan.com . The Master Plan will implement a variety of stakeholder engagement tools including public meetings, interviews, online meetings and more; all tools encourage public feedback into the Master Plan process. The Master Plan Update team's philosophy is that thoughtful, appropriately designed public involvement results in improved decisions because it reflects public concerns and ideas. Success depends as much on quality stakeholder participation as it does on technical design.
194	Fiscal Sustainability	8309	Will the Master Plan delve into cost benefit factors? Are there better options than to spend money on new facilities? Think outside the box when it comes to addressing noise impacts, deicing use and materials.	The Master Plan Update will consider costs and benefits of each alternative, seek to identify low cost alternatives to meet future demand, evaluate the need to meet EPA deicing fluid handling requirements, and consider potential noise impacts of each alternative.
195	Noise - General	8310	Will the Master Plan delve into cost benefit factors? Are there better options than to spend money on new facilities? Think outside the box when it comes to addressing noise impacts, deicing use and materials.	The Master Plan Update will consider costs and benefits of each alternative, seek to identify low cost alternatives to meet future demand, evaluate the need to meet deicing fluid handling requirements, and consider potential noise impacts of each alternative.

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196	Natural Buffers	8314	Most people are interested in ANC's off-airport impacts. You need to address community impacts like traffic on Raspberry Rd, noise, cement, green space, moose habitat, etc.	The answer is a regulatory one. The Master Plan is funded by FAA and looks specifically at aviation infrastructure – and there are limits to how that funding can be used. AK DOT has jurisdiction over the roads. Comments on noise will be considered as development alternatives are drafted, in the selection of a draft preferred alternative, as well as in the final report of the Master Plan Update. In addition, 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. The Master Plan Update team encourages stakeholders to contact the Part 150 study with noise related issues. Moreover, the Master Plan Update team will share noise related comments it receives with the Part 150 team.
197	Develop ANC Property	8315	ANC doesn't need to expand; it is serving pass-thru traffic that can be moved elsewhere.	The forecast of aviation activity for ANC anticipates continued growth of air traffic at ANC. The Master Plan Update will consider alternatives to permit the continued efficient operation of ANC.
198	Related Studies - AIAS Planning Study	8317	Why are you doing the MPU before the AIAS Planning study is complete?	The State conducted the Alaska International Airport System Planning Study from 2010 - 2013 that encompassed both the Fairbanks and Anchorage International Airports and the Anchorage Master Plan Update from 2012 to 2013.
199	Public Involvement Process	8318	Why are you postponing a public forum/ hearing until later in the process?	The Master Plan Update team has been encouraging and accepting public comments since project initiation in the summer of 2012. We will continue to accept public comments through the entire Master Plan Update process. The Master Plan Update team can accept comments written on comment forms, sent in via email, submitted via the online comment form available on www.ancmasterplan.com , and formal verbal comments made in public meetings.
200	Cost	8319	The FAA has cut services, so why is money being spent on this project over aviation safety? How does this project benefit Alaskans? How will fuel expenses be supported? Who will pay for implementation?	The Master Plan Update will identify opportunities to enhance Airport safety. ANC expansion cannot be presumed at this time because the Master Plan Update is not yet complete. Per infrastructure costs – that depends. Funds to pay for future Airport improvements could come from operating revenues, bonds or other funds. The MPU's capital plan will include sources and timing of funding.
201	Airport Communication	8320	What do the airlines think? How do they feel about the process?	The airlines are involved in the Master Plan Update process. They have written a letter of support for the current AIAS aviation activity forecast, upon which this Master Plan Update will be based. Several airlines are also participating on the Technical Advisory Committee for the master plan by attending presentations and reviewing draft work products.
202	Technical Advisory Committee	8321	Will you use Stakeholder Committees (as part of your public involvement process)?	The Working Group and the Technical Advisory Committee were established in the fall/winter of 2012. The purpose of these groups is to provide the Airport with information and guidance on specific aspects of the Master Plan Update. The public is welcome to observe these meetings and make comment as time permits. The Working Group and Technical Advisory Committee are just two of many tools that are being used to gather public input. For more information on the public involvement process and ways to comment, please visit the project website at www.ancmasterplan.com .

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203	Working Group	8322	Q: Will you use Stakeholder Committees?	The Working Group and the Technical Advisory Committee were established in the fall/winter of 2012. The purpose of these groups is to provide the Airport with information and guidance on specific aspects of the Master Plan Update. The Working Group is composed of representatives of a diverse set of organizations but generally reflects a broad range of community interests in the outcome of the Master Plan Update. Organizations were identified based on FAA guidance, results of early outreach, and our draft issues list. We also asked people at public meetings and in interviews to let us know if they were interested in participating. Invitations were sent to the listed organizations asking them to identify a Representative and an Alternate to participate in meetings. The Working Group and Technical Advisory Committee are just two of many tools that are being used to gather public input. Comments are accepted throughout the Master Plan Update via the website, email, in Public Open Houses, and many other events. For more information on the public involvement process and ways to comment, please visit the project website at www.ancmasterplan.com .
204	Ground/Operational Noise	8323	Part 150 does not deal with ground noise – will the MPU address ground noise generators, impacts and mitigations? The airport is surrounded by users.	The Master Plan Update will consider opportunities to mitigate the effects of ground-based aircraft noise in cooperation with the Part 150 Noise Study.
205	Land Use Agreements	8324	The West Anchorage District Plan (WADP) land exchange identified potential sites, will the MPU show alternatives and various scenarios for land use?	The MPU will consider land use as it pertains to aviation users. The MPU will not specifically address the WADP proposal or provide alternatives. If the MPU identifies a need to acquire land, it will make such a recommendation.
206	Related Studies - WADP	8325	The West Anchorage District Plan (WADP) land exchange identified potential sites, will the MPU show alternatives and various scenarios for land use?	The MPU will consider land use as it pertains to aviation users. The MPU will not specifically address the WADP proposal or provide alternatives. If the MPU identifies a need to acquire land, it will make such a recommendation.
207	Workshops	8326	The public is fuzzy about that the FAA does or does not allow. Can we have a detailed workshop with FAA officials to explain what can and cannot be done?	The Master Plan Update will host a Public Seminar on April, 25, 2013 to discuss FAA grant assurances and how they relate to land use and Airport planning. Following the meeting the presentation from the seminar will be posted on www.ancmastrplan.com .
208	Related Studies - AIAS Planning Study	8327	Will the AIAS planning study look at the constrained and unconstrained forecasts?	The AIAS forecasts are unconstrained. However, there are a series of assumptions used in the forecasts that were intended to provide a reasonable assessment. You can read more about the assumptions in the AIAS Forecast results, available on www.ancmasterplan.com .
209	Land Use Agreements	8328	Will the MPU look at conservation easements?	The Master Plan Update will consider land-uses that support aviation use first and foremost.
210	Miscellaneous	8329	Comment: We must protect the environment while leaving room for improvement.	Potential environmental impacts will be considered and addressed as part of the Master Plan Update.
211	Comment Response	8331	Noise in urban areas is a concern. Please give ample opportunities to have these concerns known, and make comments periods broad – like 120 days.	The Airport and the Master Plan Update team understand that noise issues can be a concern for neighboring residents. Public comments related to noise are being accepted throughout the Master Plan Update process. Comments on noise will be considered as development alternatives are drafted, in the selection of a draft preferred alternative, as well as in the final report of the Master Plan Update. In addition, 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. The Master Plan Update team encourages stakeholders to contact the Part 150 study with noise related issues. Moreover, the Master Plan Update team will share noise related comments it receives with the Part 150 team.
212	Public Meetings	8332	Will you have open Houses outside of Anchorage?	While public meetings for the Anchorage International Airport Master Plan Update will be held in Anchorage, the Master Plan Update team has also created online open house events. These online open houses are open for two weeks following a physical open house meeting, and provide those unable to attend the meeting, due to schedule or location, an opportunity to view the information presented and to make comments. The Airport understands it is a state asset, and that it serves residents across Alaska. The Master Plan Update team welcomes comments from all stakeholders, regardless of location.

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213	Fiscal Sustainability	8334	Make sure the south air park is developed responsibly and with economic viability.	The Master Plan Update process will evaluate alternative development scenarios according to a wide range of criteria, including economic costs and benefits.
214	ARRC Rail Depot	8335	Have a clear understanding of how the railroad terminal will be utilized.	The Bill Sheffield Depot at ANC is owned and operated by the Alaska Railroad Corporation (ARRC), and are not under airport jurisdiction. We will document your questions relating to those facilities, and forward them to the Railroad.
215	North Terminal Re-Development	8336	What are the plans for the North International terminal?	The Master Plan Update will evaluate alternatives for reusing or redeveloping the North Terminal, including ways to improve accessibility between the North and South Terminals.
216	Public Involvement Process	8337	Hello and thanks for the community council update. I reviewed the airport online open house documents. The process and goals are presented very thoroughly. Do you have any idea when the actual plans themselves will be presented as I see the next step is to discuss alternate plans, but I cannot tell what the actual plans themselves are. Thank You.	The Master Plan Update team has published draft development alternatives in May of 2013. Development alternatives was the main topic presented at the next public open house (May 23) and online open house (May 24-June 7). The Airport will be seeking public feedback on the proposed alternatives, and will be selecting a draft preferred alternative in approx. September 2013. Development alternatives outline different scenarios in which the Airport meets forecasted aviation demand over the next 20 years.
217	Long Term Development	8338	I am writing in concern to any airport expansion project. I live by Lake Hood. The small planes off of the gravel runway fly low and loud over my house. The airport "sound proofed" our home last year. For this we are grateful. I am concerned that these small planes are allowed to fly at very early and late hours of the day. Our house is better insulated, but the planes are still quite loud when they fly over.	The Airport and the Master Plan Update team understand that noise issues can be a concern for neighboring residents. Public comments related to noise are being accepted throughout the Master Plan Update process. Comments on noise will be considered as development alternatives are drafted, in the selection of a draft preferred alternative, as well as in the final report of the Master Plan Update. In addition, 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 < http://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. The Master Plan Update team encourages stakeholders to contact the Part 150 study with noise related issues. Moreover, the Master Plan Update team will share noise related comments it receives with the Part 150 team.
218	GA Noise	8339	I am writing in concern to any airport expansion project. I live by Lake Hood. The small planes off of the gravel runway fly low and loud over my house. The airport "sound proofed" our home last year. For this we are grateful. I am concerned that these small planes are allowed to fly at very early and late hours of the day. Our house is better insulated, but the planes are still quite loud when they fly over.	The Airport and the Master Plan Update team understands that noise issues can be a concern for neighboring residents. The airport does not have a curfew or impose restrictions on small plane aircraft operations. However, 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. The Master Plan Update team encourages stakeholders to contact the Part 150 study with noise related issues. Moreover, the Master Plan Update team will share noise related comments it receives with the Part 150 team.
219	Coastal Trail	8341	I am also concerned with expanding the international runways. I frequently use the Coastal Trail. I do not want any impacts upon this great resource.	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 would clearly identify impacts and mitigation/enhancements in detail.

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220	Support	8342	I am supporting the airport and anything that will further it's increase of business to the area. - ANC is a great asset to the area.	This comment will be considered by the planning team and documented in the Master Plan Update.
221	General Aviation (GA) Traffic Patterns	8344	I also believe the area for smaller-private planes should co-exist with the airport and not be reduced	To the extent that current and future operations at ANC will or could effect the Lake Hood Seaplane Base, GA will be considered in the Master Plan Update.
222	Vacant Land	8345	The Airport inventory map shows the FCC land next to the "undeveloped land" adjacent to Raspberry Rd. I would strongly encourage the Airport to acquire the Northern FCC lot and relinquish the adjacent undeveloped area to Kincaid Park. There is a long and well established use of the "Lake loop" trail and a myriad of connecting trails North of Raspberry Rd. It is hilly and swampy and perfect for skiing, not seriously considered for airport expansion. Don't get me started about the value of Kincaid trails on the quality of life for Anchorage citizens who intend to stay Anchorage citizens.	The Airport has expressed interest to the Federal Government about acquiring the Federal Communications Commission (FCC) land north of Raspberry Road. 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.
223	Long Term Development	8346	I would add that the Airport would be ill-advised to expand across Raspberry to the former FCC antennae field. That area naturally merges with the existing parkland and it would severely impact the long-suffering neighborhood to lose this buffer zone on the south side of Raspberry Rd. Maintain the buffer between the Airport and adjacent neighborhoods and you will accomplish stated goals for minimizing impacts on residents while maximizing the best use of Airport inventory.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process. If ANC obtains ownership of this parcel, it will consider trading it to the Municipality of Anchorage to utilize for parkland in exchange for other land that may be more useful to the Airport, as suggested in the West Anchorage District Plan.
224	Natural Buffers	8347	I would add that the Airport would be ill-advised to expand across Raspberry to the former FCC antennae field. That area naturally merges with the existing parkland and it would severely impact the long-suffering neighborhood to lose this buffer zone on the south side of Raspberry Rd. Maintain the buffer between the Airport and adjacent neighborhoods and you will accomplish stated goals for minimizing impacts on residents while maximizing the best use of Airport inventory.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process. If ANC obtains ownership of this parcel, it will consider trading it to the Municipality of Anchorage to utilize for parkland in exchange for other land that may be more useful to the Airport, as suggested in the West Anchorage District Plan.
225	Public Involvement Process	8348	Thank you for this opportunity to comment!	The Master Plan Update team appreciates all comments received.
226	Related Studies - WADP	8349	On the "Welcome" page there is a list of facilities adjacent to and even within the airport but are not included in the plan, e.g. Lake Hood/Spenard & the Rail Terminal. There is a "click here" link for more info on them - but it just leads back to the Welcome page. Is it broken or am I not doing it right? AND, an explanation of how the airport interacts with these entities would be helpful. For instance, does the ANC tower also control float plane traffic? Also, some recognition of coordination with the WADP would be nice, assuming there is to be some coordination. Hint, hint.	The Lake Hood Seaplane Base is a separate airport from ANC. However, the two airports share some infrastructure including the airport control tower. A separate master plan was prepared for the Lake Hood Airport in 2006 and is available online (www.ancmasterplan.com). The ANC Master Plan Update will consider potential impacts to the Lake Hood Airport. The Alaska Railroad depot at ANC is owned and operated by the railroad. The Master Plan Update will provide the Airport with valuable land-use information and will consider the recommendations made by the WADP.
227	Trails	8350	I do NOT want the airport to build areas that STOP current access or usage of existing Public bike trails, park areas, and roads.	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 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, substantial airport construction/development projects would likely be required to complete more detailed environmental analysis prior to permitting or construction. That process would include public input and would clearly identify impacts and mitigation/enhancements in detail.

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Line	Issue Code	Issue ID	Issue Text	Response Text
228	Adjacent Residential Property	8782	The Anchorage airport is in unusually close proximity to residential neighborhoods. It has already expanded greatly since the houses were built -- it has come toward us and not necessarily vice versa. The airport needs to understand that its operations on its property have carry over affects off its property and on our property.	The Anchorage Airport is in close proximity to residential neighborhoods; this is not unique to Anchorage and occurs at other airports throughout the country. While development has occurred on the Airport over time, the Airport's boundary has not changed significantly since the early 1960s. In fact, residential and Airport development have both approached the Airport's boundary over time. To see this progression, refer to the historical photos available in this Master Plan Update presentation: http://www.ancmasterplan.com/library/index_62_61909914.pdf The Airport recognizes that its decisions impact the local community, and vice versa. For that reason, the Airport is executing a robust public involvement program for this Master Plan Update to allow opportunities for stakeholders (including residential neighborhoods) to be actively engaged while simultaneously considering the Airport's resources and responsibilities.
229	Noise - General	8783	The Airport seems to be cutting down trees unnecessarily. At this point trees are the ONLY sound barrier between this industrial use and the residential areas. It is also the only visual barrier between its residential use and the residential areas. It is essential that the airport retain the trees and natural land between it and De Long Lake to the south. Also similar surrounding areas. The ring of natural trees around the airport abates ground noise, at least some. After attending the noise meeting at which we were told there were hardly any flights taking off to the east any more, I went home and observed numerous noisy flights taking off to the east over the next week. Your charts may say otherwise, but we neighbors see listen to the jets on a daily basis.	The Airport cuts trees in selected areas to protect runway approaches and navigational aids. This helps maintain a safe airport. The Airport and the Master Plan Update team understand that noise issues can be a concern for neighboring residents. Public comments related to noise are being accepted throughout the Master Plan Update process. Comments on noise will be considered as development alternatives are drafted, in the selection of a draft preferred alternative, as well as in the final report of the Master Plan Update. In addition, 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. The Master Plan Update team encourages stakeholders to contact the Part 150 study with noise related issues. Moreover, the Master Plan Update team will share noise related comments it receives with the Part 150 team.
230	Plants/Trees	8784	1. The Airport seems to be cutting down trees unnecessarily. At this point trees are the ONLY sound barrier between this industrial use and the residential areas. It is also the only visual barrier between its residential use and the residential areas. It is essential that the airport retain the trees and natural land between it and De Long Lake to the south. Also similar surrounding areas. The ring of natural trees around the airport abates ground noise, at least some. After attending the noise meeting at which we were told there were hardly any flights taking off to the east any more, I went home and observed numerous noisy flights taking off to the east over the next week. Your charts may say otherwise, but we neighbors see listen to the jets on a daily basis.	The Airport cuts trees in selected areas to protect runway approaches and navigational aids. This helps maintain a safe airport. The Airport and the Master Plan Update team understand that noise issues can be a concern for neighboring residents. Public comments related to noise are being accepted throughout the Master Plan Update process. Comments on noise will be considered as development alternatives are drafted, in the selection of a draft preferred alternative, as well as in the final report of the Master Plan Update. In addition, 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. The Master Plan Update team encourages stakeholders to contact the Part 150 study with noise related issues. Moreover, the Master Plan Update team will share noise related comments it receives with the Part 150 team.
231	Take-off Direction	8785	It does not seem acceptable that the airport can only issue a vague "request" for pilots to take off over the water instead of requiring it, except in exceptional weather conditions.	ANC has established a voluntary preferential runway use program to minimize noise impacts on nearby residential areas. The normal flow of traffic operations, contingent upon weather and pilot judgement, is as follows: arrivals from the east or south; departures to the north or west.

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Line	Issue Code	Issue ID	Issue Text	Response Text
232	Light Emmissions	8786	The airport has installed a huge green and white laser light on the south side of the runway. No doubt pilots need lights to see where to land. On the other hand, there is no reason that bright laser light has to be set up such that it beams directly into windows of private homes that are on the ground south of the runway. If a pilot were in my living room he or she would already have crashed the airplane. This blinking light which is extremely bright, turns a residential district into the feel of a red light district. I am certain that there are ways that carefully adjusted shades could be added to this light or any other lights so that they would beam upward toward pilots, but be shaded from beaming downward toward houses. These are things that you do on your property and diminish my enjoyment of my property. It's like second hand smoke -- it's not just about you.	The Airport has worked to mitigate the impacts associated with visual navigation aids on nearby residents. The Master Plan Update will consider visual impacts of alternatives.
233	Adjacent Residential Property	8787	Please try to contain the airport's impact on off-airport property.	The Airport recognizes its impact on the local community. For that reason, the Airport is executing a robust public involvement program for this Master Plan Update to allow opportunities for stakeholders (including residential neighborhoods) to be actively engaged while simultaneously considering the Airport's resources and responsibilities. Assessment of impacts and mitigation techniques will occur both during the planning process and as part of any following environmental review.
234	Noise - General	8830	I live on Delong Lake and feel the noise level is getting to be unmanageable. This morning I counted 6 aircraft taking off to the EAST! And as I write this it is only noon! They said at the meetings this was not occurring. This happens daily. Pilots are ignoring the rules if that's the case.	The Airport and the Master Plan Update team understand that noise issues can be a concern for neighboring residents. Comments on noise will be considered as development alternatives are drafted, in the selection of a draft preferred alternative, as well as in the final report of the Master Plan Update. The Master Plan Update team encourages stakeholders to contact the Part 150 Noise Study with noise related issues. Moreover, the Master Plan Update team will share noise related comments it receives with the Part 150 Noise Study team.
235	Light Emmissions	8831	Is the lights to guide pilots in, are extremely bright. With new sat technology they can see the runway a mile away and not the old 3 miles. It would appear that these intense lights could be toned down especially since the snow provides ambient light in winter.	The Airport has worked to mitigate the impacts associated with visual navigation aids on nearby residents. The Master Plan Update will consider visual impacts of alternatives.
236	Plants/Trees	8832	We need the trees as a buffer-many were cut down-and a few more should be planted across the lake. That also encourages wildlife and is good for the environment.	The Master Plan Update will consider that vegetated areas are desired by airport neighbors. The Master Plan Update places the highest priority on ensuring the safe and efficient continued operation of the airport.
237	Noise - General	8833	My windows rattle and shake and I am told that the "LINE" to determine whether i get new windows in 25 ft from the edge of my property.	If you would like to learn more about Residential Sound Insulation Program (RSIP), please see: http://www.dot.alaska.gov/anc/business/noise/insulation/index.shtml . For more information about the Part 150 Noise Study please see http://anc150study.com/
238	Public Meetings	8835	There is not enough time to provide comments at these meetings (Working Group), and there is even less at the Public Open Houses.	The Master Plan Update team has not ended a public comment period in a public meeting while attendees still wanted to make comments. Moreover, stakeholders are welcome to provide feedback and comments at any point in the Master Plan Update process - via written or electronic comment forms. Comments can be submitted on-line at http://www.ancmasterplan.com/comment/
239	Working Group	8836	There are not any pilots in this group. If we had a committee on roads and had no drivers, only bus riders, that would be bad.	Pilots are well represented on the Technical Advisory Committee. In addition to several commercial carriers, the Aircraft Owners and Pilots Association has a representative.
240	Landside	8837	On the map used during the presentation, the ANC boundaries shown do not include the cell phone lot, and the acreage is not right. The DOT building (upside down building) is in the aviation area and should not be.	ANC boundaries will be modified to show the DOT building. The acreage will be checked. The DOT building area will be looked at in the Lake Hood Master Plan.
241	Landside	8846	The gravel strip should be shown as a part of Lake Hood -- but is not. The map is wrong.	Runway 13-31, also known as the "gravel strip", is featured on the Lake Hood Airport Layout Plan.
242	Airfield Capacity	8847	Are we thinking about fixed wing aircraft? What about rotary wing patterns?	Helicopter traffic at ANC is a component of overall demand at the airport. Typically, helicopters notify ATC of their intention to enter the airport's traffic pattern and are then given instructions for an approach to one of the runways. On arrival, they hover-taxi to a parking position on one of the aprons.
243	Support	8849	I'm glad the airport has a future.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
244	Terminal	8850	This is a beautiful Airport and terminal.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
245	Terminal	8851	The Airport has done a great job on the passenger traveling experience.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.

