

“IN” issues that will be addressed:

- Confusing accessibility points and circulation on Airport roads near terminal
- Address potential short-term public, covered long-term public, and rental car overflow parking needs
- Evaluation of the future redevelopment / reuse of the North Terminal
- Enhanced airfield capacity
- Simultaneous approaches to Runways 7L and 7R
- Air Operations Area (AOA) access for ground handlers and airline support
- Identify potential location of heliport
- Protect / identify airfield and airport snow disposal sites
- Document Airport fuel farm capacity
- Aircraft engine run-up location and facilities
- Ground support equipment storage areas
- Preserve land for future airfield capacity if and when it is needed
- Plan the West Airpark
- GA aircraft, older aircraft, and engine run-up operations may be contributing to bothersome noise impacts
- Aircraft engine run-up noise from commercial aircraft
- Cargo loading operational noise
- Fuel fumes and aircraft exhaust are nuisances
- Consideration of NEPA evaluation process
- Recognize importance of recreational lands
- Preserve parkland and airport buffers
- Preserve quality and continuity of Tony Knowles Coastal Trail
- Long-term fiscal sustainability
- Sources of revenue
- Better public involvement process
- Confusion about FAA and Airport decision-making
- Provide public education sessions
- Airport ownership and obligations
- Clarify FAA’s involvement and role
- Clarify MOA’s involvement and role
- How does the Master Plan relate to other studies?
- Provide ample notice of upcoming meetings
- Include Alaska Native interests in the stakeholder process
- Conceptual long-term development plan beyond the Master Plan horizon
- Recommend a Kulis Air National Guard Base development plan
- Consider the West Anchorage District Plan
- Determine value of existing and potential aeronautical and non-aeronautical development for informed land use decision making
- Utilize airport property to its fullest extent
- Develop the South Airpark in a responsible manner
- Potential elimination of Hot Spot 1 (at the intersection of T/W G and T/W K)
- Communications plan

“GRAY” issues are still under consideration – don’t fit neatly into “IN” or “OUT” category:

- Determine the future use of the Rail Depot
- South Terminal baggage screening capacity
- Implementation of advanced navigational aids (NextGen)
- Consider public transit options
- Examine condition and use of taxi/ commercial vehicle staging and loading areas
- Utilize the north-south runway to shift noise away from neighborhoods; minimize takeoffs and landings over populated areas
- Congestion on Northern Lights Blvd and Raspberry Rd
- Deicing fluid runoff – stricter EPA regulations may impact handling of deicing fluid
- Stormwater management
- Protect animal and bird habitat areas
- Airport aesthetics
- Identify opportunities for more cargo transfer
- Is the Airport competitive?
- Stakeholder issues should be addressed
- Build a long-term relationship with stakeholder groups
- Provide comments from previous and current master planning efforts
- Address community issues
- Share user group email lists
- A Master Plan that has the support of airport stakeholders
- Be a good neighbor
- Accommodate expansion of the Anchorage Water and Wastewater Utility Treatment Plant
- Ensuring the Airport has room to grow and maintaining recreational facilities are not mutually exclusive

“OUT” issues will be documented, but not addressed in this Master Plan.

- Restrict General Aviation (GA) traffic patterns
- Improve bicycle trails (aesthetics and lighting)
- Noxious and invasive weeds (for Ted Stevens Anchorage International Airport)
- Offset aviation demand or relocate landings and takeoffs to other airports
- Develop explicit land use agreements

**DRAFT FOR DISCUSSION
PURPOSES (Dec 2012)**