This is the presentation for the third Master Plan Update Working Group Meeting being conducted for the Ted Stevens Anchorage International Airport Master Plan Update. It was given on Thursday March 7th at the CIRI Building, first floor conference room in Anchorage Alaska. The presenter is Evan Pfahler, Master Plan Update Project Manager with Reynolds Smith, and Hills, Inc. (RS&H).

- The presentation was approximately 25 minutes
- The presentation is part of Working Group Meeting 3
The Master Plan Update Team wants to ensure the audience is reminded what an airport master plan is. United States public commercial service airports are encouraged to prepare airport master plans by the Federal Aviation Administration (FAA). The FAA provides grant funding for airport master plans through the Airport Improvement Program (AIP) and publishes an advisory circular [150/5070-6B, Airport Master Plans] that provides guidance on all elements of the master plan process. The FAA defines an Airport Master Plan as “…a comprehensive study of an airport [that] usually describes the short-, medium-, and long term development plans to meet future aviation demand.” It is important to note that a master plan is intended to prepare an airport to meet future aviation demand which is estimated through a forecast. This presentation includes the results of the forecast prepared for Anchorage International Airport.
The purpose of this presentation is to:

1. Share the findings of the inventory of existing facility conditions at Ted Stevens Anchorage International Airport

2. Introduce the process that will be used to develop and evaluate alternatives
This presentation covers four agenda items:

1. Update you on the Master Plan Update team’s progress to date
2. Share the findings of the inventory of existing conditions
3. Discuss how we plan to develop and evaluate alternatives
4. Share our next steps in the Master Plan Update process
The first part of this presentation is to provide an update on project progress.
This flow chart generally outlines the Master Plan Update process and its primary 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.

We will be reporting the results of the inventory task this morning.

As a reminder, the FAA has already approved the updated forecast of aviation activity for Anchorage International Airport. The forecast was presented at Open House 2 in September 2012 and is available at [http://dot.alaska.gov/iais/news.shtml#forecasts](http://dot.alaska.gov/iais/news.shtml#forecasts)

The Master Plan Update team is currently working on developing facility requirements and initial concepts.

The Master Plan Update will be adopted by the Airport upon its conclusion at the end of 2013.
This is a schedule that illustrates when we anticipate work to commence on the primary Master Plan Update tasks. We are completing the inventory and currently working on Facility Requirements. We anticipate sharing the results of the facility requirements analysis at our next Open House.

Upon completion of facility requirements, the team will have the information it needs to prepare concepts and airport development alternatives. We anticipate sharing alternatives in May 2013.
The Master Plan Update team has been productive. Our efforts have focused on three primary elements.

First, we have continued our public involvement program by working with our valued stakeholders. Stakeholders include groups and individuals interested in the Airport and the Airport Master Plan Update.

Secondly, we have completed the inventory of existing conditions.

Finally, we have begun our analysis of facility requirements. The facility requirements analysis identifies facilities enhancements needed to accommodate forecast passenger and operations demand.
Public involvement is an important component of the Master Plan Update process. The Master Plan Update team is sharing information about the project and gathering feedback. Three public open house events have been held to date.

A Technical Advisory Committee has been established representing industry and aviation experts with technical expertise. The Technical Advisory Committee met once in December 2012 and once in March 2013.

The Master Plan Update Working Group is a body of neighborhood, community, recreational, environmental, and business interest groups. The Working Group met once in December 2012, once in January 2013, and once in March 2013 (where this presentation was given).

The Technical Advisory Committee and the Working Group will meet again in early April. The public is welcome to observe the Technical Advisory Committee and Working Group meetings.

In addition to these events, the Master Plan Update team has conducted 45 stakeholder interviews.
As of February 20th, the Master Plan Update team has nearly 500 email addresses on the Master Plan Update email distribution list.

Six e-newsletters have been emailed to the email distribution list.

Over 100,000 postcards (approximately 40,000 for each Open House) have been mailed to Anchorage residents and to individuals who signed up to receive postcards.

50 written comments have been received and documented.

