Public Open House

for the

Ted Stevens Anchorage International Airport (ANC) Master Plan Update

Thursday, May 23, 2013
5:30 pm – 8:00 pm
Presentation at 6:15 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:**
To present information on work to date for the Master Plan Update, including:
- Facility Requirements
- Five draft Airport development alternatives
- Next steps for alternatives evaluation and the public involvement process
ANC Master Plan Update Schedule

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**July–Aug 2012**
Project Initiation

**Sept 2012–Feb 2013**
Inventory and Facility Requirements

**Jan–May 2013**
Alternatives Development

**May–Sept 2013**
Alternatives Refinement and Evaluation

**Sept 2013**
Share Draft Preferred Alternative

**Nov 2013**
Share Final Preferred Alternative

**Sept–Nov 2013**
Implementation and ALP

**Dec 2013**
Final Report

*To maximize stakeholders’ time and interest, we are planning our most intense period of public involvement during the school year (September 2012–May 2013).*
Public Involvement Update
Ted Stevens Anchorage International Airport (ANC)
Master Plan Update

What we’ve been doing:

- Stakeholder meetings
- Public Seminar on FAA Grant Assurances
- Drafting responses to public comments
- Conducting a phone survey
  - Conducted in March by Craciun Research
  - 304 Anchorage households
  - Focused on Master Plan Update issues
  - Results will be taken into consideration during alternatives evaluation process
  - Complete results available online at www.ancmasterplan.com

Phone Survey Highlights
- 81% rank the Airport as very important to the local economy
- 60% use the Coastal Trail around Point Woronzof
- 80% support Airport growth at its current location acquiring land as necessary
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
- PAL 1
- PAL 2
- PAL 3
- PAL 4
- Preserve all undeveloped land for future aviation use or for revenue generation

**OTHER NEEDS**
- Address additional snow storage areas with future developments
- Address additional materials storage areas with future developments
- Address vehicle access to West Airpark

Planning activity levels (PALs) represent projected future levels of activity used to assess facility requirements.

- Address safe tug road access to facilities east of Postmark Drive
- Maintain minimum required emergency response times

**AIRPORT SUPPORT**
- Today – Address cargo and general aviation building areas to meet demand
- PAL 1 – Address cargo and general aviation building areas to meet demand
- PAL 2 – Address cargo building, cargo apron, and general aviation building areas to meet demand
- PAL 3 – Address cargo building, cargo apron, and general aviation building areas to meet demand
- PAL 4 – Address cargo building, cargo apron, general aviation building, and general aviation apron to meet demand

- Address additional snow storage areas with future developments
- Address additional materials storage areas with future developments
- Address vehicle access to West Airpark

Planning activity levels (PALs) represent projected future levels of activity used to assess facility requirements.
ANC Master Plan Update Facility Requirements Summary Stoplight Chart

- Cargo Building
- Cargo Landside and Tenant Parking
- General Aviation Landside and Tenant Parking
- General Aviation Building
- Cargo Apron
- General Aviation Apron
- Rental Car Facilities
- Airfield
- Public Parking Stalls
- Gates - Regional Carriers
- Employee Parking Stalls
- Gates - Mainline Carriers including International
- Roadway - Entrance
- Public Parking Acres
- Departures Upper Level Curbside Length
- Arrivals Lower Level Curbside Length
- Roadway - Exit
- Roadway - Return
- Commercial Vehicle Arrivals Curbside Length

Legend:
- Demand is Well Below Capacity
- Demand is Below Capacity
- Demand is Nearing Capacity
- Demand is Over Capacity
Planning Activity Levels (PALs) represent projected future levels of activity used to assess facility requirements.

