

MEETING SUMMARY

Project: Ted Stevens Anchorage International Airport (ANC) Master Plan Update

Location: CIRI Building First Floor Conference Room, 2525 C Street, Anchorage AK 99503

RS&H Project #: 226-2566-000

Date and Time: January 14, 2013; 11AM-1PM

Subject: Working Group Meeting #2

Staff Attendees:

John Parrott (ANC)
John Johansen (ANC)
Jack Jones (ANC)
Teri Lindseth (ANC)
Trudy Wassel (ANC)

Evan Pfahler (RS&H)

Katherine Wood (HDR)
Allison Biastock (HDR)
Jessica Abbott (HDR)
Mark Mayo (HDR)

Working Group Attendees:

Alaska Center for the Environment – Nick Moe
Alaska Trucking Association – Aves Thompson
Anchorage Airport Communications Committee – Matt Claman
Anchorage Chamber of Commerce – Mort Plumb
Anchorage Economic Development Corporation – Bill Popp
MOA Planning Department – Thede Tobish
Nordic Ski Association of Anchorage – Gordon Wetzel
Spennard Community Council – Jim Bowers
Turnagain Community Council – Cathy Gleason
UAA Aviation Technology Division – Randy Roberts
Visit Anchorage – Julie Dodds

Meeting Overview

On Monday, January 14, 2013, the Ted Stevens Anchorage International Airport (ANC) Master Plan Update hosted the second in a series of Working Group meetings. The purpose of this event was to provide background information on previous Master Plan efforts and Airport funding, and to provide more time to discuss issues relating to the Master Plan Update, as requested by the Working Group in the 12/11/12 meeting. An Airport Master Plan history presentation was given by Evan Pfahler, and the meeting's discussion and activities were facilitated by Katherine Wood. At the end of the meeting, there was time allowed for comments from the public. The meeting ended at 1:00pm.

Advertising

- Anchorage Daily News ad (01/02/13)
 - Email to Working Group members (01/02/03)
 - Email newsletter to Master Plan Update contact list of approximately 370 addresses (01/02/13)
 - State of Alaska Online Public Notice (01/02/13)
 - Master Plan Update Website: www.ancmasterplan.com (01/02/13)
 - Airport Website: www.dot.state.ak.us/anc/ (01/02/13)
 - Email notice sent to Federation of Community Councils, Turnagain Community Council, Spennard Community Council, and Sand Lake Community Council (01/02/13)
 - Anchorage Airport Facebook and Twitter (01/02/13)
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- Posted 4 copies at Airport: 3 at public notice boards and 1 at John Parrott's office (01/02/13)
- "What's Up" community email list serve (01/03/13)
- GovDelivery Notice (01/06/13)

Attendance

25 people signed in to the event.

Meeting Materials

- Handouts (Agenda, Public Involvement Plan, Airport diagram, Airport aerial photo)
- PowerPoint presentation
- Draft Issues boards used from "dot exercise"

Meeting Summary

Introductions

John Parrott, Manager of the Ted Stevens Anchorage International Airport (ANC) welcomed participants and turned the floor over to Evan Pfahler, RS&H, Master Plan Update Project Manager and Katherine Wood, HDR Alaska, Master Plan Update Public Involvement Lead.

Meeting Presentations

Evan Pfahler, Project Manager

- A look at the Anchorage Airport's past master plans
- An overview of Airport funding

The presentation is available online at: <http://www.ancmasterplan.com/library/>

Following the presentation, a few questions were asked.

Q: How do airlines influence decisions? A: Airlines are part of the Master Plan Update Technical Advisory Committee. Outside of the Master Plan Update, the Airlines are part of the Airport Airline Affairs Committee (AAAC), which meets regularly with the Airport.

Q: What trends/changes do you anticipate during the next seven to ten years at the Airport? A: Broadly, we anticipate more modernization and revitalization, but the actual vision is to be determined in this Master Plan Update. That is the main task of the Master Plan Update.

Issues Discussion

Katherine began by noting that the discussion at this meeting is not the last issues discussion that will take place during the Master Plan Update process. Like the sticker dot exercise in Working Group Meeting #1, information relayed during the issue discussion is meant to be a reflection of participants' and their organization's priorities. It is not in any way the "final say" on a given issue. It was also noted that the Master Plan Update's Technical Advisory Committee also participated in a sticker dot exercise; the results of which are highlighted in that group's Meeting #1 summary which is available on the Master Plan Update [webpage library](#).