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Line	Issue Code	Issue ID	Issue Text	Response Text
246	Support	8852	This is an exceptional airport.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
247	Support	8853	The Airport is very nice.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
248	Terminal	8854	The Airport is very beautiful now, compared to 20 years ago.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
249	Support	8855	It's a nice airport, not too crowded and seems to work efficiently.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
250	Terminal	8856	Concessions are too expensive.	The Master Plan Update scope does not address concession pricing. Your comment will be shared with the airport.
251	Terminal	8860	Concessions need healthier food options, like the juice bars available in Seattle.	The Master Plan Update scope does not address concession pricing. Your comment will be shared with the airport.
252	Terminal	8861	The Airport needs a food court or common area with tables and chairs like they have at SEATAC.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
253	Terminal	8862	We would like to see additional concession at the Airport and lower prices on the food available.	The Master Plan Update scope does not address concession pricing. Your comment will be shared with the airport.
254	Terminal	8863	Does the Airport have free internet access? I would like free internet access in terminal to continue.	Free internet access is available within the terminal area.
255	Miscellaneous	8866	I'll be dead in 20 years. (Response to the idea that the Master Plan is looking at a 20-year planning period.)	The activity forecasts for Airport Master Plans typically look 20 years into the future, but are also broken into smaller timeframes of 1 to 5 years for short term operational planning, 6 to 10 years for medium term capital improvement planning, and 11 to 20 years for long-term general planning. These forecasts are just estimates, however, and must be updated every 5 to 10 years to determine whether existing plans should be adjusted to accommodate unanticipated changes.
256	Terminal	8867	Music and announcements (including hourly announcements) are too loud, especially at night. We know the time and we've already been through TSA security (comment to TSA reminders included in the announcements).	The Master Plan Update will not address this issue. Your comment will be shared with the airport.
257	Terminal	8868	Volume on hourly announcements too loud at night.	The Master Plan Update will not address this issue. Your comment will be shared with the airport.
258	Airport Governance	8869	Is ANC state owned?	ANC is owned and operated by the State of Alaska.
259	Adjacent Residential Property	8870	I live in Turnagain. Why are they moving all the houses near Wendy's Way? Is it going to become a car park?	The houses on Wendy's Way were acquired by the airport and removed so they could clear the northern Runway Protection Zone for Runway 13-31, also known as the "Lake Hood Strip". The property where the houses were located has been landscaped to make a "green space" for the neighborhood.
260	Lake Hood Airport	8871	I'm a GA pilot. We must preserve Lake Hood. Lake Hood was here first. Don't squeeze it out.	The impact of proposed development scenarios at ANC will be considered during the evaluation of alternatives. We recognize the importance of the Lake Hood Seaplane Base to the regional and statewide aviation community and will seek to avoid adverse impacts to that facility.
261	Lake Hood Airport	8872	What will you do with Lake Hood?	The impact of proposed development scenarios at ANC will be considered during the evaluation of alternatives. We recognize the importance of the Lake Hood Seaplane Base to the regional and statewide aviation community and will seek to avoid adverse impacts to that facility.
262	Pasenger Traffic Opportunities	8874	We need to attract more Asian passenger traffic like we used to have, such as Chinese Airlines. Right now there are no direct flights to Asia. To attract them we could provide cheap fuel, shorter times to clear customs, and reduce landing fees.	The main reasons for the decline in Asia-bound flights to or through ANC have been: (1) the introduction of new-generation, long-range aircraft, especially the Boeing 747-400, which has enabled airlines to fly non-stop between Asia and the Lower 48 United States; and (2) the opening of Russian airspace to Asia-Europe flights. The Master Plan Update will look for ways to attract this type of traffic, but these two factors are entirely beyond ANC's ability to control.
263	Runways	8875	Can the new big airplanes land here?	ANC can accommodate any commercially operated aircraft flown today.
264	Runways	8876	Will there be a 4th runway?	The Master Plan Update will consider the benefits and costs associated with an additional (4th) runway.
265	North Terminal Re-Development	8877	What are the ideas for the N. Terminal? Leave it as is? Let's increase the international traffic.	The Master Plan Update will evaluate alternatives for reusing or redeveloping the North Terminal, including ways to improve accessibility between the North and South Terminals.

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266	North Terminal Re-Development	8878	Make a hotel out of the North Terminal.	Although redeveloping the North-South Terminal Complex to serve existing and anticipated future passenger traffic is a priority, finding ways to use those facilities to generate revenue for the support of the airport, like leasing space to a hotel, will also be considered during the alternative development process.
267	Terminal	8879	Will a new terminal be needed?	The Master Plan Update will consider terminal facility requirements, not only to accommodate forecast aircraft demand, but also forecast passenger demand. The plan will evaluate different terminal configurations as well as passenger loading/unloading zones, traffic circulation, and vehicle parking.
268	Airfield Capacity	8880	If the natural gas line moves forward, we will need more capacity at the Airport.	The capital improvement program (CIP) to be recommended in Master Plan Update will be based on activity levels, rather than time intervals so that if economic activity increases, capacity-driven improvements can be implemented sooner rather than later. Also, should the economic outlook for Anchorage, the state and beyond change significantly over the next several years, a new activity forecast for the airport could be prepared and the Master Plan Update's CIP adjusted accordingly.
269	Public Transit	8881	Rail transit from the valley to the airport would be a good improvement.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
270	Cargo Activity	8882	Where are all the cargo planes going? Are they mostly gas & go traffic?	Approximately 2/3 of the cargo traffic passing through ANC is eastbound, originating in Asia and bound for the continental US. The other 1/3 is westbound traffic originating in the continental US and bound for Asia. About 30% of all traffic involves the transfer of cargo at ANC. The remaining 70% could be described as "gas & go".
271	Cargo Activity	8883	Did cargo traffic go down after the volcano event in the 1990's?	Cargo traffic at ANC grew steadily through the 1990s despite the eruption of Mt. Redoubt in 1989.
272	Development - Support	8884	We want more business at the airport.	One of the objectives of the Master Plan Update is to make the airport more fiscally sustainable.
273	Noise - General	8885	I live in South Anchorage and sometimes I hear airport noises from planes, but I understand that planes sometimes need to take off or land in other directions due to safety and/or wind conditions.	A preferential runway use program is in effect that mitigates noise impacts to surrounding neighborhoods and directs most aircraft landings and take-offs over the waters of the Cook Inlet. However, the decision of where to take off and land is ultimately up to the pilot and is usually dependent on weather and wind conditions.
274	Long Term Development	8904	I live in Hawaii. Don't overdevelop like they did there (private /housing).	The Master Plan Update is using Planning Activity Levels to assess facility requirements. The plan recommends that the Airport monitor future activity levels so that implementation of recommended improvements should occur as warranted by growth in activity. This means that future airport improvements will only be made as necessary. For more information on this approach, refer to this presentation provided at the March 21, 2013 Public Open House (http://www.ancmasterplan.com/library/index_55_265622196.pdf).
275	Connor's Bog Park	8905	I like using Connor's Bog dog park, including the portions that are on Airport land.	Accommodation of recreational use areas will be considered as part of the Master Plan Update process, with the alternatives analysis taking into consideration projected impacts. 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. However, because Connor's Bog dog park is located on airport property, it could be developed by airport tenants at some point. The airport is open to considering a land trade, which could help preserve such recreational areas more permanently.

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276	Coastal Trail	8906	Will the Coastal Trail be changed?	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 would clearly identify impacts and mitigation/enhancements in detail.
277	Trails	8907	I love that joggers are allowed on the perimeter of Lake Hood; it makes Anchorage unique and is an asset.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
278	Terminal	8908	The push carts for luggage should be free like they are at the airport in Spokane, WA	The Master Plan Update will not address this issue. Your comment will be shared with the airport.
279	Baggage Claim	8909	Luggage service is too efficient!	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
280	Public Transit	8910	Public transit is nice. I have never had an issue with either car rentals or taxis.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
281	Development - Support	8911	I would like to see the cargo side of the Airport expand.	The activity forecast for this Master Plan Update anticipates that cargo operations will be the fastest growing component of traffic at the airport.
282	Competitiveness	8912	Would a trade free zone help increase traffic?	A portion of Airport property is available for a foreign trade zone. A developer could utilize this, which could in turn increase traffic. However, this is not being looked into heavily by the Airport during this Master Plan update process.
283	Competitiveness	8913	Make landing fees more competitive.	ANC landing fees are based on the Airports operating costs and are set in consultation with the airlines.
284	Airfield Capacity	8914	Will the Airport need another runway?	The AIAS Planning Study included a preliminary assessment of ANC Airfield Capacity. The study found that the Airport currently has sufficient capacity to meet today's demand. However, the Airport may not have sufficient capacity to meet forecast demand levels. The Master Plan Update is currently performing a more detailed capacity evaluation of ANC.
285	Terminal	8915	The restaurants in the airport are good.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
286	Development - Oppose	8916	My biggest fear is that the airport will enlarge their facilities.	The Master Plan Update will evaluate the need to maintain a safe and efficient facility that accommodates forecast demand.
287	Terminal	8917	I like that the stores and restaurants are open late since there are a lot of red-eye flights.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
288	Terminal	8918	TSA is OK. There are few security lanes, but no big lines to deal with.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
289	Terminal	8919	Stores and restaurants are open late. This is really important for all red-eyes.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
290	Deicing Fluid Structure	8920	Deicing is high on the list of concerns. Nobody has a good handle on it. I have seen a drive-through deicing tent with heaters instead of deicing fluid at other airports, but that doesn't work if aircraft are backed up awaiting takeoff.	Proper use and treatment of deicing fluid is a high priority of the Airport. As part of the Master Plan Update, deicing operations will be planned in such a manner that they are in conformance with applicable FAA and environmental standards.
291	Snow Removal	8921	Does ANC have a snow melt system?	ANC does not currently have a snow melting system.
292	South Airpark	8922	Will the Airport develop South Airpark and Kulis? What about the Kulis fire station?	The Master Plan Update will consider development in the South Airpark. A development plan was completed for the former Kulis National Guard Station in 2011. The plan is available for viewing at : http://dot.alaska.gov/anc/about/Kulis.shtml . The old Kulis Fire Station is currently being utilized as a secondary station for the Airport's Rescue and Fire Fighting team.

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293	Terminal	8923	Why doesn't the Airport use the indirect lighting that is installed in the terminal? The fixtures are never on, and the fluorescent lights are terrible and noisy (make a buzz) at night.	The Master Plan Update will not address this issue. Your comment will be shared with the airport.
294	Support	8924	I travel through a lot of airports. Overall, Anchorage is great - I really have no complaints.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
295	Miscellaneous	8925	Since I got TSA pre-pass, I don't really care about the airport's updates.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
296	Support	8926	I'm handicap and I do not have any complaints. Airport staff and facilities have always been great.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
297	Miscellaneous	8930	I travel through the airport every October for vacation. Never have I had a problem. Why are they now allowing knives?	TSA is responsible for determining what items are allowed on the plane. Information about TSA policies and prohibited passenger carry-on items can be found at http://www.tsa.gov/
298	Accessibility	8931	The walk between domestic and international flights/terminals is long, especially with a cane.	The Master Plan Update will evaluate alternatives for reusing or redeveloping the North Terminal, including ways to improve accessibility between the North and South Terminals.
299	Terminal	8932	I suggest better screens to see flight information while walking through the concourse.	The Master Plan Update scope does not address this issue. This comment will be shared with the airport.
300	Accessibility	8933	I do not like how you have to drive an extra ½ mile between terminals on Post Office Road.	The Master Plan Update will evaluate alternatives for reusing or redeveloping the North Terminal, including ways to improve accessibility between the North and South Terminals.
301	Competitiveness	8934	Anchorage needs to have a strategy so that all the cargo planes don't go else where, such as the Vancouver airport.	ANC's single greatest advantage over other airports, like Vancouver, has been its location which allows carriers to maximize their trans-Pacific payloads. Otherwise they would have to sacrifice payload for additional fuel needed to fly non-stop between Asia and North America. However, the Master Plan Update will look at other strategic investments necessary to maintain capacity, reduce delays, and offer the services to air carriers necessary to make the most of this geographic advantage.
302	Support	8935	No complaints - good airport!	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
303	Terminal	8941	We are writing to make an appeal for improvements in handicapped facilities. During our travels we have noticed a significant lack of useful handicapped facilities. Many airports have "family rooms" which are useful for little more than a place for elderly to spread out and take their time or for parents with babies. We however have a son who is essentially a 120lb. baby and must be changed like one. The small foldup changing tables are useless and there usually is no other suitable bench, etc. We are literally forced to put him on the floor which is extremely uncomfortable for him and us, let alone unhygienic. We allow that implementing new or modified facilities means spending money. Counter to that limitation, many airports are already spending money to update and expand anyway. We are appealing to the idea of awareness concerning limitations of the current "family restrooms". In many cases, the addition of a mere padded bench would be a significant improvement. The Seattle airport had a bench in a Nursing Mother's room one year which was adequate. The very fact that it existed was awesome. The next year, it was gone. The Phoenix Sky Harbor Airport has accessible restrooms with caregiver access which we have used successfully. We would actually cite them as examples. Airlines have regularly offered help loading passengers such as our son and for the most part have done so politely and efficiently. The use of a simple aisle chair has made travel so much easier for those who are wheelchair-bound. We cite the aisle chairs as examples of this awareness. We only wish that we could name each airline rep that helped make our travels possible by their awareness of this tough travel situation! Reasons for changing current designs to include additional features such as a larger, stronger changing table are: • Adults/ children too large for the current baby changing tables must be placed on the floor • Extremely difficult for caregivers to move and attend to care subject • Unsanitary to attend to subject on the floor Challenges to implement these changes include: • Cost • People might misuse or vandalize facilities (again, pointing to cost) To summarize, as technology advances, more travelers include family members in who would otherwise be left behind in previous years. The limited facilities have had the effect of extremely negative and embarrassing travel situations which could have been avoided by adequate facilities. The modifications included in handicapped facilities are a move in the right direction, but are still limited in scope. Please consider these small design modifications in the future as airport facilities are	ANC features a family lounge and bathroom on Concourse B across from Gate B1. The Master Plan Update will consider the needs of all passengers and airport users. Your comment will be shared with the airport.

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304	Support	8942	My husband and I travel a lot. We are very pleased with the airports & airlines. Neither of us have ever had a problem.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
305	Support	8943	We have traveled a lot over the past few years. No complaints.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
306	Miscellaneous	8944	Haven't been to the airport since I retired. No comment.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
307	Support	8945	Cool Airport.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
308	Support	8946	The Airport is good! Yogurt land is the best!	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
309	Miscellaneous	8947	I'll be dead and gone in 20 years.	The activity forecasts for Airport Master Plans typically look 20 years into the future, but are also broken into smaller timeframes of 1 to 5 years for short term operational planning, 6 to 10 years for medium term capital improvement planning, and 11 to 20 years for long-term general planning. These forecasts are just estimates, however, and must be updated every 5 to 10 years to determine whether existing plans should be adjusted to accommodate unanticipated changes.
310	Support	8948	Pretty awesome.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
311	Terminal	8949	Put a Starbucks- closer to the PenAir terminal!	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
312	Related Studies - AIAS Planning Study	8950	With respect to understanding the activity growth projections, the macro scenarios assumed would be good to illuminate. For example what are the assumptions about the following (by no means exhaustive): 1. Anchorage and Alaska population 2. Assumptions about major capital investment in the state, eg existing oil and gas, new major oil development (OCS), major gas sales, mine development. 3. Fiscal trends such as major changes in trajectory from current, radical state/city budget changes, imposition of state income tax, sales tax etc 4 Hind casting the benefits of the last major expansion at the ANC airport (C terminal, train, train terminus) and understanding whether with the info we have now, whether those investments would have been made.	The 2012 AIAS Forecast of Aviation Activity was completed using a series of assumptions intended to provide a reasonable assessment of the key forecast trends and parameters. Assumptions include socio-economic forecasts for all major economic metrics such as population, employment and income. Among other assumptions considered were future regulatory environments, growth in tourism and the cruise industry, and fuel availability and cost. For a complete list of forecast assumptions, view the complete Forecast Technical Report, a link to which is available on www.ancmasterplan.com .
313	Miscellaneous	8956	I flew in through Merrill Field (2 individuals told us that)	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
314	Miscellaneous	8957	I fly through ANC at least once a year.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
315	Support	8958	It's (the airport) pretty good.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
316	Coastal Trail	8959	As a life long Alaskan I value the Coastal Trail very highly. I use it for cycling recreating, teaching cycling and an annual Boy Scout ride from Kincaid Chalet to Mirror Lake at Camp Gorsuch. The trail is a crown jewel of Anchorage and must remain intact and essentially as it is or better. Tunnels, etc for the most part must not be utilized; they are hazardous in winter, graffiti magnets and degrade skiing uses in the winter. Any planning must take this aspect of the area into account. Thanks.	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 would clearly identify impacts and mitigation/enhancements in detail. Your comment about tunnels will be considered during the Master Plan Update process.
317	Support	8961	It's really good- no complaints.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
318	Terminal	8962	Cinnabon - there should be one on the secure side of the terminal.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.

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Line	Issue Code	Issue ID	Issue Text	Response Text
319	Terminal	8963	Concessions are not open during early morning hours – it's inconvenient for many travelers.	The Master Plan Update scope does not address concession pricing. Your comment will be shared with the airport.
320	Public Meetings	8971	I attended the latest open house on March 21 -thanks for the transparency throughout this process.	Thank you for attending the March 21, 2013 Open House. The Master Plan Update team's public involvement goals include a commitment to ensuring stakeholders and the public have the information they need to participate in the process in a meaningful way.
321	Coastal Trail	8972	It is critical that any future airport development protect the trail system corridor that currently exists on the west and north side of ANC. The coastal trail is essential to maintaining a high quality of life for those active residents in Sand Lake and Quarry Park, and it is equally crucial to those many Anchorage residents accessing Kincaid Park by using 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 would clearly identify impacts and mitigation/enhancements in detail.
322	Deicing Fluid Structure	8973	My second comment is to voice my support for the implementation of dedicated de-icing pads and a concerted effort to collect the run-off. I was surprised after my first winter visit to ANC that it did not already have them, given the extended season in which they would be used. Toronto Pearson (YYZ) is a good example of surely many that exist in similar climates that have had dedicated de-icing pads for some time.	As part of the Master Plan Update, deicing operations will be planned in such a manner that they are in conformance with applicable FAA and environmental standards.
323	Terminal	8974	There are no courtesy carts (like golf carts) for elders.	The Master Plan Update scope does not address this issue. This comment will be shared with the airport.
324	Accessibility	8975	Rental Facility- the shuttle system for rental cars is a bit of a walk w/ bags.	The Master Plan Update will evaluate alternatives for redeveloping the North and South Terminals to minimize walking distances and improve accessibility.
325	Accessibility	8976	You should be able to pull your rental car to the departures ramp to drop off your bags, then be able to easily reach the rental facility from there (not have to drive around).	The Master Plan Update will evaluate landside access alternatives to the terminal area with the objectives of reducing congestion and adverse travel in a cost-effective manner.
326	Terminal	8977	Information posted in the terminal should include not just hotels, but motor home rental info, tour info, Kenai fishing trips, etc.	The Master Plan Update scope does not address this issue. This comment will be shared with the airport.
327	Terminal	8978	There are no restaurants near the commuter flight gates. All the good dinning options are through security – you can't get to them without the right ticket.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
328	Terminal	8979	It's good that a new restaurant is coming into the commuter flight area - there is only a cold sandwich shop there now, we need hot food.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
329	Terminal	8980	ERA seems far away from most airport services.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
330	Terminal	8981	Coming from Kotzebue, we have to exit the plane outside from most flights. It's no good, we would prefer a jet-way.	The Master Plan Update scope does not address this issue. The decision to use jetways is a choice made by each airline. This comment will be shared with the airport.
331	Public Meetings	8982	I was unable to attend the 3/21 public meeting, but have reviewed materials in the on-line open house. Nicely done.	Thank you for participating in the March 22-April 5, 2013 Online Open House. We are pleased you found it valuable. This online tool is intended to allow stakeholders the opportunity to meaningfully participate in the Master Plan Update, regardless of their schedule or physical location.
332	Accessibility	8984	I'd like to see the revised master plan address how to improve bicycle access to the terminal area and improve bicycle parking (racks and lockers) for both employees and flyers.	The Master Plan Update will evaluate alternatives for redeveloping the North and South Terminals to reduce congestion and adverse travel, minimize walking distances, and improve accessibility.
333	Public Involvement Process	8985	How do I get more involved?	The best way to stay informed about this project is to add your name to the project emailing list, a sign up link is available at www.ancmasterplan.com . By doing so you will be notified of all opportunities to participate, and remain informed on the status of the project as it progresses. The Master Plan Update team encourages interested stakeholders to participate in public meetings, to submit comments relating to the Master Plan Update and to take advantage of the many resouces available on www.ancmasterplan.com . A schedule of upcoming meetings, as well as an online comment form are also available on www.ancmasterplan.com

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Line	Issue Code	Issue ID	Issue Text	Response Text
334	Coastal Trail	8991	Even if the (Coastal) trail goes through a tunnel, I don't see what the big deal is.	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 would clearly identify impacts and mitigation/enhancements in detail.
335	Miscellaneous	8992	An airport is an airport.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
336	Terminal	8993	Visitors are impressed with the terminal.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
337	Accessibility	8994	Is it easy to get to? Oh my gosh, yes.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
338	Support	8995	It's good!	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
339	Support	8996	Two thumbs up from me.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
340	Cargo Activity	8997	I love the cargo transfer idea, that is good for Alaska.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
341	Public Transit	8998	A train to the valley would not work, it is too far and the train is too slow.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
342	Support	8999	I've got no issues with the Airport.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
343	Development - Support	9000	I don't use the trail so I don't care, I want economic growth.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
344	Coastal Trail	9001	I don't want the trail changed, but I think the Airport is really nice.	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 would clearly identify impacts and mitigation/enhancements in detail.
345	Noise - General	9002	I live in South Sand Lake, and have noticed more noise in the last fall and winter – but overall, the Airport is really great.	ANC has established a preferential runway use program to minimize noise impacts on nearby residential areas. The normal flow of traffic operations, contingent upon weather and pilot judgement, directs traffic over Cook Inlet.
346	Accessibility	9003	The Airport is convenient.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
347	Terminal	9004	I live near Bethel, and I want a hot dog stand on Concourse C near AK airlines. I like the hot dogs.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.

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Comments and Responses Organized by Issue ID #

Line	Issue Code	Issue ID	Issue Text	Response Text
348	Terminal	9005	Put more concessions on the non-secure side of the terminal, we want to eat with family and friends before they head out.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
349	ARRC Rail Depot	9006	Use the train station	The Bill Sheffield Depot at ANC is owned and operated by the Alaska Railroad Corporation (ARRC), and are not under airport jurisdiction. We will document your questions relating to those facilities, and forward them to the Railroad.
350	Short Term Parking	9007	Advertise the cell phone lot better – I didn't even know the Airport had one (customer advised as to its location).	The Master Plan Update will consider signage enhancements. Thank you for your suggestion.
351	Public Transit	9008	Have a shuttle from Eagle River and the Mat-Su Valley	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
352	Coastal Trail	9009	If the Airport expands, just keep trail and/or improve the 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 would clearly identify impacts and mitigation/enhancements in detail.
353	Landside	9017	The passenger pick-up area (outside baggage) gets crowded.	In addition to airside and terminal requirements, the master plan update will also consider ground access requirements such as traffic circulation, vehicle parking and passenger pick-up.
354	Landside	9018	There is no one to help direct traffic in the passenger pick up area when it gets crowded and full of vehicles.	In addition to airside and terminal requirements, the master plan update will also consider ground access requirements such as traffic circulation, vehicle parking and passenger pick-up.
355	Development - Support	9019	I would generally support expansion	The evaluation of alternative development scenarios will seek to provide the best balance of interests and values for the airport and for the community.
356	Development - Support	9020	I'm all for expansion	The evaluation of alternative development scenarios will seek to provide the best balance of interests and values for the airport and for the community.
357	Short Term Parking	9021	There is not enough parking in the garage, and its too long a walk to the terminal.	The Master Plan Update will consider alternatives for meeting the forecasted demand for vehicle parking as well as ways to reduce or mitigate travel distances between parking areas and the passenger terminal complex.
358	Development - Support	9028	I absolutely support expansion	The evaluation of alternative development scenarios will seek to provide the best balance of interests and values for the airport and for the community.
359	Support	9029	The Airport is great	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
360	Support	9030	The Airport is a beautiful facility and nice for our city.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
361	Baggage Claim	9031	Baggage needs to be more expedient coming and going	The Master Plan Update will evaluate alternatives for redevelopment of the North and South Terminals including baggage processing facilities to address forecasted demand.
362	Miscellaneous	9032	I work at the Airport!	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
363	Support	9033	It's a good Airport.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
364	Support	9034	It's a great facility; I fly through it a lot. Better than Juneau.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
365	Miscellaneous	9035	I have no complaints about the Airport – but I do with the TSA.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
366	Terminal	9036	There is no lounge upstairs or quiet place to sit outside of the secure area – and there should be.	The Master Plan Update scope does not address this issue. This comment will be shared with the Airport.
367	Terminal	9037	The Airport needs a nice play area for kids inside the terminal (like SEATAC).	ANC features a family lounge on Concourse B.

