



TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT MASTER PLAN UPDATE

PUBLIC COMMENT-RESPONSE REPORT #3 Comments from July 1, 2013 through October 11, 2013 Published March 2014

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State of Alaska Department of Transportation & Public Facilities

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Public Comment-Response Report #3

July 1, 2013 through October 11, 2013

Table of Contents

CHAPTER 1	INTRODUCTION	1
1.1	SUMMARY	1
1.2	METHODOLOGY	4
1.3	ISSUE CODES	5
CHAPTER 2	COMMENTER ISSUE ID NUMBERS	10
CHAPTER 3	COMMENTS AND RESPONSES ORGANIZED BY ISSUE ID #	19
CHAPTER 4	COMMENTS AND RESPONSES ORGANIZED BY ISSUE CODE	75

CHAPTER 1 INTRODUCTION

The Federal Aviation Administration (FAA) recommends all airports to complete master plans every 5 to 7 years. These plans serve as blueprints for the airport's long-term development. Ted Stevens Anchorage International Airport is overdue for a Master Plan Update. The updated master plan will provide Airport management and the State of Alaska Department of Transportation and Public Facilities (DOT&PF) a strategy for the continued financially sustainable development of the airport.

The primary emphasis of the Master Plan Update is to position the Airport strategically for the future. The goal of the plan is to advance operational efficiency and business effectiveness as well as to maximize available resources and property

“An airport master plan is a comprehensive study of an airport and usually describes the short, medium, and long term development plans to meet future aviation demand.”

-FAA Advisory Circular 150/5070-6B *Airport Master Plan*

availability for aviation development through efficient planning. The planning team will seek to identify and validate future facility and infrastructure requirements to meet anticipated passenger, cargo, and operations demands.

The Ted Stevens Anchorage International Airport understands the importance of public involvement in the Master Plan Update process. As part of a comprehensive public involvement program (PIP: available online at: http://www.ancmasterplan.com/library/index_30_2456214492.pdf), the planning team is actively tracking and responding to comments received from the public. This report, covering comments received between July 1, 2013 and October 11, 2013, is the third comment report-response report produced during the course of the Master Plan Update. Comments received after October 11, 2013 will be addressed in the final Master Plan Update document in 2014.

1.1 SUMMARY

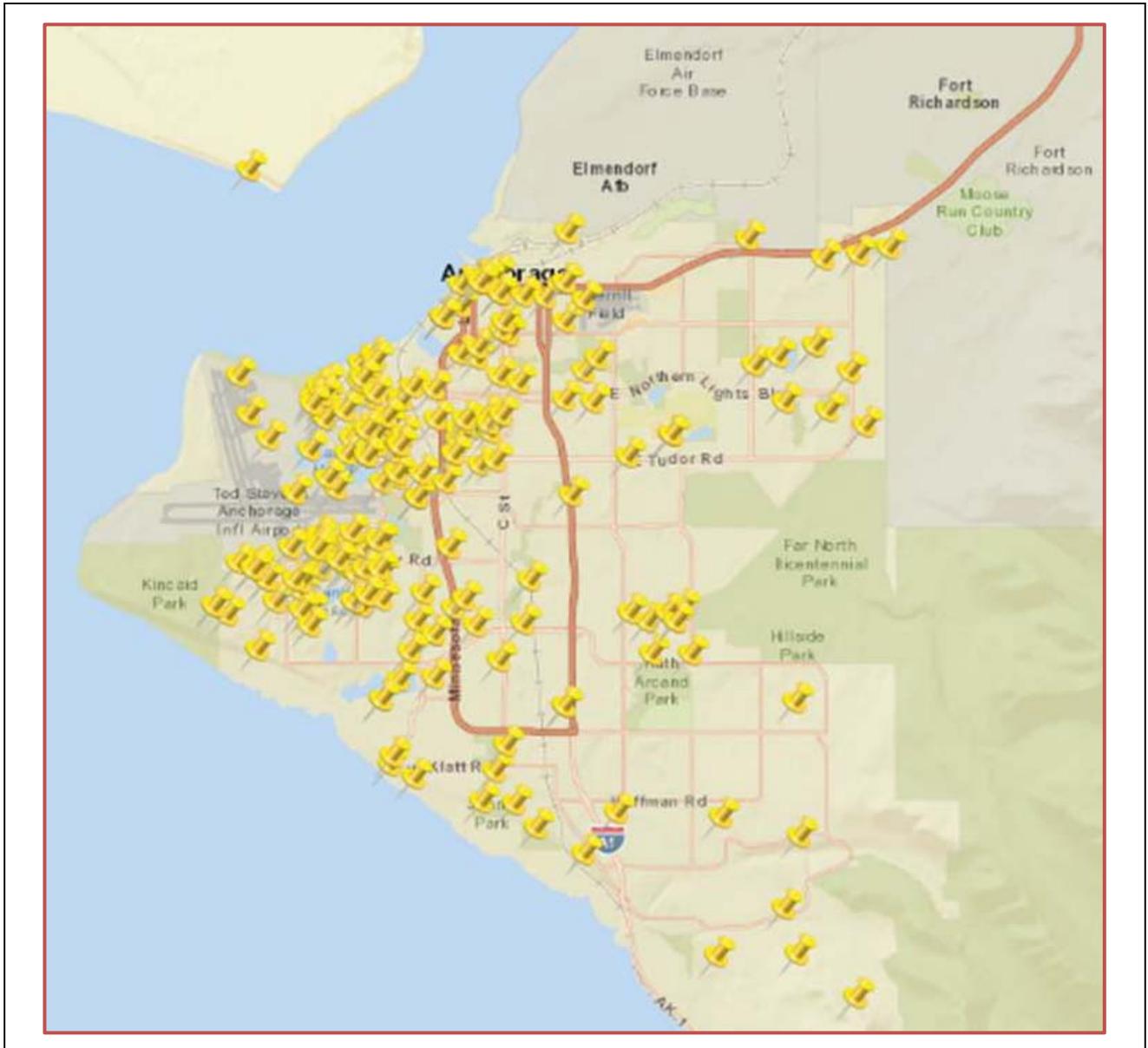
Comments about the Master Plan Update project came from diverse interest groups, people, and locations throughout the Anchorage Bowl and the State of Alaska. The majority of comments were received from residents adjacent to the Airport (see Figure 1.1) and represent a variety of often conflicting viewpoints. To date, comments have been used by the planning team in the preparation of the following technical work:

- The Public Involvement Program (http://www.ancmasterplan.com/library/index_30_2456214492.pdf)

- Issues to be addressed in the Master Plan Update
(see page 5:
http://ancmasterplan.com/library/index_39_3852386658.pdf)
- Master Plan Update Goals and Objectives
(see page 4:
http://www.ancmasterplan.com/library/index_55_3338329619.pdf)
- Inventory findings
(see pages 13-25:
http://ancmasterplan.com/library/index_40_1498884610.pdf)
- Draft alternatives evaluation criteria
(see pages 13-14:
http://www.ancmasterplan.com/library/index_55_3338329619.pdf)
- Evaluate the alternatives
(see pages 17-54:
<http://www.ancmasterplan.com/library/ANC MPU Poh Presentation 2013 9 12 v 2.0 FINAL POSTED.pdf>)
- The Airport's Plan for Future Development, Phases 1-4
(see pages 25-67:
http://www.ancmasterplan.com/library/index_128_2427910900.pdf)

This technical work was shared at public open house events in September 2012, February 2013, March 2013, May 2013, September 2013, and December 2013, and at associated Working Group and Technical Advisory Committee meetings.

Figure I.1
Origin Points of Comments



Note: Each yellow pin-point represents the address associated with a comment document received before October 11, 2013 from within the Anchorage Bowl. Only those comments for which an address was available are represented. Due to the fact that not all comments received had addresses, the map does not fully represent all comments received.

1.2 METHODOLOGY

Early in the project, the planning team identified a systematic process for soliciting, receiving, and documenting written and verbal formal comments. Formal comments are documents submitted to the Master Plan Update Team or a verbal question/comment provided to the Master Plan Update Team at a Public Open House or public event. Comment documents were accepted via fax, email, handwritten comment forms, project website, project staff who record a verbal public comment at a public meeting or event, transcripts of public open houses, phone call logs, and letters.