More than 220 individuals have attended public open house events, Working Group meetings, and Technical Advisory Committee meetings.
Comments received by the Master Plan Update team to date have primarily been related to the following issues:

• Airport related noise and other environmental impacts
• Protection of recreation facilities on and near Airport property
• The Master Plan Update public involvement process
• Use of existing Airport facilities including the North Terminal and Alaska Railroad station
• Recognize the Airport’s contribution to the Anchorage and Alaska economy

The Master Plan Update team will publish each comment received along with a response in a series of comment-response reports. We plan to publish the first report in April 2013. Additional reports will be published at later dates recognizing that we anticipated additional comments to be submitted as the project continues.
The Master Plan Update and public involvement process have been dynamic and responsive to public comment. Some examples of how the Master Plan Update team has already been responsive to public comments are...

• The Master Plan Update Goals and Objectives were prepared with consideration for the issues presented by public stakeholders after the first Open House in July 2012.

• The Master Plan Update team has adjusted the day of the week and time of day of the public open house events, technical advisory committee meetings, and working group meetings in response to stakeholder and public comments.

• The Master Plan Update team has made extensive advertisement and notice of meetings a priority and has continued to mail post card public open house announcements as requested. To date about 120,000 postcard open house notices have been sent to residents in Anchorage zip codes in the vicinity of Anchorage International Airport.

• Master Plan Update information has been made available online at the project website (www.ancmasterplan.com) and an online open house event supplemented the February Open House 3 event.
ANC Master Plan Update // Working Group Meeting 3
Public Involvement Project Website

Website - www.ancmasterplan.com
- 1,000+ unique visitors
- 3,500+ page views since the website was launched in early October 2012

The Master Plan Update has a website where any interested individual can obtain the most recent information about the project and review project materials. To date, the project website has had more than 1,000 unique visitors and 3,500 page views.

The Master Plan Update team is committed to sharing project information and listening to public input. Please continue to reach out to the Master Plan Update team if you have questions or comments.
The second part of this presentation shares the findings of the inventory of existing conditions at Ted Stevens Anchorage International Airport.
The inventory of existing conditions documents current facility and operational conditions at the Airport. The inventory of existing conditions also establishes a baseline from which facilities planning occurs. The inventory is an early step in the Master Plan Update process and is foundational to subsequent facilities planning.
Establishing the regional context of Anchorage International Airport is an important part of the Master Plan Update process. Identification of peer communities often helps planners compare airport facilities.

However, Anchorage is a unique community. The Anchorage Metropolitan Statistical Area (MSA) is similar in population to the communities of Peoria, Illinois and Salem, Oregon. Even if we consider the entire State of Alaska as a single community, its population compares to the moderately sized MSAs of Akron, Ohio and Greensboro, North Carolina. As a regional center, Anchorage has air transportation amenities on par with larger cities in the 48 contiguous United States.

*The 2010 Anchorage Metropolitan Statistical Area (MSA) Population was 387,516.*

*The 2010 State of Alaska Population was 710,231.*

*The Anchorage MSA ranks as the 133rd most populous in the United States, while the State of Alaska population is ranked 46th out of 50 U.S. States.*
In the previous slide we identified two of Anchorage’s peer communities in terms of area population. However, neither Peoria, IL or Salem, OR has a major airport.

In this slide, we identify communities (and their airports) that have similar numbers of enplaned passengers to Anchorage International Airport.

In 2010...

• Anchorage International Airport accommodated 2,398,512 enplaned passengers.
• Eppley Airfield in Omaha, Nebraska accommodated 2,097,598 enplaned passengers.
• Jacksonville International Airport accommodated 2,755,719 enplaned passengers.

Omaha is more than twice as populous as Anchorage while Jacksonville is nearly three and a half times as populous as Anchorage, yet these two communities enplane similar numbers of passengers. It is evident that the Anchorage area generates an above-average number of enplaned passengers per capita.
In the previous slide we identified two of Anchorage’s peer communities (and airports) in terms of enplaned passengers. We noted that both Omaha and Jacksonville are more populous than Anchorage and concluded that Anchorage has more enplaned passengers per capita.

In this slide, we identify communities (and their airports) that have similar numbers of aircraft operations to Anchorage International Airport. An operation is a landing or takeoff.

In 2010...