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Line	Issue Code	Issue ID	Issue Text	Response Text
368	Pasenger Traffic Opportunities	9038	There needs to be additional international flight options; bring back Korean Air flights.	The main reasons for the decline in Asia-bound flights to or through ANC have been: (1) the introduction of new-generation, long-range aircraft, especially the Boeing 747-400, which has enabled airlines to fly non-stop between Asia and the Lower 48 United States; and (2) the opening of Russian airspace to Asia-Europe flights. The Master Plan Update will look for ways to attract this type of traffic, but these two factors are entirely beyond ANC's ability to control.
369	Pasenger Traffic Opportunities	9039	Bring back Hawaiian Airlines.	An airlines decision to serve any particular market is based on a wide variety of economic and other considerations.
370	Pasenger Traffic Opportunities	9040	There needs to be more direct flights to US destinations, and those that that we do have need to run year round, not just in the summer.	An airlines decision to serve any particular market is based on a wide variety of economic and other considerations.
371	Development - Support	9041	Growth is necessary	The evaluation of alternative development scenarios will seek to provide the best balance of interests and values for the airport and for the community.
372	Miscellaneous	9042	The Airport has grown a lot in the last 40 years.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
373	Pasenger Traffic Opportunities	9043	We need more summer flight options, and they need to run in the winter months too!	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
374	Miscellaneous	9044	We Alaskans have got to get out of here in the winter.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
375	Long Term Development	9045	Build the (Knik Arm) bridge and move the Airport!	If there is a need to rebalance traffic in the Alaska International Airport System (AIAS), traffic would be shifted between the Anchorage and Fairbanks International Airports. Construction of a replacement or supplemental airport has been shown in past studies to be cost prohibitive.
376	Support	9046	The Anchorage Airport is a pleasant experience.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
377	Noise	9065	After attending the noise meeting at which we were told there were hardly any flights taking off to the east any more, I went home and observed numerous noisy flights taking off to the east over the next week. Your charts may say otherwise, but we neighbors see listen to the jets on a daily basis.	ANC has established a preferential runway use program to minimize noise impacts on nearby residential areas. The normal flow of traffic operations, contingent upon weather and pilot judgement, directs traffic over Cook Inlet.
378	Working Group	9074	Was I asked to serve on the Working Group?	The Working Group and the Technical Advisory Committee were established in the fall/winter of 2012. The Working Group is composed of representatives of a diverse set of organizations but generally reflects a broad range of community interests in the outcome of the Master Plan Update. Organizations were identified based on FAA guidance, results of early outreach, and our draft issues list. Invitations were sent to the listed organizations asking them to identify a Representative and an Alternate to participate in meetings. Working Group meetings are open to the public. Comments are also accepted throughout the Master Plan Update via the website, email, in Public Open Houses, and many other events. For more information on the public involvement process and ways to comment, please visit the project website at www.ancmasterplan.com .

CHAPTER 4

COMMENTS AND RESPONSES ORGANIZED BY ISSUE CODE

The following comments and responses are grouped by the Issue Codes identified in Section 1.3.

Ted Stevens Anchorage International Airport Master Plan Update
Comments and Responses Organized by Issue Code

Line	Issue Code	Issue ID	Issue Text	Response Text
1	Accessibility	8984	I'd like to see the revised master plan address how to improve bicycle access to the terminal area and improve bicycle parking (racks and lockers) for both employees and flyers.	The Master Plan Update will evaluate alternatives for redeveloping the North and South Terminals to reduce congestion and adverse travel, minimize walking distances, and improve accessibility.
2	Accessibility	8931	The walk between domestic and international flights/terminals is long, especially with a cane.	The Master Plan Update will evaluate alternatives for reusing or redeveloping the North Terminal, including ways to improve accessibility between the North and South Terminals.
3	Accessibility	8933	I do not like how you have to drive an extra ¼ mile between terminals on Post Office Road.	The Master Plan Update will evaluate alternatives for reusing or redeveloping the North Terminal, including ways to improve accessibility between the North and South Terminals.
4	Accessibility	8975	Rental Facility- the shuttle system for rental cars is a bit of a walk w/ bags.	The Master Plan Update will evaluate alternatives for redeveloping the North and South Terminals to minimize walking distances and improve accessibility.
5	Accessibility	8976	You should be able to pull your rental car to the departures ramp to drop off your bags, then be able to easily reach the rental facility from there (not have to drive around).	The Master Plan Update will evaluate landside access alternatives to the terminal area with the objectives of reducing congestion and adverse travel in a cost-effective manner.
6	Accessibility	8994	Is it easy to get to? Oh my gosh, yes.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
7	Accessibility	9003	The Airport is convenient.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
8	Adjacent Residential Property	8205	Please remember that we all have to be good neighbors. It is not fair to say "if you don't like the noise or fumes you shouldn't be near the airport".	A preferential runway use program is in effect that mitigates noise impacts to surrounding neighborhoods and directs most aircraft landings and take-offs over the waters of the Cook Inlet. However, the decision of where to take off and land is ultimately up to the pilot and is usually dependent on weather and wind conditions. Noise and fumes are a part of aircraft operations and the FAA has instituted regulations on aircraft engine noise that has made for quieter and more fuel efficient operations. The Airport has done several things to minimize noise and fumes, such as the implementation of a preferential runway system to mitigate noise during daytime hours. The airport also provided a Residential Sound Insulation Program (RSIP) for homeowners. Changes to noise impacts resulting from the location of future facilities proposed in the Master Plan Update are being examined through the Part 150 Study and will continue to be analyzed during the environmental review process. For more information, please see the Part 150 Study: http://anc150study.com/ .
9	Adjacent Residential Property	8075	In order to keep noise to a minimum for surrounding homes (south of the airport), please make pilots and airlines aware of the importance of a north take off and east landing (over the water) without, of course, compromising the safety of the plane or passengers/crew. In other words, if it costs the airline more money in fuel to take off to the north, then so be it. That should not be an excuse to take off or land over populated areas. Thank you.	A preferential runway use program is in effect that mitigates noise impacts to surrounding neighborhoods and directs most aircraft landings and take-offs over the waters of the Cook Inlet when wind and weather permit. However, the decision of where to take off and land is ultimately up to Air Traffic Control and the pilot and is usually dependent on weather and wind conditions.
10	Adjacent Residential Property	8084	I would like to see the airport utilize the north - south runway by the FedEx hanger, which puts that noise out over the inlet instead of the neighborhoods of Jewel Lake and Spenard.	A preferential runway use program is in effect that mitigates noise impacts to surrounding neighborhoods and directs most aircraft landings and take-offs over the waters of the Cook Inlet. However, the decision of where to take off and land is ultimately up to Air Traffic Control and the pilot and is usually dependent on weather and wind conditions.
11	Adjacent Residential Property	8135	There must be some consideration of the effect of marked increase of noise for the surrounding areas of homes. Having lived here since 1955 on Sand Lake, i can tell you it has become a major problem. Both for sleep and tranquility.	The Master Plan Update will consider potential noise and traffic impacts resulting from recommended future land use development to meet aviation demand.
12	Adjacent Residential Property	8154	When the Master Plan issues its final report in 2013, will it have an effect on property values?	Real estate values are not addressed in the Master Plan Update. We are unaware of cases when a past Master Plan caused a change in property values.
13	Adjacent Residential Property	8264	The airport keeps moving closer to neighbors – trees are cut down removing a sound barrier. Leave open land for a sound barrier. Consider different sources of noise pollution, like back up buzzers.	Noise impacts and potential mitigation measures will be addressed as part of the Master Plan Update. For more information, please see the Part 150 study: http://anc150study.com/

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Comments and Responses Organized by Issue Code

Line	Issue Code	Issue ID	Issue Text	Response Text
14	Adjacent Residential Property	8782	The Anchorage airport is in unusually close proximity to residential neighborhoods. It has already expanded greatly since the houses were built -- it has come toward us and not necessarily vice versa. The airport needs to understand that its operations on its property have carry over affects off its property and on our property.	The Anchorage Airport is in close proximity to residential neighborhoods; this is not unique to Anchorage and occurs at other airports throughout the country. While development has occurred on the Airport over time, the Airport's boundary has not changed significantly since the early 1960s. In fact, residential and Airport development have both approached the Airport's boundary over time. To see this progression, refer to the historical photos available in this Master Plan Update presentation: http://www.ancmasterplan.com/library/index_62_61909914.pdf The Airport recognizes that its decisions impact the local community, and vice versa. For that reason, the Airport is executing a robust public involvement program for this Master Plan Update to allow opportunities for stakeholders (including residential neighborhoods) to be actively engaged while simultaneously considering the Airport's resources and responsibilities.
15	Adjacent Residential Property	8787	Please try to contain the airport's impact on off-airport property.	The Airport recognizes its impact on the local community. For that reason, the Airport is executing a robust public involvement program for this Master Plan Update to allow opportunities for stakeholders (including residential neighborhoods) to be actively engaged while simultaneously considering the Airport's resources and responsibilities. Assessment of impacts and mitigation techniques will occur both during the planning process and as part of any following environmental review.
16	Adjacent Residential Property	8870	I live in Turnagain. Why are they moving all the houses near Wendy's Way? Is it going to become a car park?	The houses on Wendy's Way were acquired by the airport and removed so they could clear the northern Runway Protection Zone for Runway 13-31, also known as the "Lake Hood Strip". The property where the houses were located has been landscaped to make a "green space" for the neighborhood.
17	Advertisements - Public Notice	8220	What is the rule for public notice of meetings?	The State of Alaska Online Public Notice requirements call for a minimum of 7 days notice for public meetings. The Master Plan Update team has a goal of noticing meetings 10-14 days in advance. Meetings are noticed in several ways including, but not limited to; the State of Alaska Online Public Notice system, email to the Master Plan Update distribution list, email to officials and agencies with a vested interest in the Airport (including Community Councils), in print in the Anchorage Daily News, on the Master Plan Update and Airport websites, posting on Airport bulletin boards, and, for public Open House meetings, sending a postcards to all residents in surrounding zipcodes. For more information on meeting advertisements, see Appendix C of the Master Plan Update Public Involvement Program, available on www.ancmasterplan.com Direct link: http://www.ancmasterplan.com/public-involvement/index_15_2456214492.pdf
18	Advertisements - Public Notice	8223	She requested that meeting dates, when known, are provided well in advance of the meeting.	In January 2013, the Master Plan Update team posted tentative meeting dates for all Public Open House and Working Group/Technical Advisory Committee meetings through May 2013 on www.ancmasterplan.com . The Master Plan Update team has a goal of noticing meetings 10-14 days in advance. Meetings are noticed in several ways including, but not limited to; the State of Alaska Online Public Notice system, email to the Master Plan Update distribution list, email to officials and agencies with a vested interest in the Airport (including Community Councils), in print in the Anchorage Daily News, on the Master Plan Update and Airport websites, posting on Airport bulletin boards, and, for public Open House meetings, sending a postcards to all residents in surrounding zip codes. For more information on meeting advertisements, see Appendix C of the Master Plan Update Public Involvement Program, available on www.ancmasterplan.com Direct link: http://www.ancmasterplan.com/public-involvement/index_15_2456214492.pdf
19	Advertisements - Public Notice	8223	She requested that meeting dates, when known, are provided well in advance of the meeting.	The Master Plan Update team has a goal of noticing meeting 10-14 days in advance. Meetings are noticed in several ways including, but not limited to; the State of Alaska Online Public Notice system, email to the Master Plan Update distribution list, email to officials and agencies with a vested interest in the Airport (including Community Councils), in print in the Anchorage Daily News, on the Master Plan Update and Airport websites, posting on Airport bulletin boards, and, for public Open House meetings, sending a postcards to all residents in surrounding zip codes.

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Comments and Responses Organized by Issue Code

Line	Issue Code	Issue ID	Issue Text	Response Text
20	Advertisements - Public Notice	8163	· Wanted to comment on how meetings for the Master Plan Update are noticed. This meeting had 8 days of public notice which is insufficient.	The State of Alaska Online Public Notice requirements call for a minimum of 7 days notice for public meetings. The Master Plan Update team has a goal of noticing meetings 10-14 days in advance. Meetings are noticed in several ways including, but not limited to; the State of Alaska Online Public Notice system, email to the Master Plan distribution list, email to officials and agencies with a vested interest in the Airport (including Community Councils), in print in the Anchorage Daily News, on the Master Plan and Airport websites, posting on Airport bulletin boards, and, for public Open House meetings, sending a postcards to all residents in surrounding zipcodes. For more information on meeting advertisements, see Appendix C of the Master Plan Update Public Involvement Program, available on www.ancmasterplan.com Direct link: http://www.ancmasterplan.com/public-involvement/index_15_2456214492.pdf
21	Advertisements - Public Notice	8247	Email and mailings well in advance of a meeting, i.e. 3 weeks to 1 week. 26 hours notice is not enough (reference to recent Part 150 meeting notice).	The Master Plan Update team has a goal of noticing meetings 10-14 days in advance. Meetings are noticed in several ways including, but not limited to; the State of Alaska Online Public Notice system, email to the Master Plan distribution list, email to officials and agencies with a vested interest in the Airport (including Community Councils), in print in the Anchorage Daily News, on the Master Plan and Airport websites, posting on Airport bulletin boards, and, for public Open House meetings, sending a postcards to all residents in surrounding zipcodes. For more information on meeting advertisements, see Appendix C of the Master Plan Update Public Involvement Program, available on www.ancmasterplan.com Direct link: http://www.ancmasterplan.com/public-involvement/index_15_2456214492.pdf
22	Air Traffic Control	8139	How will the wind farm on Fire Island impact airport operations? Will it limit/change aviation landings and take-offs?	Definitions in federal regulations define what represents a hazard to aviation near an airport. Since the structures at the wind farm are well below the runway approach surface for runways 7R and 7L, they are not considered hazardous and are expected to have limited or no effect on airport operations.
23	Air Traffic Control	8153	Are there records kept of which airlines take, and how often, the "preferred route"?	Routes are identified as "preferred", not required. Routes are at the discretion of the pilot and selecting the preferred route is voluntary. Once in the air, the FAA helps navigate where a plane should fly and the Airport no longer has control over the airlines' routes. To our knowledge, there are no records kept indicating which carriers use the preferred routes nor how often they are used.
24	Air Traffic Control	8196	Wonder about whereabouts and characteristics of third runway with ATC impact	We assume the commentor is asking about a potential fourth runway as it relates to Air Traffic Control, since the airport already has three runways. If a fourth runway was needed, it would be sited, in part, to ensure positive control by the ATC of aircraft using the runway and associated taxiways.
25	Airfield Capacity	8105	It is clear to many of us that the Airport is beyond capacity	The AIAS Planning Study included a preliminary assessment of ANC Airfield Capacity. The study found that the Airport currently has sufficient capacity to meet today's demand. However, the Airport may not have sufficient capacity to meet forecast demand levels. The Master Plan Update is currently performing a more detailed capacity evaluation of ANC.
26	Airfield Capacity	8275	Look at the Kenai airport, expand heavy plane operations there and take pressure off of ANC. The use of other existing facilities is more effective than building new runways.	The runway Kenai Municipal Airport is 7,800' long versus 10,500' for the shortest runway at ANC. This means that heavy aircraft can carry larger payloads and thus operate more efficiently at ANC. In addition, the presence of many domestic and international carriers at ANC facilitates the exchange of cargo and passengers between carriers, resulting in better service and lower costs for both the airlines and the consumers.
27	Airfield Capacity	8847	Are we thinking about fixed wing aircraft? What about rotary wing patterns?	Helicopter traffic at ANC is a component of overall demand at the airport. Typically, helicopters notify ATC of their intention to enter the airport's traffic pattern and are then given instructions for an approach to one of the runways. On arrival, they hover-taxi to a parking position on one of the aprons.
28	Airfield Capacity	8880	If the natural gas line moves forward, we will need more capacity at the Airport.	The capital improvement program (CIP) to be recommended in Master Plan Update will be based on activity levels, rather than time intervals so that if economic activity increases, capacity-driven improvements can be implemented sooner rather than later. Also, should the economic outlook for Anchorage, the state and beyond change significantly over the next several years, a new activity forecast for the airport could be prepared and the Master Plan Update's CIP adjusted accordingly.

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29	Airfield Capacity	8914	Will the Airport need another runway?	The AIAS Planning Study included a preliminary assessment of ANC Airfield Capacity. The study found that the Airport currently has sufficient capacity to meet today's demand. However, the Airport may not have sufficient capacity to meet forecast demand levels. The Master Plan Update is currently performing a more detailed capacity evaluation of ANC.
30	Airport Communication	8300	Airport employees should be asked to participate in the MP.	Airport employees are welcome, like any stakeholder, to participate in the Master Plan Update. Airport employees are actively participating, via interviews, design charettes, and group work sessions, in many technical aspects of the Master Plan Update process.
31	Airport Communication	8320	What do the airlines think? How do they feel about the process?	The airlines are involved in the Master Plan Update process. They have written a letter of support for the current AIAS aviation activity forecast, upon which this Master Plan Update will be based. Several airlines are also participating on the Technical Advisory Committee for the master plan by attending presentations and reviewing draft work products.
32	Airport Governance	8156	Can the FAA dictate what can and cannot be in the Master Plan? In other words, can they throw a monkey wrench into the process?	The FAA recommends Airports complete a Master Plan. Throughout the process there are key points when the FAA is formally involved in reviewing and approving the work being completed-the aviation forecast and the development of the Airport Layout Plan. The Airport Layout Plan (ALP) is a drawing of facilities that will be proposed and recommended for inclusion in the Airport capital improvement plan. The FAA gives the ALP a conditional approval. A conditional approval is made because the environmental evaluation work has not yet been completed. The FAA is also an important stakeholder in the process and the FAA representative(s) will be engaged throughout the process.
33	Airport Governance	8177	What is FAA's role in development of non aviation lands?	As the beneficiary of federal Airport Improvement Program (AIP) funding for capital improvements, ANC is subject to the requirements of the program, including the Sponsor Assurances that require ANC to obtain FAA approval before committing airport land to a non-aeronautical purpose. This requirement applies regardless of whether the proposed use is short or long term, is to be funded by private or public funds, or even if it is to be carried out solely by ANC.
34	Airport Governance	8283	Clarify ANC ownership, State or Municipality?	ANC is owned and operated by the State of Alaska.
35	Airport Governance	8869	Is ANC state owned?	ANC is owned and operated by the State of Alaska.
36	Airside	8108	Keep possible expansion i.e runways taxi way. Cargo Facilities expansion.	Comment noted.
37	Airside	8186	Before ANC looks at more property, look at where you can access with taxiways within the existing footprint. Kulis should not be leased for non-aviation use due to a taxiway shortage.	This comment will be considered by the planning team and documented in the Master Plan Update. The Master Plan Update will evaluate alternatives within the existing airport footprint.
38	Alaska DOT&PF	8073	Excellent forum and start! Impact on Airport Employees and contracting to get input? I am a state employee in facilities.	Airport employees and contractors operating in/around the Airport, like all stakeholders, are welcome to provide input into the Master Plan Update process. The Master Plan Update team is engaging directly with Airport staff and businesses operating in/around the Airport via planning activities such as stakeholder interviews, design charettes, Technical Advisory Committee meetings and more.
39	Animal Habitat	8081	I am concerned that the cost (impact on environment and money) will exceed the benefit of a master plan that expands the airport. I would like the master plan to address the following issues - airport fuel deicing contamination of community noise issues - including high pitch ground noise protection of animal and bird habitat - contamination	These potential environmental impacts will be considered as part of the Master Plan Update. In addition to actions suggested in the Plan, all required environmental analysis and permitting will also address environmental issues such as impacts to water quality, noise, and wildlife prior to any actual implementation of proposed improvements.
40	Archeological Sites	8088	There seems to be a bias in both questions asked and answers given, to ignore or diminish the concerns of the Native Americans (including Chief Paul) in favor of the rest of us newcomers. You need to sit down with the descendants of the people who have lived here for thousands of years. There was a village near Point Woronzof, including well- documented burials. You really need to consult with Native Americans.	The Master Plan Update Team agrees that outreach to Alaska Native communities is important to the process. The Master Plan Update Team, with the support of the Ted Stevens Anchorage International Airport, sent letters to representatives of the Knik, Eklutna, Chickaloon, and Tyonek Tribes asking for their participation in the Master Plan Update process. Master Plan Update Team representatives have met with Tribal representatives and will document their comments in the Master Plan Update.
41	ARRC Rail Depot	8121	As an Alaskan, I find it hard to believe that the ANC train depot was built. It benefits ARR and Princess, but it is useless for Alaskans.	The Bill Sheffield Depot at ANC is owned and operated by the Alaska Railroad Corporation (ARRC), and are not under airport jurisdiction. We will document your questions relating to those facilities, and forward them to the Railroad.
42	ARRC Rail Depot	8149	Is the Alaska Rail Road spur line to the airport and the ANC Depot to be considered in the Master Plan?	Those facilities are operated by the Alaska Railroad Corporation (ARRC), and are not under airport jurisdiction. The facilities will be considered as existing Facilities to remain during the Master Plan alternatives development.

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43	ARRC Rail Depot	8335	Have a clear understanding of how the railroad terminal will be utilized.	The Bill Sheffield Depot at ANC is owned and operated by the Alaska Railroad Corporation (ARRC), and are not under airport jurisdiction. We will document your questions relating to those facilities, and forward them to the Railroad.
44	ARRC Rail Depot	9006	Use the train station	The Bill Sheffield Depot at ANC is owned and operated by the Alaska Railroad Corporation (ARRC), and are not under airport jurisdiction. We will document your questions relating to those facilities, and forward them to the Railroad.
45	Aviation Demand	8284	Consider airspace constraints for growth beyond what current infrastructure can handle.	Airspace is controlled by the Federal Aviation Administration (FAA) and not managed by the Airport. The Airport cannot constrain airspace because it is not within the Airport's jurisdiction.
46	Baggage Claim	8909	Luggage service is too efficient!	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
47	Baggage Claim	9031	Baggage needs to be more expedient coming and going	The Master Plan Update will evaluate alternatives for redevelopment of the North and South Terminals including baggage processing facilities to address forecasted demand.
48	Cargo Activity	8183	Consider using Fairbanks airport for some of the Gas n' Go traffic. Have we looked at adding the Kenai airport to the AIAS system? It can absorb some of ANC's activity and is only 35 air miles away. These alternate locations are important to consider when looking at alternatives.	The Master Plan Update will evaluate the possibility of reallocating some of the Gas n' Go traffic to Fairbanks. However, regarding Kenai, the runway at Kenai Municipal Airport is only 7,800' long versus 10,500' for the shortest runway at ANC. This means that heavy aircraft can carry larger payloads and thus operate more efficiently at ANC. In addition, the presence of many domestic and international carriers at ANC facilitates the exchange of cargo and passengers between carriers, resulting in better service and lower costs for both the airlines and the consumers.
49	Cargo Activity	8265	Have cargo planes stage away from more populated areas.	The Master Plan Update will evaluate cargo apron and staging area alternatives. Noise impacts on residential and recreational land uses adjacent to the airport will be among the siting criteria used to identify a preferred development scenario.
50	Cargo Activity	8882	Where are all the cargo planes going? Are they mostly gas & go traffic?	Approximately 2/3 of the cargo traffic passing through ANC is eastbound, originating in Asia and bound for the continental US. The other 1/3 is westbound traffic originating in the continental US and bound for Asia. About 30% of all traffic involves the transfer of cargo at ANC. The remaining 70% could be described as "gas & go".
51	Cargo Activity	8883	Did cargo traffic go down after the volcano event in the 1990's?	Cargo traffic at ANC grew steadily through the 1990s despite the eruption of Mt. Redoubt in 1989.
52	Cargo Activity	8997	I love the cargo transfer idea, that is good for Alaska.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
53	Coastal Trail	8208	Preserve the coastal trail as the type of trail it is now.	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 would clearly identify impacts and mitigation/enhancements in detail.
54	Coastal Trail	8118	What is the airports position on the coastal trail? Could you go into more detail about possible enhancements to maintain or improve "the high quality of the trail"? Also, could you provide more detail with a map on your website, on recent realignments and enhancements of Kincaid Park trails to accommodate the extension of runway?	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.