A comment database was developed to organize and capture comments, identify issues, and create responses. The purpose of the comment database is to track and organize public and stakeholder input that will be considered by the Master Plan Update Team and Airport throughout the planning process, primarily comments that are made in a public forum or submitted on a comment form. The comment database is used to track and respond to formal comments that are submitted to the project. A document submitted to the Master Plan Update Team or a verbal question/comment provided to the Master Plan Update Team at a Public Open House or public event is considered a “comment document.”¹ These comment documents were entered into the comment database. It is not intended to track all correspondence or discussion that occurs as part of project development.²

¹ Following a Public Open House, a written summary of the event was prepared, including the comments noted by staff at station flip charts and comments/questions made by the public following a presentation. Meeting summaries are published on the Master Plan Update (MPU) website (www.ancmasterplan.com/library). All comments recorded will be attributed to “anonymous” since people often do not provide their name when making verbal comments. In addition, these “anonymous” comments (flip charts and public Q&A) constitute ‘formal’ public comments and were entered into the database and responded to in the comment-response reports.

² Meeting minutes from interviews and advisory groups (Technical Advisory Committee and Stakeholder Working Group) were not incorporated into the comment database. In general, working meetings and open discussions do not constitute “formal” public comments, and as such were not tracked or responded to in the comment database.

Working Group/Technical Advisory Committees: At the beginning of each meeting, a statement was made that the meeting is an open, working dialogue and if participants wish to make a formal comment that will be responded to in writing, they should submit a comment in writing. Following a Working Group or Technical Advisory Committee Meeting, a written summary of the event was prepared, including a summary of the discussion and any comments/questions raised by the members. Meeting summaries are published on the MPU website (www.ancmasterplan.com/library). At the end of each meeting, time is given to members of the public to make public comments; these public comments do constitute “formal” public comments and were entered into the comment database and responded to in the comment-response reports.

Stakeholder Interviews: At the beginning of each interview, a statement was made that the meeting is an open, working dialogue and if participants wish to make a formal comment that will be responded to in writing, they should submit a comment in

The database captured the commenter's name and contact information (if known), and source of comment, and coded each comment into specific issues related to the master planning process, etc. Each comment was assigned a unique identifier to allow people to find the responses to comments they made. All comments were copied verbatim into the comment database.

The following paragraphs provide additional detail about how different events were documented, and if the summary information is included in the comment database or in another format.

1.3 ISSUE CODES

Within each comment document received, issues (important topics for discussion) were identified and coded. One or multiple issues can be found in a comment, depending on the length of the comment and content. The following list documents the issue topics that were used to categorize comments.

General

- Support
- Oppose
- Miscellaneous

Functional Area

- Airside
- Landside
- Terminal
- Airport support
- Land use

Geographic Area

- North Airpark
- South Airpark
- East Airpark
- West Airpark
- Airfield
- Terminal
- Landside
- Land Use

Alternatives

ALTERNATIVES EVALUATION PROCESS

- Oppose

ALL ALTERNATIVES

- Terminal

writing. Stakeholder interviews are informal discussions, and as such, do not constitute "formal" public comments.

ALTERNATIVE 1 – MINIMIZE DEVELOPMENT (NO ACTION)

Oppose/ Fiscal Sustainability
Oppose/ Other
Other
Support/ Realistic Need
Support/ Other

ALTERNATIVE 2 – OPTIMIZE AIAS (FAI)

Oppose/ Gas n' Go
Oppose/ Other
Other
Support/ Gas n' Go
Support/ Other

ALTERNATIVE 3 – OPTIMIZE ANC

Oppose/ Noise
Oppose/ Fiscal Sustainability
Oppose/ Other
Other
Support/ Noise
Support/ Other

ALTERNATIVE 4 – CLOSELY SPACED RUNWAY

Oppose/ Realistic Need
Oppose/ Parks and Recreation
Oppose/ AWWU Impacts
Oppose/ Noise
Oppose/ Other
Other
Support/ Fiscal Sustainability
Support/ Other

ALTERNATIVE 5 – CLOSELY SPACED RUNWAY

Oppose/ Realistic Need
Oppose/ Parks and Recreation
Oppose/ AWWU Impacts
Oppose/ Fill in Cook Inlet Impacts – Engineering
Oppose/ Noise
Oppose/ Other
Other
Support/ Fiscal Sustainability
Support/ Other

Issues

EFFICIENCY & OPERATIONS

Accessibility
Snow Removal
Short term parking
Long term parking
Employee parking
Rental car Facility
North Terminal re-development

ARRC rail depot
Baggage Claim
Airfield capacity
Simultaneous 7L/7R operations
Implementation of advanced navigation aids
Air Operations Area (AOA) Access
Identify potential location of heliport
Snow disposal sites
Based hangars
Transient hangars
Runways
South Terminal
Gates
Air Taxis
Air Cargo Facilities
ANC Police
ANC Fire
Fueling facilities
Airport fuel farm capacity
Engine run-up facility
Engine run-up location
Ground support equipment storage areas
Future airfield capacity
Plan the West Airpark
Public transit
General Aviation (GA) traffic patterns
Taxi / commercial vehicle staging areas
Airport governance
Air Traffic Control
Utility Services
Energy Supply
Projected Cargo Activity
Projected Passenger Activity
Passenger Activity
Cargo Activity
Charter Airlines
Lake Hood Airport
Gas n' Go Traffic
Take-off direction
Elmendorf AFB (JBER)

ENVIRONMENTAL AWARENESS

Noise - general
Engine run-up noise
GA Noise
Ground/operational noise
Commercial Aircraft noise
Helicopter noise
Light emissions
Traffic - ANC land
Traffic - Outside ANC land
Fumes/odor

Deicing fluid runoff
Deicing fluid structure
Storm water management
Wetlands
Section 4(f) Resources
Water quality
HazMat
Coastal Trail
Park land
Nordic ski trails
Recreational events
Trails
Natural Buffers
Animal habitat
Bird habitat
Fish habitat
Plants/trees
Invasive weeds
Airport aesthetics
Kincaid Park
Campbell Lake
Connor's Bog Park
Point Woronzof
Turnagain Bog
Earthquake Park
Adjacent residential property
Adjacent commercial property

FISCAL SUSTAINABILITY

Cargo transfer opportunities
Fiscal sustainability
Revenue sources
Competitiveness
Cost
Development – support
Development – oppose
Passenger traffic opportunities
Funding Source
Additional revenue ideas
Fuel price
Realistic Need (thorough forecasting)

PUBLIC INVOLVEMENT/COMMUNICATION

Communications Plans
Public Involvement Process
Advertisements - Public Notice
Website
E-Newsletters
Public Meetings
Working Group
Technical Advisory Committee
Workshops

Community Council Meetings
Airport communication
Related studies
Related studies - WADP
Related studies - Kulis Land Use Study
Related studies - Part 150 Noise Study
Related studies - AIAS Planning Study
Past Master Planning efforts
Tribal Outreach
Archeological sites
Comment Response
Environmental justice
Economic Base and Employment
Social Media
NEPA Process
Anchorage Assembly
Municipality of Anchorage
AK DOT&PF

LAND USE/ MANAGEMENT

Long term development
Expansion of AWWU plant
Aviation demand
Vacant land
Develop ANC property
Land use agreements
South Airpark development
Land swap
7R extension

SAFETY

Safety

Phased Plan (Phased Approach)

GENERAL

Support
Oppose

PHASE 1 – MINIMIZE DEVELOPMENT

PHASE 2 – OPTIMIZE ANC

PHASE 3 – OPTIMIZE AIAS (FAI)

PHASE 4 – WIDELY SPACED RUNWAY

CHAPTER 2 COMMENTER ISSUE ID NUMBERS

This report presents all public comments received between July 1 and October 11, 2013 organized in two different ways: 1) by Issue ID Number, and by 2) Issue Code. Although both listings contain the same information, the first will be most useful to individuals interested mainly in their own comments. The second illustrates how the public in general commented according to topical areas of interest.

The following pages list the Issue ID Numbers assigned to specific comments made by individuals.

If you need additional assistance locating your comment, please contact the Master Plan Update Team at contact@ancmasterplan.com or by phoning Katherine Wood at (907) 644-2153.

