

MEETING NOTES - DRAFT

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

Location: Coast International Inn, Anchorage

RS&H Project #: 226-2566-000

Date and Time: December 11, 2013; 5:30-7:30 PM

Subject: Public Open House 7

Staff/Agency Attendees:

John Johansen (ANC)
Teri Lindseth (ANC)
Katie Gage (ANC)
Trudy Wassel (ANC)

Allison Biastock (HDR)
Jessica Abbott (HDR)
Jessica Conquest (HDR)
Shelana Richards (HDR)

Evan Pfahler (RS&H)
Gareth Hanley (RS&H)
Mark Mayo (HDR)

Tom Middendorf (DOWL HKM)

Public Open House Summary:

On Wednesday, December 11, 2013, the Ted Stevens Anchorage International Airport (ANC) Master Plan Update hosted its seventh in a series of public open houses. The purpose of this meeting was to provide a public involvement update, present the Airport's Final Plan for Future Development, define trigger points, explain the land use plan, and discuss next steps for the Master Plan Update process which includes collecting comments on the Draft Plan document in early 2104. From 5:30-6:00 PM, a public open house featured posters with Master Plan Update information, as well as maps of all four phases of the plan. A presentation was given by Evan Pfahler at 6:00 PM, followed by a Q&A session facilitated by Allison Biastock. The Q&A session ended at approximately 8:00 PM. The meeting was closed at 8:15 PM. #

Advertising

- Anchorage Daily Newspaper ads (December 1 & December 8, 2013)
- Legal notice in the Anchorage Daily News (November 27, 2013)
- Postcard (sent to zip codes 99502, 99503, 99509, 99515, 99517, 99518 = approx. 40,000 addresses)
- E-newsletter to contact list of approximately 1,030 addresses, including addresses for community council distribution lists
- GovDelivery Notice
- State Online Public Notice
- DOT and Airport website
- Master Plan Update website
- ANC bulletin boards
- Online Advertising: 18,000 impressions on alaskadispatch.com and approximately 50,000 on adn.com. Online ads ran for the seven days preceding the meeting.
- *What's Up* List Serv

At the sign in table, most attendees said they had heard about the meeting via the postcard or email newsletter; some noted they saw the Anchorage Daily News advertisement or heard about the meeting from another organization/word of mouth.

Attendance

57 people signed in to the event. Approximately 2 additional people attended but did not sign in. The sign-in sheets resulted in 18 new email addresses being added to the distribution list.

Media Coverage

KTUU/Channel 2 interviewed John Parrott and covered the event, resulting in a media story that aired the morning of December 11

(<http://mms.tveyes.com/Transcript.asp?StationID=4275&DateTime=12%2F11%2F2013+5%3A05%3A41+AM&Term=Ted+Stevens+International+Airport&PlayClip=TRUE> & <http://mms.tveyes.com/Transcript.asp?StationID=4275&DateTime=12%2F11%2F2013+5%3A35%3A52+AM&Term=Ted+Stevens+International+Airport&PlayClip=TRUE>).

The Anchorage Daily News also ran a brief article about the meeting:

<http://www.adn.com/2013/09/13/3074157/new-airport-plan-puts-off-new.html>

Stakeholders/Organizations Present

- Turnagain Community Council
- Spenard Community Council
- Alaska World Trade Center
- Staff to U.S. Senator Mark Begich
- Aviation related businesses
- Nordic Ski Association of Anchorage
- Lake Hood Pilot's Association
- AWWU
- State Senator Hollis French

Meeting Materials

- Handouts (comment sheets, agenda, fact sheet, FAQs, comment-response report #1, comment-response report #2, comment report #3, and the draft communications plan)
- Main PowerPoint Presentation
- Station posters

Summary of Question and Answer Session (Full Q&A Summary below)

The Q&A session lasted for 90 minutes, during which the Master Plan Update team answered approximately 23 questions.

Comments Received

One written comment form was received at the meeting. Comments received after October 11, 2013 will be addressed in the final Master Plan Update document in 2014.