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55	Coastal Trail	8127	I attended the 9/19/12 open house. My primary concern in any airport expansion is the costal trial and Kincaid parkland around the airport. The value of this land for recreation and natural green space can not be overstated. There is no possible reason the airport can dream up that would be more important than leaving this land in it's current state. Please leave our parkland alone!	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 would clearly identify impacts and mitigation/enhancements in detail.
56	Coastal Trail	8341	I am also concerned with expanding the international runways. I frequently use the Coastal Trail. I do not want any impacts upon this great resource.	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 would clearly identify impacts and mitigation/enhancements in detail.
57	Coastal Trail	8906	Will the Coastal Trail be changed?	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 would clearly identify impacts and mitigation/enhancements in detail.

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58	Coastal Trail	8959	As a life long Alaskan I value the Coastal Trail very highly. I use it for cycling recreating, teaching cycling and an annual Boy Scout ride from Kincaid Chalet to Mirror Lake at Camp Gorsuch. The trail is a crown jewel of Anchorage and must remain intact and essentially as it is or better. Tunnels, etc for the most part must not be utilized; they are hazardous in winter, graffiti magnets and degrade skiing uses in the winter. Any planning must take this aspect of the area into account. Thanks.	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 would clearly identify impacts and mitigation/enhancements in detail. Your comment about tunnels will be considered during the Master Plan Update process.
59	Coastal Trail	8972	It is critical that any future airport development protect the trail system corridor that currently exists on the west and north side of ANC. The coastal trail is essential to maintaining a high quality of life for those active residents in Sand Lake and Quarry Park, and it is equally crucial to those many Anchorage residents accessing Kincaid Park by using 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 would clearly identify impacts and mitigation/enhancements in detail.
60	Coastal Trail	8991	Even if the (Coastal) trail goes through a tunnel, I don't see what the big deal is.	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 would clearly identify impacts and mitigation/enhancements in detail.

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61	Coastal Trail	9001	I don't want the trail changed, but I think the Airport is really nice.	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 would clearly identify impacts and mitigation/enhancements in detail.
62	Coastal Trail	9009	If the Airport expands, just keep trail and/or improve the 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 would clearly identify impacts and mitigation/enhancements in detail.
63	Comment Response	8204	How can I comment if I can't make the open house? Thank you.	The Master Plan Update team will accept and consider public comments related to issues throughout the process. Public comments are accepted via written comment forms (available online and at public meetings), via the online comment form available on www.ancmasterplan.com and at each online open house event, and through formal verbal comments made at public meetings. Comments can also be emailed to contact@ancmasterplan.com
64	Comment Response	8092	Lets start with the comments from the last 2 M/P process. Share them with the community.	Comments recieved by the planning teams for the Anchorage Airport's last two Master Plan processes (a Master Plan adopted in 2002 and a Master Plan Study completed in 2008) while interesting in a historic context, may not apply to current operations at the Airport. Since 2002 and 2008, there have been changes in the world economy which have affected both passenger and cargo operations at the Anchorage Airport. The Master Plan Update team is committed to considering, responding to, and sharing with the public via published Comment Response Reports, all written and formal comments recieved during the current Master Plan Update process.
65	Comment Response	8095	Publish comments, questions, and responses for all to see. Then facilitate conversations about them	The Master Plan Update team has comitted to responding to all written and formal comments recieved in writing in a series of Comment Response Reports. The first report will be published in summer of 2013, and the second will be published in the fall/early winter of 2013. The reports will be posted on the Master Plan Update website www.ancmasterplan.com

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66	Comment Response	8165	When will you address public issues? Its not clear.	The Master Plan Update team will accept and consider public comments related to issues throughout the process. While recommendations from the public will be considered by the Master Plan Update planning team, the Airport is responsible for development decisions. The Master Plan Update team has committed to responding to all written and formal comments recieved in writing in a series of Comment Response Reports. The first report will be published in summer of 2013, and the second will be published in the fall/early winter of 2013. The reports will be posted on the Master Plan Update website www.ancmasterplan.com .
67	Comment Response	8237	The 2008 process felt like a waste of time...few comments actually effected change Example: run-up noise has gotten worse over time, and yet the airport has alternative choices it has not acted upon, e.g. ask airlines to run up on west end of the runway or build a soundproof hangar.	Due to the change in the national and international economy in 2007-2008 that significantly effected aircraft activity levels at the airport, the results of the 2008 planning process were not implemented. The current master plan update process is using a revised activity forecast which will provide a realistic basis for action going forward.
68	Comment Response	8249	Build credibility by reviewing previous comments (from prior projects) and show how they have been followed up on.	Comments recieved by the planning teams for the Anchorage Airport's last two Master Plan processes (a Master Plan adopted in 2002 and a Master Plan Study completed in 2008) while interesting in a historic context, may not apply to current operations at the Airport. Since 2002 and 2008, there have been significant changes in the world economy which have affected both passenger and cargo operations at the Anchorage Airport. The Master Plan Update team is committed to considering, responding to, and sharing with the public via published Comment Response Reports, all written and formal comments recieved during the current Master Plan Update process.
69	Comment Response	8331	Noise in urban areas is a concern. Please give ample opportunities to have these concerns known, and make comments periods broad – like 120 days.	The Airport and the Master Plan Update team understand that noise issues can be a concern for neighboring residents. Public comments related to noise are being accepted throughout the Master Plan Update process. Comments on noise will be considered as development alternatives are drafted, in the selection of a draft preferred alternative, as well as in the final report of the Master Plan Update. In addition, 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. The Master Plan Update team encourages stakeholders to contact the Part 150 study with noise related issues. Moreover, the Master Plan Update team will share noise related comments it receives with the Part 150 team.
70	Commercial Aircraft Noise	8103	Why isn't the Master Plan Update including airspace or a study of Lake Hood Airport?	This Master Plan Update is focused on the facilities that encompass Anchorage International Airport. The Lake Hood Airport Master Plan was last completed in about 2006 and may be updated in the near future. The Airspace in the vicinity of Anchorage International Airport is under the jurisdiction of the Federal Aviation Administration and was last studied approximately ten years ago.
71	Communication Plans	8098	Have a section of the master plan which outlines community goals (your mission) and address how the TSA [the planning team has assumed the commenter meas the Transportation Security Administration] is going to work with these goals	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
72	Competitiveness	8144	Will fuel prices affect the number of carriers that "bypass" Alaska?	Answer from AIAS Planning Study Team: Yes, in two ways. 1. Higher fuel prices mean it is more costly to bypass cargo for fuel, so planes will continue to stop to refuel. 2. However, fleet turnover to more fuel efficient aircraft occurs faster when fuel prices are high.
73	Competitiveness	8912	Would a trade free zone help increase traffic?	A portion of Airport property is available for a foreign trade zone. A developer could utilize this, which could in turn increase traffic. However, this is not being looked into heavily by the Airport during this Master Plan update process.
74	Competitiveness	8913	Make landing fees more competitive.	ANC landing fees are based on the Airports operating costs and are set in consultation with the airlines.
75	Competitiveness	8934	Anchorage needs to have a strategy so that all the cargo planes don't go else where, such as the Vancouver airport.	ANC's single greatest advantage over other airports, like Vancouver, has been its location which allows carriers to maximize their trans-Pacific payloads. Otherwise they would have to sacrifice payload for additional fuel needed to fly non-stop between Asia and North America. However , the Master Plan Update will look at other strategic investments necessary to maintain capacity, reduce delays, and offer the services to air carriers necessary to make the most of this geographic advantage.

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76	Connor's Bog Park	8086	Also we want Conners Bog Park - the public uses it (we have 500+ bird watchers who use it yearly) alot.	Accommodation of recreational use areas on Airport-owned land will be considered as part of the Master Plan Update process, with the alternatives analysis taking into consideration projected impacts. 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. However, because Connor's Bog dog park is located on airport property, it could be developed by airport tenants at some point. The Airport is open to considering a land trade, which could help preserve such recreational areas more permanently.
77	Connor's Bog Park	8905	I like using Connor's Bog dog park, including the portions that are on Airport land.	Accommodation of recreational use areas will be considered as part of the Master Plan Update process, with the alternatives analysis taking into consideration projected impacts. 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. However, because Connor's Bog dog park is located on airport property, it could be developed by airport tenants at some point. The airport is open to considering a land trade, which could help preserve such recreational areas more permanently.
78	Cost	8319	The FAA has cut services, so why is money being spent on this project over aviation safety? How does this project benefit Alaskans? How will fuel expenses be supported? Who will pay for implementation?	The Master Plan Update will identify opportunities to enhance Airport safety. ANC expansion cannot be presumed at this time because the Master Plan Update is not yet complete. Per infrastructure costs – that depends. Funds to pay for future Airport improvements could come from operating revenues, bonds or other funds. The MPU's capital plan will include sources and timing of funding.
79	Deicing Fluid Runoff	8079	I am concerned that the cost (impact on environment and money) will exceed the benefit of a master plan that expands the airport. I would like the master plan to address the following issues - airport fuel deicing contamination of community noise issues - including high pitch ground noise protection of animal and bird habitat - contamination	These potential environmental impacts will be considered as part of the Master Plan Update. In addition to actions suggested in the Plan, all required environmental analysis and permitting will also address environmental issues such as impacts to water quality, noise, and wildlife prior to any actual implementation of proposed improvements.
80	Deicing Fluid Runoff	8190	Deicing fluid dumped into Lake Spenard affects general aviation.	Lake Spenard was placed on the Alaska 303(d) list of impaired water bodies in 2002/2003 for low Dissolved Oxygen (DO), and this was attributed to the airport. The probable cause being that aircraft deicing fluid (ADF) was making its way into the lakes through drainage and snowmelt. In 2004, a Water Body Recovery Plan was developed to reverse the negative impacts on the lake. One aspect of the near-term control was diversion of runoff containing ADF from the lake. Since implementation of the water body recover plan in 2005, the water quality of the lake has steadily improved. The Airport and ADEC have been working together for several years to improve the water quality of Spenard Lake. Since 2012, the lake has met or exceeded the standard required by ADEC. As part of the Master Plan Update, deicing operations will be planned in such a manner that they are in conformance with applicable FAA and environmental standards.
81	Deicing Fluid Runoff	8280	Groundwater contamination needs to be considered in the MPU – notably relating to deicing solution.	As part of the Master Plan Update, deicing operations will be planned in such a manner that they are in conformance with applicable FAA and environmental standards.
82	Deicing Fluid Structure	8288	Treatment of airport deicing may require secondary sewage treatment at sewage treatment plant.	At this time, the treatment of airport deicing fluid is not planned to occur at the wastewater treatment plant. As part of the Master Plan Update, deicing operations will be planned in such a manner that they are in conformance with FAA and applicable environmental standards.
83	Deicing Fluid Structure	8920	Deicing is high on the list of concerns. Nobody has a good handle on it. I have seen a drive-through deicing tent with heaters instead of deicing fluid at other airports, but that doesn't work if aircraft are backed up awaiting takeoff.	Proper use and treatment of deicing fluid is a high priority of the Airport. As part of the Master Plan Update, deicing operations will be planned in such a manner that they are in conformance with applicable FAA and environmental standards.
84	Deicing Fluid Structure	8973	My second comment is to voice my support for the implementation of dedicated de-icing pads and a concerted effort to collect the run-off. I was surprised after my first winter visit to ANC that it did not already have them, given the extended season in which they would be used. Toronto Pearson (YYZ) is a good example of surely many that exist in similar climates that have had dedicated de-icing pads for some time.	As part of the Master Plan Update, deicing operations will be planned in such a manner that they are in conformance with applicable FAA and environmental standards.
85	Develop ANC Property	8315	ANC doesn't need to expand; it is serving pass-thru traffic that can be moved elsewhere.	The forecast of aviation activity for ANC anticipates continued growth of air traffic at ANC. The Master Plan Update will consider alternatives to permit the continued efficient operation of ANC.

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Line	Issue Code	Issue ID	Issue Text	Response Text
86	Development - Support	8884	We want more business at the airport.	One of the objectives of the Master Plan Update is to make the airport more fiscally sustainable.
87	Development - Support	8911	I would like to see the cargo side of the Airport expand.	The activity forecast for this Master Plan Update anticipates that cargo operations will be the fastest growing component of traffic at the airport.
88	Development - Support	9000	I don't use the trail so I don't care, I want economic growth.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
89	Development - Support	9019	I would generally support expansion	The evaluation of alternative development scenarios will seek to provide the best balance of interests and values for the airport and for the community.
90	Development - Support	9020	I'm all for expansion	The evaluation of alternative development scenarios will seek to provide the best balance of interests and values for the airport and for the community.
91	Development - Support	9028	I absolutely support expansion	The evaluation of alternative development scenarios will seek to provide the best balance of interests and values for the airport and for the community.
92	Development - Support	9041	Growth is necessary	The evaluation of alternative development scenarios will seek to provide the best balance of interests and values for the airport and for the community.
93	Development - Oppose	8916	My biggest fear is that the airport will enlarge their facilities.	The Master Plan Update will evaluate the need to maintain a safe and efficient facility that accommodates forecast demand.
94	Economic Base and Employment	8160	(ANC) is such an important part of our economy! Base jobs at the airport bring money to Anchorage and all Alaska and support many other jobs that are not federal and state direct funds. This US and AK project facilitates enormous amounts of private economic activity of international character.	The Airport understands its key role in the local and state economy. According to a 2012 Anchorage Economic Development Corporation economic impact study of the Anchorage Airport, 1 in 10 jobs in Anchorage are associated with the Airport. The Anchorage International Airport Master Plan Update is intended to strategically position the Airport for the future by maximizing operational efficiency and business effectiveness, as well as maximizing property availability for aviation development through efficient planning.
95	Elmendorf AFB (JBER)	8182	Have we looked at other alternatives to a one billion dollar runway? In Honolulu, there is a combined military/civilian airport. Have we thought about using Elmendorf Air Force Base space? It would be cheaper than a \$1 billion new runway.	Until the Department of Defense indicates that the mission of Elmendorf Air Force Base has changed, that airfield will remain unavailable for civilian use. However, even if the base became available, there would still be considerable costs involved in converting the facility for civilian use. Design standards and navigation aids, for example, for military airfields are different than those used for civilian airports.
96	Elmendorf AFB (JBER)	8263	What will happen if JBER closes? Can we relocate ANC to that air base and use current ANC land for other land uses?	Until the Department of Defense indicates that the mission of Elmendorf Air Force Base has changed, that airfield will remain unavailable for civilian use. However, even if the base became available, there would still be considerable costs involved in converting the facility for civilian use. Design standards and navigation aids, for example, for military airfields are significantly different than those used for civilian airports.
97	Elmendorf AFB (JBER)	8273	Other military airports share their runways with civilian traffic, such as gas-n-go at Joint Base Elmendorf Richardson. Make better use of FAI for gas-n-go traffic, there is jet fuel available (Flint Hills refinery).	Until the Department of Defense indicates that the mission of Elmendorf Air Force Base has changed, that airfield will remain unavailable for civilian use. However, even if the base became available, there would still be considerable costs involved in converting the facility for civilian use. Design standards and navigation aids, for example, for military airfields are significantly different than those used for civilian airports. We expect that the choice of where to fuel (FAI or ANC) will continue to be made by the airlines as the price of fuel is a very large factor in determining their profitability. Airlines may also prefer to fuel at ANC because of the other services available here, such as airframe/powerplant repair and parts warehousing.
98	Employee Parking	8122	As an airport (airline) employee, I'm outraged that the parking garage was built with no consideration given to the employees. The garage was built between employee parking and the C concourse, with no weatherproof passageway through the garage. Many people report for work in the C concourse, including flight crews pulling and carrying bags for multi-day trips. We live in the sub-arctic, which is actually climatically similar to arctic Scandinavia. I have seen female flight attendants with frostbite from that walk. The employee shuttle bus is not an option, as you can easily spend 10-15 minutes waiting for it. At winter temps one can not afford to stand still that long, even with the meager shelters that were put in as an afterthought. There simply needs to be a corridor that shelters employees for weather. This would simplify snow removal for the employee walking corridor as well.	Employee parking needs will be considered in the Master Plan Update. Please note that the parking garage pre-dates the 2005 Concourse C portion of the terminal.

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99	E-Newsletters	8097	Don't drop people from mail/email list. Share email, mail and user group lists	The Master Plan Update team will not remove any email address list from its email distribution list unless it is specifically directed to do so. The Master Plan Update team does share its updates with managers of certain community groups, such as community councils, and invites them to share the information with their respective lists. As a commitment to user privacy, the Airport will not share its email distribution list with any other party or organization.
100	E-Newsletters	8238	Email and online communication is better than a public meeting	The Master Plan Update team understands that electronic communication has become a relied-upon information source for many people. It is for that reason that the team has developed a series of online tools including a comprehensive website www.ancmasterplan.com , an email distribution list, online open house events, and has employed online advertising for its public open house events. These online tools complement traditional public outreach methods including public open house meetings, mailed postcards, and in person stakeholder meetings and interviews.
101	E-Newsletters	8254	Email updates.	The Master Plan Update team understands that electronic communication has become a relied-upon information source for many people. It is for that reason that the team has developed a series of online tools including a comprehensive website www.ancmasterplan.com , an email distribution list, online open house events, and has employed online advertising for its public open house events. These online tools complement traditional public outreach methods including public open house meetings, mailed postcards, and in person stakeholder meetings and interviews.
102	Expansion of AWWU Plant	8120	The Anchorage Water and Wastewater Utility has developed a draft master plan (now out for review/comments due Oct 31st). Due to the location of the sewage treatment plant south of Pt Woronzof overlook and the critical function it plays in our city - and the statement that the airport needs to be a good neighbor to this facility made at tonight's mtg. (Sept 19, 2012) 1. The AWWU master plan should be included as a related document in the diagram developed for the MP; and 2. None of the alternatives should propose any new airport facilities/development (tenant included) that would negatively impact/displace the sewage treatment plant. In fact, the MP recommendation should emphasize the importance of retaining the AWWU infrastructure.	The Master Plan Update team is working closely with AWWU in coordination of future utility projects and potential future Airport development. The Airport and AWWU regularly coordinate on development projects, and the AWWU Master Plan has been reviewed as part of the Inventory efforts. Future alternatives will take into consideration the significant infrastructure investment made in the AWWU treatment plant, as well as AWWU's plans for future expansion. Both the Airport and AWWU agree they must work together to accommodate potential future expansion at both facilities as needed over time.
103	Expansion of AWWU Plant	8285	The AWWU treatment plant needs to be retained, not feasible to relocate given the cost.	The Master Plan Update team is working closely with AWWU in coordination of future utility projects and potential future Airport development. The Airport and AWWU regularly coordinate on development projects, and the AWWU Master Plan has been reviewed as part of the Inventory efforts. Future alternatives will take into consideration the significant infrastructure investment made in the AWWU treatment plant, as well as AWWU's plans for future expansion. Both the Airport and AWWU agree they must work together to accommodate potential future expansion at both facilities as needed over time.

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104	Expansion of AWWU Plant	8286	Concern about effects of expansion of airport on coast trail and Pt Woronzof Park. Concern about effect of airport expansion on City's ability to expand City sewage treatment plant for secondary treatment.	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 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 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. 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. (NEW text) The Master Plan Update team has been meeting regularly with the Municipality of Anchorage to discuss municipally-owned properties near the Airport including Pt. Woronzof Park. Alternatives analysis will take into consideration impacts to parklands. 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. The Master Plan Update team is working closely with AWWU in coordination of future utility projects and potential future Airport development. The Airport and AWWU regularly coordinate on development projects, and the AWWU Master Plan has been reviewed as part of the Inventory efforts. Future alternatives will take into consideration the significant infrastructure investment made in the AWWU treatment plant, as well as AWWU's plans for future expansion. Both the Airport and AWWU agree they must work together to accommodate potential future expansion at both facilities as needed over time.
105	Fiscal Sustainability	8259	In a long range plan, consider external opportunities to reduce pressure on ANC (e.g. gas-n-go traffic at Pt. MacKenzie – create a new airport)	If there is a need to rebalance traffic in the Alaska International Airport System (AIAS), traffic would be shifted between the Anchorage and Fairbanks International Airports. Construction of a replacement or supplemental airport has been shown in past studies to be cost prohibitive.
106	Fiscal Sustainability	8277	Define ANC's revenue sources.	Sources of airport revenue include but are not limited to airline rates and charges, fuel flowage fees, concession fees, parking fees, and other charges.
107	Fiscal Sustainability	8282	Weigh economic costs vs. benefits.	The Master Plan Update process will evaluate alternative development scenarios according to a wide range of criteria, including economic costs and benefits.
108	Fiscal Sustainability	8309	Will the Master Plan delve into cost benefit factors? Are there better options than to spend money on new facilities? Think outside the box when it comes to addressing noise impacts, deicing use and materials.	The Master Plan Update will consider costs and benefits of each alternative, seek to identify low cost alternatives to meet future demand, evaluate the need to meet EPA deicing fluid handling requirements, and consider potential noise impacts of each alternative.
109	Fiscal Sustainability	8334	Make sure the south air park is developed responsibly and with economic viability.	The Master Plan Update process will evaluate alternative development scenarios according to a wide range of criteria, including economic costs and benefits.
110	Fueling Facilities	8262	What will happen if there are changes to the gas supply (e.g. gas storage)?	A fuel shortage would likely impact operations at ANC. The effects of a fuel shortage would depend on the length and severity of the event.
111	Fumes/Odor	8137	Fumes and airport exhaust are more than "nuisances". Exposure and health risks are also a factor.	Environmental factors, such as air quality, are considered in the Master Plan Update. For that reason, the Airport is executing a robust public involvement program for this Master Plan Update to allow opportunities for stakeholders (including residential neighborhoods) to be actively engaged. Your comment will be considered by the Master Plan Update team in the development of alternatives, as well as the environmental awareness chapter of the Master Plan Update final report.

