This is the presentation for the second public open house being conducted for the Ted Stevens Anchorage International Airport Master Plan Update. It is being delivered at 8:00 PM on Wednesday September 19th at the Coast International Inn in Anchorage, Alaska. The presenters are Evan Pfahler, Project Manager with Reynolds Smith, and Hills, Inc. and Pat Kennon, Forecast Task Manager with HNTB for the Alaska International Airport System Planning Study (led by DOWL HKM). The forecast of aviation activity supports both the Anchorage International Airport Master Plan Update and the Part 150 Noise Study (Mead & Hunt, Inc.).

• The presentation will last approximately 30 minutes.
• The presentation will be followed by an open question and answer session.
• The audience will be asked to hold questions until the question and answer session.
• Representatives of the Anchorage International Airport Part 150 Noise Study Team will be available to answer questions relating to the forecast and how it will impact the Part 150 Noise Study.

Prior to the presentation, an Open House meeting was held from 7:00 PM to 8:00 PM where attendees could view Master Plan Update information and speak with representatives of the Master Plan Update Team.
Before anything else is presented, 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.
ANC Master Plan Update // Public Open House 2

This Meeting’s Purpose:

1. We want to demonstrate that the Master Plan Update Team is listening and responding to stakeholders.

2. We want you to have a basic understanding of the forecast of aviation activity.

There are two messages the Master Plan Update Team would like the audience to remember after attending the open house.

The first is that the Master Plan Update Team is listening to the Airport and Master Plan Update stakeholders, documenting issues, and being responsive by preparing objectives that, where possible, allow issues to be considered, resolved or addressed through the Master Plan Update process.

The second message is that the Master Plan Update Team wants the audience to have a basic understanding of the forecast of aviation activity for Anchorage International Airport and that it will be used in support of the Master Plan Update and the Part 150 Noise Study.
ANC Master Plan Update // Public Open House 2

This Meeting’s Agenda:

1. Progress to Date
2. Issues and Objectives
3. Forecast of Aviation Activity
4. Questions & Answers

The presentation has a three part agenda and is to be followed by an open question and answer session:

Part 1 will update the audience on the Master Plan Update Team’s progress to date and inform the audience about what the Master Plan Update Team has been working on.

Part 2 will present many of the issues that have been identified thus far as well as the corresponding objectives that will resolve or address the issues.

Part 3 will inform the audience about the forecast of aviation activity for Ted Stevens Anchorage International Airport.
ANC Master Plan Update // Public Open House 2

Team Leaders

Project Manager
Evan Pfahler

Public Involvement Lead
Katherine Wood

The Team is responsible for managing the process, collecting and analyzing data, making recommendations, and helping the Airport make informed decisions.

The Master Plan Update Project Manager (and presenter) is Evan Pfahler. The Master Plan Update Public Involvement Lead is Katherine Wood of HDR Alaska, Inc.

The Master Plan Update Team wants the audience to become familiar with Evan and Katherine because they will be the two individuals most commonly interacted with throughout the project at open houses, stakeholder meetings, and other project events. Evan and Katherine are supported by a team of airport planning and public involvement professionals who are working in support of a successful project outcome.
The Anchorage International Airport Master Plan Update is just beginning. The project initiation phase began in mid June 2012 and is now nearing completion. Looking forward, the Master Plan Update includes the following elements:

- The inventory of existing facilities will continue the documentation of issues and conditions on and around the Airport.
- The preparation of the facility requirements will document whether facilities are in need of improvements to accommodate forecasted passenger, cargo, and operations demand.
- The alternatives development process will yield concepts for the Airport’s future that allow the Airport to accommodate forecast demand as a minimum.
- The selection of a preferred alternative development plan will identify a specific plan that best meets the Airport’s facility needs with consideration for the varied interests and issues assessed during the Master Plan Update alternatives evaluation process.
- Preparation of the Implementation Plan and Airport Layout Plan will formally document the selected alternative.
- The final report will formally document the Master Plan Update process and provide the Airport with a record of the entire process.
- Public Involvement will last the duration of the Master Plan Update process and the heaviest period of Public Involvement will occur during the winter of 2012/2013 during the alternatives development and selection process when stakeholders will have the opportunity to participate and influence the process.
- The Master Plan Update is anticipated to be concluded in December 2013.
Since our previous meeting on July 17, 2012 the Master Plan Update Team has been busy gathering information about the Ted Stevens Anchorage International Airport. The Master Plan Update Team is collecting information in three general ways:

1. The Master Plan Update Team is reviewing and summarizing previous studies.
2. The Master Plan Update Team is meeting with and listening to Airport staff.
3. The Master Plan Update Team is meeting with and listening to varied stakeholders including the FAA, community councils, and others.