Presentations:

Main Presentation

Evan Pfahler gave a PowerPoint presentation that addressed the following:

- Public Involvement Update
- Airport's Final Plan for Future Development

- Trigger Points
- Land Use Plan
- Next Steps

The presentation lasted approximately 30 minutes. The presentation can be viewed in its entirety here: http://www.ancmasterplan.com/onlinemeeting/files/ANC_MPU_Public_Open_House_Presentation_2013_12_11_v_FINAL_with_notes.pdf

Notes from Question and Answer Session following the PowerPoint presentation:

***Questions and answers below are a synopsis of the meeting's Q&A session following the presentation. When appropriate, Master Plan Update team responses have been supplemented to supply complete responses.*

Questions from public: Looking at the FAQs on page two, one of my first comments is why didn't the Anchorage International Airport (ANC) look seriously at acquiring the Kenai Airport and incorporating it into its system? Fairbanks International Airport (FAI) seems to resist having gas n' go operations transferred to it, and the Kenai Airport's runway is only 200ft shorter (than the additional runway proposed in the ANC Master Plan Update). In addition, there are other problems with FAI. The capacity at FAI will have to be increased and the pads will have to be hardened. These improvements could also be made at the Kenai Airport. Why wasn't the Kenai Airport more seriously considered? It's closer to Anchorage – less than 30 minutes from gate to gate.

Answer from the Master Plan Team: The Kenai Airport was considered. The Alaska International Airport System (AIAS) plan evaluated numerous Alaska airports to determine their potential for accommodating trans-pacific cargo tech-stop flights. ANC has three existing runways that are 10,600 feet or longer and FAI has an 11,800 foot runway. Kenai's existing runway would need to be lengthened by about 4,000 feet to accommodate long haul, large aircraft take-offs. Fairbanks International Airport has been determined to be the most viable alternative to Anchorage International Airport for gas n' go flights.

Question from public: What type of consideration has been made for the Dena'ina house site and other cultural resources at Point Woronzof and west of the Airport? Will these sites be considered culturally-significant?

Answer from the Master Plan Team: The Airport and Master Plan Update team have made it a priority to invite representatives from the Native Village of Eklutna (NVE), Knik Tribal Council, Chikaloon, and Tyonek in the Master Plan Update process, and have met with the interested parties. The Master Plan Update will include information about the history of the Dena'ina people in and around the Pt. Woronzof area prior to the Airport's construction.

Further, the Master Plan Update's completion does not authorize the Airport to begin development of these areas. Any proposed development would require a rigorous environmental review process under Federal law. The environmental review would determine if there are potential impacts to cultural resources.

Questions from public: My interest is impacts to Point Woronzof Park. I presume the next runway will not be constructed for quite some time, is that correct? Would acquiring Point Woronzof Park have to be approved? Does the Master Plan Update effectively allow for the land to be transferred into Airport ownership?

Answer from the Master Plan Team: Currently there is no need for an additional runway and there may not be a need for many years to come. Approval of the Master Plan Update is the first step in the process, with the key document reviewed by FAA being the proposed Airport Layout Plan (ALP). However, FAA's

approval of the ALP is *conditional*. The plan would need to go through an environmental review, which would consider the plan in greater detail. Should it be determined that an additional runway is required at ANC, another Master Plan Update may be necessary to look more carefully into what would actually be constructed and how operations would be managed. This additional Master Plan Update would then require an environmental process, airline engagement process, public involvement process, and agency involvement process. Any acquisition of land would require approval by the FAA in order to receive FAA funding. The Master Plan Update is only the first step in a very long process and simply presents a long range plan. Implementation of the plan requires much more study, analysis, public engagement, and permitting.

Question from public: The Municipality had a meeting regarding the land transfer of Point Woronzof Park. Is the Airport already discussing acquiring the land?

Answer from the Master Plan Team: A task force has been initiated by the Municipality to meet the goals set out in the West Anchorage District Plan, in which a land trade between the Airport and the Municipality was conceived.

Comment from public: I attended the land trade task force meeting and was told today that the task force is being funded by the Municipality and the Airport. The land trade being considered would include Point Woronzof Park and Anchorage Wastewater Utility (AWWU) land. It's a land trade; no money is required. They are considering the land trade now. The Airport has said it wants to acquire Point Woronzof Park. It's at risk now.

Answer from the Master Plan Team: Be assured that the FAA would be involved in any potential land trade transaction because all land owned by the Airport is subject to FAA Grant Assurances which are subject to Federal law.

Comment from public: The Spenard Community Council is against abandonment of the Preferential Runway Use Program. Elementary schools would be impacted by additional flights. Thousands of people that aren't currently impacted would be if the Preferential Runway Use Program was no longer in place. There would also be safety issues in that there would be less leeway than on the north-south runway. Adding flights to the east isn't going to help the Airport grow. I think it has been minimized in the noise study how much abandoning the preferential runway use policy would impact residents nearby. How will the National Environmental Policy Act (NEPA) process be conducted?

