This is the presentation for the first Technical Advisory Group (TAC) Meeting being conducted for the Ted Stevens Anchorage International Airport Master Plan Update. It was delivered on Wednesday December 12th at the Badge Office in the North Terminal at Ted Stevens Anchorage International Airport. The presenter is Evan Pfahler, Master Plan Update Project Manager with Reynolds Smith, and Hills, Inc. (RS&H).

- The presentation was approximately 15 minutes.
- The presentation is part of TAC Meeting 1.
ANC Master Plan Update // TAC Meeting 1

This Presentation’s Purpose

1. Define the Master Plan Update
2. Explain How the Technical Advisory Committee Contributes to the Master Plan Update
3. Update our Progress to Date

This purpose of this presentation is to:

1. Define what an airport Master Plan Update is
2. Explain how the Technical Advisory Committee contributes to the Master Plan Update
3. Update the Technical Advisory Committee on the progress of the Master Plan
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This Presentation’s Purpose

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First we will define a Master Plan Update
This definition has been shown at Public Open Houses in July 2012 and September 2012 and provides the audience with a basic definition of what a Master Plan is. This definition offers three main elements:

1. *That a Master Plan is a comprehensive study*...
2. *That a Master Plan is a development plan*...
3. *That a Master Plan is intended to allow the Airport to meet demand*...
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What is an Airport Master Plan?

“The master plan is the sponsor’s strategy for the development of the airport.”

Federal Aviation Administration (FAA) Advisory Circular 150/5070-6B, Airport Master Plans, also defines a Master Plan as “the sponsor’s strategy for the development of the airport.”
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Who is the “sponsor?”

“The master plan is the sponsor’s strategy for the development of the airport.”

Who is the “airport sponsor?”
“Airport sponsor” is the FAA’s term for the owner and/or operator of the airport. In the case of Ted Stevens Anchorage International Airport, the State of Alaska Department of Transportation and Public Facilities is the owner and operator of the airport and is, therefore, the airport sponsor. A such, the State of Alaska DOT&PF is empowered to lead the master plan update process and make critical decisions.
What is a “development strategy?”

“The master plan is the sponsor’s strategy for the development of the airport.”

FAA Advisory Circular 150/5070-6B Airport Master Plans
According to Miriam Webster...

*Development* means to “make [the Airport] available or useable…”

*Strategy* is a “careful plan or method…”

Thus, a development strategy is a careful plan to make [the Airport] useable…
The Mission of Ted Stevens Anchorage International Airport is to “DEVELOP – OPERATE – MAINTAIN the Airport for ANCHORAGE – ALASKA – THE WORLD.”

The master plan update is a process that allows the Airport to achieve its mission.
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The Master Plan Update is…

The DOT & PF’s careful plan to make the Airport available and useable…

The Master Plan Update is the DOT&PF’s careful plan to make the Airport available and useable...
There are two primary tangible work products to be delivered at the conclusion of the process.

1. The Airport Layout Plan is an illustration of the current facilities as well as the facilities proposed for development through the master plan process. The Airport Layout Plan is submitted to the Federal Aviation Administration for review and conditional approval. The FAA’s conditional approval reflects that the proposed development is justified and meets the FAA’s facility design standards. Additional environmental approval and permits are still required even if the FAA conditionally approves the Airport Layout Plan.

2. The technical report accompanies the Airport Layout Plan and details why the proposed improvements are needed and how they can be implemented.
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The Technical Advisory Committee contributes to the successful outcome of the Master Plan Update process.
The TAC is responsible for providing input and insight on technical issues. Committee members typically have a high level of technical competency associated with some aspect of aviation or airport operations and are major stakeholders in the airport’s operation. In addition to a Technical Advisory Committee, the Master Plan Update will also establish a Working Group and conduct outreach with local tribes reflecting a broad array of stakeholders including the general public.
The mission of the Technical Advisory Committee is to provide input on technical aspects of the Airport’s Master Plan Update and help make the Master Plan Update a success.
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Challenge

✈ A Master Plan can become a de facto process for addressing any issue that cannot be immediately resolved.

The nature of Master Plans is that they are often all-encompassing. However, every issue facing an airport cannot necessarily be addressed through the master plan process.
The Master Plan Update team must identify issues and also organize and prioritize issues to be addressed through the Master Plan Process such that the process can be completed effectively while addressing the highest priority issues appropriate for a Master Plan Update.
The AIRSIDE consists of the runways, taxiways, and aprons and is generally defined as the area of the Airport where airplanes takeoff, land, maneuver, and park. Issues identified include the following:

