Welcome!

Public Open House

for the

Ted Stevens Anchorage International Airport (ANC) Master Plan Update

Thursday, March 21, 2013
5:30 – 7:30 pm
Presentation at 6:00 pm
Coast International Inn
3450 Aviation Avenue
McKinley Room
General Ground Rules

1. Mutual respect, courtesy, and patience will allow everyone to participate.
2. Please help maintain an atmosphere where everyone feels comfortable, regardless of his or her opinion.
3. Please don’t interrupt anyone while they are speaking.
4. Please turn off cell phones.
A master plan is a comprehensive airport study that envisions the short-, medium-, and long-term development plans for the airport.

**MPU Purpose:**
To strategically position the Ted Stevens Anchorage International Airport (ANC) for the future by forecasting future needs and developing alternatives that will keep the airport efficient and economical.

**Purpose of this Meeting:**
- Provide an update on the assessment of facility requirements and airport development constraints
- Share ideas and gather feedback on draft alternatives evaluation criteria
### SAFETY

**Maintain or enhance the safe operation of the Airport.**

- Plan airfield facilities that meet or exceed established design and operational standards and best practices pertaining to airfield safety.
- Ensure compliant and safe access to the Airport Operations Area (AOA) for ground handlers and other airline support operations.
- Ensure existing runway and taxiway safety areas are clear and unobstructed.

### EFFICIENCY

**Maintain or enhance the efficient operation of the Airport.**

- Plan airfield and airport facilities that accommodate aircraft operational demand and aircraft fleet mix within and beyond the planning horizon.
- Plan airport facilities that accommodate passenger demand within and beyond the planning horizon.
- Consider the impact of NextGen navigation aids and other navigation technological innovations to operational capacity and the efficient flow of aircraft traffic.
- Enhance vehicular traffic circulation in the passenger terminal and cargo areas.
- Provide adequate commercial vehicle staging areas and improve commercial vehicle access to the Airport.
- Consider the Airport’s role as identified within the Alaska International Airport System (AIAS).

### ENVIRONMENTAL AWARENESS

**Minimize the impact of airport development through environmental awareness.**

- Coordinate Airport development with local environmental mitigation efforts.
- Plan deicing operations that are in conformance with EPA deicing chemical effluent guidelines and applicable environmental standards.
- Consider the noise sensitivity of nearby neighborhoods and minimize noise impacts through the careful siting of airport operations that may generate noise.
- To the extent practical, minimize airport-related vehicular traffic impacts on airport roadways and on roadways surrounding the Airport.

### FISCAL SUSTAINABILITY

**Enhance the long-term fiscal sustainability of the Airport.**

- Maximize the business effectiveness of the Airport.
- Consider the Airport’s role as an economic asset and its ability to promote economic growth locally, within the State, and globally.
- Encourage the use of existing assets and possible reuse of assets prior to investing in new or replacement infrastructure.
- Consider land as an asset and promote the potential for airport land to be acquired, developed or disbursed in support of the Airport’s fiscal sustainability goal.
- Support growth of cargo transfer operations.

### COMMUNICATION

**Engage stakeholders through open communication.**

- Provide for open two-way communication throughout the duration of the Master Plan Update.
- Foster a good neighbor working relationship between the Airport and its stakeholders.
- Encourage public participation from all stakeholders that may impact or be impacted by the Airport.
- Respond to stakeholder comments.
- Provide education about the relationship between the FAA and Airport in ensuring the Airport’s continued safe and efficient operation.

### LAND MANAGEMENT

**Facilitate long-term Airport development through strategic land management planning.**

- Prepare a long-range airport development vision.
- Promote the highest and best use of airport property to best serve the Airport while minimizing impacts to nearby residents.
- Consider land use compatibility and development recommendations proposed in the West Anchorage District Plan (WADP).
To maximize stakeholders’ time and interest, we are planning our most intense period of public involvement during the school year (September 2012–May 2013).
What are facility requirements?

Facility requirements represent the Airport’s infrastructure needs to meet forecasted aviation demand. During this phase of the Master Plan Update, existing components of the Airport are evaluated to determine existing capacity. Once capacity is determined, it is compared to forecast aviation activity levels to identify where deficiencies currently exist or may arise in the future.

Airport facilities include:
- Airside (runways, taxiways, and aprons)
- Terminal
- Landside (access roads, parking, rental car center)
- Airport Support (cargo, general aviation, fueling, and other support facilities)
- Land Use
Planning Activity Levels (PALs) represent projected future levels of activity used to assess facility requirements.
Facility Requirements Overview

**AIRSIDE**
- **Today** – Upgrade airfield to meet current standards, incorporate new airport design standards into all airside facility plans
- **PAL 1** – Address upgrades for large aircraft as necessary to meet standards
- **PAL 2** – Address upgrades for large aircraft as necessary to meet standards
- **PAL 3** – Address upgrades for large aircraft as necessary to meet standards
- **PAL 4** – Address airfield capacity as necessary

**LANDSIDE**
- **Today** – Address tenant auto parking areas to meet demand
- **PAL 1** – Address tenant auto parking areas to meet demand
- **PAL 2** – Address tenant auto parking areas to meet demand
- **PAL 3** – Address tenant auto parking areas to meet demand
- **PAL 4** – Address need for improved terminal loop road, public parking, employee parking, tenant parking, and rental car center to meet demand

**TERMINAL**
- **Today** – Address South Terminal outbound baggage facility
- **PAL 1**
- **PAL 2**
- **PAL 3**
- **PAL 4** Repurpose terminal facilities to meet demand and make enhancements as demand warrants