For each issue discussed, working group members were asked to talk about why this issue is important to their organization, and encouraged to ask questions of the planning team and fellow Working Group members.

Below is list of points and questions raised during discussion. Each bullet represents a different idea or viewpoint introduced in the discussion by various Master Plan Working Group members.

Notes:

- 1) *Questions were responded to by members of the Master Plan Update planning team, Airport staff, and FAA representatives present at the meeting.*
- 2) *Questions and comments below are a synopsis of the meeting's dialogue. When appropriate, Master Plan Update planning team responses have been supplemented to supply complete responses.*

Issue: Long Term Fiscal Sustainability:

- *Working Group Member Comment:* The Master Plan Update must be affordable and operable.
- *Working Group Member Comment:* Long term fiscal sustainability is important to local businesses and organizations because they plan long term. For example, Visit Anchorage has long term bookings out to 2017. The Anchorage Airport did not lose “lift” during the last recession, and customers respond to Anchorage’s economic strength.
- *Working Group Member Question:* What is the Anchorage International Airport’s fiscal situation today—is the Airport fiscally sustainable now?
 - *Master Plan Update Planning Team Response:* The Alaska International Airport System (ANC + FAI) is a State of Alaska Enterprise Fund. The facilities generate revenues to cover expenses at the end of the fiscal year. Currently, enough revenue is generated to cover ANC’s \$60 million per year operating budget—though there is no profit. The Alaska International Airport System (AIAS) has a budget of approximately \$120 million.
- *Working Group Member Question:* How is a capital project funded?
 - *Master Plan Update Planning Team Response:* It depends. The FAA may fund over ninety percent of a federal project, with Airport revenues covering the remainder. Non-federally funded projects are paid for with a variety of funds including bond sales and airport general revenue, and some airport development is funded by third party private entities (e.g. tenants making improvements to land they lease from the Airport).
- *Working Group Member Comment:* Fiscal sustainability at the Airport is important. Use existing infrastructure to the greatest extent possible. No new capital projects are needed or wanted.
 - *Master Plan Update Planning Team Response:* A goal of the Master Plan Update is to ensure the Airport has the ability to meet future demand. The planning team will use the recently completed AIAS forecast, and look at using existing infrastructure to determine if and how it can be used to the greatest extent possible to meet that demand.
- *Working Group Member Question:* How “rosy” is the current aviation forecast for the Anchorage International Airport? Is the underlying assumption that there will be growth? How does the forecast take industry consolidation into account?

- *Master Plan Update Planning Team Response:* The economy has changed in recent history, and airlines and airplanes have responded. Load factors on planes have been consolidated – where flights used to be 70% full, now airlines are seeking to reduce excess capacity and have flights that are 85-90% full. The aviation forecast for the Anchorage International Airport is for moderate growth, at a lower rate than previous forecasts. The forecast is available on the Master Plan Update website.
- *Working Group Member Comment:* Airlines are businesses, they make investments based on economics and are looking to make a profit.
- *Working Group Member Question:* With the recession and consolidation, what is the relationship between gates and capacity at the Anchorage International Airport?
 - *Master Plan Update Planning Team Response:* Right now, the Airport has enough gate capacity to meet demand. The Master Plan Update will assess whether the existing gates can accommodate future demand. The North Terminal has gate capacity, but perhaps not the level of services airlines and their customers may want. If a new airline were to come to the Anchorage International Airport today, gates would be available for them.
- *Working Group Member Comment:* The ongoing challenge of fiscal sustainability is to identify affordable improvements. It's unlikely anyone would support a major investment in new infrastructure if the existing facilities can meet future demands without any problems. Underestimating growth will also lead to constrained facilities that are costly to operate.

Issue: Account for and Implement the West Anchorage District Plan (WADP)

- *Working Group Member Comment:* This issue is important because of recreational land use and the Coastal Trail. Land use issues are complicated and scary—no one wants to see the Coastal Trail go away if there is a new North/South runway.
- *Working Group Member Comment:* Most, if not all, of Anchorage values the Coastal Trail. This sentiment was echoed throughout the WADP process. I am concerned that the Assembly did not hear the community in the process, and the WADP does not reflect public input. Community love for the Coastal Trail and greenbelts must be accounted for; you can't afford to mess with the trail.
- *Working Group Member Comment:* Many members of the public think that the Coastal Trail is on MOA land, when in fact substantial portions of it are on Airport owned land [near the Airport]. Also, the land status of Pt. Woronzof Park is unclear.
- *Working Group Member Comment:* Beyond the Coastal Trail, there are concerns relating to Airport activities in other areas addressed by the WADP, namely the Spenard Road corridor and Spenard Beach Park.
- *Working Group Member Comment:* I hope that the Airport, the Muni, and the State can all work together on land use issues regardless of fences and boundaries.
- *Working Group Member Comment:* Chapter 5 of the WADP should be examined; it outlines over 50 implementation actions. Some actions are immediate and some are one to three years out.