**Anchorage Airport Master Plan
Author/Issue ID**

Note: This report replaces in full Comment Report #3. Some issue IDs may have changed due to elimination of duplicate comments for clarity. Issue IDs are unique identifiers and not necessarily consecutive.

Commenter	Issue ID
Adam Hays	16382
Adam Hays	16383
Alaska Department of Fish and Game (ADFG)	16316
Alaska Department of Fish and Game (ADFG)	16318
Alaska Department of Fish and Game (ADFG)	16320
Alaska Department of Fish and Game (ADFG)	16322
Alden Worachek	16289
Alden Worachek	16384
Alden Worachek	16385
Allison Phillips	16386
Allison Phillips	16387
Amanda DeGiorgi	16388
Amanda DeGiorgi	16389
Amy Dalton	16390
Amy Dalton	16391
Andrea Fountain	16392
Andrea Fountain	16393
Andrew Lessig	16394
Andrew Lessig	16395
Andy Baker	16396
Andy Baker	16397
Andy Moderow	16398
Andy Moderow	16399
Anne Pasch	16197
Anne Pasch	16198
Anne Pasch	16400
Anne Pasch	16401
Anonymous	16605
Aubrey smith	16402
Aubrey smith	16403
AWWU	16314
AWWU	16247

B. Leinon	16201
Barb Clark	16404
Barb Clark	16405
Becky Judd	16406
Becky Judd	16407
Benjamin Rodriguez	16408
Benjamin Rodriguez	16409
Bill Heiberger	18985
Bill Sherwonit	16410
Bill Sherwonit	16411
Blythe Marston	16287
Blythe Marston	16288
Bob Hume	16264
Brad Schmitz	16412
Brad Schmitz	16413
Brian Yanity	16414
Brian Yanity	16415
Camilla Madden	16416
Camilla Madden	16417
Carly Wier	16418
Carly Wier	16419
Carson Charana	16420
Carson Charana	16421
Cathy Gleason	16422
Cathy Gleason	16423
Chris Lauer	16424
Chris Lauer	16425
Christina Liakes	16426
Christina Liakes	16427
Colin O'Brien	16428
Colin O'Brien	16429
Cristal Hubbard	16430
Cristal Hubbard	16431
Daniel Paz	16432
Daniel Paz	16433
Dave Steelman	16434
Dave Steelman	16435
David Landry	16210
David Landry	16211
David Cushwa	16677
David Pelto	16380
David Pelto	16381

Diana Thomas	16436
Diana Thomas	16437
Dr Christine Golnick	16252
Dr Christine Golnick	16255
Dwight Iverson	16290
Dwight Iverson	16292
Dwight Iverson	16293
Elyahith Hatton	16438
Elyahith Hatton	16439
Eric Bouton	16440
Eric Bouton	16441
Eric McCallum	16442
Eric McCallum	16443
Gail Braten	16444
Gail Braten	16445
Gail Heineman	16305
Gail Heineman	16306
Glenn Anonymous	16446
Glenn Anonymous	16447
Gregory Bilberry	16448
Gregory Bilberry	16449
Heather Anderson	16450
Heather Anderson	16451
Heather McGee	16452
Heather McGee	16453
Helen Woodings	16285
Hugh Brown III	16454
Hugh Brown III	16455
Ian Swanson	16456
Ian Swanson	16457
J. Louie	16458
J. Louie	16459
Jakob Vankirk	16460
Jakob Vankirk	16461
James Wanamaker	16462
James Wanamaker	16463
Jane Anqvik	16464
Jane Anqvik	16465
Jean Hulbert	16208
Jean Hulbert	16209
Jeff Attridge	16466
Jeff Attridge	16467

Jeffrey Manfull	16206
Jeremy Black	16468
Jeremy Black	16469
Jordan O'Connell	16470
Jordan O'Connell	16471
Josephine Pichler	16295
Judith Anderegg	16472
Judith Anderegg	16473
Judith Judge	16474
Judith Judge	16475
Julie Wahl	16476
Julie Wahl	16477
Kalyn Simon	16606
Kalyn Simon	16607
Karen Zeman	16478
Karen Zeman	16479
Karl Ohls	16480
Karl Ohls	16481
Kathryn Swiderski	16256
Kathryn Swiderski	16257
Kathryn Swiderski	16258
Kathryn Swiderski	16259
Kati Ward	16482
Kati Ward	16483
Kelly Fisher	16484
Kelly Fisher	16485
Khahial Withen	16486
Khahial Withen	16487
Kurt Pasch	16488
Kurt Pasch	16489
Kurt Rein	16490
Kurt Rein	16491
Kyle Stevens	16492
Kyle Stevens	16493
Lance Powell	16296
Lance Powell	16297
Lance Whitman	16494
Lance Whitman	16495
Laura Bartholomue	16608
Laura Bartholomue	16609
Leonard Fish	16496
Leonard Fish	16497

Lissa Wright	16371
Lissa Wright	16372
Lissa Wright	16373
Lissa Wright	16374
Lissa Wright	16375
Mallory Raymore	16498
Mallory Raymore	16499
Mara Rabinowitz	16590
Mara Rabinowitz	16592
Mara Rabinowitz	16593
Margaret Auth	16377
Margaret Auth	16378
Margaret Auth	16379
Marty Mangeso	16500
Marty Mangeso	16501
MaryBeth Printz	16251
Matt Moore	16502
Matt Moore	16503
Meg Perdue	16298
Megan McBride	16504
Megan McBride	16505
Michael Barber	16506
Michael Barber	16507
Mike Jipping	16508
Mike Jipping	16509
Mr Brian Duffy	16604
Mr Charles Barnwell	16204
Mr Charles Bingham III	16248
Mr Claude Funnston	16270
Mr Claude Funnston	16271
Mr Claude Funnston	16273
Mr Claude Funnston	16275
Mr Claude Funnston	16276
Mr Claude Funnston	16278
Mr Claude Funnston	16279
Mr Claude Funnston	16281
Mr Claude Funnston	16282
Mr J. Larson	16269
Mr Jim McDonough	16587
Mr Jim McDonough	16589
Mr John Crittenden	16595
Mr John Crittenden	16596

Mr John Crittenden	16598
Mr John Crittenden	16601
Mr John Crittenden	16602
Mr Mark Hazeltine	16261
Mr Mark Hazeltine	16263
Mrs Amber McDonough	16585
Ms Carol Hazeltine	16266
Ms Carol Hazeltine	16268
Ms Veronica Slajer	16245
Ms Veronica Slajer	16246
Nancy Porto	16510
Nancy Porto	16511
Nathan Walker	16512
Nathan Walker	16513
Nellie Burke	16514
Nellie Burke	16515
Nick Moe	16516
Nick Moe	16517
Nick Treinen	16518
Nick Treinen	16519
Nikos Pastos	16520
Nikos Pastos	16521
Owen McLaughlyn	16522
Owen McLaughlyn	16523
Patrick Carnahan	18986
Pedro Kim	16524
Pedro Kim	16525
Renata Ballesteros	16526
Renata Ballesteros	16527
Richard Losche	16675
Richard Losche	16676
Rick Ernst	12622
Rick Ernst	12625
Rick Goche	16530
Rick Goche	16531
Robin Dublin	16532
Robin Dublin	16533
Rudy Ascott	16534
Rudy Ascott	16535
Ryan Clemens	16537
Ryan Clemens	16538
Ryan Kennedy	16202

Sage Cohen	16283
Samarys Melina	16539
Samarys Melina	16540
Sara Maurer	18996
Scott Anaya	16541
Scott Anaya	16542
Scott Fritz	16543
Scott Fritz	16544
Sharon Lowe	16545
Sharon Lowe	16546
Sid Atwood	16547
Sid Atwood	16548
Spenard Community Council	16323
Spenard Community Council	16324
Stacey Cooper	16549
Stacey Cooper	16550
Stanley Jones	16582
Stanley Jones	16584
Stephen Schell	16551
Stephen Schell	16552
Susan Lamb	16555
Susan Lamb	16556
Susan Olsen	16557
Susan Olsen	16558
Susan Klein	16553
Susan Klein	16554
Susan Olsen	16205
Susan Walsh	16559
Susan Walsh	16560
Teresa Head	16563
Teresa Head	16564
Terri Pauls	16565
Terri Pauls	16566
Terry Cartee	12551
Theresa Huebler	16567
Theresa Huebler	16568
Thomas Meacham	16569
Thomas Meacham	16570
Thomas Schmidt	16260
Turnagain Community Council	18997
Vika Morozora	16571
Vika Morozora	16572

W.J. Bassett	16299
W.J. Bassett	16300
W.J. Bassett	16301
W.J. Bassett	16302
W.J. Bassett	16303
W.J. Bassett	16304
Wayne Jenkins	16573
Wayne Jenkins	16574
Zoe Fuller	16575
Zoe Fuller	16576
Zoren Peterson	16577
Zoren Peterson	16578

CHAPTER 3 COMMENTS AND RESPONSES ORGANIZED BY ISSUE ID

The following comments and responses are grouped by the Issue ID Numbers assigned in Chapter 2. Many of the comment documents received were assigned multiple issue codes so that all comment issues presented would be adequately addressed. Between July 1st and October 11th 149 commenters submitted 157 comment documents. This resulted in 384 comment issues.