Affects passenger terminal and landside facilities

Affects cargo processing facilities

Affects airfield facilities
Airfield Capacity Limit

Annual operations level at which delays are anticipated to be unacceptable to airlines (e.g., >30 minutes during peak periods) = 258,000*

*Source: 2013 AIAS Planning Study
January 8, 2012

Mr. John Parrott
Airport Manager
Ted Stevens Anchorage International Airport
P.O. Box 196960
Anchorage, AK 99519-6960

Dear Mr. Parrott:

Due to the increased focus on the Airport’s Master Plan and the availability for the Airport to trade land, the airline’s feel some clarification is needed with respect to the Signatory Airlines’ 2008 position concerning the potential of a new North/South Runway in Anchorage.

As the Co-Chairs of the Airport Airlines Affairs Committee (AAAC) since 2006, we feel that we can speak on behalf of the Signatory Airlines regarding the statement of our position in 2008. To clarify, the Signatory Airlines serving the Alaska International Airport System (AIAS) did not support the Airport’s Master Plan, which was endorsing the need for an additional North/South Runway at the Anchorage International Airport. The Master Plan provided detailed information that stated unacceptable departure delays would occur during certain weather conditions if additional runway capacity was not built in the near future. The airport’s rationale was that the delays were not reaching the unacceptable levels that the Master Plan believed both airports needed to be considered in the Master Plan and that the Master Plan was not considering the runway capacity in Fairbanks. As an airport system, the AAAC felt that both airports needed to be considered in the Master Plan and that the Master Plan was not considering the runway capacity in Fairbanks. As an airport system, the AAAC believed that both airports needed to be considered in the future. The AAAC never intended to imply that a new runway would never be needed.

That said, the AAAC still does not believe that a new North/South Runway is required at ANC today. The AAAC does, however, expect the airport to always be looking for ways to save money and invest properly for the future. If the airport can trade land that is no longer needed for better suited traffic, then it is a good investment for the future. The AAAC believes that both airports need to be considered in the Master Plan and that the future will be better for the airlines, the airport, and the community as a whole.

If you need anything else, please let us know.

Regards,

Kathy Smith
Chairperson
AIAS Airlines Airport Affairs Committee

Kevin Hoffmann
Vice Chairperson
AIAS Airlines Airport Affairs Committee

cc: AIAS Airlines Airport Affairs Committee
Mr. Steve Hatter, Deputy Commissioner - Aviation

The Airport must plan proactively.

New facilities would be implemented only as necessary.

The Master Plan Update is evaluating alternatives that would optimize the use of existing infrastructure.
Purpose: No FAA investment except as required to meet standards (constrained, no action alternative) allow tenant improvements as necessary

Features

Airside
- Angled Taxiways R, G, F, E, D, and C removed and replaced with 90-degree taxiways
- Runway 15-33 shortened to eliminate intersection with Runway 7L-25R

Terminal
- Existing use of the North Terminal continued; facility maintained as necessary

Landside
- Parking demand managed or facility expanded at the South Terminal as necessary

Airport Support
- General aviation and small commercial aviation operations expanded in South Airpark east and west of Taxiway Z as necessary; new west access road provided
- Airline / airport support expanded in South Airpark in former Kulis site as necessary
- Fuel storage facility expanded to the north as necessary
- Hotel site identified
- Air cargo and airline / airport support expanded in Postmark Bog as necessary
- Air cargo expanded in North Airpark, adjacent to Taxiway Q as necessary

Considerations
- Would constrain Airport capacity
- Would limit the Airport’s economic benefit to Anchorage and Alaska
- Does not require Airport use of land currently used for parks and recreation
Purpose: Optimize use of existing AIAS assets (assume half of all tech-stops* utilize Fairbanks)

Features

**AIRSIDE**
- Angled Taxiways R, G, F, E, D, and C removed and replaced with 90-degree taxiways
- Runway 15-33 shortened to eliminate intersection with Runway 7L-25R