This list could be reviewed to help determine which aspects of the plan should be incorporated into the Airport's Master Plan Update.

- *Working Group Member Question:* I would like to see the land use plans from the past Anchorage International Airport Master Plan Updates, and how those plans define land use categories. Land use categories need to include temporary uses. Does FAA prescribe the land use categories?
 - *Master Plan Update Planning Team Response:* A new land-use plan will be prepared. FAA oversees land use through their review and approval of the Airport Layout Plan – a key component of the Master Plan process and through their review of compliance with FAA policy.
- *Working Group Member Question:* The Connors Bog Dog Park and the snow dump are on Airport land. These parcels were identified as parcels to trade to the MOA in the WADP. Does MOA desire a lease for the snow dump?
 - *Master Plan Update Planning Team Response:* MOA is interested in a long term lease/ownership of the snow dump to justify spending/bonding to improve the snow dump so that it meets EPA standards. The MOA currently has temporary use of the snow dump.

Issue: Preserve Land for Future Airfield Capacity

- *Working Group Member Comment:* The Airport should maintain flexibility and prevent encroachment issues in order to reduce long-term impacts such as noise, air quality, etc. There is limited land available at Anchorage International Airport.
- *Working Group Member Comment:* The presumption of some growth in passenger and cargo services demand implies the eventual need for additional space or development.
- *Working Group Member Question:* Is planning for future growth required by the FAA?
 - *Master Plan Update Planning Team Response:* Planning for future growth is the main charge of the Master Plan Update. The FAA encourages airports to have a current plan that looks out 20 years to address deficiencies, and to be conservative about giving up lands that may eventually be needed to meet future demand. The FAA approves Master Plans based on safety, efficiency, and utility. FAA wants to make sure that the Anchorage International Airport remains a viable national air-transportation asset.
- *Working Group Member Question:* This issue is relevant to the land trade idea from the WADP.
- *Working Group Member Comment:* As an example, the airport may have a 50 acre parcel of land with no immediate use, but will hold on to it in case there is a need for it in 20 or 50 years. It's about conserving resources.
 - *Working Group Member Supporting Comment:* If an airport has excess land, the FAA supports maintenance of that land unless it can be demonstrated that the Airport will never have a need for a given parcel.
- *Working Group Member Comment:* A Master Plan may not be followed, but should avoid precluding future use of assets.

- *Working Group Member Comment:* The Master Plan Update should still listen to the community and shouldn't put land preservation for future capacity above all other issues.

Issue: Recommend a Kulis National Guard Base Development Plan

- *Working Group Member Question:* Kulis is an Airport asset and we'd love to have tenants—how can it serve the airport and the community?
 - *Master Plan Update Planning Team Response:* An evaluation of the former Kulis facility will be included in the Master Plan Update process.
- *Working Group Member Comment:* The Kulis Land Use Study should be the basis of how the Master Plan Update addresses Kulis.
 - *Working Group Member Supporting Comment:* Some of the alternatives in the Kulis Land Use Study were not feasible; they can be refined for the MPU. The goal of the Master Plan Update is to select and refine an alternative for Kulis.

Issue: Preserve the Quality and Continuity of the Coastal Trail

The group agreed this issue had been addressed during the discussion of the West Anchorage District Plan earlier in the meeting.

Issue: Enhance Airfield Capacity

- *Working Group Member Question:* What does enhanced capacity mean?
 - *Master Plan Update Planning Team Response:* To the Anchorage International Airport, it means:
 - NextGen (Air traffic control via satellite)
 - More efficient air traffic control
 - Efficient use of existing infrastructure
 - But ANC also has seasonal demand shifts—passenger highs in the summer and cargo highs in the fall.
 - Manage demand
- *Working Group Member Question:* Will a new generation of aircraft require a longer runway?
 - *Master Plan Update Planning Team Response:* Newer aircraft are typically quieter and have better runway performance. The Anchorage Airport can accommodate the Group 6 aircraft (A380s) with its existing infrastructure.
- *Working Group Member Comment:* Fuel efficiency of newer aircraft is increasing, and aircraft may not need to stop to refuel in the future. Anchorage may not always be a refueling stop.
- *Working Group Member Comment:* With the slowing of the economy, there is growing competition in ground transport (vs. air cargo).
 - *Working Group Member Comment in Response:* An example: Apple has changed its supply and manufacturing chain, and a result there may be fewer shipments from Asia to the US that stop in Anchorage. Fewer cargo

shipments through the Airport could reduce the number of Airport related jobs in Anchorage.