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
1	Issues	Land Use/ Management	Long Term Development	12551	There is very limited camping facilities available in Anchorage. Fairbanks has excellent facilities for aircraft and camping. Could this be improved here?	The Anchorage International Airport Master Plan update will not include research to develop camping facilities on the Airport as this is outside of the typical scope of work for an Airport Master Plan. However, this comment has been provided to Airport staff for consideration.
2	Alternatives	Alternative 4 - Closely Spaced Runway	Oppose/ Parks and Recreation	12622	I am writing in opposition to a new North/South Runway being included in your Master Plan, the alternatives that will destroy large sections of the Coastal Trail and Pt. Woronzof Park if constructed.	Thank you for your comment. Under no alternative is the Airport proposing to destroy the Coastal Trail. The Airport remains committed to maintaining a continuous Coastal Trail, and anticipates that any changes to the Coastal Trail would include enhancements to maintain or improve the high quality of the trail. Impacts to the Coastal Trail would be mitigated as determined through an environmental process, including extensive public, trail user, and agency input.
3	Alternatives	Alternative 5 - Widely Spaced Runway	Oppose/ Realistic Need	12625	In the previous Master Plan in 2008, Alaskans made it clear that a new runway should not compromise our quality of life and does not belong in the Airport's long-term plans. Now, with cargo down 25% since 2007, there is even less of a need for a new runway. Instead of including a new runway in the Master Plan, work to optimize the current infrastructure. I urge you to remove all alternatives for a North/South runway from the Master Plan.	Thank you for your comment. At this point in time, the Airport agrees that current airline traffic does not merit a new runway. It is important to acknowledge that FAA requires Master Plans to look forward and study short-, medium-, and long-term development plans to meet future aviation demand. Environmental regulation and professional practice require that a range of development alternatives be evaluated to determine which most effectively meets anticipated needs while considering costs and adverse impacts. Therefore, some of the alternatives under study optimize existing capacity (Alternatives 1, 2 and 3), and some alternatives add capacity (Alternatives 4 and 5). These long-range development alternatives would set aside land for future development in the appropriate locations if and when additional aviation capacity is needed. Under any alternative, additional development would be pursued only if and when actual airline traffic levels and delay showed a real need. Although many of these questions were discussed in 2008, the FAA encourages airport to review and update master plans every five to seven years
4	Issues	Public Involvement/ Communication	Public Involvement Process	16197	Thank you for the updated information on the Master Plan Update for the Anchorage International Airport.	Comment noted.
5	Alternatives	All Alternatives		16198	I would support any plan that protected the	Thank you for your input. Your comment will be

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					natural shoreline of Cook Inlet and a guarantee that no tunnels would be constructed for the existing bike trail.	considered by the Airport and its planning staff during the drafting and selection of a preferred alternative. Should the demand warrant the construction of Phase 4, the design would undergo a rigorous environmental review process in accordance with the National Environmental Policy Act. This environmental review would include an assessment of potential shoreline impacts. Adverse impacts would be studied and avoided, minimized, or mitigated to the extent practicable. In the event that Phase 4 is constructed, and the Coastal Trail needs to be re-routed, a tunnel may not necessarily be needed to accommodate the reconfiguration. The design of the reconfigured trail would be determined following an environmental process, including extensive public, trail user, and agency input.
6	Issues	Environmental Awareness	Noise - General	16201	Everybody is afraid that the coastal trail will be impacted. What about the homes that are on the south side of Raspberry Rd. What plans are there that will mitigate higher traffic , if the airport builds on that land, or the noise that will occur due to a possible new runway. Coastal trail is only visited, we live here 365 days a year.	The Master Plan Update has identified the South Airpark as an appropriate location for future airport and aviation related development. If there is interest in developing additional land in the South Airpark, it may increase traffic on Raspberry Road. Raspberry Road is under the jurisdiction of the Municipality of Anchorage. The Airport would work in partnership with the MOA to address traffic attributable to development of the South Airpark as necessary. If it is determined that a new runway is required, the Airport would be required to study impacts, including noise, under the National Environmental Policy Act (NEPA), prior to construction.
7	Issues	Efficiency & Operations	Cargo Activity	16202	Hello, I would like to know what your specific ideas are for moving freight around the airport in the new Master Plan being contemplated. I have some specific ideas I would like to share but would like to know what concerns you have about cargo movement before I put something together.	Comments on all aspects of the Master Plan Update are welcome and encouraged.
8	Issues	Environmental Awareness	Coastal Trail	16204	I have lived in Anchorage since 1963, and for many years was raised near the airport. I am firmly opposed to expansion plans at the Ted Stevens Anchorage Airport because the impact on surrounding residents, and the community is too great. The Airport is	The Airport remains committed to maintaining a continuous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					seeking to take part of the Coastal Trail and nearby Park land. This area is an invaluable part of Anchorage, and will be for the future. We have to protect this area for the existing residents and future generations. New York City's Central Park was established in the 1870's and no one would consider taking part of it. Similarly, we can't afford to jeopardize any part of Kincaid Park or the Coastal Trail.	maintained or enhanced. An additional runway will only be considered as necessitated by actual demand.
9	General	Support		16205	I support the phased approach introduced at the recent open house provided there are metrics in place so that the public can see that going to the next phase is justified by the increased traffic. That decision-making needs to be clear and shared with the public.	The final Master Plan Update document will include trigger points (a point at which an action is required to maintain the safe, efficient, and compliant operation of the Airport). Trigger points result from growth and congestion, facility lifecycle, and policy/regulation changes.
10	Phased Plan (Phased Approach)	General		16206	While it's still true that Anchorage is the "Crossroads of the World" when talking about airline flights, the amount of freight coming through TSAIA has been lessening over the past few years. With airplanes able to travel farther and farther, Anchorage is becoming less of a hub than in years past, and there is no evidence that this will change. [The FAA's forecasts are not realistic in my opinion.] With this in mind, it makes no financial sense to build another strip. If in a few years it is discovered that more freight is coming through the airport, then revisit the plan. For now, I say let's put the plan on hold.	A demand dependent, phased approach to airport development was selected to enable the Airport to adapt to an uncertain future and manage growth in a financially responsible manner. The phases are not cumulative steps, and will only be implemented as demand warrants and as indicated by trigger points. Even if demand materializes, there would be many additional steps, including environmental studies as necessary, prior to implementation.
11	Phased Plan (Phased Approach)			16208	I want phase 4, a 2nd north-south runway, taken out of the Airport Master Plan. And I oppose any land-swap of Point Woronzof Park!	The Airport is not pursuing a new runway at this time. The purpose of a Master Plan Update is to prepare the airport to safely and efficiently accommodate future growth. The Airport is operating safely and efficiently today and is anticipated to continue operating safely and efficiently for years to come. While the Airport Master Plan Update Phase 4 identifies a potential location for a new runway, a runway would not be constructed until