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112	Fumes/Odor	8230	I am concerned about vibration, noise and fumes from aircraft flying close overhead. I live on Lakeway Drive close to the airport and these are already fairly strongly "felt."	The Airport recognizes that its decisions impact on the local community. A preferential runway use program is in effect that mitigates noise impacts to surrounding neighborhoods and directs most aircraft landings and take-offs over the waters of the Cook Inlet. However, the decision of where to take off and land is ultimately up to the pilot and is usually dependent on weather and wind conditions. Noise and fumes are a part of aircraft operations and the FAA has instituted regulations on aircraft engine noise that has made for quieter and more fuel efficient operations. The Airport has done several things to minimize noise and fumes, such as the implementation of a preferential runway system to mitigate noise during daytime hours. The airport also provides a Residential Sound Insulation Program (RSIP) for homeowners. Changes to noise impacts resulting from the location of future facilities proposed in the Master Plan Update are being examined through the Part 150 Study and will continue to be analyzed during the environmental review process. For more information, please see the Part 150 Study: http://anc150study.com/ . If you would like to learn more about Residential Sound Insulation Program (RSIP), please see: http://www.dot.alaska.gov/anc/business/noise/insulation/index.shtml .
113	Funding Source	8258	How does funding from ANC for FAI operations impact ANC operations?	The cost of operating the Alaska International Airport System (AIAS) which consists of the Ted Stevens Anchorage International Airport and the Fairbanks International Airport, is funded from revenue generated by both airports. Revenue generated is a function of business activity at the airports, primarily commercial aircraft operations. Airport fees charged are adjusted as necessary to ensure adequate revenue is generated to cover expenses. There is no direct subsidization of one airport by the other. Both airports contribute revenue to the AIAS and both expend funds from the AIAS. Each airport supports the other by being an alternate landing location in the event of bad weather or other reason. By having two fully capable airports separated by a major mountain range the Alaska International Airport System provides a very safe and secure base of operations. In the 50-plus year history of the Alaska International Airport System there has never been a simultaneous closure of both airports except for 9/11.
114	GA Noise	8276	Look at database for ANC and Kulis year round noise levels. Are small planes louder than large planes?	Large aircraft and small aircraft produce different noise frequencies; therefore produce different perceptions of loudness. However a large aircraft produces more total sound pressure at a similar distance and altitude compared to a small aircraft. For more information, please refer to the ANC Part 150 Noise Study, which is available at www.ancmasterplan.com
115	GA Noise	8339	I am writing in concern to any airport expansion project. I live by Lake Hood. The small planes off of the gravel runway fly low and loud over my house. The airport "sound proofed" our home last year. For this we are grateful. I am concerned that these small planes are allowed to fly at very early and late hours of the day. Our house is better insulated, but the planes are still quite loud when they fly over.	The Airport and the Master Plan Update team understands that noise issues can be a concern for neighboring residents. The airport does not have a curfew or impose restrictions on small plane aircraft operations. However, 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. The Master Plan Update team encourages stakeholders to contact the Part 150 study with noise related issues. Moreover, the Master Plan Update team will share noise related comments it receives with the Part 150 team.
116	General Aviation (GA) Traffic Patterns	8107	Commentator stated that "approximately two years ago" there was severe congestion at the international airport (one day during the summer) and that general aviation traffic was instructed to hold at its origin or away from the Anchorage Airport ("on a lake somewhere") and had to allow the traffic at ANC to dissipate prior to getting clearance to land at Lake Hood. It is not clear what event commentator is referring to.	It is difficult to respond to this without having more information about this particular incident. Air traffic levels can vary considerably depending upon many factors such as weather conditions, aircraft mix, the season, the day of the week, or even the hour of the day. It would not be cost-effective to design airport facilities to handle 100% of the highest "peak hour" traffic forecasted, since those facilities would then be under-utilized almost all the time. To conserve resources and reduce impacts, airport facilities are typically sized to meet a level of demand that is averaged, with the expectation that an acceptable amount of delay will result on an infrequent basis.
117	General Aviation (GA) Traffic Patterns	8171	General Aviation should not be separate from this plan	To the extent that current and future operations at ANC will or could effect the Lake Hood Seaplane Base, GA will be considered in the Master Plan Update.

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118	General Aviation (GA) Traffic Patterns	8344	I also believe the area for smaller-private planes should co-exist with the airport and not be reduced	To the extent that current and future operations at ANC will or could effect the Lake Hood Seaplane Base, GA will be considered in the Master Plan Update.
119	Ground/Operational Noise	8126	When military transport aircraft need to park at ANC, they should not be parked at or near the departure end of 7L. Their auxiliary power units (small and antiquated jet engines) are extremely loud and run continuously, making it very loud for nearby residents.	The Airport and the Master Plan Update team understands that noise issues can be a concern for neighboring residents. Public comments related to noise are being accepted throughout the Master Plan Update process. Comments on noise will be considered as development alternatives are drafted, in the selection of a draft preferred alternative, as well as in the final report of the Master Plan Update. In addition, 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. The Master Plan Update team encourages stakeholders to contact the Part 150 study with noise related issues. Moreover, the Master Plan Update team will share noise related comments it receives with the Part 150 team.
120	Ground/Operational Noise	8323	Part 150 does not deal with ground noise – will the MPU address ground noise generators, impacts and mitigations? The airport is surrounded by users.	The Master Plan Update will consider opportunities to mitigate the effects of ground-based aircraft noise in cooperation with the Part 150 Noise Study.
121	Invasive Weeds	8077	If it fits within the frame work of the plan, it would be fantastic to see noxious and invasive weeds within the airport foot print addressed. The airport has a major weed issue. It seeds more than the rest of Anchorage with new weeds. An IPM plan and active eradication regime would help a lot with addressing this.	Although noxious and invasive weeds will not be addressed under the Master Plan Update, we will refer your comment to airport management.
122	Invasive Weeds	8269	Weed control – we need to do something to control invasive species.	Although noxious and invasive weeds will not be addressed under the Master Plan Update, there is the potential for some mitigation following environmental assessment of the proposed action. The Master Plan Update team will refer your comment to airport management.
123	Lake Hood Airport	8091	We need to look at opening access to the state and federal land at the south west part of Lake Hood. If we could drive through there then it would be possible to drive completely around the lake without getting on state road. This would make it much easier to move a plane on ground from elsewhere on the lake to the slips on south Spenard Lake.	The area identified is not within the planning area for the ANC Master Plan Update. We will, however, record your comment for consideration the next time the Lake Hood Seaplane Base Master Plan is updated.
124	Lake Hood Airport	8099	Lake Hood GA traffic can get shut down when things are right on the cusp of becoming IFR, or has become IFR and Lake Hood needs to operate under special VFR. This typically happens when you have good visibility and a ceiling in the 600 to 1220 foot range.	Air traffic control is the jurisdiction of the FAA. Your comment will be shared with the FAA for their consideration.
125	Lake Hood Airport	8102	Why isn't the Master Plan Update including airspace or a study of Lake Hood Airport?	Airspace and air traffic control is the jurisdiction of the FAA. As such, it is outside the scope of an airport master plan update. A separate Master Plan Update will be conducted for Lake Hood Airport at a later date.
126	Lake Hood Airport	8871	I'm a GA pilot. We must preserve Lake Hood. Lake Hood was here first. Don't squeeze it out.	The impact of proposed development scenarios at ANC will be considered during the evaluation of alternatives. We recognize the importance of the Lake Hood Seaplane Base to the regional and statewide aviation community and will seek to avoid adverse impacts to that facility.
127	Lake Hood Airport	8872	What will you do with Lake Hood?	The impact of proposed development scenarios at ANC will be considered during the evaluation of alternatives. We recognize the importance of the Lake Hood Seaplane Base to the regional and statewide aviation community and will seek to avoid adverse impacts to that facility.
128	Land Use	8257	Can the existing ANC footprint be maintained?	The planning team will evaluate the need for future airport expansion to accommodate aeronautical demand as part of the Master Plan Update.
129	Land Use	8270	Show how airport boundaries have changed – or not changed – over time.	A history of the Airport featuring aerial photographs was presented at the January 14, 2013 Working Group meeting. The presentation can be viewed at www.ancmasterplan.com
130	Land Use Agreements	8172	Look at how land will be used – there is non aviation use of ANC land such as the "upside down" building?	The "upside down" building is the Regional DOT&PF Headquarters building located on Aviation Drive. Functions in support of ANC, such as project management and civil design services, are provided by DOT&PF staff housed in that building.
131	Land Use Agreements	8324	The West Anchorage District Plan (WADP) land exchange identified potential sites, will the MPU show alternatives and various scenarios for land use?	The MPU will consider land use as it pertains to aviation users. The MPU will not specifically address the WADP proposal or provide alternatives. If the MPU identifies a need to acquire land, it will make such a recommendation.

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Line	Issue Code	Issue ID	Issue Text	Response Text
132	Land Use Agreements	8328	Will the MPU look at conservation easements?	The Master Plan Update will consider land-uses that support aviation use first and foremost.
133	Landside	8071	What is plan for taxi's? No or poor bathroom facilities. 1 outhouse for 173 taxi's? Enforcement of current pick up and drop off areas. Currently 2nd floor of garage used for non Anch unlicensed vehicles to pick up customers. Very unsafe. Also need entrance and exit road avenues for taxi's; north term. inadequate currently.	Operational issues like enforcement and unlicensed drivers are typically not the subject of airport master plans but we will bring these concerns to the attention of airport management. We will consider your suggestion regarding improved access to/from the taxicab stands as alternatives for redevelopment of the North-South Terminal Complex are developed.
134	Landside	8167	Per ANC property with airplane access (aviation use), look at the land you can't access with an airplane, leave land for aircraft	Land is one of ANCs most valuable resources and must be carefully managed. With this in mind, the master planning process will update the ANC Airport Layout Plan (ALP) for approval by the FAA. One sheet of the ALP will identify which areas of the airport are proposed for current and future aeronautical use, and which areas are proposed for current and future non-aeronautical use. No land will be proposed for non-aeronautical use that adversely effects the current or future safety, utility, or efficiency of the airport.
135	Landside	8837	On the map used during the presentation, the ANC boundaries shown do not include the cell phone lot, and the acreage is not right. The DOT building (upside down building) is in the aviation area and should not be.	ANC boundaries will be modified to show the DOT building. The acreage will be checked. The DOT building area will be looked at in the Lake Hood Master Plan.
136	Landside	8846	The gravel strip should be shown as a part of Lake Hood – but is not. The map is wrong.	Runway 13-31, also known as the "gravel strip", is featured on the Lake Hood Airport Layout Plan.
137	Landside	9017	The passenger pick-up area (outside baggage) gets crowded.	In addition to airside and terminal requirements, the master plan update will also consider ground access requirements such as traffic circulation, vehicle parking and passenger pick-up.
138	Landside	9018	There is no one to help direct traffic in the passenger pick up area when it gets crowded and full of vehicles.	In addition to airside and terminal requirements, the master plan update will also consider ground access requirements such as traffic circulation, vehicle parking and passenger pick-up.
139	Light Emmissions	8786	The airport has installed a huge green and white laser light on the south side of the runway. No doubt pilots need lights to see where to land. On the other hand, there is no reason that bright laser light has to be set up such that it beams directly into windows of private homes that are on the ground south of the runway. If a pilot were in my living room he or she would already have crashed the airplane. This blinking light which is extremely bright, turns a residential district into the feel of a red light district. I am certain that there are ways that carefully adjusted shades could be added to this light or any other lights so that they would beam upward toward pilots, but be shaded from beaming downward toward houses. These are things that you do on your property and diminish my enjoyment of my property. It's like second hand smoke -- it's not just about you.	The Airport has worked to mitigate the impacts associated with visual navigation aids on nearby residents. The Master Plan Update will consider visual impacts of alternatives.
140	Light Emmissions	8831	Iso the lights to guide pilots in, are extremely bright. With new sat technology they can see the runway a mile away and not the old 3 miles. It would appear that these intense lights could be toned down especially since the snow provides ambient light in winter.	The Airport has worked to mitigate the impacts associated with visual navigation aids on nearby residents. The Master Plan Update will consider visual impacts of alternatives.
141	Long Term Development	8106	· It takes a long time to plan and build an airport · I want to know what the State's plan is once Anchorage and Fairbanks are too full (e.g. wants to know where another Airport would be built)	The Anchorage International Airport Master Plan Update is focused on what improvements need to be made to meet demand at the Anchorage International Airport for the next 20 years. Overall system planning is being done as part of the Alaska International Airport System (AIAS) Planning Study that looks at Ted Stevens Anchorage and Fairbanks International Airports to develop a coordinated vision for the future. Please refer to that study for more information on http://dot.alaska.gov/aias/index.shtml
142	Long Term Development	8146	What about land constrains and air space constraints?	The Master Plan will address land constraints by documenting land use in the Inventory chapter, and by considering how lands will be affected by future airport development alternatives. Air space constraints will be documented in the Inventory chapter. Air space is regulated by the Federal Aviation Administration (FAA) and is not within the jurisdiction of the Anchorage Airport, and therefore will not be addressed by the Master Plan Update.

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143	Long Term Development	8168	Per ANC property with airplane access (aviation use), look at the land you can't access with an airplane, leave land for aircraft.	Land is one of ANCs most valuable resources and must be carefully managed. With this in mind, the master planning process will update the ANC Airport Layout Plan (ALP) for approval by the FAA. One sheet of the ALP will identify which areas of the airport are proposed for current and future aeronautical use, and which areas are proposed for current and future non-aeronautical use. No land will be proposed for non-aeronautical use that adversely effects the current or future safety, utility , or efficiency of the airport.
144	Long Term Development	8173	The Master Plan is lacking a look at a taxi way, it needs to set land aside for aviation use.	The Master Plan Update will both document (in the Inventory) and evaluate options to meet future needs (in the Alternatives evaluation) for airfield facilities, including taxiways.
145	Long Term Development	8185	Before ANC looks at more property, look at where you can access with taxiways within the existing footprint. Kulis should not be leased for non-aviation use due to a taxiway shortage.	The Master Plan Update will both document (in the Inventory) and evaluate options to meet future needs (in the Alternatives evaluation) for airfield facilities, including taxiways.
146	Long Term Development	8260	How does Anchorage's growth impact ANC's growth? ANC growth does not necessarily mean all positives impacts for Anchorage.	A forecast of aviation activity for Anchorage International Airport was prepared under the Alaska International Airport System Planning Study. The Anchorage International Airport Master Plan Update and Part 150 Noise study will use the results of this forecast for all technical work. The aviation activity forecast was completed in the summer of 2012 and has been reviewed by the Federal Aviation Administration (FAA) and by the Airlines Airport Affairs Committee (AAAC). Both the FAA and AAAC have documented that they accept the results of the aviation activity forecast for use in these studies. The forecast considered growth in Anchorage as part of the study's assumptions. A summary of the AIAS aviation activity forecast for Anchorage International Airport was presented at the September 19, 2012 Anchorage Airport Master Plan Open House event. To review this presentation, please visit www.ancmasterplan.com/library . The complete AIAS aviation activity forecast documentation may be reviewed by visiting http://dot.alaska.gov/aias/news.shtml#forecasts .
147	Long Term Development	8271	How will population growth in the Mat-Su Borough impact airport use?	A forecast of aviation activity for Anchorage International Airport was prepared under the Alaska International Airport System Planning Study. The Anchorage International Airport Master Plan Update and Part 150 Noise study will use the results of this forecast for all technical work. The aviation activity forecast was completed in the summer of 2012 and has been reviewed by the Federal Aviation Administration (FAA) and by the Airlines Airport Affairs Committee (AAAC). Both the FAA and AAAC have documented that they accept the results of the aviation activity forecast for use in these studies. The forecast considered growth in Anchorage and the Mat-Su Borough as part of the study's assumptions. A summary of the AIAS aviation activity forecast for Anchorage International Airport was presented at the September 19, 2012 Anchorage Airport Master Plan Open House event. To review this presentation, please visit www.ancmasterplan.com/library . The complete AIAS aviation activity forecast documentation may be reviewed by visiting http://dot.alaska.gov/aias/news.shtml#forecasts .
148	Long Term Development	8289	Airport cannot have unlimited expansion. Need to balance with other community values. Several comments.	The goals and objectives for the Master Plan Update cover safety, efficiency, environmental awareness, fiscal sustainability, and land management. These goals and objectives will be used to weigh the pros and cons of various airport development alternatives in the Alternatives Evaluation phase to identify the alternative that best meets these goals. In addition, the Airport has a goal of "engaging stakeholders through open communication" that applies to the entire Master Plan Update study. For more information on Goals and Objectives and the draft Alternatives Evaluation criteria, see these materials from the March 21, 2013 Public Open House (http://www.ancmasterplan.com/library/index_55_3338329619.pdf).

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149	Long Term Development	8338	I am writing in concern to any airport expansion project. I live by Lake Hood. The small planes off of the gravel runway fly low and loud over my house. The airport "sound proofed" our home last year. For this we are grateful. I am concerned that these small planes are allowed to fly at very early and late hours of the day. Our house is better insulated, but the planes are still quite loud when they fly over.	The Airport and the Master Plan Update team understand that noise issues can be a concern for neighboring residents. Public comments related to noise are being accepted throughout the Master Plan Update process. Comments on noise will be considered as development alternatives are drafted, in the selection of a draft preferred alternative, as well as in the final report of the Master Plan Update. In addition, 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 < http://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. The Master Plan Update team encourages stakeholders to contact the Part 150 study with noise related issues. Moreover, the Master Plan Update team will share noise related comments it receives with the Part 150 team.
150	Long Term Development	8346	I would add that the Airport would be ill-advised to expand across Raspberry to the former FCC antennae field. That area naturally merges with the existing parkland and it would severely impact the long-suffering neighborhood to lose this buffer zone on the south side of Raspberry Rd. Maintain the buffer between the Airport and adjacent neighborhoods and you will accomplish stated goals for minimizing impacts on residents while maximizing the best use of Airport inventory.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process. If ANC obtains ownership of this parcel, it will consider trading it to the Municipality of Anchorage to utilize for parkland in exchange for other land that may be more useful to the Airport, as suggested in the West Anchorage District Plan.
151	Long Term Development	8904	I live in Hawaii. Don't overdevelop like they did there (private /housing).	The Master Plan Update is using Planning Activity Levels to assess facility requirements. The plan recommends that the Airport monitor future activity levels so that implementation of recommended improvements should occur as warranted by growth in activity. This means that future airport improvements will only be made as necessary. For more information on this approach, refer to this presentation provided at the March 21, 2013 Public Open House (http://www.ancmasterplan.com/library/index_55_265622196.pdf).
152	Long Term Development	9045	Build the (Knik Arm) bridge and move the Airport!	If there is a need to rebalance traffic in the Alaska International Airport System (AIAS), traffic would be shifted between the Anchorage and Fairbanks International Airports. Construction of a replacement or supplemental airport has been shown in past studies to be cost prohibitive.
153	Miscellaneous	8115	I was emailing you to see if the PowerPoint presentation on the Master Plan was available for release. If it is can you please email it to me? If it is not, do you know when it will be available?	Hi Tammy, Yes, the PPT is now available on the ANC website here: http://www.dot.state.ak.us/anc/business/communityRelations/presentations/ANCMPTU_PublicOpenHouse_2012July17.pdf I've added you to our contact list so that you will receive any future updates on the master plan. Thanks for your interest.
154	Miscellaneous	8164	The Airport's slogan is wrong - it should serve Alaska first (over Anchorage) There is no one from Adak or other communities across Alaska serving on this Working Group	The Working Group is composed of representatives of a diverse set of organizations but generally reflects a broad range of community interests in the outcome of the Master Plan Update. Organizations were identified based on FAA guidance, results of early outreach, and our draft issues list. Statewide interests are represented on the Working Group via the Alaska Chamber of Commerce, the Alaska Travel Industry Association, and the Alaska Department of Commerce, Community and Economic Development. To date, all organizations that have expressed interest in the Working Group, in addition to those invited, have been allowed to participate.
155	Miscellaneous	8329	Comment: We must protect the environment while leaving room for improvement.	Potential environmental impacts will be considered and addressed as part of the Master Plan Update.
156	Miscellaneous	8866	I'll be dead in 20 years. (Response to the idea that the Master Plan is looking at a 20-year planning period.)	The activity forecasts for Airport Master Plans typically look 20 years into the future, but are also broken into smaller timeframes of 1 to 5 years for short term operational planning, 6 to 10 years for medium term capital improvement planning, and 11 to 20 years for long-term general planning. These forecasts are just estimates, however, and must be updated every 5 to 10 years to determine whether existing plans should be adjusted to accommodate unanticipated changes.
157	Miscellaneous	8925	Since I got TSA pre-pass, I don't really care about the airport's updates.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.

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158	Miscellaneous	8930	I travel through the airport every October for vacation. Never have I had a problem. Why are they now allowing knives?	TSA is responsible for determining what items are allowed on the plane. Information about TSA policies and prohibited passenger carry-on items can be found at http://www.tsa.gov/
159	Miscellaneous	8944	Haven't been to the airport since I retired. No comment.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
160	Miscellaneous	8947	I'll be dead and gone in 20 years.	The activity forecasts for Airport Master Plans typically look 20 years into the future, but are also broken into smaller timeframes of 1 to 5 years for short term operational planning, 6 to 10 years for medium term capital improvement planning, and 11 to 20 years for long-term general planning. These forecasts are just estimates, however, and must be updated every 5 to 10 years to determine whether existing plans should be adjusted to accommodate unanticipated changes.
161	Miscellaneous	8956	I flew in through Merrill Field (2 individuals told us that)	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
162	Miscellaneous	8957	I fly through ANC at least once a year.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
163	Miscellaneous	8992	An airport is an airport.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
164	Miscellaneous	9032	I work at the Airport!	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
165	Miscellaneous	9035	I have no complaints about the Airport – but I do with the TSA.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
166	Miscellaneous	9042	The Airport has grown a lot in the last 40 years.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
167	Miscellaneous	9044	We Alaskans have got to get out of here in the winter.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
168	Natural Buffers	8181	Jewel Lake Trail runs along a fence with barbed wire – it is very windy and a different trail experience (from a trail with a vegetated buffer).	The quality of the trail experience will be considered in the Master Plan Update.
169	Natural Buffers	8233	There needs to a better bounce wall or boundary trees where the present Lakewood Terrace boundaries are. There were many shrubs and trees along the present association fencing that helped cut down noise and dust/pollution until the city removed them to put in communication lines. I live right behind the fencing and had not realize what a difference the living green boundary made.	The Municipality has jurisdiction over the area in question. The Master Plan Update will consider the commenters remarks regarding a green boundary.
170	Natural Buffers	8290	Would like to maintain vegetation/visual barriers between Kulis redevelopment and neighborhood and school to east and south.	The Airport recognizes the desire to consider vegetation and visual buffers in the areas where the Airport is in close proximity to residential areas. Buffers will be considered when the Master Plan Update evaluates development alternatives.
171	Natural Buffers	8299	What is the dirt piled up along Raspberry Road? Is it permanent visual berm?	During summer 2012 there was non-airport construction along Raspberry Road to bury power lines associated with the wind farm on Fire Island. The construction is now complete.
172	Natural Buffers	8314	Most people are interested in ANC's off-airport impacts. You need to address community impacts like traffic on Raspberry Rd, noise, cement, green space, moose habitat, etc.	The answer is a regulatory one. The Master Plan is funded by FAA and looks specifically at aviation infrastructure – and there are limits to how that funding can be used. AK DOT has jurisdiction over the roads. Comments on noise will be considered as development alternatives are drafted, in the selection of a draft preferred alternative, as well as in the final report of the Master Plan Update. In addition, 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. The Master Plan Update team encourages stakeholders to contact the Part 150 study with noise related issues. Moreover, the Master Plan Update team will share noise related comments it receives with the Part 150 team.