- Ensure that the airfield facilities can meet future demand for takeoffs, landings, maneuvering, and aircraft parking
- Prior to proposing new airfield facilities, ensure that existing facilities are fully utilized:
  - Determine whether simultaneous approaches to Runways 7L and 7R will be feasible with new technologies or upgraded navigational aids and instrumentation
  - Identify whether updated NextGen navigational aids will enable additional capacity at the Airport
- Identify a location for an appropriately sized aircraft deicing facility that may operate as a consolidated location for deicing activity
The TERMINAL consists of the passenger processing buildings and is generally defined as the area of the Airport where commercial passengers check-in for flights, check baggage, clear security, visit concessions, wait for flights, arrive, and collect checked baggage. Issues identified include the following:

- The North Terminal is underutilized and in need of an assessment to evaluate future uses
- South Terminal baggage screening capacity
The LANDSIDE consists of the on-airport roads, parking, and rental car facilities and is generally defined as the area of the Airport where vehicles enter the airport, maneuver around the airport and park. Issues identified include the following:

- Short-term public parking capacity
- Consider covered long-term public
- Determine rental car overflow parking needs
- Review the terminal loop roadway system configuration and function
- Commercial vehicle access to the terminal area
- Commercial vehicle access to the various cargo facilities and airparks
The AIRPORT SUPPORT facilities include those facilities that generally support the aviation function of the airport and include the air traffic control tower, airfield and aircraft maintenance facilities, cargo facilities, the fuel farm, and other facilities not included in the Airfield, Terminal, Landside, or Land Use functional areas. Issues identified include the following:

- Air cargo facilities must accommodate forecast demand
- Safe, secure, and efficient Air Operations Area access for ground handlers and airline support personnel
- Airplane engine run-up areas must be properly located and available for airplane maintenance operations
- Adequate storage facilities for airline and airport ground service equipment
- Snow storage areas must be adequate to accommodate winter snow removal operations and must function efficiently to support snow removal operations
- The aviation fuel storage facility’s capacity and operations require documentation and high-level evaluation to ensure it can support forecast operations demands
LAND USE includes those portions of the Airport that remain undeveloped as well as areas defined as in need of revised land use planning. Issues identified include the following:

- Enable the long term development of the Airport by preserving land for needed facilities even beyond the 20 year forecast horizon
- Consider that the Anchorage Water and Wastewater Utility may require future expansion
- Review the Kulis Land Use Plan and recommend one of the already proposed development alternatives that is compatible with the Airport Master Plan
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The Master Plan Update is in its fifth month and progress continues to move forward.
This flow chart generally outlines the Master Plan Update process and its individual tasks. The tasks with green check marks have been completed for the Ted Stevens Anchorage International Airport Master Plan Update. The red “A” indicates the task that is currently underway.
The schedule for the Ted Stevens Anchorage International Airport Master Plan update shows that the alternatives development process can be anticipated to occur in the first half of 2013 and that a future direction for Ted Stevens Anchorage International Airport is anticipated for selection by late May 2013.

*To maximize stakeholders’ time and interest, we are planning our most intense period of public involvement during the school year (September 2012-May 2013).*
The Master Plan Update process is cyclical. It is important to understand that the decisions made during this process will be reexamined and validated through future updates to the Master Plan Process and that capital projects will be implemented when the need is clearly defined. The Master Plan Process should be ongoing to ensure effective improvements are made to the Airport and its facilities.
The Master Plan Update team is attentive to other concurrent studies that may affect the Master Plan Update or that the Master Plan Update may impact.
This concludes the Ted Stevens Anchorage International Airport Technical Advisory Committee Meeting 1 project presentation.
This presentation was given by Katherine Wood, HDR Alaska, Public Involvement Lead for the Anchorage Airport Master Plan Update. The presentation was given to the Technical Advisory Committee during a meeting on 12/12/12.

For more information on the Master Plan Update, visit the website at: www.ancmasterplan.com
Public involvement will occur throughout the entire Master Plan Update, with heaviest public involvement planned for the school year of 2012/2013.

Public input to date has influenced the Draft Issues List (which was first shared at the September 2012 Public Open House and will be shared with you in this meeting) and the Public Involvement Program.

“To maximize stakeholders’ time and interest, we are planning our most intense period of public involvement during the school year (September 2012 - May 2013).
These are the goals for the Public Involvement process that were shared at the September Public Open House.

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Public Involvement Overview

Goals

1. Conduct a robust public process
2. Continue to improve Airport/Community communications and increase trust
3. Maximize participation
4. Coordinate with other planning efforts
5. Close the feedback loop
6. Meet applicable State and Federal guidelines
There is a robust public involvement process underway. The Working Group and Technical Advisory Committee are two tools among many that will be used to gather public input. While each tool has a different audience, they all provide opportunities for people to provide input to the Master Plan Update.

All input that is gathered from these tools is considered by the Airport and the Master Plan Update Team.
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Technical Advisory Committee—Why?

Mission: To provide input on technical aspects of the Airport’s Master Plan Update and help make the Master Plan Update a success.

