MEETING SUMMARY

Project: Ted Stevens Anchorage International Airport (ANC) Master Plan Update
RS&H Project #: 226-2566-000
Subject: Technical Advisory Committee Meeting #3

Location: Anchorage North Terminal Room
NA165
Date and Time: April 4, 2013; 1:30-3:30PM

Staff Attendees:
John Parrott (ANC)
Jack Jones (ANC)
Teri Lindseth (ANC)
Katie Gage (ANC)
Evan Pfahler (RS&H)
Delia Chi (RS&H)
Gareth Hanley (RS&H)
Katherine Wood (HDR)
Allison Biastock (HDR)
Jessica Abbott (HDR)
Mark Mayo (HDR)

Working Group Attendees:
Gretchen Rickard, Alaska Cargo Port
Joe Zerck, Pegasus Aviation Services
Dave Squier, NAC
David Chilson, FAA ATC
PJ Cranmner, Commodity Forwarders, Inc.
Terry French, ERA Aviation
Dee Hanson, AK Airmen's Assoc.
Matthew Shaw, Alaska Airlines
Keri Stephens, AvAir Pros ATR
Kevin Miller, Cathay Pacific
John Steiner, Pfeffer Development

Meeting Overview

On Thursday, April 4, 2013, the Ted Stevens Anchorage International Airport (ANC) Master Plan Update hosted the third in a series of Technical Advisory Committee meetings. The purpose of this meeting was to provide Technical Advisory Committee members information about facility requirements at the Airport, to look at Planning Activity Levels, and to discuss development constraints and opportunities. A 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 1:30PM.

Advertising

- Email to Master Plan Update contact list of approximately 580 addresses, including addresses for community council distribution
- Email invite to participants and draft agenda sent in advance
- Anchorage Daily News Legal Ad, 3/20/13
- GovDelivery Notice
- State of Alaska Online Public Notice
- Posted on bulletin boards in ANC Airport Manager’s Office and in Terminal
- Master Plan Update Website: www.ancmasterplan.com
• Airport Website: www.dot.state.ak.us/anc/
• "What’s Up" community email list serve
• Email notice sent to Federation of Community Councils, Turnagain Community Council, Spenard Community Council, and Sand Lake Community Council

Attendance

25 people signed in to the event. Of those, 11 participated as representatives of organizations on the Working Group.

Meeting Materials

• Handouts (Agenda)
• PowerPoint presentation
• Goals and Objectives handout
• Evaluation Criteria Exercise handout

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 Presentation

Evan Pfahler provided a PowerPoint presentation that:
• Shared facility requirement information
• Introduced draft evaluation criteria
• Discussed constraints and opportunities to Airport development

The presentation is available at http://www.ancmasterplan.com/library/index_64_1168408123.pdf

Presentation Q&A

*Technical Advisory Committee member question:* How did you distinguish where the “break points” are for the Planning Activity Levels (PAL)?

*Planning Team Response:* We attempt to distribute the PALs (PAL1, PAL2, PAL3, PAL4) evenly over the forecast period. Thus, the PALs correlate to the 5, 10, 15, and 20 year marks. However, because PALs are based on activity levels, they may occur earlier or later than the year predicted.

*Technical Advisory Committee member question:* What if passenger activity grows faster than cargo activity?

*Planning Team Response:* If passenger activity grows faster than cargo, then passenger facilities will need to be addressed earlier than cargo facilities. Planning areas are examined by function.
Evaluation Criteria Exercise

Katherine Wood presented an activity for the group, wherein, working in small groups, TAC members identified potential airport development opportunities and constraints on a map of the Airport. It was noted that the groups were not being asked to come to a consensus, and depending on the group’s discussion, some areas might be noted as both red (constraint) and green (opportunity). Katherine noted that the results of this exercise will be shared with the planning team and the Airport as they begin to create development alternatives.