- Anchorage International Airport accommodated 215,564 aircraft operations.
- Hopkins International Airport in Cleveland Ohio accommodated 194,005 aircraft operations.
- Portland International Airport accommodated 223,068 aircraft operations.

Both Cleveland and Portland are more than four times as populous as Anchorage yet these two communities’ primary international airports are similarly active. It should be noted that both Cleveland and Portland do have general aviation reliever airports that are also busy. However, it remains evident that Anchorage generates an above average number of aircraft operations per capita.
Anchorage International Airport encompasses 4,100 acres, making it about the 35th largest commercial airport in the United States. It is similar in size to Memphis International Airport and Atlanta International Airport. Memphis International Airport is the world’s second busiest cargo airport (measured by landed cargo tonnage) while Atlanta International Airport is the world’s busiest airport (measured by passenger enplanements and aircraft operations).

Anchorage International Airport features three runways equal to or longer than 10,600 feet, more than Atlanta, Memphis, New York JFK, Chicago O’Hare, or Los Angeles International airports.

Anchorage International Airport is the World’s fourth busiest cargo airport as measured by landed weight (Source: Airports Council International).

Anchorage accommodates more long-haul international cargo aircraft than any other Airport in North America, necessitating multiple very long air-carrier runways.

Anchorage International Airport is one of the largest commercial airport facilities in North America.

*Note: Lake Hood Airport encompasses an additional 553 acres.*
Anchorage International Airport is on par with some of the largest and most sophisticated airports in the lower 48 United States. The Airport is unique. What this means for planners is that there is no single airport that can be used as an effective benchmark for Anchorage. The Master Plan Update will reflect the unique nature of Anchorage and document the reasons why Anchorage International Airport is unique.
The inventory of existing conditions permits the Master Plan Update team to become familiar with all aspects of the current facility conditions at the Airport. The inventory effort is a data gathering and reporting exercise.

The inventory effort is conducted by listening to airport staff and airport tenants, visiting the Airport, and documenting the conditions the Master Plan Update team observes and measures.

The inventory effort will document existing facility conditions and provide the Master Plan Update team with a foundation for facility planning.
The airside facilities include the runways, taxiways, aprons, and associated safety areas.

Anchorage International Airport features three large air-carrier runways ranging in length between 10,600 feet and 12,400 feet.

The airport operates efficiently today in most weather conditions but does experience some delays in certain weather conditions.

FAA airport design standards have been updated recently and some portions of the airfield will eventually need upgrades to comply with new design standards.

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.
The passenger terminal facilities consist of the North Terminal and South Terminal. A total of 25 passenger aircraft jet gates are available to airlines. Eight jet gates are at the North Terminal while 18 jet gates are at the South Terminal. There are nine additional commuter aircraft gates located at the South Terminal.

The South Terminal is comprised of approximately 830,000 square feet.

The North Terminal is comprised of approximately 310,000 square feet.

The South Terminal is generally in good to excellent condition due to its 2005 expansion and 2010 reconstruction.

The North Terminal is generally underutilized but does currently accommodate overflow aircraft, diverted passenger aircraft, international arrivals, and military charters.

The Master Plan Update will evaluate the future use of the North Terminal.
Landside facilities include airport access roadways, airport circulation roadways, parking facilities, and the Rental Car Center.

Passenger terminal access is primarily accommodated by International Airport Road, a divided highway in generally good condition.

In addition to International Airport Road, North Airpark is accessible by Northern Lights Boulevard. South Airpark is accessible by Raspberry Road.

The Rental Car Center opened in 2007 and is in good condition, providing a high level of customer service.

There is evidence that current demand for parking occasionally exceeds supply in both the passenger terminal area and within the various airparks. The facility requirements analysis will evaluate parking requirements.

There are more than 2,380 public short-term and long-term parking stalls in the terminal area as well as an additional remote parking area near Lake Hood Airport.

There are more than 1,250 employee parking stalls divided among six parking areas.
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.