**LAND USE**
- **Today** – Preserve all undeveloped land for future aviation use or for revenue generation
- **PAL 1**
- **PAL 2**
- **PAL 3**
- **PAL 4**

**OTHER NEEDS**
- Address additional snow storage areas with future developments
- Address additional materials storage areas with future developments
- Address vehicle access to West Airpark
- Address safe tug road access to facilities east of Postmark Drive
- Maintain minimum required emergency response times

Planning activity levels (PALs) represent projected future levels of activity used to assess facility requirements.
This flowchart depicts the process we will use to prepare and evaluate airport development alternatives. The Airport will then select a development alternative to implement after considering public and stakeholder input.
Alternatives Evaluation Process

- Alternatives Evaluation Criteria are based on the Master Plan Update’s Goals and Objectives.
- Airport staff will prioritize Goals and Objectives.
- Each alternative will be evaluated on the criteria developed under the Goals and Objectives.
- A no-build alternative will be included in the evaluation.
- Evaluation results will be presented to the public.
SAFETY  — *Maintain or enhance the safe operation of the Airport*

- **CRITERIA – Meets or Exceeds Design Standards:** Does the alternative comply with applicable Federal Aviation Administration design standards, Federal Aviation Regulations, and other appropriate design standards that apply to Anchorage International Airport facilities?
- **CRITERIA – Consistency with Best Safety Practices:** Does the alternative incorporate the Federal Aviation Administration’s best practices for airfield safety and pilot situational awareness to the greatest practical degree?

EFFICIENCY  — *Maintain or enhance the efficient operation of the Airport*

- **CRITERIA – Maintains or Enhances Operational Efficiency:** Does the alternative accommodate demand such that the Airport operates efficiently (e.g. with minimal delays) and at the desired levels of service throughout the planning horizon?
- **CRITERIA – Supports Adaptable Facilities:** Does the alternative include facilities that may be adapted to meet unforeseen changes in levels of demand and types of demand within the planning horizon and beyond?
- **CRITERIA – Ease of Implementation:** Can the alternative be implemented in a phased manner that does not unduly complicate existing operation of the Airport during implementation?

ENVIRONMENTAL AWARENESS  — *Minimize the impact of airport development through environmental awareness*

- **CRITERIA – Noise:** Does the alternative minimize airplane related noise on noise-sensitive areas near the Airport?
- **CRITERIA – Recreation:** Does the alternative consider impacts to recreation lands on and near the Airport?
- **CRITERIA – Environmental Compatibility:** Does the alternative minimize general airport impacts on neighborhoods surrounding the Airport?
FISCAL SUSTAINABILITY — Enhance the long-term fiscal sustainability of the Airport

- CRITERIA – Funding: Can the implementation of the alternative be financed?
- CRITERIA – Supports Revenue Generation: Does the alternative provide opportunities to increase potential revenue generation?

LAND MANAGEMENT — Facilitate long-term Airport development through strategic land management planning

- CRITERIA – Supports Aeronautical Use: Does the alternative maximize the use of Airport land for current and future aeronautical needs?
- CRITERIA – Land Use Compatibility: Does the alternative meet Federal Aviation Administration on-Airport land use compatibility requirements and does the alternative minimize conflicts with nearby off-Airport land uses?
- CRITERIA – Supports Adaptable Land Use: Does the alternative include land use that may be adapted to meet unforeseen changes in levels of demand and types of demand within the planning horizon and beyond?
- CRITERIA – Supports Revenue Generation: Does the alternative provide opportunities to increase potential land-use revenue generation?
## Example Evaluation Matrix

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<th>SAFETY - Maintain or enhance the safe operation of the Airport</th>
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<td>- Alternative Fully Responds to Goal</td>
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Baseline Passenger Enplanement Forecast: ANC

Baseline Cargo Tonnage (Enplaned/Deplaned and Tech. Stop) Forecast: ANC
Baseline Aircraft Operations Forecast: ANC

Comparison of Previous Aircraft Operations Forecasts for ANC

Historical and Forecasted Annual Aircraft Operations for Ted Stevens Anchorage International Airport

ANC returns to 2000 annual operations level levels in 2022
Mr. Steve Hatter  
Deputy Commissioner of Aviation  
4111 Aviation Avenue  
P.O. Box 196900  
Anchorage, AK 99519-6960  

Re: AIAS Planning Study Forecasts

Thank you for the opportunity to participate in the development and review of the forecasts for Ted Stevens Anchorage International Airport, Lake Hood Seaplane Base, and Fairbanks International Airport. We appreciate the extensive effort made by the AIAS Planning team to reach out and actively solicit airline participation in the process.

The AIAS (Alaska International Airport System) AAAC (Airline Airport Affairs Committee) believes these forecasts accurately represent current economic uncertainties and trends and are a reasonable estimate of long term future activity levels. Given uncertainties of forecasts, especially today, we encourage future planning to be based on aviation activity trigger points rather than forecasted dates. We also believe the forecasts will need to be revised prior to committing to any large capital projects.

Thanks again for partnering with the airlines on the forecasts. We look forward to working with you on the Airport Master Plans.

Best Regards,

Kathy Smith  
Co-Chairperson  
AIAS Airlines Airport Affairs Committee

Kevin Hoffmann  
Co-Chairperson  
AIAS Airlines Airport Affairs Committee
Please provide your comments here.

- Fill out a comment sheet and place it in the comment box.
- You may also e-mail comments to: contact@ancmasterplan.com
- Mail your comments to:
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