Once the Master Plan Update Team had compiled an initial list of issues, they began preparing objectives that will allow the project to resolve or address issues. Additional issues will be documented throughout the Master Plan Update process.
Airport issues are issues with Airport facilities, infrastructure, and land that will be addressed to meet future aviation demand. They include those issues that are directly related to the Airport’s function and its various facilities. These identified issues may be resolved through the course of the Master Plan Update.

A comprehensive understanding of airport issues will not be realized until the inventory of existing facilities and facility requirements tasks are completed. The airport issues presented herein represents the issues that are known at this early stage of the Master Plan Update process.

The Master Plan Update Team will present the Airport issues according to the corresponding functional component of the Airport including the airside, terminal, landside, airport support facilities, and land uses.
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 facilities become overwhelmed during peak times
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
Influencing issues are additional issues that may influence the outcome of the Master Plan Update but are not necessarily correlated to the forecast of future aviation activity. Influencing issues have been communicated to the Master Plan Update Team by Airport staff and other stakeholders alike.
Influencing issues are varied and include but are not limited to airplane noise, protection of nearby parks and recreation areas, traffic congestion on roads near the airport, outreach to concerned citizens, and effective reuse of existing airport facilities.

A key issue that was consistently raised by stakeholders was communication and listening. The Master Plan Update Team will demonstrate that it is making open communication and listening foundational to the Master Plan Update.

Open communication is defined as two-way communication and is demonstrated by the Master Plan Update Team’s willingness to share information about the Master Plan Update and by the Team’s documentation of stakeholder issues that have been communicated to the Team.
ANC Master Plan Update // Public Open House 2
What We’ve Heard So Far

☀ At Open House 1 (July 2012):
  ⼈ 74 issues were stated during the Open House hour
  ⼈ 25 questions were answered during the ‘Q&A’ session
  ⼈ 12 comment forms were submitted (28 Unique Comments)

☀ Since the July 17 Open House:
  ⼈ We have received more than 100 emails
  ⼈ We have conducted 10 stakeholder meetings

☀ The most common influencing issue raised is noise.

In addition to working closely with airport staff, the Master Plan Update Team is conducting a robust Public Involvement Program that includes several opportunities for stakeholder engagement. It is through these efforts that the Master Plan Update Team has been and will continue to be able to document influencing issues.

Issues communicated to the Master Plan Update Team thus far were gathered at the Master Plan Update Open House 1 (July 17, 2012), stakeholder meetings, and through emails to the contact@ancmasterplan.com email address. The Master Plan Update Team documented 74 issues that were dictated during Open House 1, 25 questions that were asked and answered at Open House 1, and 12 comment forms with 28 additional issues were submitted at Open House 1.

Since July 17, 2012 the Master Plan Update Team has received more than 100 emails and has conducted nine additional stakeholder meetings with the following groups:
1. Municipality of Anchorage Department of Planning
2. Turnagain Community Council
3. Sand Lake Community Council
4. Spenard Community Council
5. Airline Technical Representative
6. Municipality of Anchorage Assembly Members
7. Nordic Ski Association of Anchorage
8. Federal Aviation Administration Alaskan Region
9. Federal Aviation Administration Anchorage Air Traffic Control

Additional stakeholder engagement will continue throughout the Master Plan Update process.
The Master Plan Update Team has defined a series of initial objectives that correspond to the issues raised. Objectives will also be used to develop criteria with which alternatives will be evaluated.

In order to demonstrate how the Master Plan Update Team is documenting and correlating objectives with issues, examples of eight issues are presented here along with their corresponding objectives.
**ANC Master Plan Update // Public Open House 2**  
**Issues and Corresponding Objectives Examples**

<table>
<thead>
<tr>
<th>Issue</th>
<th>Objective</th>
</tr>
</thead>
<tbody>
<tr>
<td>What project stakeholders told us is important.</td>
<td>How we plan to consider the corresponding issue.</td>
</tr>
</tbody>
</table>

Each example issue will be presented on top with a corresponding objective below.

The ISSUE is a comment regarding the Master Plan Update that has been communicated to the Master Plan Update Team by the Airport or an airport stakeholder.

The OBJECTIVE represents how the Master Plan Update Team intends to consider the issue through the course of the Master Plan Update.
A stakeholder stated that the Master Plan Update Team should “have a plan for communication, share it with the community, and ask for comments at the start of the process.”