Answer from the Master Plan Team: The Airport's Preferential Runway Use Program will be retained by the Airport and there is no plan to abandon the Preferential Runway Use Plan. Just like today, the majority of flights in the future would land and takeoff over the water, not over Anchorage. The Master Plan Update proposes to modify the Preferential Runway Use Plan to provide Air Traffic Controllers with greater flexibility to manage congestion and minimize delays at the Airport. The modification would allow more planes to use Runway 7L for takeoff during daytime hours when there is excessive congestion and delay only. The modification would not be permitted at nighttime. The modification would result in a considerable reduction in delays during the Airport's busiest periods and could delay the need for a new runway. This increase in efficiency would be achieved without having to make expensive investments in new runways and taxiways providing substantial benefit for a minimal cost. How the NEPA process would be conducted will be determined as we move forward.

Questions from public: Before money is invested into this plan, where is the study showing how businesses would be impacted by increases in noise? Also, what about moving the operations to a different airport at a different location (not Anchorage or Fairbanks) entirely – has that option been studied?

Answer from the Master Plan Team: The ANC Master Plan Update and AIAS Planning Study have identified that Fairbanks International Airport (FAI) is the most likely alternative airport for cargo gas n' go

flights. Further, the ANC Master Plan Update recommends that the AIAS and ANC continue to promote FAI as a viable alternative to ANC for gas n' go flights.

Follow-up question from the public: Where is the support? Signatory airlines funded the AIAS study.

Answer from the Master Plan Team: Signatory airlines did not fund the AIAS study. The study was funded with Airport funds.

Follow-up comment from public: The Airport took funds from signatory airlines in order to fund the study.

Answer from the Master Plan Team: Airport funds are derived from all tenants, including but not limited to the signatory airlines.

Follow-up question from public: Where are the statistics to support your claims (that ANC and FAI are ideally located to support gas n' go flights)?

Answer from the Master Plan Team: The Master Plan Update technical analysis shows that ANC and FAI are well positioned, geographically, to serve gas n' go flights between Asia and North America. It is likely that there wouldn't be demand for services at these airports by the varied cargo airlines if the airports were poorly positioned. In addition, at this point it would be costly to reconstruct the existing infrastructure at an alternate location because the infrastructure is already in place at ANC and FAI and there is currently room for additional capacity. It would be very expensive to identify a new international airport location.

Questions from public: Why would we move the airport away from people? Why would we have planes use the east-west runway besides it being due to wind conditions?

Answer from the Master Plan Team: The Master Plan Update recommends that limited additional use of Runway 7L for jet takeoffs would help minimize congestion during peak periods. The current infrastructure at ANC is not being used to its full potential. Increased use of the east-west runway would be determined on a day-to-day basis as a temporary measure to minimize congestion. The Preferential Runway Use Program would remain in place. However, by using the east-west runway more often during peak hours, a 15-minute delay could be reduced to 4 minutes. This solution has a low capital cost and the Airport would be able to make better use of existing infrastructure.

Comment from public: I go to sleep and wake up to the noise of the South Airpark. You have done a good job balancing what we have at ANC with what we need for the future. Noise is a fact of airports. Congrats. I think it is important that we make use of what we have. Growth is unavoidable. I think it is important that we consider how we want to grow now. Just because we are looking at the land trade now doesn't mean we will lose the Park. Parks are compatible with airports. For instance, more and more golf courses are being constructed near airports.

Question from public: Cargo planes don't need to stop here anymore. With advancements in plane technology, it is becoming less necessary that they land here. Has it been looked into what type of planes the airports are considering buying in the near future? It could mean the runways will need to be expanded.

Answer from the Master Plan Team: While enhancements in aircraft technology are occurring there continues to be a need to maximize payload to enhance airline profitability. This is accomplished by the Airlines when they maximize the planes payload and make a stop in Alaska for fuel as they fly from Asia to the North America or vice versa. The newest cargo aircraft flying, the Boeing 747-8F and the Boeing 777F, both fly through Anchorage International Airport every single day in spite of their improved performance over older planes. The Master Plan Update includes several Phase 1 projects that will

enhance the Airport's ability to accommodate the newest, largest cargo aircraft in a safe and efficient manner.

Comment from public: The land trade is now, not 20 years from now.