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173	Natural Buffers	8347	I would add that the Airport would be ill-advised to expand across Raspberry to the former FCC antennae field. That area naturally merges with the existing parkland and it would severely impact the long-suffering neighborhood to lose this buffer zone on the south side of Raspberry Rd. Maintain the buffer between the Airport and adjacent neighborhoods and you will accomplish stated goals for minimizing impacts on residents while maximizing the best use of Airport inventory.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process. If ANC obtains ownership of this parcel, it will consider trading it to the Municipality of Anchorage to utilize for parkland in exchange for other land that may be more useful to the Airport, as suggested in the West Anchorage District Plan.
174	Noise	9065	After attending the noise meeting at which we were told there were hardly any flights taking off to the east any more, I went home and observed numerous noisy flights taking off to the east over the next week. Your charts may say otherwise, but we neighbors see listen to the jets on a daily basis.	ANC has established a preferential runway use program to minimize noise impacts on nearby residential areas. The normal flow of traffic operations, contingent upon weather and pilot judgement, directs traffic over Cook Inlet.
175	Noise - General	8123	As a property owner at the East end of Breezewood, the noise footprint from 7L and 7R departures is enormous. My place is next to Greer Tank and it is impossible to have a conversation during any 7 departure. I believe we are proximally closer to departing jet traffic than any other residence, but have been overlooked because of the mixed business/residential/ and multi-family zoning in this area.	The Airport conducted a Residential Sound Insulation Program (RSIP) for homeowners that met specific federal requirements for qualification into the program. For more information on airport noise, please see the Part 150 study: http://anc150study.com/ . If you would like to learn more about Residential Sound Insulation Program (RSIP), please see: http://www.dot.alaska.gov/anc/business/noise/insulation/index.shtml
176	Noise - General	8132	Will the noise abatement program be expanded to include additional homes to be contained for window replacement? Are further noise level studies being conducted? Commercial development of Kulis could result in even worse noise congestion for bordering neighborhoods of the airport.	The Master Plan Update will consider potential noise and traffic impacts resulting from recommended future land use development to meet aviation demand. For more information on airport noise, please see the Part 150 study: http://anc150study.com/ . If you would like to learn more about Residential Sound Insulation Program (RSIP), please see: http://www.dot.alaska.gov/anc/business/noise/insulation/index.shtml
177	Noise - General	8150	Are the noise studies being conducted considering planned developments?	The major thrust of the FAR Part 150 study is the effect of noise on existing residents. The Master Plan Update and Part 150 Noise Study are separate projects but are coordinating to address common issues.
178	Noise - General	8195	Anticipate no significant noise expansion need accompany the overall development.	The Airport and the Master Plan Update team understands that noise issues can be a concern for neighboring residents. Public comments related to noise are being accepted throughout the Master Plan Update process. Comments on noise will be considered as development alternatives are drafted in the selection of a draft preferred alternative as well as in the final report of the Master Plan Update.
179	Noise - General	8198	No significant noise expansion is preferred.	The Airport and the Master Plan Update team understands that noise issues can be a concern for neighboring residents. Comments on noise will be considered as development alternatives are drafted in the selection of a draft preferred alternative as well as in the final report of the Master Plan Update.
180	Noise - General	8279	Can the plan include a maximum noise level which will not be exceeded?	The Master Plan Update is a guideline for future development at the Airport and is therefore not a policy document. However, the Airport and the Master Plan Update team understands that noise issues can be a concern for neighboring residents. Comments on noise will be considered as development alternatives are drafted, in the selection of a draft preferred alternative, as well as in the final report of the Master Plan Update. The Master Plan Update team encourages stakeholders to contact the Part 150 study with noise related issues. Moreover, the Master Plan Update team will share noise related comments it receives with the Part 150 team.
181	Noise - General	8295	Some South Airpark helicopters fly down Raspberry Road, creating noise, instead of flying over the runway.	The Airport and the Master Plan Update team understands that noise issues can be a concern for neighboring residents. Comments on noise will be considered as development alternatives are drafted, in the selection of a draft preferred alternative, as well as in the final report of the Master Plan Update. The Master Plan Update team encourages stakeholders to contact the Part 150 study with noise related issues. Moreover, the Master Plan Update team will share noise related comments it receives with the Part 150 team.
182	Noise - General	8310	Will the Master Plan delve into cost benefit factors? Are there better options than to spend money on new facilities? Think outside the box when it comes to addressing noise impacts, deicing use and materials.	The Master Plan Update will consider costs and benefits of each alternative, seek to identify low cost alternatives to meet future demand, evaluate the need to meet deicing fluid handling requirements, and consider potential noise impacts of each alternative.

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183	Noise - General	8783	The Airport seems to be cutting down trees unnecessarily. At this point trees are the ONLY sound barrier between this industrial use and the residential areas. It is also the only visual barrier between its residential use and the residential areas. It is essential that the airport retain the trees and natural land between it and De Long Lake to the south. Also similar surrounding areas. The ring of natural trees around the airport abates ground noise, at least some. After attending the noise meeting at which we were told there were hardly any flights taking off to the east any more, I went home and observed numerous noisy flights taking off to the east over the next week. Your charts may say otherwise, but we neighbors see listen to the jets on a daily basis.	The Airport cuts trees in selected areas to protect runway approaches and navigational aids. This helps maintain a safe airport. The Airport and the Master Plan Update team understand that noise issues can be a concern for neighboring residents. Public comments related to noise are being accepted throughout the Master Plan Update process. Comments on noise will be considered as development alternatives are drafted, in the selection of a draft preferred alternative, as well as in the final report of the Master Plan Update. In addition, 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. The Master Plan Update team encourages stakeholders to contact the Part 150 study with noise related issues. Moreover, the Master Plan Update team will share noise related comments it receives with the Part 150 team.
184	Noise - General	8830	I live on Delong Lake and feel the noise level is getting to be unmanageable. This morning I counted 6 aircraft taking off to the EAST! And as I write this it is only noon! They said at the meetings this was not occurring. This happens daily. Pilots are ignoring the rules if that's the case.	The Airport and the Master Plan Update team understand that noise issues can be a concern for neighboring residents. Comments on noise will be considered as development alternatives are drafted, in the selection of a draft preferred alternative, as well as in the final report of the Master Plan Update. The Master Plan Update team encourages stakeholders to contact the Part 150 Noise Study with noise related issues. Moreover, the Master Plan Update team will share noise related comments it receives with the Part 150 Noise Study team.
185	Noise - General	8833	My windows rattle and shake and I am told that the "LINE" to determine whether i get new windows in 25 ft from the edge of my property.	If you would like to learn more about Residential Sound Insulation Program (RSIP), please see: http://www.dot.alaska.gov/anc/business/noise/insulation/index.shtml . For more information about the Part 150 Noise Study please see http://anc150study.com/
186	Noise - General	8885	live in South Anchorage and sometimes I hear airport noises from planes, but I understand that planes sometimes need to take off or land in other directions due to safety and/or wind conditions.	A preferential runway use program is in effect that mitigates noise impacts to surrounding neighborhoods and directs most aircraft landings and take-offs over the waters of the Cook Inlet. However, the decision of where to take off and land is ultimately up to the pilot and is usually dependent on weather and wind conditions.
187	Noise - General	9002	I live in South Sand Lake, and have noticed more noise in the last fall and winter – but overall, the Airport is really great.	ANC has established a preferential runway use program to minimize noise impacts on nearby residential areas. The normal flow of traffic operations, contingent upon weather and pilot judgement, directs traffic over Cook Inlet.
188	North Terminal Re-Development	8176	If there is an idea to put a hotel in the North Terminal, you should talk to the FAA about nonaviation use for the facility. May be problems with FAA grant assurances, etc.	The FAA grant assurance may allow the development of a hotel on the Airport provided that fair market value is received from the tenant.
189	North Terminal Re-Development	8336	What are the plans for the North International terminal?	The Master Plan Update will evaluate alternatives for reusing or redeveloping the North Terminal, including ways to improve accessibility between the North and South Terminals.
190	North Terminal Re-Development	8877	What are the ideas for the N. Terminal? Leave it as is? Let's increase the international traffic.	The Master Plan Update will evaluate alternatives for reusing or redeveloping the North Terminal, including ways to improve accessibility between the North and South Terminals.
191	North Terminal Re-Development	8878	Make a hotel out of the North Terminal.	Although redeveloping the North-South Terminal Complex to serve existing and anticipated future passenger traffic is a priority, finding ways to use those facilities to generate revenue for the support of the airport, like leasing space to a hotel, will also be considered during the alternative development process.

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192	Park Land	8200	I live near the airport and do not have an issue with renovating expansion for necessary future growth but want to make sure our parks/recreational trails and areas are still protected as much the city populace use that area for outdoor activities.	The Airport recognizes the importance of recreational amenities provided on Airport property. Future airport development may alter parks and realign trails. However, the Airport anticipates that changes to parks and trails would include enhancements to maintain or improve the quality of the recreational amenities it supports. 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 recreational amenities can continue to be enjoyed by the community. In addition, substantial airport construction/development projects would likely be required to complete more detailed environmental analysis prior to permitting or construction. That process would include public input and would clearly identify impacts and mitigation/enhancements in detail.
193	Park Land	8236	Keep previous airport promises (i.e. parkland)	The Airport recognizes the importance of recreational amenities provided on Airport property. Future airport development may alter parks and realign trails. However, the Airport anticipates that changes to parks and trails would include enhancements to maintain or improve the quality of the recreational amenities it supports. 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 recreational amenities can continue to be enjoyed by the community. In addition, substantial airport construction/development projects would likely be required to complete more detailed environmental analysis prior to permitting or construction. That process would include public input and would clearly identify impacts and mitigation/enhancements in detail.
194	Park Land	8293	The airport should not allow more parks and green space at the expense of aviation development. We only have one airport.	The Airport's primary focus will always be supporting the needs of the aviation community. The Airport hopes to trade much of its land currently accommodating recreational activities to the Municipality of Anchorage for land more suited for aviation development.
195	Pasenger Traffic Opportunities	8874	We need to attract more Asian passenger traffic like we used to have, such as Chinese Airlines. Right now there are no direct flights to Asia. To attract them we could provide cheap fuel, shorter times to clear customs, and reduce landing fees.	The main reasons for the decline in Asia-bound flights to or through ANC have been: (1) the introduction of new-generation, long-range aircraft, especially the Boeing 747-400, which has enabled airlines to fly non-stop between Asia and the Lower 48 United States; and (2) the opening of Russian airspace to Asia-Europe flights. The Master Plan Update will look for ways to attract this type of traffic, but these two factors are entirely beyond ANC's ability to control.
196	Pasenger Traffic Opportunities	9038	There needs to be additional international flight options; bring back Korean Air flights.	The main reasons for the decline in Asia-bound flights to or through ANC have been: (1) the introduction of new-generation, long-range aircraft, especially the Boeing 747-400, which has enabled airlines to fly non-stop between Asia and the Lower 48 United States; and (2) the opening of Russian airspace to Asia-Europe flights. The Master Plan Update will look for ways to attract this type of traffic, but these two factors are entirely beyond ANC's ability to control.
197	Pasenger Traffic Opportunities	9039	Bring back Hawaiiian Airlines.	An airlines decision to serve any particular market is based on a wide variety of economic and other considerations.
198	Pasenger Traffic Opportunities	9040	There needs to be more direct flights to US destinations, and those that that we do have need to run year round, not just in the summer.	An airlines decision to serve any particular market is based on a wide variety of economic and other considerations.
199	Pasenger Traffic Opportunities	9043	We need more summer flight options, and they need to run in the winter months too!	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
200	Past Master Planning Efforts	8082	We experienced in 2002 a master plan that did not have support of the airport stakeholders, I hope that doesn't happen again. Does the level of growth equal the cost of expansion and community impact and will the airport take the community interest into consideration - thank you	Community participation and input is at the heart of this Master Plan Update. The Airport is conducting a robust public involvement process to complete a Master Plan Update that considers public input, and to continue improving its relationship with the public. The Master Plan Update public process is thoroughly defined in the Public Involvement Program (PIP), which is posted on www.ancmasterplan.com .

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201	Past Master Planning Efforts	8178	This is the third Master Plan Update to talk about a N/S runway. The last 2 master plans had additional runways that would allow simultaneous take offs and landings (allow Next Gen, too?) The 2002 Master Plan had expansion into Kincaid Park, and the 2008 study had 4 scenarios for a new N/S runway.	This Master Plan Update, and the AIAS forecast, examines a 20 year planning horizon. A facility requirements analysis will determine whether additional facilities, such as an additional runway, are necessary within the 20 year master planning horizon to accommodate unmet demand. Past master planning efforts were based on economic forecasts completed at their times. Since the last forecast, completed for the 2008 Master Plan process, there have been significant changes in the global economy and Anchorage Airport activity levels have not yet risen back to their historic highs. While the current Aviation Forecast, completed in 2012, shows steady growth in both passenger and cargo operations, growth levels are considerably more moderate than past forecasts for Anchorage International.
202	Plants/Trees	8784	1. The Airport seems to be cutting down trees unnecessarily. At this point trees are the ONLY sound barrier between this industrial use and the residential areas. It is also the only visual barrier between its residential use and the residential areas. It is essential that the airport retain the trees and natural land between it and De Long Lake to the south. Also similar surrounding areas. The ring of natural trees around the airport abates ground noise, at least some. After attending the noise meeting at which we were told there were hardly any flights taking off to the east any more, I went home and observed numerous noisy flights taking off to the east over the next week. Your charts may say otherwise, but we neighbors see listen to the jets on a daily basis.	The Airport cuts trees in selected areas to protect runway approaches and navigational aids. This helps maintain a safe airport. The Airport and the Master Plan Update team understand that noise issues can be a concern for neighboring residents. Public comments related to noise are being accepted throughout the Master Plan Update process. Comments on noise will be considered as development alternatives are drafted, in the selection of a draft preferred alternative, as well as in the final report of the Master Plan Update. In addition, 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. The Master Plan Update team encourages stakeholders to contact the Part 150 study with noise related issues. Moreover, the Master Plan Update team will share noise related comments it receives with the Part 150 team.
203	Plants/Trees	8832	We need the trees as a buffer-many were cut down-and a few more should be planted across the lake. That also encourages wildlife and is good for the environment.	The Master Plan Update will consider that vegetated areas are desired by airport neighbors. The Master Plan Update places the highest priority on ensuring the safe and efficient continued operation of the airport.
204	Project Passenger Activity	8143	What is the future of the Airbus A-380 at the Airport?	The Master Plan will address the number and types of aircraft that are and potentially will be using ANC facilities.
205	Project Passenger Activity	8147	Were factors such as environmental issues, land use and adjacent land use considered in the aviation forecast?	An aviation forecast is a technical analysis based on market conditions and demand. Environmental issues are addressed in the Master Plan Update which will address constraints, issues and mitigations.
206	Projected Cargo Activity	8227	I would like more information on tech stop cargo percentages.	Current and projected stop cargo percentages were calculated for the 2010 base year. The percentage was 69.9% and they project the value to decline to 64.2% by the end of the forecast period – 2030. The percentages were derived from the information in Table 10.5 of the forecast technical report (http://dot.alaska.gov/aias/news.shtml#forecasts).
207	Projected Cargo Activity	8142	Currently, I understand that Gas n' Go traffic encompasses 70% of cargo traffic. Will that be the case in the future? Will it still be about 70%?	Gas n' Go traffic is forecasted to continue to be prominent – close to 70% of operations.
208	Public Involvement Process	8093	Have a plan for communication (the Airport, not just the Master Plan Update). Share it with the community and ask for comments at the start of process.	Community participation and input is at the heart of this Master Plan Update. The Airport is conducting a robust public involvement process to complete a Master Plan Update that considers public input, and to continue improving our relationship with the public. The Master Plan Update public process is thoroughly defined in the Public Involvement Program (PIP), which is available on www.ancmasterplan.com . The PIP was developed with input from stakeholders, and additional input relating to public involvement is welcome. In addition, as a part of this Master Plan Update process, the team will be developing a plan for ongoing communication with the community following the completion of the Master Plan Update.

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209	Public Involvement Process	8136	A Master Plan that has the support of the general public. Who is a stakeholder? Who is not a stakeholder?	The Airport is conducting a robust public involvement process to complete a Master Plan Update that considers public input, and to continue improving its relationship with the public. While input from the public will be considered by the Master Plan Update planning team, the Airport is responsible for development decisions. In the Master Plan Update process, a stakeholder is anyone with an interest in the Airport and its operations. Stakeholders include the general public, businesses operating in and around the Airport, airlines, community council members, airline passengers, government officials and more.
210	Public Involvement Process	8140	Post project updates at the UAA Aviation Complex to keep students informed. Newspaper ads should be larger and more eye catching; focus on the time, date and location.	The Master Plan Update team shares updates, including information about upcoming public meetings, in a variety of methods. The UAA Aviation Technology Center is participating in the Master Plan Update Working Group - and the Master Plan Update team is pleased that several UAA students have attended public meetings to date. We strive to make Master Plan Graphic print advertisements for public meetings in the Anchorage Daily News eye catching while also including all the necessary information relating to meeting time, date and location as well as required language.
211	Public Involvement Process	8158	Who are stakeholders? Will stakeholder opinions be weighed equally to public opinions?	In the Master Plan Update process, a stakeholder is anyone with an interest in the Airport and its operations. Stakeholders include the general public, businesses operating in and around the Airport, airlines, community council members, airline passengers, government officials and more. Public opinions will be considered in the same fashion as technical stakeholder opinions, the opinions of Working Group or Technical Advisory Committee members, etc.
212	Public Involvement Process	8162	I served on another committee during the 2006/2005 Master Plan Update, during which the public process changed.	Thank you for your past participation in the Airport planning process. We welcome comments throughout this Master Plan Update.
213	Public Involvement Process	8235	Have a clear roadmap of how public input will be incorporated over the winter.	Community participation and input is at the heart of this Master Plan Update. The Airport is conducting a robust public involvement process to complete a Master Plan that considers public input, and to continue improving our relationship with the public. The Master Plan Update public process is thoroughly defined in the Public Involvement Program (PIP), which is available on www.ancmasterplan.com .
214	Public Involvement Process	8242	Facilitate communication between ALL stakeholders – not just the airport. Use common sense – balance the needs of all stakeholders, not just vocal minority/special interest groups.	In the Master Plan Update process, a stakeholder is anyone with an interest in the Airport and its operations. Stakeholders include the general public, businesses operating in and around the Airport, airlines, community council members, airline passengers, government officials and more. Public opinions will be considered in the same fashion as technical stakeholder opinions, the opinions of Working Group or Technical Advisory Committee members, etc.
215	Public Involvement Process	8244	Develop a plan that meets the needs of all stakeholders including trail users and the community as a whole. Don't overlook coastal trail users. Show how community input is weighed vs. forecasting.	The Master Plan Update is being conducted considering input from a variety of stakeholders, including trail enthusiasts. Two organizations that champion Anchorage trails, the Nordic Ski Association and the Alaska Center for the Environment, are participating in the Master Plan Update's Working Group. The Airport understands the importance of the Coastal Trail to the community and is committed to maintaining a contiguous Coastal Trail. Forecast information is considered in many technical aspects of the Master Plan Update, including facility requirements and in the drafting of development alternatives. Public input is considered throughout the Master Plan Update process and influences a variety of the Master Plan's elements, from the Public Involvement Program to the selection of the preferred development alternative. Both aviation activity forecasting and public input are considered by the Airport and the Master Plan Update team.
216	Public Involvement Process	8246	Face to face meetings and communication is good. Communicate person to person. Listen as well as talk. Facilitate the community's views. Don't just present, but help the community form their opinion.	The Airport and the Master Plan Update team have been engaging with stakeholders in a variety of ways, including through traditional person to person interactions and with the help of electronic and online resources. Person to person engagement tools used include stakeholder interviews, public open house meetings, Working Group and Technical Advisory Committee meetings and listening posts. During the Master Plan Update public involvement process to date, feedback has been sought on several specific elements of the plan, including on draft goals and objectives, on draft evaluation criteria, on development constraints and opportunities and more. In addition, the Master Plan Update team has encouraged and welcomed public comments on any Airport related issue since process implementation in June 2012.

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217	Public Involvement Process	8278	Consider stakeholder input before there are formed proposals on the table. Bring in the voices of all the user groups i.e. the Lake Hood Sea Plane Association	Stakeholder input has been welcome since the Master Plan Update process began in summer 2012, and encouraged at every subsequent public meeting since then. In addition to seeking general feedback, the Master Plan Update team has requested feedback on several specific elements of the Master Plan Update process including on draft goals and objectives, draft evaluation criteria, and draft alternatives. The Master Plan Update team has engaged with stakeholders representing a variety of interest groups, including the general aviation community.
218	Public Involvement Process	8303	Is the public being asked to provide input into the preliminary process?	Yes, the public was asked to provide input at the outset of the Master Plan Update process, both on developing the public involvement process and to identify Airport related issues of concern or interest to them. Stakeholder input has been welcome since the Master Plan Update process began in summer 2012, and encouraged at every subsequent public meeting since then.
219	Public Involvement Process	8307	We don't want out of state consultants to make the decisions; we want landowners to be consulted. The MPU process needs to be open and public and all the questions and comments should be posted for public view.	The State of Alaska Department of Transportation & Public Facilities, which operates the Ted Stevens Anchorage International Airport, is the master plan sponsor. The Airport will ultimately evaluate and select, in coordination with the FAA, which proposed development alternative best meets the long-term needs of the airport and the State of Alaska. The Airport will solicit and consider public and stakeholder input throughout the Master Plan Update process. The Airport must abide by FAA regulations and make decisions within the framework of FAA's policies and guidance. The Master Plan Update consultant team is comprised of national aviation experts and local planners. The Master Plan Update team has committed to responding to all written and formal comments received in writing in a series of Comment Response Reports. The first report will be published in late summer of 2013, and the second will be published in early fall of 2013. The reports will be posted on the Master Plan Update website www.ancmasterplan.com
220	Public Involvement Process	8308	How will you build trust during this process? What will you do?	The Airport is conducting a robust public involvement process to complete a Master Plan that considers public input, and to continue improving its relationship with the public. The Master Plan Update public process is thoroughly defined in the Public Involvement Program (PIP), which is posted on www.ancmasterplan.com . The Master Plan will implement a variety of stakeholder engagement tools including public meetings, interviews, online meetings and more; all tools encourage public feedback into the Master Plan process. The Master Plan Update team's philosophy is that thoughtful, appropriately designed public involvement results in improved decisions because it reflects public concerns and ideas. Success depends as much on quality stakeholder participation as it does on technical design.
221	Public Involvement Process	8318	Why are you postponing a public forum/ hearing until later in the process?	The Master Plan Update team has been encouraging and accepting public comments since project initiation in the summer of 2012. We will continue to accept public comments through the entire Master Plan Update process. The Master Plan Update team can accept comments written on comment forms, sent in via email, submitted via the online comment form available on www.ancmasterplan.com , and formal verbal comments made in public meetings.
222	Public Involvement Process	8337	Hello and thanks for the community council update. I reviewed the airport online open house documents. The process and goals are presented very thoroughly. Do you have any idea when the actual plans themselves will be presented as I see the next step is to discuss alternate plans, but I cannot tell what the actual plans themselves are. Thank You.	The Master Plan Update team has published draft development alternatives in May of 2013. Development alternatives was the main topic presented at the next public open house (May 23) and online open house (May 24-June 7). The Airport will be seeking public feedback on the proposed alternatives, and will be selecting a draft preferred alternative in approx. September 2013. Development alternatives outline different scenarios in which the Airport meets forecasted aviation demand over the next 20 years.
223	Public Involvement Process	8348	Thank you for this opportunity to comment!	The Master Plan Update team appreciates all comments received.
224	Public Involvement Process	8985	How do I get more involved?	The best way to stay informed about this project is to add your name to the project emailing list, a sign up link is available at www.ancmasterplan.com . By doing so you will be notified of all opportunities to participate, and remain informed on the status of the project as it progresses. The Master Plan Update team encourages interested stakeholders to participate in public meetings, to submit comments relating to the Master Plan Update and to take advantage of the many resources available on www.ancmasterplan.com . A schedule of upcoming meetings, as well as an online comment form are also available on www.ancmasterplan.com

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225	Public Meetings	8096	Don't have/schedule last minute mtgs/ or notices of mtgs.	The Master Plan Update team has a goal of noticing meetings 10-14 days in advance. Meetings are noticed in several ways including, but not limited to; the State of Alaska Online Public Notice system, email to the Master Plan distribution list, email to officials and agencies with a vested interest in the Airport (including Community Councils), in print in the Anchorage Daily News, on the Master Plan and Airport websites, posting on Airport bulletin boards, and, for public Open House meetings, sending a postcard to all residents in surrounding zipcodes. For more information on meeting advertisements, see Appendix C of the Master Plan Update Public Involvement Program, available on www.ancmasterplan.com Direct link: http://www.ancmasterplan.com/public-involvement/index_15_2456214492.pdf
226	Public Meetings	8101	I don't like that we were only allowed to ask one question at the Open House.	At Master Plan Update Public Open House events, question and answer sessions are intended to allow every attendee the opportunity to ask a question. Attendees are welcome to ask more than one question, but we ask that they pose one question at a time. When every attendee who wishes to ask a question has done so, attendees with additional questions will be able to ask them.
227	Public Meetings	8111	At next meeting and all others - have the airport maps from 1939-present. The airport is not expanding.	A series of aerial photos dating back to the 1950's and relating to past Anchorage Airport Master Plan Updates was compiled by the Master Plan Update team in early 2013. You can view the presentation, complete with images, that shares information on past Master Plans on www.ancmasterplan.com . Go to the Library page and select the presentation from the January 14, 2013 Working Group meeting. Direct link: http://www.ancmasterplan.com/library/index_62_61909914.pdf
228	Public Meetings	8192	Can future ANC Stakeholder meetings (not related to the Master Plan Update) and Master Plan Public Open House meetings not be scheduled for the same day – it creates logistical challenges for those who want to attend both. There are similar concerns with the WG and TAC meetings scheduled the same week as the TCC/SCC and SLCC meetings, referencing the 3/6/13 and 3/7/13 WG/TAC meetings.	The Master Plan Update team works to schedule meetings at times that are convenient to the public. We appreciate this feedback relating to potential conflicting meetings and will consider it when scheduling future events.
229	Public Meetings	8193	liked your presentation, very informative, open and comprehensive evaluation of critical needs for airport upkeep and expansion to accommodate future traffic needs	Thank you for attending the February 20, 2013 Public Open House. We are pleased you found the materials presented interesting and valuable. We encourage you to attend future public meetings and remain engaged in the Master Plan Update process. A schedule of meetings is available on www.ancmasterplan.com
230	Public Meetings	8197	Liked your presentation - as it was very informative, open and easy to follow. While following explanation of airport needs. No significant noise expansion is preferred.	Thank you for attending the February 20, 2013 Public Open House, we are pleased you found the materials presented interesting and valuable. We encourage you to attend future public meetings and remain engaged in the Master Plan Update process. A schedule of meetings is available on www.ancmasterplan.com The Airport and the Master Plan Update team understands that noise issues can be a concern for neighboring residents. Public comments related to noise are being accepted throughout the Master Plan Update process. Comments on noise will be considered as development alternatives are drafted in the selection of a draft preferred alternative as well as in the final report of the Master Plan Update. In addition, 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. The Master Plan Update team encourages stakeholders to contact the Part 150 study (www.anc150study.com) with noise related issues. Moreover, the Master Plan Update team will share noise related comments it receives with the Part 150 team.
231	Public Meetings	8234	Fantastic public meeting - the only one of its kind I have ever heard of. Kudos to all involved.	The Master Plan team appreciates your comment.
232	Public Meetings	8252	Don't hold meetings in the summer. Per time of meetings, hold them at 5-7 or 7:30; 6-8pm is a bad time that hurts everyone since it's right in the middle of dinnertime. Meet on Saturdays. Change up the days of the week on which you hold meetings, don't always hold them on the same day (i.e. Wednesday) Show the whole plan, not just information about the next meeting.	The Master Plan Update team appreciates feedback related to meeting timing. In scheduling public meetings for the Master Plan, we have selected various meeting start times and days of the week in an attempt to maximize opportunities for attendance. We have also created online open house events following physical open house meetings in order to provide those unable to attend an opportunity to view the information presented at the meeting, and to make comments. Information presented at public meetings is provided along with context noting where the meeting falls in the overall schedule of the Master Plan Update.