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
						and unless it is financially feasible and necessary to accommodate growth. The Master Plan Update will seek to optimize use of existing facilities as long as it remains practical.
12	Issues	Environmental Awareness	Kincaid Park	16209	Kincaid Park is one of the most beautiful and wild parks of its kind and it has only barely been preserved with the extremely fast and poorly planned growth of Anchorage. Please treat it with the respect that it deserves and preserve its integrity as it is.	Thank you for your comment, it will be considered in the refinement and finalization of the Master Plan Update Plan for Future Development. The Airport understands that Kincaid Park is a valuable community asset. The Airport Master Plan does not propose to modify the lands that encompass Kincaid Park.
13	Issues	Land Use/Management	Land Swap	16210	I oppose the inclusion of Phase 4 in the Master plan update. The Airport has not made the case that the necessary take off and landing trigger point numbers will be reached before the next update of the Master plan is undertaken. Furthermore, I oppose the land-swap of Point Woronzof Park as described in the WADP at this time. If the Airport is serious about taking a "phased" approach they should approach the land-swap accordingly, Discussion of a land swap should occur only as take off and landing increases indicate that there is a need.	The Airport Master Plan Update is intended to prepare the Airport for growth over the next two decades. The FAA accepted forecast of aviation activity, and analysis of the existing Airport, indicate that additional capacity may be needed within the next twenty years. The Master Plan Update provides the Airport with a plan for accommodating growth well into the future. The next Master Plan Update, anticipated in 7 to 10 years, will reevaluate both the forecast of aviation activity and plan for accommodating growth. During the interim, the Master Plan Update will recommend that the Airport consider land use both on and off Airport and prepare the potential need for growth in the long term.
14	Issues	Land Use/Management	Land Use Agreements	16211	In closing, the Airport should not lose sight of the fact that exists to serve the people that live here, not vice versa. It would be an outward and visible sign of good faith toward the Municipality if the Airport and DOT would enter a reasonable length lease on the Kloop Station snow dump and allow the waste water upgrades being required by ADEC. It would be a reliable revenue stream for the Airport from land that has no proposed use in any of the Master plan update documents. The infrastructure upgrades being required at the snow dump are by far less involved than those that would be required for a new hotel that is proposed on Airport land.	Thank you for your comment, it will be considered by the Master Plan Update team.

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
15	Issues	Public Involvement/ Communication	Advertisements/ Public Notice	16245	I am a member/homeowner of Anchorage who flies the friendly skies via the Anchorage Airport and recreates in the adjacent state and municipal lands, and I have never received official notice of the planned changes to the Master Plan.	Thank you for your comment. Since the Master Plan Update's project initiation in the summer of 2012, the Airport has used many mechanisms to encourage participation in the Master Plan Update. The seven public Open House meetings were advertised via postcards to residents near the Airport (zip codes 99502, 99503, 99509, 99515, 99517, 99518, approximately 40,000 addresses), via the State of Alaska Online Public Notice and GOVDelivery systems, with paid print advertisements in the Anchorage Daily News, with notices to area community councils, with paid online advertising on the Anchorage Daily News website and Alaska Dispatch, via our email distribution list, and on our website www.ancmasterplan.com .
16	Issues	Land Use/ Management	Land Swap	16246	Further, I oppose any land-swap of Point Woronzof Park	The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future land use.
17	Issues	Land Use/ Management	Expansion of AWWU Plant	16247	Attached are comments from AWWU concerning Phase 4 - The widely spaced runway concept. The proposed runway has potential impacts to Knik Arm mixing zone utilized by Asplund Wastewater Treatment Facility for the primary treatment of wastewater. The current Asplund discharge permit and future permitting of the facility is based on the current location of the discharge outfall near Pt. Woronzof in Knik Arm. Changes in the mixing zone could trigger the need for expensive upgrades to the Asplund Facility. The proposed runway has potential impacts to the usable space surrounding the Asplund Facility necessary for the expansion of secondary/tertiary treatment. The runway expansion will utilize a portion of land designated for Asplund future expansion needs slated in a land trade, however the usable space need for Asplund has not been evaluated. The land	The Airport and AWWU each provide indispensable infrastructure to Anchorage and Alaska. Both facilities are likely to need to expand to provide future generations of Alaskans with air-transportation and clean water. The proximity of the two facilities means that long-range development plans should be coordinated. The Airport is committed to working in partnership with AWWU to ensure that Asplund's needs and the Airport's needs are met in a mutually agreeable manner. AWWU has identified four discrete concerns associated with the Airport's Phase 4 of development which includes a new north-south runway to the west of the existing north-south runway and to the west of the Anchorage Water and Wastewater Utility's Asplund Wastewater Treatment plant. Mixing Zone: The Airport recognizes that the Cook Inlet sewage mixing zone is critically important for the Asplund facility's current operation. The Airport recognizes that changes to the Cook Inlet shoreline in the vicinity of the mixing zone would require further study and would be conducted if and when a need to construct

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					trade needs to consider the viability of grading, access, site utilities, and process layout needs to be demonstrated to provide appropriate assurance that the alternate space is available. There are potential conflicts between Asplund, the proposed runway, and other critical infrastructure. Construction of the runway has the potential for relocation or modification of critical infrastructure. Also other impacts include operations to Asplund involving access, complex processes and maintaining adherence to regulatory requirements. These issues need to be identified, planned for and resolved. In Summary, AWWU acknowledges the potential for accommodation of the Asplund Facility with the proposed runway. The support from AWWU for the proposed runway requires further detailed planning and engineered analysis. Such analysis should take into account long term needs for development at Asplund. It is imperative to identify and resolve potential conflicts between the Airport and Asplund operations. AWWU has a mutual interest in ensuring cost effective service to the Airport and AWWU customers and supporting the welfare of the Anchorage community as a whole.	<p>a new runway materializes.</p> <p>Asplund Expansion: The Airport recognizes that AWWU has reserved land near the Asplund facility to enable its potential future expansion to accommodate secondary and tertiary treatment. The Airport is committed to ensuring that future development of the Airport is managed in a manner that preserves AWWU's ability to expand the Asplund facility as needed and that access to the Asplund facility is maintained.</p> <p>Other Infrastructure: The Airport recognizes that construction of a new runway would require extensive planning and design to identify all impacted infrastructure and appropriately mitigate such impacts. This requirement is well documented in the Master Plan Update.</p> <p>Asplund Operations: Extensive planning and coordination by both AWWU and the Airport will be required if either facility requires expansion in the future. The Airport is committed to responsible coordination such that each facility's future needs are met for the benefit of all Alaskans.</p> <p>A key benefit of preparing a Master Plan Update for the Airport is that long-range implementation challenges can be identified and documented early. The Airport acknowledges the advanced planning, permitting, design, and construction challenges that would need to be overcome to develop the Airport while preserving the operability of the Asplund facility in its current location.</p>
18	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16248	Why are you trying to build a new runway when the cargo industry is in decline? Also, there already has been a big outcry against ruining the Coastal Trail. Even though I no longer live in Anchorage, my parents live just off the trail and I am a frequent user of it when I am back home visiting. The purpose of the Coastal Trail is to give local residents a chance to celebrate our coastline. I also saw a proposal for a long tunnel under the runways. How can you celebrate the	The Airport is not pursuing construction of a new runway at this time. The purpose of a Master Plan Update is to prepare the airport to safely and efficiently accommodate future growth. The Airport is operating safely and efficiently today and is anticipated to do so for years to come. Phase 4 does identify a potential location for a new runway that would enable the Airport to accommodate the highest levels of forecast demand. The Airport remains committed to maintaining a continuous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					coastline when you're stuck inside a tunnel? Also, how will the tunnel hold up to flooding (there have been several flooding incidents in recent years)? These long tunnels tend to get called "rape tunnels" because women can find themselves isolated and vulnerable in them, especially when they're toward the middle of the tunnel with no escape. Please eliminate Phase 4 from the master plan.	would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced.
19	Issues	Environmental Awareness	Coastal Trail	16251	The Coastal Trail was just named to the 2013 Top 10 List of Great Public Spaces. So wait a minute...once again the airport wants to rip up the trail for another runway that it claims is desperately needed. This makes no sense. Where is the economic evidence? Since moving to the Turnagain area in 1989, I have observed how year after year, the airport has threatened to take more land from the adjacent residents and the Coastal Trail. I have yet to see jets backed up 20 deep to use a runway as in major airports in the lower 48. The Coastal Trail should be placed in the Great Land Trust or some other land trust to forever protect it from encroachment by the airport, and to stop underhand wheeling and dealing once and for all. After all, if the airport is allowed to bulldoze the Coastal Trail, it would be similar to ruining other Great Public Places such as New York's Central Park, Grand Park in Los Angeles; Broadwalk in Hollywood, Florida; Leventhal Park in Boston, Massachusetts; Forest Park in St. Louis, Missouri; Mount Auburn Cemetery in Massachusetts; Essex County Branch Brook Park in New Jersey; Grand Central Terminal in New York City; Walnut Street Bridge in Tennessee; Ester Short Park in Washington. It would be ridiculous and tragic.	The Airport is not pursuing construction of a new runway at this time. The purpose of a Master Plan Update is to prepare the airport to safely and efficiently accommodate future growth. The Airport is operating safely and efficiently today and is anticipated to so for years to come. Phase 4 does identify a potential location for a new runway because it best meets potential long-term aviation demand, but a runway would not be constructed until and unless it is financially feasible and necessary to accommodate growth. The Airport will seek to optimize use of existing facilities as long as it remains practical. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced.
20	Issues	Land Use/	Land Swap	16252	I strongly oppose any land swap that give	Thank you for your comment. The Airport has been a