**TERMINAL**
- North Terminal renovated to meet 20+ year demand

**LANDSIDE**
- Parking demand managed or facility expanded at the South Terminal as necessary

**AIRPORT SUPPORT**
- General aviation and small commercial aviation operations expanded in South Airpark east and west of Taxiway Z as necessary; new west access road provided
- Airline / airport support expanded in South Airpark in former Kulis site as necessary
- Fuel storage facility expanded to the north as necessary
- Hotel site identified
- Air cargo expanded in southern portion of Postmark Bog as necessary; new taxiway developed north of the expansion area
- Air cargo expanded in North Airpark, adjacent to Taxiway Q as necessary
- Air cargo expanded south of Taxiway P as demand warrants; Taxiway P extended to the east
- Air cargo expanded between Taxiways U and P (“Papa” spots) as necessary

Considerations

→ Would constrain Airport capacity
→ Would limit the Airport’s economic benefit to Anchorage and Alaska
→ Will be difficult to encourage airlines to choose Fairbanks International Airport over Anchorage (Note: The feasibility of this is being evaluated as part of the AIAS Planning Study)
→ Requires investment in infrastructure in Fairbanks
→ The State cannot require airlines to use Fairbanks instead of Anchorage; airlines may choose to take their business outside the State of Alaska
→ Does not require Airport use of land currently used for parks and recreation

* A tech-stop is a cargo flight that lands at ANC to re-fuel and conduct a crew change. Tech-stops are also called “gas-n-go” flights.
Draft Alternative 3: Optimize ANC

**Purpose:** Optimize use of existing ANC assets (eliminates preferential runway use policy during daytime)

**Features**

**Airside**
- Angled Taxiways R, G, F, E, D, and C removed and replaced with 90-degree taxiways
- Runway 15-33 shortened to eliminate intersection with Runway 7L-25R

**Terminal**
- North Terminal renovated to meet 20+ year demand

**Landside**
- Parking demand managed or facility expanded at the South Terminal as necessary
- Postmark Drive relocated east of the U.S. Postal Service facility to accommodate an eastward expansion of air cargo and airline / airport support facilities

**Airport Support**
- General aviation and small commercial aviation operations expanded in South Airpark east and west of Taxiway Z as necessary; new west access road provided
- Airline / airport support expanded in South Airpark in former Kulis site as necessary
- Fuel storage facility expanded to the north as necessary
- Hotel site identified
- Air cargo expanded in southern portion of Postmark Bog as necessary; new taxiway developed north of expansion area
- Air cargo expanded in North Airpark, adjacent to Taxiway Q as necessary
- Air cargo expanded south of Taxiway P as demand warrants; Taxiway P extended to the east
- Air cargo expanded between Taxiways U and P (“Papa” spots) as necessary
- Air cargo and airline / airport support expanded eastward into the Turnagain Bog as necessary; Taxiway T extended eastward into the Turnagain Bog

**Considerations**

- Changes arrival and departure patterns over Anchorage
- Increases noise impacts to residents east of ANC
- Would support the Airport’s economic benefits to Anchorage and Alaska
- Does not add capacity in all weather conditions
- Does not require Airport use of land currently used for parks and recreation

Purpose:
Optimize use of existing ANC assets (eliminates preferential runway use policy during daytime)
**Purpose:** Add one runway to increase airfield capacity during good weather conditions

**Features**

**AIRSIDE**
- Angled Taxiways R, G, F, E, D, and C removed and replaced with 90-degree taxiways
- Runway 15-33 shortened to eliminate intersection with Runway 7L-25R
- Taxiway Z extended east providing access between the South Airpark and former Kulis site
- New 10,000-foot-long runway constructed 908 feet west of existing Runway 15-33
- New taxiway constructed 520 feet west of the new runway

**TERMINAL**
- North Terminal concourse removed, leaving terminal processor building
- New concourse added to South Terminal providing 5 additional gates for domestic and international flights and concessions

**LANDSIDE**
- Parking demand managed or facility expanded at the South Terminal as necessary
- Postmark Drive relocated east east to provide safe access to the U.S. Postal Service facility