- *Working Group Member Comment:* This Working Group and the Airport need to look at a new growth paradigm: how can the Airport grow within existing facilities?
- *Working Group Member Question:* How many of the capacity issues we have discussed were accounted for in the Forecast Study ([AIAS Forecast](#)) the Master Plan Update is using?
 - *Master Plan Update Planning Team Response:* The forecast attempts to predict demand based on a variety of variables including the local, state, national and global economies over the 20 year forecast period. The forecast also considers various scenarios and sensitivity tests such as the price of oil to evaluate potential future passenger, cargo, and operations demand levels. The baseline growth in the current forecast is more modest than the forecast that was published for the Anchorage International Airport approximately seven years ago.
- *Working Group Member Question:* In the forecast, what is an acceptable delay for passenger and cargo?
 - *Master Plan Update Planning Team Response:* The Alaska International Airport System Planning Study has determined that a delay of approximately 30 minutes during the peak period of the day is the maximum acceptable delay that airlines would likely tolerate. The delay threshold may be different from airline to airline. It should be noted that a 30 minute delay is high by industry standards. Integrated express cargo airlines are thought to be more sensitive to delay than passenger and freight airlines because they need to meet international deadlines and major sort hub schedule deadlines. It is unlikely that delays of this degree would be considered acceptable to airlines over a long period of time.
- *Working Group Member Comment:* Constraining capacity could reduce growth and negatively affect the Anchorage/Alaska economy.
- *Working Group Member Comment:* Not meeting capacity needs of airlines could generate additional adverse environmental impacts (noise, air quality, etc.)

Issue: Aircraft Engine Run-Up Location and Facilities (issue added to discussion by request)

- *Working Group Member Question:* Will the Master Plan Update be looking at appropriate locations for engine run-ups? What is the current policy?
 - *Master Plan Update Planning Team Response:* The Master Plan Update will look at locations of maintenance areas and compatible land use. The current policy on engine run-ups is available on the Anchorage International Airport website in the Operations Manual: <http://dot.alaska.gov/anc/business/operations/COOrev08-20-10.pdf>
- *Working Group Member Comment:* Run-up noise is a significant issue for the Turnagain community.

Issue: Better Public Involvement Process

- *Working Group Member Comment:* It would help to have a consistent way for the public to communicate with the Airport in between Master Plan Update processes to help avoid “hot topics.”
- *Working Group Member Comment:* The public involvement opportunities in this Master Plan Update process are extensive, but we want to have the opportunity to talk and provide input before decisions are made. We want to see the end process results reflect the community.
- *Working Group Member Comment:* Reconcile the Master Plan Update within a Municipality of Anchorage framework – use the Planning and Zoning Commission and the Anchorage Assembly as a way to enhance public involvement. The Planning and Zoning Commission and Anchorage Assembly could pass a resolution on the Master Plan Update.
 - *Master Plan Update Planning Team Response:* Anchorage International Airport is owned and operated by the State of Alaska Department of Transportation and Public Facilities. The Municipality of Anchorage has been invited to participate on the Master Plan Update Working Group so that issues of importance to the MOA can be considered during the Master Plan Update.

“Parking Apron” Items *(Valid ideas and questions for potential further action that need follow up before additional discussion, issues that will be addressed at a later time with the group or with the comment originator.)*

- Share results of Technical Advisory Committee *sticker*ing exercise
- Land use plans from previous Master Plans
- Send link to recent forecast for Anchorage International Airport Note: link available in the library on www.ancmasterplan.com

Public Comment

Two members of the public made comments at the end of the meeting. Comments will be reported in the forthcoming comment response report for the Master Plan Update

Next Steps

Katherine shared that a public meeting schedule for the Master Plan Update [has been posted online](#). Meeting dates, times and locations are subject to change, so people are encouraged to review the website regularly.

An airport tour has been organized for members of the Working Group and Technical Advisory committee on January 28th from 1-3pm. Members will have received an email with details.

A general meeting summary will be distributed to the group, and meeting materials will be posted on www.ancmasterplan.com.

Notes by: HDR Alaska