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
		Management			Point Woronzof Park to the airport. I oppose any land swap that gives up Point Woronzof and the coastal trail to the airport.	steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future land use.
21	Issues	Fiscal Sustainability	Realistic Need (thorough forecasting)	16255	Coastal Trail through here is part of what makes living here worthwhile. We do not need the second north/south runway through this area. There is no good evidence that we will need it in the future either. Let's put people before business.	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced.
22	Issues	Environmental Awareness	Noise - General	16256	1. I am concerned that air traffic patterns might be modified to allow regular takeoffs or landings over neighborhoods that are not already part of the noise abatement and window replacement areas. My neighborhood already hears much airport noise and gets regular fumes. However, the quality of life is greatly reduced when aircraft are immediately overhead. The airport should not create new problem areas for noise. This would have a large detrimental impact on all housing and quality of life under the new flight paths.	The Master Plan Update includes a recommendation to maintain the Airport's Preferential Runway Use Program with a modification that enables more efficient use of the Airport's existing three-runway system. The change would enable more jets to takeoff to the east during peak periods to reduce congestion at the Airport. This change would only occur during the most congested periods during the daytime (7 AM to 10 PM) and would not be permitted at night time when not dictated by wind, weather, and airport maintenance. Preliminary noise analysis results are available at www.ancmasterplan.com under the "library" tab.
23	Issues	Environmental Awareness	Adjacent Residential Property	16257	The area to the south or southeast of the airport is densely residential. Noise and fumes are an issue. I hope the airport is doing everything in its power to contain and reduce both.	Thank you for your comment, it will be considered during the refinement and finalization of the Airport's Plan for Future Development. The Airport understands that residential areas are located near its facilities and operations, and potential impacts to those neighbors are

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
						considered in planning efforts.
24	Issues	Land Use/ Management	South Airpark Development	16258	4. Kulis: I hope the airport will keep concerns 1 (1. I am concerned that air traffic patterns might be modified to allow regular takeoffs or landings over neighborhoods that are not already part of the noise abatement and window replacement areas. My neighborhood already hears much airport noise and gets regular fumes. However, the quality of life is greatly reduced when aircraft are immediately overhead. The airport should not create new problem areas for noise. This would have a large detrimental impact on all housing and quality of life under the new flight paths.) and 2 (2. The area to the south or southeast of the airport is densely residential. Noise and fumes are an issue. I hope the airport is doing everything in its power to contain and reduce both.) in mind when looking to new uses for Kulis.	The Master Plan Update includes a recommendation to maintain the Airport's Preferential Runway Use Program with a modification that enables more efficient use of the Airport's existing three-runway system. The change would enable more jets to takeoff to the east during peak periods to reduce congestion at the Airport. This change would only occur during the most congested periods during the daytime (7 AM to 10 PM) and would not be permitted at night time when not dictated by wind, weather, and airport maintenance. The Airport is currently conducting a Federal Aviation Regulation (FAR) Part 150 Study. A Part 150 Study is a voluntary noise exposure and land use compatibility study. The study will recommend noise mitigation measures and land use measures to reduce noise impacts. You can read more at www.anc150study.com .
25	Issues	Environmental Awareness	Coastal Trail	16259	Coastal Trail: It is good to hear the airport recognize the significance of the Coastal Trail to the Anchorage community. The trail is one of Anchorage's crown jewels. Changes to it should be handled very carefully.	The Airport remains committed to maintaining a continuous Coastal Trail, and anticipates that any changes to the Coastal Trail would include enhancements to maintain or improve the high quality of the trail. An additional runway will only be considered as necessitated by actual demand.
26	Issues	Environmental Awareness	Noise - General	16260	Please stop the jets from taking off over Anchorage. I really do not care about noise studies and preferential takeoff policies and all that. What I do care about is jets rumbling over my house. There is a great big inlet to takeoff over, use it.	The Airport will maintain its Preferential Runway Use Policy which reduces noise impacts over Anchorage resulting from airplanes landing and taking off at Anchorage International Airport. However, safety will remain the Airport's highest priority. Aircraft land and takeoff over Cook Inlet to the extent possible. Wind and weather conditions dictate which runways planes use. The Airport must also maintain the runways which requires closing them to takeoffs and landings occasionally. For these reasons, some landings and takeoffs need to fly over Anchorage.
27	Issues	Environmental Awareness	Coastal Trail	16261	I oppose any trade of park land or coastal trail land to the airport. The only change to	Under no alternative is the Airport proposing to destroy the Coastal Trail. The Airport remains committed to

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					the coastal trail I would support would be improvement and expansion. Cutting into, reducing, breaking up or diminishing the coastal trail is unacceptable to this resident of Anchorage. Phase 4 needs to be taken out of the AMPU	maintaining a continuous Coastal Trail, and anticipates that any changes to the Coastal Trail would include enhancements to maintain or improve the high quality of the trail. If necessitated by demand, construction of a new north/south runway would require that the Coastal Trail be re-routed. A new route would be determined through preliminary design and environmental processes, including extensive public, trail user, and agency input.
28	Issues	Land Use/ Management	Land Swap	16263	I oppose any trade of park land or coastal trail land to the airport. The only change to the coastal trail I would support would be improvement and expansion. Cutting into, reducing, breaking up or diminishing the coastal trail is unacceptable to this resident of Anchorage. Phase 4 needs to be taken out of the AMPU	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future land use.
29	Alternatives	Alternative 4 - Closely Spaced Runway	Oppose/Parks and Recreation	16264	I very much dislike alternatives 4, and especially 5. They will adversely impact the coastal trail. The coastal trail is one of the features of Anchorage that makes it unique and desirable. An additional runway is neither. Even if the coastal trail can be rerouted, for instance under the runway, this would take away the views from the trail and would make skiing impossible. I am skeptical that either proposal can successfully reroute the coastal trail in a way that does not destroy it in the Point Woronzof/AWWU area. If another N-S runway is needed, I have another suggestion. Take alternative 4 and move the western, new runway to the south so that it does not cross the coastal trail. The two N-S	Thank you for your comment and thoughtful suggestions. Your suggested alternatives were considered by the Master Plan Update team. While the Master Plan Update recognizes that constructing an additional north-south runway, as considered in Alternatives 4 and 5, would impact the Coastal Trail and other resources near the Airport, the Airport remains committed to studying impacts and identifying mechanisms to minimize or mitigate identified impacts. Potential impacts would require extensive analysis under the National Environment Policy Act before the Airport could implement construction of a new runway. Further study would not be undertaken until a clear need for an additional runway is evident. The two suggested locations for an additional runway were considered but were determined to not be a better alternative to the currently proposed N/S runway configuration.