Evan Pfahler provided some guidance on what is a constraint or opportunity. A constraint to development is not necessarily an absolute boundary that cannot be crossed, but rather a “higher hurdle” to overcome if development in the area is desired. Similarly, an opportunity may be similar to a “path of least resistance” for development in a particular area. Evan clarified that opportunities do not need to strictly adhere to potential technical limitations, and that all identified opportunities can go onto the maps.

Three small groups were given 15 minutes to discuss opportunities and constraints, draw the constraints and opportunities on an Airport map, and to take notes on their discussion.

Below are summaries of the constraints and opportunities that Technical Advisory Committee members identified during the exercise. (Note: for this exercise, each group of TAC members had a Master Plan Update team member facilitating and taking notes)

Group 1
Group 1 identified the following potential constraints to future Airport development:

- Parks and Recreation constraints including the Coastal Trail, Little Campbell Lake, and Connors Bog.
- While the Postmark Bog is a great location to develop, it is a costly location to develop due to the bog like nature of the land.
- For Kulis development, there are access constraints for many aircraft.
- East Airpark has environmental constraints such the need for remediation and natural wetlands that could constrain development (assumed to be east of Jewel Lake Road).
- Former FCC land near Kulis is an opportunity – ANC is seeking to acquire.
- ANC development can constrain GA activity, including that at Lake Hood.
- Parking is a constraint during peak hours, including in the cargo and baggage areas. It seems in the summer that all the “bumps” come at once.
- The level of service in the North Terminal is a constraint; it needs the traffic to make improved concessions more economically feasible.
- There needs to be a new location on the International side for a GA FBO – so GA users can better access ANC facilities.
- Cargo operators like their current location for safety reasons.

Group 1 identified the potential following opportunities for future Airport development:

- Building a tunnel under the N/S runway to access land in the West Airpark would greatly expand development opportunities in that undeveloped area.
- Potential for revenue generation at Kulis with GA or Cargo opportunities.
- ANC can work with cargo industry stakeholders on developments, such as additional hangars. There will need to be necessary demand to require new development.
- “Fill” (perhaps from West Airpark) could fill the Postmark Bog to make that land more developable. Development in that area would be close to existing GA and cargo facilities.
- It was noted that development opportunities - as a result of land exchanges involving Pt. Woronzof Park, Campbell Lake and Connors Bog - have been discussed in the past.
- There is a potential to develop a hotel at or near the North/South Terminals – that could generate additional revenue for the Airport. It was noted, however, that there are plenty of competing hotels near by.
- There could be baggage handling opportunities at the North Terminal.
- The A Concourse can accept larger aircraft.
- Move the regional carriers to the North Terminal.
- Develop a rail system, like SEATAC’s or Denver’s, between the North and South Terminals – it is too far to walk. A rail may make use of the North Terminal more appealing to Airlines.
- Additional North Terminal opportunities include adding (or seeking to add) more international carriers and seasonal carriers, and using more of the facility for revenue generating office space.
- There is the potential for long term leases for non-aeronautical use on ANC land south of Raspberry Rd.
- Remediate land in the East Airpark and further develop it for both aeronautical and non-aeronautical uses. If environmental remediation needs are addressed, ANC could charge more for the leases.
- The area near W. 50th (has no airside access) could be leased for both aeronautical and non-aeronautical purposes. Non-aeronautical uses generate higher dollar leases.
Group 2 identified the following potential constraints to future Airport development:

- **Turnagain Bog:** The Turnagain Bog area is not a good area for development as there is limited airfield access.
- **East Airpark:** The East Airpark near Old International Airport Road does not have many large lots available for development with airfield access.
- **Raspberry Road / South Airpark:** Raspberry Road currently only has two lanes and is not wide enough to accommodate future development efforts in the South Airpark. It is also located near a school in the Sand Lake area.
- **Jewel Lake Road:** Jewel Lake Road off the Runway 25R end prevents any runway expansion or future development from occurring to the east.
- **Airfield:** Long taxi times
- **Airfield:** Congested airfield between the intersection of Taxiway K and Taxiway R and Taxiway K and Taxiway G, especially during the peak summer months.
- **Community / Compatibility:** The school zone area in Sand Lake near Raspberry Road is a constraint to development at Kulis and the South Airpark
- **Terminal:** Do not conduct any large improvement projects / construction efforts in the summer that might impede operational efficiency. The ramp reconstruction that is potentially scheduled for the summer would prevent two terminal gates from being used.
- **Terminal:** The North Terminal currently has room to accommodate 8 wide-body
aircraft and far exceed the minimal number of gates to handle the existing international traffic. The North Terminal is a huge maintenance expense on the Airport and efforts should be made to redeveloped it so it is more useful/generates more revenue.