→ Reflect the concerns and issues of various stakeholders
→ Provide guidance on technical aspects
→ Serve as a communication link
→ Comment on plans and work products

The Technical Advisory Committee will provide guidance on technical aspects of the Airport’s Master Plan. Moreover, the Technical Advisory Committee will facilitate communication between interested parties, Airport administration and the Master Plan Update Team.

The Technical Advisory Committee is a voluntary tool the Airport has selected to use as part of the process.
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Technical Advisory Committee – Who?

Who does the Technical Advisory Committee represent?

11-20 participants from organizations that represent:

- Aviation professionals
- Industry professionals
- Technical experts

The Technical Advisory Committee is comprised of industry and aviation professionals charged with providing guidance on technical aspects of the Airport’s Master Plan. Members were selected by the project team based on technical area of expertise, technical competency, and broad representation of industry interests.
The following organizations were invited to participate:

- Aircraft Owners & Pilots Association
- Airline Technical Representative [ATR]
- AvAir Pros
- Alaska Air
- Alaska Cargo Port, LLC
- Cathay Pacific Cargo
- Commodity Forwarders, Inc.
- ERA Aviation
- FAA Air Traffic Control
- FedEx
- HMS Host
- Northern Air Cargo
- Pegasus Aviation Services
- Pfeffer Development
- Signature Flight Support
- UPS

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 role of the Representative is to:

- Committee to attend all five Technical Advisory Committee meetings.
- Devote time, study, and thought necessary to complete Technical Advisory Committee duties.
- Provide input that represents your organization’s views and equally consider the interests of the local community, the Airport, and the Municipality of Anchorage and State of Alaska as a whole; seek common-ground that serves the needs of all parties with a stake in the future of the Airport?
- Be open to learning more about the Airport and its operations.
- Work productively with other Technical Advisory Committee members, Airport administration, and the Master Plan Update Team when differences of opinion develop, and follow the ground rules.
- On an ongoing and informal basis, keep representative organizations informed regarding Master Plan Update issues and emerging recommendations.
- Work with other Technical Advisory Committee members to help shape recommendations to the Master Plan Update planning team.
- Keep the Alternate up to speed on Technical Advisory Committee activities.
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Technical Advisory Committee – Who?

Alternate:
- Stay up to speed on proceedings
- Participate if Representative is not available

Public:
- Provide comments at end of meeting if time allows
- Observe meetings

The role of the **Alternate** is to:
- Stay up to speed on proceedings.
- Participate if Representative is not available.
- Is welcome to attend meetings, but is not required to do so.

The role of the **Public** is to:
- Provide comments at the end of the meeting if time allows.
- Observe meetings.
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Technical Advisory Committee – Who?

Facilitator:
- Keep meeting on track.
- Facilitate conversation.
- Document conversations.

Consultant:
- Listen and consider Technical Advisory Committee input.
- Answer questions.
- Provide information about Master Plan Update.

Airport:
- Listen and consider Technical Advisory Committee input.
- Answer questions.
- Make final decisions.

The role of the Facilitator is to:
- Keep meeting on track.
- Facilitate conversation.
- Document conversations.

The role of the Consultant is to:
- Listen and consider Technical Advisory Committee input.
- Answer questions.
- Provide information about Master Plan Update.

The role of the Airport is to:
- Listen and consider Technical Advisory Committee input.
- Answer questions.
- Make final decisions.
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Technical Advisory Committee – What?

Technical Advisory Committee meetings will be held in conjunction with key decision points during the Master Plan Update.

🚀 background, goals, and objectives; issues identification
🚀 facility requirements and alternatives evaluation criteria
🚀 alternative concepts
🚀 alternatives screening
🚀 final recommendations review

During the Master Plan Update process, members will be asked to provide specific information on their organization’s interests as they relate to the following key decision points in the Master Plan Update:

🚀 background, goals, and objectives; issues identification
🚀 facility requirements and alternatives evaluation criteria
🚀 alternative concepts
🚀 alternatives screening
🚀 final recommendations review

We anticipate that our next meeting will be held in late January/early February. We will schedule the meeting as soon as the technical content is ready, because we want to hold meetings to discuss content, not based on dates, to make the best use of your time.
Location: Today's meeting was held at the Airport, North Terminal, in the Badge Office. Note: Most participants agreed that this location was acceptable. We will attempt to hold meetings in the same location when possible.

Frequency: As mentioned in the last slide, we plan to have five meetings at key decision points during the Master Plan Update.

Timing: In the questionnaire filled out by respondents, the preferred meeting time was 11am to 1pm. The secondary meeting time was 5 to 7pm. Note: Most participants agreed that the best meeting time was 11am to 1pm. One participant suggested that 1:30 to 3:30 pm was preferable—all participant present agreed that 1:30 to 3:30 was equally as good as 11am to 1pm. We will attempt to hold meetings during the 1:30 to 3:30 time period.