Answer from the Master Plan Team: Consideration of the land trade at this time is being driven by the West Anchorage District Plan, not by the Master Plan Update. The Airport has shown willingness to work with the Municipality. Consideration of the land trade now is a component of good planning. The Airport does not need Point Woronzof Park presently, but trading the land now will help the Municipality further its goals while also allowing the Airport to secure the land in the event a new runway is eventually needed for the State's largest Airport to remain efficient and free of congestion.

Question from public: Are you going to fence off Point Woronzof Park so that the public cannot access it, even if the runway is not being constructed?

Answer from the Master Plan Team: The Airport would work with the Municipality of Anchorage to identify the safest way to maintain public access without reducing the Airport's safe and secure operation.

Comment from public: On pages eight and six of the FAQs there is a cost estimate for a new runway. It says 500 million or more dollars. During the last Master Plan Update process, it was determined that a new runway would cost around one billion dollars. I know costs have not gone down. The City has a record of spending lots of public funds on projects that are unnecessary, or cost more than originally anticipated (e.g. the unused North Terminal, the ARRC Terminal, the Port of Anchorage). I heard that the FAA will come up with 97 percent of the necessary funding. I would like to see more concrete numbers. Also, I would like to see more control of the deicing missing, volume, and capturing. We just dump it on the planes, unlike Europe where they use advanced technology to apply and capture their deicing fluid. If you go east of Postmark Drive, the deicing fluid fumes will bring tears to your eyes. In addition, you say the Airport is "land rich," am I wrong in saying that?

Answer from the Master Plan Team: The cost of a new runway, in 2013 dollars, was estimated to be \$887 million or more. This information was presented at the Airport Master Plan Update September 12, 2013 Public Open House 6 and remains available on the project website under the "library" tab.

The Airport is required to and does meet EPA requirements for application and collection of aircraft and airfield deicing and anti-icing chemicals. The Master Plan Update includes information regarding means for reducing and/or collecting additional spent deicing and anti-icing chemicals. Changes in these practices will most likely be driven by changes in EPA and/or FAA policy.

Questions from public: When will we get to view the layout plan? Can you clarify when comments are due? What happens once you receive comments? I hope adequate time will be give after the release of the final Master Plan Update for the public to review it and provide comments. I also hope there will be another public meeting following the release of the final Master Plan Update.

Answer from the Master Plan Team: A draft of the Master Plan Update will be made available to the public in early 2014. The ALP is a technical drawing of the Airport that the FAA approves and is typically not submitted for public review. The map that the public is usually most interested in is a page of the ALP entitled "Land Use Plan", a draft Land Use Plan has been presented today for public review (http://www.ancmasterplan.com/library/index_131_2168303473.pdf). The public will have an opportunity to comment on the draft Master Plan Update prior to publication of the final Master Plan.

Questions from public: What do you mean by "buffer?" Why is the definition being changed?

Answer from the Master Plan Team: The previous Master Plan Update included a land use titled "buffer." This land use, however, was not defined in a manner that meets what most people would characterize as

“buffer.” This Master Plan Update will define all land for which there is no immediate use as “Future Airport Use.” The Airport may eventually need to develop this land to support safe and efficient operations. However, the land may serve as a natural, vegetated area between the Airport’s infrastructure and surrounding neighborhood or recreational areas as long as it remains unused by the Airport. This change in land use naming is consistent with FAA land use policy and makes it clear to the public that the Airport retains the right to eventually develop its land as necessary to meet aviation needs.

Questions from public: What about the wildlife at Point Woronzof Park? Does the Airport own the dog park?

Answer from the Master Plan Team: Impacts to wildlife will be evaluated as part of the NEPA process. The Airport owns a portion of the dog park.

Questions from public: Have you looked at changing the code so all planes thrust the same way? Could something be done to mimic what they do at the John Wayne Airport?

Answer from the Master Plan Team: The commenter is referring to John Wayne Airport (SNA) in Santa Ana, California. SNA’s special departure procedure, which is intended to reduce noise, was developed through a Part 160 Study. ANC is not conducting or planning to conduct a Part 160 Study. ANC’s Preferential Runway Use Program is and will continue to be (even with modification) an effective way to minimize airplane noise.

Question from public: Can’t you plant some trees around Point Woronzof Park?

Answer from the Master Plan Team: That is outside of the scope of the Master Plan Update process.

Question from public: How are you going to fix the errors in the Communications Plan?

Answer from the Master Plan Team: We will review your comments on the Draft Communications Plan. Revisions to the Draft Communication Plan would be made by the Master Plan Update team.

Follow up comment from public: I request that the Communications Plan be stricken if the changes can’t be made.

Notes by: HDR Alaska, Reviewed by RS&H