- West Airpark: Access to the West Airpark is currently inadequate for future development.

Group 2 identified the following potential opportunities for future Airport development:

- Airfield: Shortening the RW 33 end would eliminate the intersection with Runway 7L. From a traffic control perspective, this would increase the arrival rate of aircraft. It would also improve coordination efforts for arrivals and departures.
- If Runway 33 were shortened (or shifted northwest), there is still an RSA compliance issue to be resolved.
- Runway 15-33 currently provides an adequate length to accommodate larger aircraft. TAC members agreed eliminating the nearly intersecting runways was a good idea. However, they did not want to shorten the length of Runway 15-33. The preference would be to shift the entire runway northwest to maintain the existing runway length.
- Airfield: Extend Taxiway Y all the way to the Runway 15 end.
- Airfield: Extend Taxiway K all the way to the Runway 7R end.
- Cargo: Explore the opportunity to expand cargo facilities in the Postmark Bog area (north of the Airfield Maintenance Facility and south of the Papa aircraft parking position).
- West Airpark: Explore the opportunity to expand the West Airpark. This could be accomplished by constructing a tunnel under Runway 15-33. The West Airpark would be used to accommodate ground support functions and remote aircraft parking. It could also be used for cargo expansion needs and for aircraft deicing (centralized).
- Kulis site: Explore the opportunity to use the former Kulis site for aircraft parking. It is currently somewhat isolated from the rest of the airport facilities.
- Terminal: Explore the opportunity to expand the North Terminal towards the South Terminal (in the area where the Terminal Connector is located). How much terminal capacity do we have today and how much do we need in the future?
- Jewel Lake Road: Consider possible expansion east of Jewel Lake Road.
- Turnagain Bog: Explore the opportunity to develop the Turnagain Bog area. This area could be used for cargo or remain overnight / remote parking. There may be environmental issues to deal with.
- Land Transfer: Consider a land transfer of the land area where the National Oceanic and Atmospheric Association (NOAA) facilities are located for the FCC property.
- Raspberry Road: Consider realigning Raspberry Road to the North (or constructing a new road) to spur development in the South Airpark and avoid interaction with the school and residential areas of Sand Lake.
- FCC Property: Acquire the FCC property for future aviation use.
- Acquire and Preserve Land for Future Airport Development: Preserve as much land as possible for future aviation development, such as in the area north of Kincaid Park.
- Terminal / Landside – Explore opportunities to increase the surface parking available in the terminal area.
- Meadow / Delong Lake Area: Explore opportunities to develop the Meadow / Delong Lake area or get rid of the area.
Group 3 identified the following potential constraints to future Airport development:

- **Kincaid Park** was identified as a constraint to development. The Group believed that it would be difficult to develop the southwest area of the Airport because of the potential impacts to the recreational use even though it is Airport-owned property. This was more or less seen as a hard constraint to development.

- **The Turnagain Bog** was also seen as a hard constraint. The area is largely covered by wetlands which are environmentally sensitive so impacts to development in that area would need to be assessed. The Group also recognized that the area is publically accessible and is likely used by the local community as a recreational facility, placing a greater constraint on Airport development in that area. Additionally, its location on the east side of Postmark drive raises concerns about the roadway access so this was also seen as a constraint.