The Master Plan Update Team’s corresponding objective is to outline a Public Involvement Program at the outset of the Master Plan Update process that presents how the Master Plan Update Team intends to communicate with stakeholders. Feedback on the Public Involvement Program will be welcomed. The Public Involvement Program is intended to be dynamic and can evolve during the duration of the Master Plan Update process as needed to ensure its effectiveness.
A stakeholder asked “will the master plan address [aircraft generated] ground noise?”

The Master Plan Update Team confirmed that the aircraft generated ground noise at Anchorage International Airport will be analyzed as part of the Anchorage International Airport Part 150 Noise Study.

Further, the Master Plan Update will consider that airport facilities generating the most aircraft noise, such as aircraft engine run-up areas, would be better suited to portions of the Airport furthest from residential and other noise sensitive areas. Where it is safe and practical, such facilities may be planned for more remote portions of the Airport.
The Master Plan Update Team was asked to “...sit down with the descendants of the people who have lived here for thousands of years.”

The Master Plan Update Team agrees that outreach is important to the process, and has already started undertaking this objective. The Master Plan Update Team, with the support of the Ted Stevens Anchorage International Airport, has sent letters to representatives of the Knik, Eklutna, Chickaloon, and Tyonek Tribes asking for their participation in the Master Plan Update process. All four Tribes have responded that they are interested in an initial meeting. Airport and Master Plan Update Team representatives will meet with Tribal representatives and document the Tribal representatives’ interests.
A stakeholder stated “Pay attention to offsite traffic impacts. If FAA funds are not available for constructing offsite improvements, identify what work Alaska D.O.T. should do.”

The Master Plan Update Team’s corresponding objective is to document concerns about traffic and congestion near the Airport as communicated by engaged stakeholders. Where practical, the Master Plan Update Team will identify other agencies such as the State of Alaska Department of Transportation and Public Facilities and Municipality of Anchorage, that may have the ability to address issues related to offsite traffic congestion.
A stakeholder stated “Our Airport must be an affordable and appealing place to do business.”

The Master Plan Update Team’s corresponding objective is to integrate financial considerations into the Master Plan Update process at the outset of the process. Specifically, the Master Plan Update process will seek to identify opportunities for new and diversified business and sources of revenue. This objective supports the overall goal of long-term fiscal sustainability for the Airport.
A stakeholder stated “We want Connor’s Bog Park. The public uses it. We have 500 bird watchers who use it yearly.”

The Master Plan Update Team’s corresponding objective is to conduct an inventory of all airport lands and evaluate their value to the Airport such that the Airport can make informed decisions about potential development or disbursement.

The Airport remains a steward of recreation lands available to the public and must also comply with Federal Aviation Administration regulations pertaining to land ownership and grant assurances.
A stakeholder asked “What are the plans for the North Terminal?”

The Master Plan Update Team’s corresponding objective includes a thorough study of the North Terminal’s existing condition and a development of concepts for its future reuse or potential replacement. Additional objectives of the Master Plan Update Team include recommending use of existing facilities to their maximum potential wherever feasible and identifying potential new sources of revenue.
### ANC Master Plan Update // Public Open House 2
### Issues and Corresponding Objectives Examples

**Issue:** “I would like the master plan to address deicing [fluid] contamination of animal and bird habitat.”

**Objective:** We will review existing studies of deicing procedures and recommend an alternative that enables efficient deicing activity, and complies with regulatory requirements.

A stakeholder stated “I would like the master plan to address deicing [fluid] contamination of animal and bird habitat.”

The Master Plan Update Team’s corresponding objective includes review of existing studies of deicing operations at Anchorage International Airport and recommendation of an alternative that enables the efficient deicing of departing aircraft.

The Master Plan Update Team anticipates future Environmental Protection Agency regulations will affect deicing operations at Anchorage International Airport. The Airport will comply with regulatory requirements.
The forecast of aviation activity for Ted Stevens Anchorage International Airport will now be presented.

- The forecast of aviation activity for Ted Stevens Anchorage International Airport was prepared under the Alaska International Airports System (AIAS) Planning Study. Anchorage based DOWL HKM led the AIAS Planning Study and Mr. Pat Kennon led the forecast of aviation activity task.
- The AIAS Planning Study was completed for both Anchorage International Airport and Fairbanks International Airport although it is completely independent from the Anchorage International Airport Master Plan Update. The forecast of aviation activity will support the following independent projects with consistent data:
  - Anchorage International Airport Master Plan Update
  - Anchorage International Airport Part 150 Noise Study
  - Fairbanks International Airport Master Plan Update
  - Fairbanks International Airport Part 150 Noise Study
- The forecast of aviation activity has been submitted to the representative airlines and to the Federal aviation Administration and the methodology and results have been accepted by both the airlines and Federal Aviation Administration.
- The forecast of aviation activity documentation can be found at: http://dot.alaska.gov/aias/news.shtml#forecasts
The complete AIAS Draft Forecast Technical Report can be found at the following location: http://dot.alaska.gov/aias/news.shtml#forecasts
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Purpose of Forecasts