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233	Public Meetings	8301	When will there be a public hearing?	The Master Plan Update team has been encouraging and accepting public comments since project initiation in the summer of 2012. We will continue to accept public comments through the entire Master Plan Update process. The Master Plan Update team can accept comments written on comment forms, sent in via email, submitted via the online comment form available on www.ancmasterplan.com , and formal verbal comments made in public meetings.
234	Public Meetings	8332	Will you have open Houses outside of Anchorage?	While public meetings for the Anchorage International Airport Master Plan Update will be held in Anchorage, the Master Plan Update team has also created online open house events. These online open houses are open for two weeks following a physical open house meeting, and provide those unable to attend the meeting, due to schedule or location, an opportunity to view the information presented and to make comments. The Airport understands it is a state asset, and that it serves residents across Alaska. The Master Plan Update team welcomes comments from all stakeholders, regardless of location.
235	Public Meetings	8835	There is not enough time to provide comments at these meetings (Working Group), and there is even less at the Public Open Houses.	The Master Plan Update team has not ended a public comment period in a public meeting while attendees still wanted to make comments. Moreover, stakeholders are welcome to provide feedback and comments at any point in the Master Plan Update process - via written or electronic comment forms. Comments can be submitted on-line at http://www.ancmasterplan.com/comment/
236	Public Meetings	8971	I attended the latest open house on March 21 -thanks for the transparency throughout this process.	Thank you for attending the March 21, 2013 Open House. The Master Plan Update team's public involvement goals include a commitment to ensuring stakeholders and the public have the information they need to participate in the process in a meaningful way.
237	Public Meetings	8982	I was unable to attend the 3/21 public meeting, but have reviewed materials in the on-line open house. Nicely done.	Thank you for participating in the March 22-April 5, 2013 Online Open House . We are pleased you found it valuable. This online tool is intended to allow stakeholders the opportunity to meaningfully participate in the Master Plan Update, regardless of their schedule or physical location.
238	Public Transit	8881	Rail transit from the valley to the airport would be a good improvement.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
239	Public Transit	8910	Public transit is nice. I have never had an issue with either car rentals or taxis.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
240	Public Transit	8998	A train to the valley would not work, it is too far and the train is too slow.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
241	Public Transit	9008	Have a shuttle from Eagle River and the Mat-Su Valley	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
242	Realistic Need (thorough forecasting)	8245	Forecasting is inaccurate and can't be used solely for decision making.	Forecasts, regardless of how much time and effort are put into them, are never completely accurate - but they do provide a starting point for the planning required to meet future needs. The Master Plan Update will supplement the AIAS forecast with input from the airlines, airline service providers, airline customers, and other airport users to prepare a realistic plan for the airport's future.
243	Realistic Need (thorough forecasting)	8298	Forecasts should identify assumptions and things we know versus things are speculative.	This information is contained in the AIAS Forecast Technical Report which can be found at: http://dot.alaska.gov/aias/news.shtml#forecasts
244	Realistic Need (thorough forecasting)	8306	If airport growth doesn't meet forecast numbers, does that change the Master Plan?	No. The Master Plan will look at short, medium and long term projections, and is updated every 5-10 years.
245	Related Studies	8094	How is the M/P going to fit with other plans? MOA, state, ADEA, FAA, user groups and airline business?	The Anchorage International Airport Master Plan Update will examine a 20 year planning horizon for the Airport. While the Airport is the main focus of the Master Plan Update, the Master Plan Update team will not exclude related entities' planning efforts from consideration.
246	Related Studies	8255	Where does the baseline data used come from?	Data used in presentations and materials for the Master Plan Update comes from a variety of sources including the the FAA, other government agencies like the US Census Bureau and the AK Department of Labor and Workforce Development, the Anchorage International Airport, and independent studies. The Master Plan Update team also performs its own data analysis based on findings from the sources listed above.
247	Related Studies - AIAS Planning Study	8104	Why isn't the State doing a study of both airports and then completing Master Plans?	The State conducted the Alaska International Airport System Planning Study from 2010 - 2013 that encompassed both the Fairbanks and Anchorage International Airports and the Anchorage Master Plan Update from 2012 to 2013.

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248	Related Studies - AIAS Planning Study	8148	Who is on the AIAS Team? Where are they from?	The AIAS Forecast Team is comprised of aviation experts. Project Manager Tom Middendorf (DOWL HKM) is based in Anchorage, Alaska. Greg Albjerg (HNTB) who is working on the airfield capacity analysis is based in Minnesota. Lastly, Pat Kennon (HNTB) is working on the forecast and is based out of Virginia.
249	Related Studies - AIAS Planning Study	8166	On whether ANC is competitive, you need to look at the AIAS system plan and where to put another airport.	In order to maintain an economically vibrant Airport, the Anchorage Airport Master Plan Update team is looking at a variety of alternatives to meet future aviation demand. The recent AIAS forecast and planning study will inform the final Master Plan Update for Anchorage International Airport. This Master Plan Update will not consider relocating the Anchorage International Airport, as prior planning studies have shown the costs to be too high.
250	Related Studies - AIAS Planning Study	8170	The AIAS study did not look at aviation 20 years down the road	The 2012 AIAS Aviation Activity Forecast examined activity levels through 2030 for passenger, cargo, air taxi, general aviation and military aviation. The forecast documents are available on www.ancmasterplan.com on the library page.
251	Related Studies - AIAS Planning Study	8241	Have air carriers given clear commitment to the aviation projections on which the plan will be based.	The AIAS Airlines Airport Affairs Committee sent a letter to the Alaska Department of Transportation regarding the AIAS forecast in July 2012 noting "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." You can read the full letter here: http://dot.alaska.gov/aias/assets/forecasts/AIAS_Airline_Support_Forecast_Letter.pdf
252	Related Studies - AIAS Planning Study	8317	Why are you doing the MPU before the AIAS Planning study is complete?	The State conducted the Alaska International Airport System Planning Study from 2010 - 2013 that encompassed both the Fairbanks and Anchorage International Airports and the Anchorage Master Plan Update from 2012 to 2013.
253	Related Studies - AIAS Planning Study	8327	Will the AIAS planning study look at the constrained and unconstrained forecasts?	The AIAS forecasts are unconstrained. However, there are a series of assumptions used in the forecasts that were intended to provide a reasonable assessment. You can read more about the assumptions in the AIAS Forecast results, available on www.ancmasterplan.com .
254	Related Studies - AIAS Planning Study	8950	With respect to understanding the activity growth projections, the macro scenarios assumed would be good to illuminate. For example what are the assumptions about the following (by no means exhaustive): 1. Anchorage and Alaska population 2. Assumptions about major capital investment in the state, eg existing oil and gas, new major oil development (OCS), major gas sales, mine development. 3. Fiscal trends such as major changes in trajectory from current, radical state/city budget changes, imposition of state income tax, sales tax etc 4 Hind casting the benefits of the last major expansion at the ANC airport (C terminal, train, train terminus) and understanding whether with the info we have now, whether those investments would have been made.	The 2012 AIAS Forecast of Aviation Activity was completed using a series of assumptions intended to provide a reasonable assessment of the key forecast trends and parameters. Assumptions include socio-economic forecasts for all major economic metrics such as population, employment and income. Among other assumptions considered were future regulatory environments, growth in tourism and the cruise industry, and fuel availability and cost. For a complete list of forecast assumptions, view the complete Forecast Technical Report, a link to which is available on www.ancmasterplan.com .
255	Related Studies - Kulis Land Use Study	8117	Recommendations for kulis air guard base development plan- if possible, could you go into detail about the present and future passenger/cargo growth over time. As a relatively new entity, is it difficult to predict or estimate the future growth and private/commercial aviation use of kulis? What are the plans for the SOA dept of trans and public facilities (DOT&PF) for using kulis?	The AIAS Aviation Activity Forecast, the results of which are being incorporated into the Master Plan Update, addressed cargo and passenger growth at the Airport over the next 20 years. You can read the forecast results on www.ancmasterplan.com . The Anchorage International Airport is operated by the State of Alaska Department of Transportation and Public Facilities; so decisions made regarding the use of former Kulis land will be made by the Airport and DOT. The planning team will also be considering a recent land use study for the former Kulis Air National Guard Base - you can view the document on the "Related Studies" page of www.ancmasterplan.com .
256	Related Studies - Kulis Land Use Study	8133	Commercial development of kulis could result in even worse noise congestion for boarding neighborhoods of the airport.	The Master Plan Update will consider potential noise and traffic impacts resulting from recommended future land use development to meet aviation demand.
257	Related Studies - Kulis Land Use Study	8266	Use Kulis area for storage, but be careful of other noise sources.	The Master Plan Update team understands that noise is an issue of concern for Kulis area residents. It will consider potential development effects when addressing former Kulis land in the Master Plan Update. The planning team will also be considering a recent land use study for the former Kulis Air National Guard Base - you can view the document on the "Related Studies" page of www.ancmasterplan.com .
258	Related Studies - Kulis Land Use Study	8291	No Walmart/large commercial development on Kulis.	The Master Plan Update team understands that future development of the former Kulis Air National Guard Base is of interest to area residents. The Master Plan Update will consider this comment when addressing Kulis in the Master Plan Update. The planning team will also be considering a recent land use study for the former Kulis Air National Guard Base - which can be viewed on the "Related Studies" page of www.ancmasterplan.com .

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259	Related Studies - Kulis Land Use Study	8296	Do not allow helicopter in Kulis. Do not allow engine testing in Kulis. Limit use of loud beeping sound from vehicles backing up at Kulis. The beacon at Kulis creates annoying strobe light in the neighborhood. Limit south side of Kulis to green space and non aeronautical development. Avoid bringing aircraft movement areas at Kulis closer to neighborhoods.	The Master Plan Update team understands that noise and visual effects related to Kulis development are areas of concern for area residents. We will consider potential development effects when addressing former Kulis land in the final Master Plan Update report. The planning team will also be considering a recent land use study for the former Kulis Air National Guard Base - you can view the document on the "Related Studies" page of www.ancmasterplan.com .
260	Related Studies - Part 150 Noise Study	8151	There used to be a noise abatement program in the Sand Lake area – created about 5 years ago around the time of the N/S runway expansion. It appeared to go away following the change in Airport leadership. Noise is becoming more offensive, we can hear cargo planes at night. I live at Victor and Dimond Blvd. A few years ago, the noise levels improved and were tolerable, but in recent years it has become very loud.	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. The Master Plan Update team will be considering the findings of the Part 150 study, along with public comments related to noise as it develops alternatives, selects the preferred alternative, and finalizes the Master Plan. There are varied reasons for changes in noise levels. It could be an operations increase as the economy picks up and more planes are coming and going. The Part 150 Study will look at historic noise levels and address the issue.
261	Related Studies - WADP	8325	The West Anchorage District Plan (WADP) land exchange identified potential sites, will the MPU show alternatives and various scenarios for land use?	The MPU will consider land use as it pertains to aviation users. The MPU will not specifically address the WADP proposal or provide alternatives. If the MPU identifies a need to acquire land, it will make such a recommendation.
262	Related Studies - WADP	8349	On the "Welcome" page there is a list of facilities adjacent to and even within the airport but are not included in the plan, e.g. Lake Hood/Spennard & the Rail Terminal. There is a "click here" link for more info on them - but it just leads back to the Welcome page. Is it broken or am I not doing it right? AND, an explanation of how the airport interacts with these entities would be helpful. For instance, does the ANC tower also control float plane traffic? Also, some recognition of coordination with the WADP would be nice, assuming there is to be some coordination. Hint, hint.	The Lake Hood Seaplane Base is a separate airport from ANC. However, the two airports share some infrastructure including the airport control tower. A separate master plan was prepared for the Lake Hood Airport in 2006 and is available online (www.ancmasterplan.com). The ANC Master Plan Update will consider potential impacts to the Lake Hood Airport. The Alaska Railroad depot at ANC is owned and operated by the railroad. The Master Plan Update will provide the Airport with valuable land-use information and will consider the recommendations made by the WADP.
263	Runways	8272	Are there alternatives to a new N/S runway? Can ANC use new landing procedures to mitigate or land closer together?	The main purpose of a new runway would be to increase the capacity of the combined system of runways. At ANC, it might be possible to increase the capacity through operational changes such as increased use of the existing runways.
264	Runways	8875	Can the new big airplanes land here?	ANC can accommodate any commercially operated aircraft flown today.
265	Runways	8876	Will there be a 4th runway?	The Master Plan Update will consider the benefits and costs associated with an additional (4th) runway.
266	Safety	8213	When I heard about the proposed Long House conversion to an apartment complex for the "severely" mentally ill, I immediately became very concerned, as the attached ADN Letter to the Editor describes. "Proposed Long House Hotel Conversion: It is possible a serious safety concern has been overlooked in the proposed conversion of the Long House Hotel to long-term housing for "severely" mentally ill people (12-14-12 ADN). If the article is correct and the proposed "tenants would be free to come and go" my concern is for the safety of both the tenants and the aircraft operating into and out of Lake Hood Seaplane Base and Airstrip. Unlike Ted Stevens International and Merrill Field airports, the Lake Hood facility does not have a secured operations area. Lake Hood is within easy walking distance of the Long House facility. The potential exists for "severely mentally ill" people lacking situational awareness of the consequences of their actions around airplanes, to walk directly in front of and into a moving airplane on a taxiway or the airstrip. Worse case scenario could have one of the tenants walking directly into a spinning propeller with a very high likelihood of being fatally injured. The safety risk is too great for this proposed project and it should be abandoned."	Though the subject property is near the Ted Stevens Anchorage International Airport and Lake Hood Seaplane Base, it is entirely outside the airports' boundaries. Land use decisions for this property fall under the purview of the Municipality of Anchorage. The Airport consistently evaluates its operations and processes to ensure adequate safety and security and will continue to do so in the future.
267	Safety	8161	As a member of the Anchorage Cabdriving association, i am particularly interested improving its safety, convenience and efficiency of surface transportation.	The Master Plan Update shares this goal; the goal for safety is to "Maintain or enhance the safe operation of the Airport." The Master Plan Update will document existing conditions on landside surface transportation in the Inventory, and develop alternatives to meet any needed improvements for surface transportation.
268	Short Term Parking	9007	Advertise the cell phone lot better – I didn't even know the Airport had one (customer advised as to its location).	The Master Plan Update will consider signage enhancements. Thank you for your suggestion.

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269	Short Term Parking	9021	There is not enough parking in the garage, and its too long a walk to the terminal.	The Master Plan Update will consider alternatives for meeting the forecasted demand for vehicle parking as well as ways to reduce or mitigate travel distances between parking areas and the passenger terminal complex.
270	Snow Removal	8921	Does ANC have a snow melt system?	ANC does not currently have a snow melting system.
271	Social Media	8240	Skype/video for folks who can't be here, and include media. Use social media tools.	The Master Plan Update team is using a variety of online tools to engage with stakeholders for this process. For those unable to attend our public open house events, we have been holding an online open house (hosted on www.ancmasterplan.com) for the two weeks following each meeting. These online open houses feature materials and presentations from the physical open house events, and allow those interested in participating in the process to comment from their own computer at a time that is convenient to them. In addition, we have used both online advertising and Facebook to promote Master Plan public involvement opportunities. For more information on how you can get involved in the Master Plan Update process, visit www.ancmasterplan.com .
272	South Airpark	8922	Will the Airport develop South Airpark and Kulis? What about the Kulis fire station?	The Master Plan Update will consider development in the South Airpark. A development plan was completed for the former Kulis National Guard Station in 2011. The plan is available for viewing at : http://dot.alaska.gov/anc/about/Kulis.shtml . The old Kulis Fire Station is currently being utilized as a secondary station for the Airport's Rescue and Fire Fighting team.
273	Support	8179	I appreciate the proximity of the Airport	This comment will be considered by the planning team and documented in the Master Plan Update.
274	Support	8342	I am supporting the airport and anything that will further it's increase of business to the area. - ANC is a great asset to the area.	This comment will be considered by the planning team and documented in the Master Plan Update.
275	Support	8849	I'm glad the airport has a future.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
276	Support	8852	This is an exceptional airport.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
277	Support	8853	The Airport is very nice.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
278	Support	8855	It's a nice airport, not too crowded and seems to work efficiently.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
279	Support	8924	I travel through a lot of airports. Overall, Anchorage is great - I really have no complaints.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
280	Support	8926	I'm handicap and I do not have any complaints. Airport staff and facilities have always been great.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
281	Support	8935	No complaints - good airport!	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
282	Support	8942	My husband and I travel a lot. We are very pleased with the airports & airlines. Neither of us have ever had a problem.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
283	Support	8943	We have traveled a lot over the past few years. No complaints.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
284	Support	8945	Cool Airport.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
285	Support	8946	The Airport is good! Yogurt land is the best!	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
286	Support	8948	Pretty awesome.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
287	Support	8958	It's (the airport) pretty good.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
288	Support	8961	It's really good- no complaints.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
289	Support	8995	It's good!	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
290	Support	8996	Two thumbs up from me.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
291	Support	8999	I've got no issues with the Airport.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.

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Line	Issue Code	Issue ID	Issue Text	Response Text
292	Support	9029	The Airport is great	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
293	Support	9030	The Airport is a beautiful facility and nice for our city.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
294	Support	9033	It's a good Airport.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
295	Support	9034	It's a great facility; I fly through it a lot. Better than Juneau.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
296	Support	9046	The Anchorage Airport is a pleasant experience.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
297	Take-off Direction	8138	Please use water approaches and take-off when possible to improve noise abatement over residential areas.	ANC has established a preferential runway use program to minimize noise impacts on nearby residential areas. The normal flow of traffic operations, contingent upon weather and pilot judgement, directs traffic over Cook Inlet.
298	Take-off Direction	8785	It does not seem acceptable that the airport can only issue a vague "request" for pilots to take off over the water instead of requiring it, except in exceptional weather conditions.	ANC has established a voluntary preferential runway use program to minimize noise impacts on nearby residential areas. The normal flow of traffic operations, contingent upon weather and pilot judgement, is as follows: arrivals from the east or south; departures to the north or west.
299	Taxi/Commercial Vehicle Staging Areas	8069	What is plan for taxi's? No or poor bathroom facilities. 1 outhouse for 173 taxi's? Enforcement of current pick up and drop off areas. Currently 2nd floor of garage used for non Anch unlicensed vehicles to pick up customers. Very unsafe. Also need entrance and exit road avenues for taxi's; north term. inadequate currently.	Operational issues like enforcement and unlicensed drivers are typically not the subject of airport master plans but we will bring these concerns to the attention of airport management. We will consider your suggestion regarding improved access to/from the taxicab stands as alternatives for redevelopment of the North-South Terminal Complex are developed.
300	Taxi/Commercial Vehicle Staging Areas	8218	Trees between parking garage stand and main stand. In heavy snow or certain lighting, these trees obscure views. Also, the roof over the cab line should be extended.	We can look at commercial vehicle facilities in the Master Plan Update. However, the trees and road maintenance issues will not be addressed in the Master Plan Update, and are best addressed by the Airport. We will communicate your concerns, and document them.
301	Taxi/Commercial Vehicle Staging Areas	8130	No snow maintenance for the taxi cab lanes are being taken care of because last winter 1/8 of cabs got stuck where the 2-3 cabs sit before moving up to front of line, even after many complaints made to airport maintance dept, no action taken. Small trees that line the side of parking garage exit, we cab drivers can't see when to move up, again we complained to airport maintance dept, no action taken. Many complaints about where the taxicab stand is currently, on outside lane, airport passengers, Alaskans and non-Alaskans want inside lane, protected from snow, rain, wind and traffic. Don't let unlicensed transportation drivers on airport property, like gypsy cabs, vans, limo's and shuttles without some kind of security officers or gate. Please extend a covered shelter from the main glass shelter by the front of the line of cabs out so the snow and rain are not hitting the passengers so much. No bathroom for female cab drivers - please address this	Operational issues like enforcement and unlicensed drivers are typically not the subject of airport master plans but the Master Plan Update (MPU) team will bring these concerns to the attention of airport management. The MPU team will consider your suggestion regarding improved access to/from the taxicab stands as alternatives for redevelopment of the North-South Terminal Complex are developed.
302	Taxi/Commercial Vehicle Staging Areas	8157	Per taxicabs – the snow maintenance in the taxi lane is poor, making it challenging to operate cabs. Last winter, cabs were stuck in the snow regularly. Moreover, there are small trees blocking the view of cab drivers waiting in the taxi stand line that make it difficult to see when to move forward – can these be removed? In addition, cab drivers receive complaints from passengers as to the location of the taxi stand at the airport. Elders and families with young children must trudge through snow over several lanes of traffic to reach the taxi stand.	The Master Plan Update (MPU) team can look at commercial vehicle facilities in the Master Plan Update. However, the trees and road maintenance issues will not be addressed in the Master Plan undate, and are best addressed by the Airport. The MPU team will communicate your concerns, and document them.
303	Runways	8199	Hope the third runway will work out well.	The Airport currently has three air carrier runways.