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					runways would be offset somewhat, similar to the way the two E-W runways are offset from each other. The new runway, as moved south, would cross the E-W runways. That is not ideal, but is a management issue to avoid collisions. It seems that it would be a problem that can be managed. In general, this proposal would allow two N-S runways to operate without degrading or destroying part of the coastal trail. As another alternative, though I expect not ideal, would it be possible to put the new N-S runway on the east side of the current runway? It would be close to structures, but perhaps that is feasible or the structures could be moved.	
30	Issues	Land Use/ Management	Land Swap	16266	Once again the threat to disrupt one of the jewels of Anchorage is evident. The Tony Knowles coastal trail is one of the gems that makes this city so unique and livable, especially in the long months of winter with it's beautiful views of the inlet, exposure to wildlife and recreational opportunities. I strongly oppose the plan to swap land on Pt. Woronzof for more airport runway access. This continuous trail for the enjoyment of the public would be a real sorrow to lose. I vote NO to land swap part of this trail/park for airport profit.	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future land use.
31	Issues	Environmental Awareness	Point Woronzof	16268	Once again the threat to disrupt one of the jewels of Anchorage is evident. The Tony Knowles coastal trail is one of the gems that makes this city so unique and livable, especially in the long months of winter with it's beautiful views of the inlet, exposure to wildlife and recreational opportunities. I strongly oppose the plan to swap land on Pt. Woronzof for more airport runway access. This continuous trail for the enjoyment of the public would be a real sorrow to lose. I vote	Thank you for your comment. The Airport understands the value of the Coastal Trail. Should aviation demand increase to a level where an additional runway is considered, the Airport would require the use of land to the west of the existing North South runway, including portions of Pt. Woronzof Park. The Airport remains committed to maintaining a continuous Coastal Trail, and anticipates that any changes to the Coastal Trail would include enhancements to maintain or improve the high quality of the trail. An additional runway will only be considered as necessitated by actual demand. The

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					NO to land swap part of this trail/park for airport profit.	Master Plan Update will not address the West Anchorage District Plan land trade scenarios, but will provide background information on the Airport's long-term development needs and land uses.
32	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16269	Please do not expand the airport. History has shown that projected airport needs were over-estimated. An expansion of the airport will ruin Point Woronzof.	The Airport is not pursuing construction of a new runway at this time. The purpose of a Master Plan Update is to prepare the airport to safely and efficiently accommodate future growth. The Airport is operating safely and efficiently today and is anticipated to do so for years to come. Phase 4 does identify a potential location for a new runway because it best meets potential long-term aviation demand, but a runway would not be constructed until and unless it is financially feasible and necessary to accommodate growth. The Airport will seek to optimize use of existing facilities as long as it remains practical.
33	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16270	The Airport is misleading the public by inferring that Phase IV will not realistically occur yet including it in the Plan. This is evidenced by the forthcoming negotiations with the Municipality for a land trade. If it is not a realistic scenario, the Airport should remove it. Despite remonstrations from leading Assembly members that a land swap and another North-South Runway was not in their cards, the Assembly greased the skids for it anyway by rubber-stamping the West Anchorage District Plan despite public objections. The Airport and the Municipality could easily trick the public into voting for a transfer of Dedicated Park Lands just like the Airport did in giving the public a misimpression that the Master Plan's phased approach make Phase IV can be revisited down the road. Once a lands swap occurs, Phase IV is a done deal if the Airport wants it.	The Airport is not pursuing construction of a new runway at this time. The purpose of a Master Plan Update is to prepare the airport to safely and efficiently accommodate future growth. The Airport is operating safely and efficiently today and is anticipated to do so for years to come. Phase 4 does identify a potential location for a new runway because it best meets potential long-term aviation demand, but a runway would not be constructed until and unless it is financially feasible and necessary to accommodate growth. The Airport will seek to optimize use of existing facilities as long as it remains practical.
34	Issues	Land Use/ Management	Land Swap	16271	The Airport is misleading the public by inferring that Phase IV will not realistically occur yet including it in the Plan. This is evidenced by the forthcoming negotiations	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					with the Municipality for a land trade. If it is not a realistic scenario, the Airport should remove it. Despite remonstrations from leading Assembly members that a land swap and another North-South Runway was not in their cards, the Assembly greased the skids for it anyway by rubber-stamping the West Anchorage District Plan despite public objections. The Airport and the Municipality could easily trick the public into voting for a transfer of Dedicated Park Lands just like the Airport did in giving the public a misimpression that the Master Plan's phased approach make Phase IV can be revisited down the road. Once a lands swap occurs, Phase IV is a done deal if the Airport wants it.	demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future land use.
35	Issues	Environmental Awareness	Coastal Trail	16273	The claim that Phase IV would leave the Coastal Trail intact is also disingenuous. Yes, there might be a strip of payment left but the guts of what constitutes the Coastal Trail would be gone not to mention the impacts that Phase IV would have on other adjacent areas. Pinching off the AWWU wastewater plant between the two runways perhaps foreclosing its needed expansion for tertiary treatment also invites a troublesome scenario.	Under no alternative is the Airport proposing to destroy the Coastal Trail. The Airport remains committed to maintaining a continuous Coastal Trail, and anticipates that any changes to the Coastal Trail would include enhancements to maintain or improve the high quality of the trail. If necessitated by demand, construction of a new north/south runway would require that the Coastal Trail be re-routed. A new route would be determined through preliminary design and environmental processes, including extensive public, trail user, and agency input. The Airport is coordinating with AWWU, and both agencies agree that they can work together to accommodate future expansion at both facilities as needed over time.
36	Issues	Efficiency & Operations	Airport Governance	16275	As has been pointed out, a structural problem with the public's interface with the Airport is that it is essentially a self-governing and insulated entity. Unlike most other major Airports in the United States, there are no oversight bodies such as a Port or Airport Authority. The Airport runs itself and is answerable only to the Department of Transportation which effectively shuts	Thanks for your comment. The Airport understands that it performs a public service, and strives to do so in an efficient, safe and cost effective manner. While the Anchorage Airport is operated by the State of Alaska Department of Transportation (DOT), it is also required to follow federal FAA guidelines. Those with concerns regarding the Airport and its operations are welcome to contact the Airport directly, or the State of Alaska DOT. As is similar for concerns regarding other state entities,

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					neutralizes public influence and participation. While the Airport certainly has improved its interface with the public, many of us still feel like it is only giving the public lip service. The same thing can be said for the Municipality. Where does the Airport's interests end and those of the greater public good begin?	Alaskans may also contact their Legislators with comments or concerns.
37	Issues	Environmental Awareness	Adjacent Residential Property	16276	My biggest concern continues to be that the Airport refuses to acknowledge its offsite impacts such as traffic congestion, pollution, sprawl, and their associated costs. The Airport's stock answer is that these issues are someone else's concern as if it has nothing to do with them. My belief is that it will take a legal challenge to force the Airport and other entities to address some of these issues to which they have so far turned a blind eye other than to address some of the symptoms with Band-Aid approaches like quieting measures and building more roads when the root problem is far more structural.	Thank you for your comment, it will be considered during the refinement and finalization of the Airport's Plan for Future Development. The Airport understands that residential areas are located near its facilities and operations, and potential impacts to those neighbors are considered in planning efforts. Roads outside the Airport's boundaries are owned and managed by the Municipality of Anchorage and the Alaska DOT&PF who regularly evaluate road performance and construct upgrades. As a public-use facility, the Airport must serve all users, including air traffic and vehicular traffic; the Airport cannot reduce or direct traffic generated at the Airport. The Airport is meeting all state and federal standards regarding environmental impacts, such as pollution.
38	Issues	Fiscal Sustainability	Realistic Need (thorough forecasting)	16278	It is inconceivable to me that Phase IV would be economically viable under any foreseeable scenario. Rating services have already downgraded the Airport's bond rating, and the state's and federal government's finances promise to devolve into worse shape than they are now. The Airport will have to borrow and pay back the indebtedness with landing fees which could be a very questionable undertaking without guarantees from the airlines and other entities. In the meantime, the economics of international air cargo will certainly change and not necessarily in the direction that local boosters would like owing to new technologies and evolving market dynamics just like we saw the international passenger	Thank you for your comment, it will be considered during the refinement and finalization of the Plan for Future Development. Currently there is no need for an additional runway and there may not be a need for many years to come. However, the existing three-runway airfield is unable to accommodate forecast demand levels. The Airport must identify feasible alternatives to accommodate forecast demand during the Master Plan Update. Planning for an additional runway will not begin unless aviation demand levels grow to a level where an additional runway is deemed necessary, which would require approval and coordination of the FAA, the State of Alaska, and the Airlines.