**AIRPORT SUPPORT**
- General aviation and small commercial aviation operations expanded in South Airpark east and west of Taxiway Z as necessary; new west access road provided
- Airline / airport support expanded in South Airpark in former Kulis site as necessary
- Fuel storage facility expanded to the north as necessary
- Hotel site identified
- Air cargo expanded in southern portion of Postmark Bog as necessary; new taxiway developed north of expansion area
- Air cargo expanded in North Airpark, adjacent to Taxiway Q as necessary
- Air cargo expanded south of Taxiway P as necessary; Taxiway P extended to the east
- Air cargo expanded between Taxiways U and P (“Papa” spots) as necessary
- Air cargo and airline / airport support expanded westward in the West Airpark, north of the fuel storage facility, as necessary

**Considerations**
- Provides additional capacity, but not as much as a widely-separated runway
- Would support the Airport’s economic benefits to Anchorage and Alaska
- Requires minor reroute of the Coastal Trail: ANC is committed to maintaining a contiguous Coastal Trail. Any changes would include enhancements to maintain or improve the quality of the trail. Detailed design of a trail re-route would be completed during the environmental and design processes, with public and agency input. The trail reroute design would need to address the following concerns that have been raised by the public:
  » Quality of the recreational experience
  » Safety
  » Ability to support existing uses
  » Visual impacts
  » Wildlife habitat
- Would require that ANC acquires a portion of existing AWWU property to the east of the AWWU Asplund Treatment Facility
- Point Woronzof Overlook would remain open, with modifications
**Purpose:** Add one runway to increase airfield capacity during all weather conditions

**Features**

**AIRSIDE**
- Angled Taxiways R, G, F, E, D, and C removed and replaced with 90-degree taxiways
- Runway 15-33 shortened to eliminate intersection with Runway 7L-25R
- Taxiway Z extended east providing access between the South Airpark and former Kulis site
- New 8,000-foot long runway constructed approximately 3,100 feet west of existing Runway 15-33
- New taxiway constructed 520 feet east of the new runway

**TERMINAL**
- North Terminal concourse removed entirely, including terminal processor building
- New concourse added to South Terminal, providing five additional gates for domestic and international flights and concessions

**LANDSIDE**
- Parking demand managed or facility expanded at the South Terminal as necessary
- Postmark Drive relocated east east to provide safe access to the U.S. Postal Service facility
- Tunnel access provided to the West Airpark from Postmark Drive

**AIRPORT SUPPORT**
- General aviation and small commercial aviation operations expanded in South Airpark east and west of Taxiway Z as necessary; new west access road provided
- Airline / airport support expanded in South Airpark in former Kulis site as necessary
- Fuel storage facility expanded to the north as necessary
- Hotel site identified
- Air cargo expanded in North Airpark, adjacent to Taxiway Q as necessary
- Air cargo expanded between Taxiways U and P (“Papa” spots) as necessary
- Air cargo and airline / airport support expanded westward in the West Airpark, north of the fuel storage facility, as necessary