- Optimize Use of Alaska International Airport System Capacity (ANC and FAI)
- Provide Forecasts for ANC and FAI Master Plans
- Provide Forecast for ANC/Lake Hood Part 150 Study
- Provide Forecast for FAI Part 150 Study

The complete AIAS Draft Forecast Technical Report can be found at the following location: http://dot.alaska.gov/aias/news.shtml#forecasts
Forecast Process

- Forecast Methodology Reviewed and Approved by AIAS and airlines 8/2011
- Forecast Assumptions Reviewed and Approved 12/2011
- Review by AIAS and airlines 3/2012 - 5/2012
- Endorsed by airlines 7/2012
- Approved by FAA 9/2012

The complete AIAS Draft Forecast Technical Report can be found at the following location: [http://dot.alaska.gov/aias/news.shtml#forecasts](http://dot.alaska.gov/aias/news.shtml#forecasts)
The complete AIAS Draft Forecast Technical Report can be found at the following location: http://dot.alaska.gov/aias/news.shtml#forecasts
Cargo Forecast Approach Intra-Alaska

The complete AIAS Draft Forecast Technical Report can be found at the following location: http://dot.alaska.gov/aias/news.shtml#forecasts
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Key Air Cargo Growth Rates

- Total Asia/North America Air Cargo
  - Boeing - 6.6% to 6.8%
  - AIAS study - 4.3%
- Asia/North America Air Cargo Going Through AIAS
  - 3.0%
- AIAS International Air Cargo Aircraft Operations
  - 2.3%
- Total ANC Operations (cargo/passenger/GA/military)
  - 1.4%

The complete AIAS Draft Forecast Technical Report can be found at the following location: [http://dot.alaska.gov/aias/news.shtml#forecasts](http://dot.alaska.gov/aias/news.shtml#forecasts)
Baseline Cargo Tonnage (Enplaned/Deplaned and Tech. Stop) Forecast: ANC

The complete AIAS Draft Forecast Technical Report can be found at the following location: [http://dot.alaska.gov/aias/news.shtml#forecasts](http://dot.alaska.gov/aias/news.shtml#forecasts)
The complete AIAS Draft Forecast Technical Report can be found at the following location: http://dot.alaska.gov/aias/news.shtml#forecasts
Comparison of Previous Aircraft Operations Forecasts for ANC

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

The complete AIAS Draft Forecast Technical Report can be found at the following location: http://dot.alaska.gov/aias/news.shtml#forecasts
The complete AIAS Draft Forecast Technical Report can be found at the following location: http://dot.alaska.gov/aias/news.shtml#forecasts
Baseline Aircraft Operations Forecast: LHD

The complete AIAS Draft Forecast Technical Report can be found at the following location: http://dot.alaska.gov/aias/news.shtml#forecasts
Forecast Scenarios

- No-Action
- High Fuel Price
- High Economic Growth/Increased International Air Cargo
- Star Burst
- Low Fuel Price
- Updated Base Year

The complete AIAS Draft Forecast Technical Report can be found at the following location: http://dot.alaska.gov/aias/news.shtml#forecasts
Next Steps

- Complete Scenarios
- Complete Capacity Analysis and Identify Trigger Points
- Complete Incentives/Facilities Analysis
- Complete Strategic Business Plan
- Final AIAS Report
- Completion of ANC and FAI Master Plans
- Completion of ANC and FAI Part 150 Studies

The complete AIAS Draft Forecast Technical Report can be found at the following location: http://dot.alaska.gov/aías/news.shtml#forecasts
There are two messages the Master Plan Update Team would like the audience to remember after attending the open house.

The first is that the Master Plan Update Team is listening to the Airport and its stakeholders, documenting issues, and being responsive by preparing objectives that, where practical, allow issues to be resolved or addressed through the Master Plan Update process.

The second message is that the Master Plan Update Team wants the audience to have a basic understanding of the forecast of aviation activity for Anchorage International Airport and that it will be used in support of the Master Plan Update and the Part 150 Noise Study.
Thank you for your attendance and attention. A question and answer session will be facilitated by Katherine Wood, Public Involvement Program Lead, with HDR Alaska, Inc.