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304	Technical Advisory Committee	8068	(Comment made about Technical Advisory Committee meeting) Because of the statement that " the public can observe and comment if time permits" this sounds more like a concrete plan than a work in progress that the public can have input. Most of these meetings are useless to those of us actually living in the area.	The Working Group and the Technical Advisory Committee were established in the fall/winter of 2012. The purpose of these groups is to provide the Airport with information and guidance on specific aspects of the Master Plan Update. The public is welcome to observe these meetings and make comment as time permits. To date, ample time has been provided for members of the public to provide comments during these meetings; no public comment has been cut short. The Working Group and Technical Advisory Committee are just two of many tools that are being used to gather public input. Comments are accepted throughout the Master Plan Update via the website, email, in Public Open Houses, and many other events. For more information on the public involvement process and ways to comment, please visit the project website at www.ancmasterplan.com .
305	Technical Advisory Committee	8212	He wanted to know the wording of the Airports mission statement that we had shared at the Working Group and Tech Advisory Committee meetings last week.	The Airport's mission is to "Develop - Operate - Maintain The Airport for Anchorage - Alaska - the World". All public meeting materials are available on the Master Plan Update website (www.ancmasterplan.com).
306	Technical Advisory Committee	8216	Who is in the Working Group? Is the Military was being involved on either the WG or Tech Advisory Committee?	Organizations invited to participate in the Working Group: Alaska Center for the Environment (ACE); Alaska Chamber of Commerce; Alaska Travel Industry Association; Alaska Truckers Association; Anchorage Airport Communications Committee; Anchorage Cab Drivers Association; Anchorage Chamber of Commerce; Anchorage Economic Development Corporation; Federation of Community Councils; Lynden Air Cargo; Municipality of Anchorage Planning Department; Nordic Ski Association of Anchorage; Pruhs Corporation; Sand Lake Community Council; Spenard Community Council; Turnagain Community Council; UAA Aviation Technology Division; Visit Anchorage (formerly ACVB). The military is not involved in either the Working Group or the Technical Advisory Committee.
307	Technical Advisory Committee	8222	RE: Number of participants allowed in the Working Group and Technical Advisory Committee--one representative and one alternate per organization). Commenter stated it was more important that the right people who are concerned be able to participate rather than limit numbers of participants. Commenter said that often attendance dwindles over time on these kinds of meetings, so she thought having more participants would be helpful for that reason. Commenter suggested that a joint meeting with the TAC and WG would be fruitful at some point in the process. Commenter requested that meeting dates, when known, are provided well in advance of the meeting.	The Airport reviewed the request to allow more than one representative and one alternate per organization invited to participate in the Working Group and Technical Advisory Committee, and decided to keep participant numbers at the original goals in order to ensure that each organization participating had the same number of participants, hence the same opportunity to express their views. Joint meetings with the Working Group and Technical Advisory Committee have been considered, but have not been conducted to date because of the numbers of participants would be too many people (30+) to allow all to speak in the set timeframe (2 hours). Meeting dates are available on the project website (www.ancmasterplan.com/schedule) and advertised 10 to 14 days in advance via local media, the project mailing list, email, and through other organizations.
308	Technical Advisory Committee	8251	Working hours are not a good time to meet.	To select the meeting times for the Technical Advisory Committee and Working Group meetings, all organizations completed a survey noting what timeframes were most suitable. The meeting times were selected based on the most popular response from participants, which was 1:30pm to 3:30pm for the Technical Advisory Committee and 11:00am to 1pm for the Working Group. All meeting materials are made available on the project website (www.ancmasterplan.com/library) for those who are not able to attend or observe the meeting in person.
309	Technical Advisory Committee	8321	Will you use Stakeholder Committees (as part of your public involvement process)?	The Working Group and the Technical Advisory Committee were established in the fall/winter of 2012. The purpose of these groups is to provide the Airport with information and guidance on specific aspects of the Master Plan Update. The public is welcome to observe these meetings and make comment as time permits. The Working Group and Technical Advisory Committee are just two of many tools that are being used to gather public input. For more information on the public involvement process and ways to comment, please visit the project website at www.ancmasterplan.com .
310	Terminal	8850	This is a beautiful Airport and terminal.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
311	Terminal	8851	The Airport has done a great job on the passenger traveling experience.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
312	Terminal	8854	The Airport is very beautiful now, compared to 20 years ago.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
313	Terminal	8856	Concessions are too expensive.	The Master Plan Update scope does not address concession pricing. Your comment will be shared with the airport.

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314	Terminal	8860	Concessions need healthier food options, like the juice bars available in Seattle.	The Master Plan Update scope does not address concession pricing. Your comment will be shared with the airport.
315	Terminal	8861	The Airport needs a food court or common area with tables and chairs like they have at SEATAC.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
316	Terminal	8862	We would like to see additional concession at the Airport and lower prices on the food available.	The Master Plan Update scope does not address concession pricing. Your comment will be shared with the airport.
317	Terminal	8863	Does the Airport have free internet access? I would like free internet access in terminal to continue.	Free internet access is available within the terminal area.
318	Terminal	8867	Music and announcements (including hourly announcements) are too loud, especially at night. We know the time and we've already been through TSA security (comment to TSA reminders included in the announcements).	The Master Plan Update will not address this issue. Your comment will be shared with the airport.
319	Terminal	8868	Volume on hourly announcements too loud at night.	The Master Plan Update will not address this issue. Your comment will be shared with the airport.
320	Terminal	8879	Will a new terminal be needed?	The Master Plan Update will consider terminal facility requirements, not only to accommodate forecast aircraft demand, but also forecast passenger demand. The plan will evaluate different terminal configurations as well as passenger loading/unloading zones, traffic circulation, and vehicle parking.
321	Terminal	8923	Why doesn't the Airport use the indirect lighting that is installed in the terminal? The fixtures are never on, and the fluorescent lights are terrible and noisy (make a buzz) at night.	The Master Plan Update will not address this issue. Your comment will be shared with the airport.
322	Terminal	8941	We are writing to make an appeal for improvements in handicapped facilities. During our travels we have noticed a significant lack of useful handicapped facilities. Many airports have "family rooms" which are useful for little more than a place for elderly to spread out and take their time or for parents with babies. We however have a son who is essentially a 120lb. baby and must be changed like one. The small foldup changing tables are useless and there usually is no other suitable bench, etc. We are literally forced to put him on the floor which is extremely uncomfortable for him and us, let alone unhygienic. We allow that implementing new or modified facilities means spending money. Counter to that limitation, many airports are already spending money to update and expand anyway. We are appealing to the idea of awareness concerning limitations of the current "family restrooms". In many cases, the addition of a mere padded bench would be a significant improvement. The Seattle airport had a bench in a Nursing Mother's room one year which was adequate. The very fact that it existed was awesome. The next year, it was gone. The Phoenix Sky Harbor Airport has accessible restrooms with caregiver access which we have used successfully. We would actually cite them as examples. Airlines have regularly offered help loading passengers such as our son and for the most part have done so politely and efficiently. The use of a simple aisle chair has made travel so much easier for those who are wheelchair-bound. We cite the aisle chairs as examples of this awareness. We only wish that we could name each airline rep that helped make our travels possible by their awareness of this tough travel situation! Reasons for changing current designs to include additional features such as a larger, stronger changing table are: • Adults/ children too large for the current baby changing tables must be placed on the floor • Extremely difficult for caregivers to move and attend to care subject • Unsanitary to attend to subject on the floor Challenges to implement these changes include: • Cost • People might misuse or vandalize facilities (again, pointing to cost) To summarize, as technology advances, more travelers include family members in who would otherwise be left behind in previous years. The limited facilities have had the effect of extremely negative and embarrassing travel situations which could have been avoided by adequate facilities. The modifications included in handicapped facilities are a move in the right direction, but are still limited in scope. Please consider these small design modifications in the future as airport facilities are	ANC features a family lounge and bathroom on Concourse B across from Gate B1. The Master Plan Update will consider the needs of all passengers and airport users. Your comment will be shared with the airport.
323	Terminal	8908	The push carts for luggage should be free like they are at the airport in Spokane, WA	The Master Plan Update will not address this issue. Your comment will be shared with the airport.
324	Terminal	8915	The restaurants in the airport are good.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
325	Terminal	8917	I like that the stores and restaurants are open late since there are a lot of red-eye flights.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
326	Terminal	8918	TSA is OK. There are few security lanes, but no big lines to deal with.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.

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327	Terminal	8919	Stores and restaurants are open late. This is really important for all red-eyes.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
328	Terminal	8932	I suggest better screens to see flight information while walking through the concourse.	The Master Plan Update scope does not address this issue. This comment will be shared with the airport.
329	Terminal	8949	Put a Starbucks- closer to the PenAir terminal!	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
330	Terminal	8962	Cinnabon - there should be one on the secure side of the terminal.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
331	Terminal	8963	Concessions are not open during early morning hours – it's inconvenient for many travelers.	The Master Plan Update scope does not address concession pricing. Your comment will be shared with the airport.
332	Terminal	8974	There are no courtesy carts (like golf carts) for elders.	The Master Plan Update scope does not address this issue. This comment will be shared with the airport.
333	Terminal	8977	Information posted in the terminal should include not just hotels, but motor home rental info, tour info, Kenai fishing trips, etc.	The Master Plan Update scope does not address this issue. This comment will be shared with the airport.
334	Terminal	8978	There are no restaurants near the commuter flight gates. All the good dining options are through security – you can't get to them without the right ticket.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
335	Terminal	8979	It's good that a new restaurant is coming into the commuter flight area - there is only a cold sandwich shop there now, we need hot food.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
336	Terminal	8980	ERA seems far away from most airport services.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
337	Terminal	8981	Coming from Kotzebue, we have to exit the plane outside from most flights. It's no good, we would prefer a jet-way.	The Master Plan Update scope does not address this issue. The decision to use jetways is a choice made by each airline. This comment will be shared with the airport.
338	Terminal	8993	Visitors are impressed with the terminal.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
339	Terminal	9004	I live near Bethel, and I want a hot dog stand on Concourse C near AK airlines. I like the hot dogs.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
340	Terminal	9005	Put more concessions on the non-secure side of the terminal, we want to eat with family and friends before they head out.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
341	Terminal	9036	There is no lounge upstairs or quiet place to sit outside of the secure area – and there should be.	The Master Plan Update scope does not address this issue. This comment will be shared with the airport.
342	Terminal	9037	The Airport needs a nice play area for kids inside the terminal (like SEATAC).	ANC features a family lounge on Concourse B.
343	Traffic - Outside ANC Land	8209	Pay attention to offsite traffic impact. If FAA \$ is not available for construction offsite improvements, identify what work AKDOT should do.	The Master Plan Update will consider how changes to the airport will impact traffic on and around the airport. A detailed traffic study will not be conducted as part of the Master Plan Update.
344	Traffic - Outside ANC Land	8152	Will the Master Plan Update address the carrying capacity of Raspberry Road? I am concerned about traffic increases due to proximity of Kulis land and its changing use.	The Master Plan will not address roadways outside of ANC jurisdiction. However, we will pass your comments along to the appropriate agency, ADOT&PF, or MOA. If you would like to read more about the proposed land use changes at Kulis, please see: http://dot.alaska.gov/anc/about/Kulis.shtml
345	Traffic - Outside ANC Land	8159	Will you look at seasonal volumes of surface transportation? How local and visiting travelers get to and from the airport?	An airport traffic volume analysis is conducted with consideration for the peak summer tourist season. The Master Plan Update will review and validate previous studies but will not include a complete traffic analysis.
346	Traffic - Outside ANC Land	8231	Also, traffic at the Raspberry-Jewel Lake intersection is becoming much louder.	The Master Plan Update is funded by FAA and looks specifically at aviation infrastructure. AK DOT&PF has jurisdiction over the roads.
347	Traffic - Outside ANC Land	8261	What happens if the ferry to Pt. MacKenzie and the Knik Arm Bridge change traffic demand?	There are many factors that could change aviation demand. The Airport will not plan or undertake any development until warranted by demand. The forecast considered growth in Anchorage and the Mat-Su Borough as part of the study's assumptions. Typically, a forecast is reviewed and, if necessary, revised every five to ten years, or whenever there is a significant change in the assumptions the forecast was based upon.
348	Traffic - Outside ANC Land	8267	What about an increase in vehicle traffic on Raspberry Rd due to Kulis use?	The Master Plan will not address roadways outside of ANC jurisdiction. However, we will pass your comments along to the appropriate agency, ADOT&PF, or MOA. If you would like to read more about the proposed land use changes at Kulis, please see: http://dot.alaska.gov/anc/about/Kulis.shtml
349	Traffic - Outside ANC Land	8302	How will offsite impacts, such as traffic concerns and pollution, be addressed?	The Airport coordinates with the Municipality of Anchorage and other agencies and governments on a regular basis to consider off-site impacts of Airport operations. To the extent practical, the Master Plan Update will document potential off-site impacts of proposed airport development.

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350	Trails	8207	There is a great bike route from S.W. Anchorage to West Spenard and Turnagain that goes thru the airport. (The road where the post office and fed ex are) Please leave that available for biking.	The Airport recognizes the importance of recreational amenities provided on Airport property. The Airport anticipates that any future development would accommodate existing bike trails so that recreational amenities can continue to be enjoyed by the community. Substantial airport construction/development projects would likely be required to complete more detailed environmental analysis prior to permitting or construction. That process would include public input and would clearly identify impacts and mitigation/enhancements in detail.
351	Trails	8110	Relocate bike trail in a manner that makes it better looking, lighting, better viewing to stop the blanket complaints from the greenies and those who do not want any airport expansion or increase of traffic	The Airport Master Plan Update team will consider your comment in the event the bike trail is considered for relocation.
352	Trails	8180	Jewel Lake Trail runs along a fence with barbed wire – it is very windy and a different trail experience (from a trail with a vegetated buffer).	The quality of the trail experience will be considered in the Master Plan Update.
353	Trails	8350	I do NOT want the airport to build areas that STOP current access or usage of existing Public bike trails, park areas, and roads.	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 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, substantial airport construction/development projects would likely be required to complete more detailed environmental analysis prior to permitting or construction. That process would include public input and would clearly identify impacts and mitigation/enhancements in detail.
354	Trails	8907	I love that joggers are allowed on the perimeter of Lake Hood; it makes Anchorage unique and is an asset.	The Master Plan Update team appreciates your comment and will consider it during the Master Plan Update process.
355	Tribal Outreach	8131	Ask local Native dance groups to perform in native tongue languages during Christmas at the airport concourse.	This comment will be passed along to Airport Management for their consideration.
356	Tribal Outreach	8304	Airport land is historically land of the Knik Tribe. Don't make decisions about our historic lands without our Tribal input and contact with the traditional Chief. Don't segregate Alaska Natives out of the decision process. Follow President Clinton's Government to Government guidelines when working with Alaska Native Tribes.	The Master Plan Update Team agrees that outreach to Alaska Native communities is important to the process. The Master Plan Update Team, with the support of the Ted Stevens Anchorage International Airport, sent letters to representatives of the Knik, Eklutna, Chickaloon, and Tyonek Tribes asking for their participation in the Master Plan Update process. Master Plan Update Team representatives have met with Tribal representatives and will document their interests in the Master Plan.
357	Utility Services	8188	How do we get utilities to other properties?	Any areas not currently served by utilities will be identified in the Master Plan Update and alternatives for extending main line utilities to these areas will be evaluated.
358	Utility Services	8268	How is ANC coordinating with utilities (e.g. power lines on Raspberry Rd)?	The Airport and utilities companies coordinate installation and maintenance of utility lines through easements and permits.
359	Vacant Land	8345	The Airport inventory map shows the FCC land next to the "undeveloped land" adjacent to Raspberry Rd. I would strongly encourage the Airport to acquire the Northern FCC lot and relinquish the adjacent undeveloped area to Kincaid Park. There is a long and well established use of the "Lake loop" trail and a myriad of connecting trails North of Raspberry Rd. It is hilly and swampy and perfect for skiing, not seriously considered for airport expansion. Don't get me started about the value of Kincaid trails on the quality of life for Anchorage citizens who intend to stay Anchorage citizens.	The Airport has expressed interest to the Federal Government about acquiring the Federal Communications Commission (FCC) land north of Raspberry Road. 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.
360	Website	8100	Why can't the public access the website www.ancmasterplan.com?	The Master Plan Update website was being finalized at the time of this question. The website was launched on October 3, 2012. Since its launch, there have been over 5,000 individual pageviews of the site.
361	Website	8226	Loussac Library is requesting 2012 Ted Stevens International Airport Master Plan documents for library patrons and Anchorage residents to review.	Publicly available documents for the current Anchorage International Airport Master Plan Update are located on the Library page of our website: www.ancmasterplan.com We will continue to update this site throughout the Master Plan process.

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362	Website	8253	Use a link to a google calendar to provide updates on meetings.	Dates for upcoming meetings are listed on the Schedule page of the Master Plan Update website: www.ancmasterplan.com . If a meeting time needs to be updated, the Master Plan team will send out a notice to our email distribution list.
363	Website	8297	All displays from this meeting should be on the web site.	Posters, handouts and presentations from public meetings will be posted on the Library page of www.ancmasterplan.com . The web library will be updated throughout the Master Planning process.
364	Website	8305	Will you post questions and answers on your website?	All formal comments and questions, including those made/asked in public open house meetings, will be responded to in a series of Comment Response Reports that will be published on www.ancmasterplan.com . In addition, published meeting summaries for Working Group and Technical Advisory Committee meetings include notes on questions and answers provided during those meetings.
365	Working Group	9074	Was I asked to serve on the Working Group?	The Working Group and the Technical Advisory Committee were established in the fall/winter of 2012. The Working Group is composed of representatives of a diverse set of organizations but generally reflects a broad range of community interests in the outcome of the Master Plan Update. Organizations were identified based on FAA guidance, results of early outreach, and our draft issues list. Invitations were sent to the listed organizations asking them to identify a Representative and an Alternate to participate in meetings. Working Group meetings are open to the public. Comments are also accepted throughout the Master Plan Update via the website, email, in Public Open Houses, and many other events. For more information on the public involvement process and ways to comment, please visit the project website at www.ancmasterplan.com .
366	Working Group	8214	1. Timing of next working group mtg: while I don't expect to be accommodated over other schedules, it would be great if Feb 11-18 could be avoided, as I will be out of state. Thanks! 2. Clearly, not nearly enough time was allowed at our Dec 12 mtg. to "organize and prioritize" issues. As I verbally requested last evening, the working group should be given more time at the next mtg. to discuss them. 3. The "dot" system took a lot of time - it seems there should be a better way to identify priorities by various WG members. I would not recommend doing things this way again during this process. It also can put weight on issues (get more dots) that may not reflect level of importance to broader community. Competitiveness generated lots of dots, but that seemed to be because certain WG members had that as their key issue. Turnagain Community Council has many long-term issues but if I put a dot next to each one, I couldn't weight one with many dots.	To select the meeting times for the Technical Advisory Committee and Working Group meetings, all organizations completed a survey noting what timeframes were most suitable. The meeting times were selected based on the most popular response from participants, which was 11:00am to 1pm for the Working Group. The results of the dot exercise are not considered to be a final say on any matter, but part of an ongoing discussion of Master Plan Update issues as part of the public involvement program.
367	Working Group	8215	Will the Military be involved in either the Working Group or Technical Advisory Committee?	No, the Military will not be involved in the Master Plan Update's Working Group or Technical Advisory Committee. The Airport coordinates with local Military bases as necessary.
368	Working Group	8217	She would still like to participate in the WG - thinks the cab drivers have something to offer.	The Anchorage Cab Drivers Association has a representative on the Working Group. We agree that their suggestions will be important to consider as we plan for the airports future. Efficient surface access to/from the airport will be critical to the operation of the airport.
369	Working Group	8219	Commentor also did ask who gives the authority to establish a public working group and hold meetings related to the Master Plan	The Working Group and the Technical Advisory Committee were established by the Airport and Master Plan Team in the fall/winter of 2012. The purpose of these groups is to provide the Airport with information and guidance on specific aspects of the Master Plan Update. The public is welcome to observe these meetings and make comment as time permits.
370	Working Group	8113	I was the University faculty member who brought my class by to see how the public process works, and also to introduce them to John Parrott. I believe it is critically important for students to see the MP process first-hand, and to be involved in the aviation community.	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 is conducting a robust public involvement process. We appreciate everyone who is participating in the process.

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Comments and Responses Organized by Issue Code

Line	Issue Code	Issue ID	Issue Text	Response Text
371	Working Group	8141	Clarify how members of the Stakeholder Working Group are selected, and how the group is established. Stakeholder Working Group feedback needs to be weighed equally to the General Public.	The Working Group and the Technical Advisory Committee were established in the fall/winter of 2012. The purpose of these groups is to provide the Airport with information and guidance on specific aspects of the Master Plan Update. The Working Group is composed of representatives of a diverse set of organizations but generally reflects a broad range of community interests in the outcome of the Master Plan Update. Organizations were identified based on FAA guidance, results of early outreach, and our draft issues list. We also asked people at public meetings and in interviews to let us know if they were interested in participating. Invitations were sent to the listed organizations asking them to identify a Representative and an Alternate to participate in meetings. The Working Group and Technical Advisory Committee are just two of many tools that are being used to gather public input. Comments are accepted throughout the Master Plan Update via the website, email, in Public Open Houses, and many other events. For more information on the public involvement process and ways to comment, please visit the project website at www.ancmasterplan.com .
372	Working Group	8169	There is no one from Adak or other communities across Alaska serving on this Working Group	The Working Group is composed of representatives of a diverse set of organizations but generally reflects a broad range of community interests in the outcome of the Master Plan Update. Organizations were identified based on FAA guidance, results of early outreach, and our draft issues list. Statewide interests are represented on the Working Group via the Alaska Chamber of Commerce, the Alaska Travel Industry Association, and the Alaska Department of Commerce, Community and Economic Development. To date, all organizations that have expressed interest in the Working Group, in addition to those invited, have been allowed to participate. We have not been contacted by anyone in Adak or other communities across the state with an interest in the Working Group.
373	Working Group	8184	Per public involvement, you should allow public comment at the beginning of these meetings, not the end.	Time for public comments is provided at the end of the Working Group and Technical Advisory Committee meetings to allow those observing the meeting to make comments on the meeting's content. Comments are accepted throughout the Master Plan Update via the website, email, in Public Open Houses, and many other events. For more information on the public involvement process and ways to comment, please visit the project website at www.ancmasterplan.com .
374	Working Group	8189	The Technical Advisory Committee needs to re-do the dots exercise following the issue discussion.	The Working Group and the Technical Advisory Committee were established in the fall/winter of 2012. The purpose of these groups is to provide the Airport with information and guidance on specific aspects of the Master Plan Update. The Working Group and Technical Advisory Committee are just two of many tools that are being used to gather public input. Results of exercises conducted are not considered to be a final say on any matter, but an ongoing discussion of Master Plan Update issues.
375	Working Group	8250	Working hours are not a good time to meet.	To select the meeting times for the Technical Advisory Committee and Working Group meetings, all organizations completed a survey noting what timeframes were most suitable. The meeting times were selected based on the most popular response from participants, which was 1:30pm to 3:30pm for the Technical Advisory Committee and 11:00am to 1pm for the Working Group. All meeting materials are made available on the project website (www.ancmasterplan.com/library) for those who are not able to attend or observe the meeting in person.
376	Working Group	8322	Q: Will you use Stakeholder Committees?	The Working Group and the Technical Advisory Committee were established in the fall/winter of 2012. The purpose of these groups is to provide the Airport with information and guidance on specific aspects of the Master Plan Update. The Working Group is composed of representatives of a diverse set of organizations but generally reflects a broad range of community interests in the outcome of the Master Plan Update. Organizations were identified based on FAA guidance, results of early outreach, and our draft issues list. We also asked people at public meetings and in interviews to let us know if they were interested in participating. Invitations were sent to the listed organizations asking them to identify a Representative and an Alternate to participate in meetings. The Working Group and Technical Advisory Committee are just two of many tools that are being used to gather public input. Comments are accepted throughout the Master Plan Update via the website, email, in Public Open Houses, and many other events. For more information on the public involvement process and ways to comment, please visit the project website at www.ancmasterplan.com .

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377	Working Group	8836	There are not any pilots in this group. If we had a committee on roads and had no drivers, only bus riders, that would be bad.	Pilots are well represented on the Technical Advisory Committee. In addition to several commercial carriers, the Aircraft Owners and Pilots Association has a representative.
378	Workshops	8326	The public is fuzzy about that the FAA does or does not allow. Can we have a detailed workshop with FAA officials to explain what can and cannot be done?	The Master Plan Update will host a Public Seminar on April, 25, 2013 to discuss FAA grant assurances and how they relate to land use and Airport planning. Following the meeting the presentation from the seminar will be posted on www.ancmastrplan.com .