**Considerations**

- Provides the greatest additional capacity by allowing simultaneous use of two north/south runways
- Would support the Airport’s economic benefits to Anchorage and Alaska
- Moves noise-generating Airport operations farthest from existing residential areas
- Avoids existing AWWU Asplund Treatment Facility, but may impact expansion area, but requires coordination between the Airport and AWWU for future expansion
- Requires reroute of the Coastal Trail: ANC is committed to maintaining a contiguous Coastal Trail. Any changes would include enhancements to maintain or improve the quality of the trail. Detailed design of a trail re-route would be completed during the environmental and design processes, with public and agency input. The trail reroute design would need to address the following concerns that have been raised by the public:
  - Quality of the recreational experience
  - Safety
  - Ability to support existing uses
  - Visual impacts
  - Wildlife habitat
- Requires fill in Cook Inlet
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<td>SAFETY — Maintain or enhance the safe operation of the Airport</td>
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<td>CRITERIA — Meets or Exceeds Design Standards:</td>
<td>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?</td>
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<td>CRITERIA — Consistency with Best Safety Practices:</td>
<td>Does the alternative incorporate the Federal Aviation Administration’s best practices for airfield safety and pilot situational awareness to the greatest practical degree?</td>
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<td>EFFICIENCY — Maintain or enhance the efficient operation of the Airport</td>
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<td>CRITERIA — Maintains or Enhances Operational Efficiency:</td>
<td>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?</td>
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<td>CRITERIA — Supports Adaptable Facilities:</td>
<td>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?</td>
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<td>CRITERIA — Ease of Implementation:</td>
<td>Can the alternative be implemented in a phased manner that does not unduly complicate existing operation of the Airport during implementation?</td>
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<td>ENVIRONMENTAL AWARENESS — Minimize the impact of airport development through environmental awareness</td>
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<td>CRITERIA — Noise:</td>
<td>Does the alternative minimize airplane related noise on noise-sensitive areas near the Airport?</td>
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<td>CRITERIA — Recreation:</td>
<td>Does the alternative consider impacts to recreation lands on and near the Airport?</td>
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<td>CRITERIA — Environmental Compatibility:</td>
<td>Does the alternative minimize general airport impacts on neighborhoods surrounding the Airport?</td>
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<td>FISCAL SUSTAINABILITY — Enhance the long-term fiscal sustainability of the Airport</td>
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<td>CRITERIA — Funding:</td>
<td>Can the implementation of the alternative be financed?</td>
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<td>CRITERIA — Supports Revenue Generation:</td>
<td>Does the alternative provide opportunities to increase potential revenue generation?</td>
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<td>LAND MANAGEMENT — Facilitate long-term Airport development through strategic land management planning</td>
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<td>CRITERIA — Supports Aeronautical Use:</td>
<td>Does the alternative maximize the use of Airport land for current and future aeronautical needs?</td>
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<td>CRITERIA — Land Use Compatibility:</td>
<td>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?</td>
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<td>CRITERIA — Supports Adaptable Land Use:</td>
<td>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?</td>
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<td>CRITERIA — Supports Revenue Generation:</td>
<td>Does the alternative provide opportunities to increase potential land-use revenue generation?</td>
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1 - MINIMIZE DEVELOPMENT
- Existing facility and operational use of North Terminal continued
- North Terminal repaired and maintained as necessary

2 - OPTIMIZE AIAS (FAI)
- Existing facility and operational use of North Terminal continued
- North Terminal completely renovated
- Facility investments allow for an additional 20 - 30 years of use

3 - OPTIMIZE ANC
- North Terminal downsized from eight to four gates and renovated
- Facility investments allow for an additional 20 - 30 years of use
- Domestic operations accommodated at A Concourse during evening hours so as not to impede daytime regional carrier operations
- A portion of the North Terminal site converted to apron area for aircraft parking

4 - CLOSELY SPACED RUNWAY
- North Terminal concourse removed, leaving terminal processor building
- New South Terminal concourse with five new domestic / international gates
- Three existing aircraft parking positions relocated to North Terminal site

5 - WIDELY SPACED RUNWAY
- North Terminal concourse completely removed, including terminal processor building
- New South Terminal concourse with five new domestic / international gates
- Three existing aircraft parking positions relocated to North Terminal site

APPLICABLE TO ALL ALTERNATIVES: Hotel development site
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
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:
  Katherine Wood, Public Involvement Lead
  c/o HDR Alaska
  2525 C Street, Suite 305
  Anchorage, AK 99503

Comments on the draft alternatives are requested by June 30, 2013.

While you are welcome to submit comments at any point during the Master Plan Update process, comments on draft Airport development alternatives will be of most value to the planning team if received prior to June 30, 2013.