- **The small Airport-owned area south of Raspberry Road** (which currently is used by the National Weather Service) is largely seen as undevelopable. It is relatively isolated from the Airport’s airside facilities so it is not suitable for uses that require airside access. Additionally, the area is adjacent to residential areas and a school which complicates any the ability to develop in that area.
The Connors Bog area was seen as a constraint by the Group primarily because of its current use as a recreational facility. However, it was also identified as an opportunity because the land could be traded to the Municipality for land of greater value to the Airport.

The area north of Delong Lake was seen largely as undevelopable because of the presence of an FAA NAVAID. The NAVAID was seen as a constraint because the equipment would need to be sited elsewhere if moved. Additionally, developing in close proximity to the NAVAID equipment was believed to be prohibited by the FAA.

Group 3 identified the following potential opportunities for future Airport development:

- Little Campbell Lake was seen as an opportunity because of the public roadway access. The Group thought that this area could be used for cargo and general aviation uses.
- The redevelopment of the former Kulis Alaska Air National Guard base was identified as perhaps the biggest opportunity for development. The existing facilities and infrastructure were seen as an asset since they would reduce the capital improvement expenses.
- The land immediately to the west of the Runway 7L end was seen as an opportunity for Airport development. The Group identified it as an area on which Runway 7L-25R could be extended.
- The Group was keen on pointing out that the North and East Airpark (and the South Airpark to a lesser degree) are great opportunities for development because of the of the existing vacancies. Much like the reasoning described in the former Kulis site, the Group saw the existing buildings and infrastructure in the Airparks as an opportunity. Development should first fill the vacant facilities in the Airparks before Greenfield development occurs on the Airport. The East Airpark could also be reconfigured to provide for more efficient use and allocation.
- The North Terminal was seen as an opportunity for development because it is underutilized. One idea was to repurpose the North Terminal and use it to generate revenue from things other than airline uses.
- The area at the North end of the Airport (north of the North Airpark) was identified as an opportunity for development because it is adjacent to existing facilities and expansion of the North Airpark could easily occur. The area also has good airside and roadway access. The Group also noted that it limited negative impacts of Airport development at this location since it is not located near residential areas.

Group 3 also identified the West Airpark as both an opportunity and constraint. It was considered an opportunity because it is largely a greenfield site with limited existing development to constrain development. Its relatively large size was also seen as a positive. However, its limited access was considered to be a constraint. The Group noted that there are no existing roadways or infrastructure that provide access to that portion of the Airport. Therefore, it was believed that the best use for the West Airpark would likely be utility-type infrastructure. Ideas included Remain Over Night (RON) parking, snow pump, and fuel storage. The Group believed these land uses are ideal because only airside access is required and investment in public roadway access would not be needed. Additionally, Northern Lights Blvd which currently provides access to that portion of the Airport is difficult to navigate in extreme winter conditions, which exacerbates the accessibility issue.

Similarly, Group 3 believed the Postmark Bog (area west of the Post Office) is a prime piece of real-estate since it is located very near the terminal and the existing North Airpark facilities. The constraint associated with this area is related to the terrain and geology. The area is a bog and may be environmentally sensitive. The Group realized that this was not a hard constraint but was a hurdle to development. Nevertheless, the Group felt that the area is best suited for Remain Over Night (RON) parking, cargo operations, and fixed-base operators. The area offers great access near the intersection of Postmark Drive and International Airport Road.
Next Steps

Two additional Technical Advisory Committee meetings are planned, the next of which will be held on Thursday, May 9, 2013 in the ANC North Terminal Badge Office, Room NA165. See the website for additional meeting dates/information (http://www.ancmasterplan.com/schedule/).

Additionally, the Master Plan Update has scheduled a public seminar to share information on FAA grant assurances and how they relate to land use and airport planning. The seminar will be help from 6-7pm on Thursday, April 25 at the Coast International Inn in Anchorage – the Working Group will receive an invitation via email, and meeting details will be posted on www.ancmasterplan.com

A general meeting summary will be distributed to the group.

Public Comment

One member of the public provided a comment at the end of the meeting. Public comments will be recorded and responded to in the Master Plan Update comment response report.

Notes by: HDR Alaska