Generally, existing airport facilities are meeting the Airport’s current operational needs. Notable recent improvements include the expansion of the Fuel Farm in 2012 which brought the on-airport fuel storage capacity to about 42 million gallons and total fuel storage (including the Port of Anchorage fuel storage facility) to about 61 million gallons. For comparison purposes, Los Angeles International Airport has storage facilities totaling approximately 80 million gallons. Los Angeles International and Anchorage International Airports are believed to have the largest and second largest airplane fuel storage facilities in North America.
Key findings of the Master Plan Update existing conditions inventory are that the largest remaining areas of contiguous developable land for future airport development are located east of the North Airpark, the West Airpark, and the western portion of the South Airpark.
The third part of this presentation includes a discussion of the Master Plan Update alternatives development and evaluation process.
ANC Master Plan Update // Working Group Meeting 3
Alternatives Development & Evaluation Process

- The alternatives development and evaluation process:
  - Establishes a range of potential future development scenarios that meet the forecast demand
  - Evaluates alternatives against Master Plan Update goals and objectives (criteria)

The Master Plan Update alternatives development and evaluation process is the process by which a range of potential future development scenarios are prepared and evaluated. Future development alternatives are intended to meet established facility requirements as well as Master Plan Update goals and objectives. Alternatives are then evaluated using criteria derived from the Master Plan Update goals and objectives.
The Master Plan Update task flow chart, above, illustrates where in the process the alternatives development and evaluation task takes place. The alternatives development and evaluation process cannot occur until the Master Plan Update team has established project goals and objectives, inventoried existing conditions, completed the forecast, and prepared facility requirements.
The preparation of alternatives consists of two primary steps.

First, planners prepare concepts by functional area (e.g. the terminal) to address facility deficiencies. As an example, a wide range of concepts for the reuse or replacement of the North Terminal will be prepared. The initial concepts are refined and evaluated at a high level by the Airport and Master Plan Update team. A limited number of concepts are carried forward into the next step.

Secondly, the refined concepts are combined into a limited number of comprehensive airport development alternatives that will be evaluated by the Airport and Master Plan Update team utilizing criteria derived from the Master Plan Update goals and objectives.

After the alternatives evaluation takes place and after the public has had an opportunity to review and comment on the alternatives, the Airport will select a preferred alternative. As necessary, the preferred alternative may be refined further. Ultimately an implementation plan will be prepared for the preferred alternative.
The Master Plan Update goals and objectives cover six broad topic areas. The Master Plan Update goals and objectives are foundational to the alternatives development process. Both concepts and alternatives are prepared by the Master Plan Update team with consideration for the Master Plan Update goals and objectives. The Master Plan Update goals and objectives will also provide the foundation for evaluation criteria used to measure the alternatives.
The illustration above is a simplified example of an alternatives evaluation matrix. It demonstrates that each alternative will be assessed as to what degree it meets the evaluation criteria that are derived from the Master Plan Update goals and objectives. The Master Plan Update will document the evaluation process and define how alternatives were assessed.
ANC Master Plan Update // Working Group Meeting 3
This Meeting’s Agenda

1. Update project progress
2. Share inventory findings
3. Discuss how we plan to develop and evaluate alternatives
4. Next steps

The final part of this presentation presents the next steps in the Master Plan Update process.
This is the technical work schedule that illustrates when the Master Plan Update team anticipates work to commence on the primary Master Plan Update tasks. The Master Plan Update team is completing the inventory and currently working on Facility Requirements. We anticipate sharing the results of the facility requirements analysis in late February and at the next Working Group meeting.

Upon completion of facility requirements, the team will have the information it needs to prepare concepts and airport development alternatives. We anticipate sharing alternatives with you in May 2013.
The schedule above illustrates the tentative dates for future Master Plan Update Public Open House events, Technical Advisory Committee Meetings, and Working Group meetings. Your continued interest and involvement in the Master Plan Update is both welcome and encouraged.
The Master Plan Update team would like to recap the purpose of this presentation. The purpose of this presentation is to:

1. Share the findings of the inventory of existing conditions at Ted Stevens Anchorage International Airport
2. Introduce the process that will be used to develop and evaluate alternatives
Thank you for viewing the Ted Stevens Anchorage International Airport Master Plan Update Working Group Meeting 3 presentation. You may submit a comment to the Master Plan Update team on our website www.ancmasterplan.com or by sending an email to contact@ancmasterplan.com.