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					market dry up when the Cold War ended. For example, what is the point of the International Terminal now or for that matter the very expensive railroad station? Forgetting about all of the other considerations, the Airport has made economics the fulcrum for its decision-making process. The trouble is that economics is often full of smoke and mirrors that can be and has been used to justify anything.	
39	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16279	The Airport has real-life impacts on people like me. While not the only reason, the Airport is one of the major reasons why I am moving from my present location of thirty-five years near Arctic and International to elsewhere in the City not near the Airport. The biggest reason why I dismissed the Sand Lake area was not only because of the existing noise but because of the possibility of a North-South Runway that will make living there immeasurably worse. Even where I am moving, which is the Rogers Park area, there are still some direct effects when the East-West Runway is in use. One also has to factor in the cumulative impacts of the Airport, Lake Spenard, Merrill Field, and JBER.	The Airport is currently conducting a Federal Aviation Regulation (FAR) Part 150 Study. A Part 150 Study is a voluntary noise exposure and land use compatibility study. According to the project website (www.anc150study.com), "The overall purpose of a Part 150 Study is to reduce the number of people affected by significant aircraft noise levels within acceptable economic, environmental, and legal parameters." The study will recommend noise mitigation measures and land use measures to reduce noise impacts.
40	Issues	Public Involvement/ Communication	Public Involvement Process	16281	Having been involved with Airport issues for decades, my conclusion is that Airport boosters are determined to grow the Airport whether or not it makes sense and regardless of what the effected public thinks. These people do not have any skin in the game and clear out when they have milked the cow leaving someone else holding the proverbial bag. There is nothing new about this. Those of us who remain and call Anchorage and Alaska home may be left with another boondoggle that will have all	The Airport will consider all comments received during the Master Plan Update. Since the Master Plan Update process initiation in July of 2012, the Airport has sought public feedback on all of the major decision points of the Master Plan Update, from determining the goals and objectives of the process to the draft alternatives for development. The Airport actively encouraged the participation of a variety of stakeholders including trail users, community councils, business organizations, Airport tenants, and environmental groups. As a result of public input, a demand dependent, phased approach to airport development was selected to enable the Airport to

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					sorts of environmental, economic, and quality-of-life implications.	adapt to an uncertain future and manage growth in a financially responsible manner.
41	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16282	To the extent that The Airport Master Plan extends to Phase IV, it is not really a "Plan" so much as it is an open-ended invitation for all sorts of skulduggery. In summary, the Airport Master Plan should exclude Phase IV until the need clearly exists.	The Airport is not pursuing construction of a new runway at this time. The purpose of a Master Plan Update is to prepare the airport to safely and efficiently accommodate future growth. The Airport is operating safely and efficiently today and is anticipated to do so for years to come. Phase 4 does identify a potential location for a new runway because it best meets potential long-term aviation demand, but a runway would not be constructed until and unless it is financially feasible and necessary to accommodate growth. The Airport will seek to optimize use of existing facilities as long as it remains practical.
42	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16283	The airport would never build a runway through a neighborhood. Well, Pt. Woronzof and the Coastal Trail are a neighborhood. Thousands of people pass through, pause, hike, bike, ski, run, stroll, and snowshoe this area. People even drive there to watch overhead planes or watch the sunset. Year-round. Our best northern lights photos were taken from there last winter. It is an asset that must not be compromised, just as no one would compromise a neighborhood of dwellings to build a new runway, no one should destroy this neighborhood of people who congregate there exercise their bodies or renew their spirits. Build the runway somewhere else!	The Airport has been a steward of the portions of the Trail that lie on its property since the Trail's construction, and the Airport is committed to maintaining a contiguous Coastal Trail. The Airport Master Plan Update acknowledges that an additional runway is one alternative to accommodate forecast growth if significant growth were to occur. If a new runway were constructed on the west side of the Airport, it would require realignment of portions of the Coastal Trail. There is no plan to remove or obstruct the Coastal Trail under any alternative. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. In addition, any substantial airport construction/development projects would be required to complete more detailed environmental analysis prior to permitting or construction. That process would include public input and clearly identify impacts and mitigation/enhancements in detail.
43	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16285	I have lived in Anchorage since 1981. I am opposed to airport runway expansion that would impact the Coastal Trail or any portion nearby. The Coastal Trail and adjoining Kincaid Park are the crown jewels of Anchorage's park system, and an invaluable	The Airport has been a steward of the portions of the Trail that lie on its property since the Trail's construction, and the Airport is committed to maintaining a contiguous Coastal Trail. The Airport Master Plan Update acknowledges that an additional runway is one alternative to accommodate forecast growth if significant

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					part of our city's landscape. To modify these as proposed would be a great mistake and very difficult if not impossible to reverse in the future. As with Central Park in New York, an asset such as Kincaid Park or the Coastal Trail must live on for Anchorage as a great resource for its citizens for many years in the future.	growth were to occur. If a new runway were constructed on the west side of the Airport, it would require realignment of portions of the Coastal Trail. There is no plan to remove or obstruct the Coastal Trail under any alternative. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. In addition, any substantial airport construction/development projects would be required to complete more detailed environmental analysis prior to permitting or construction. That process would include public input and clearly identify impacts and mitigation/enhancements in detail.
44	Issues	Public Involvement/ Communication	Related Studies - Part 150 Noise Study	16287	I worry that although AIA makes the statement that the modeling is accurate, some of the conditions at AIA call into question that assumption, particularly with respect to the float, wheel and ski planes as well as the angles of take off and arrival of jets on the N/S Runway. From the Turnagain neighborhood perspective they make a BIG difference. When and how high jets turn at the end of the north/south runway as well as the arrival of ALL float plans over Lyn Ary Park impact Turnagain along with the ground run up noise at the east side of the North end of the NS runway (which is entirely unnecessary given the availability of the end of the West runway as a location for run-ups and the ability to require run-ups in sound proof hangars as being done in other cities. Further, I know that nationally the model is being challenged as not particularly accurate and I believe that a new one is being proposed. I appreciate your efforts to make sure that the master plan and noise study dovetail. They should. Probably the biggest challenge that	Thank you for your comment. We are pleased that you feel well informed. Air traffic and the control of airplanes in flight is the responsibility of the Federal Aviation Administration Air Traffic Control. Airplanes in flight are under the direct control of FAA Air Traffic Control and are generally following well developed procedures that dictate all facets of flight. Airlines conduct airplane engine maintenance at Anchorage International Airport. Engine maintenance requires occasional engine run-ups. The Airport recognizes that these run-ups result in noise. The Airport Master Plan Update includes a potential site for a Ground Run-up Enclosure which would likely reduce noise resulting from engine run-up activity at the Airport.

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					the Municipality, its citizens, and AIA are going to need to overcome is working together as neighbors. No longer is the day in Anchorage that what we do does not impact somebody. Thanks for keeping me in the loop.	
45	Issues	Public Involvement/ Communication	Related Studies - Part 150 Noise Study	16288	I am concerned that the master plan effort is relying to some degree on the noise study in its decision regarding which alternative master plan to recommend. That would be fine if the noise study were reliable. I fear that it is not. A number of reasons exist but most importantly are you aware that the noise study team has NO DATA on noise north of Northern Light Boulevard? Although noise monitors were used elsewhere, and despite being told that the only one placed north of Northern Lights Boulevard was not working and in a poor place, no effort was made to collect data north of Northern Lights Boulevard. Considering the impact of the North South Runway and Lake Hood incoming traffic over Lyn Ary Park have, this is a significant failure, particularly if the effort is to shift additional noise north and east of AIA. No data exists to correlate to any modeling for noise north and east of Northern Lights Boulevard. This failure will raise questions regarding the reliability of the noise study particularly if a change and/or additional runways are recommended and those changes direct new and additional noise to the north and east of AIA.	<p>The following response and other Frequently Asked Questions related to the Airport's Part 150 can be found at the Airport's Part 150 project website - anc150study.com.</p> <p>Sites 8 at Lyn Ary Park (and other permanent sites) are currently inoperable, but they were operable in 2009, which was the existing conditions year for this Study. Because of this, we were able to get the data they collected for the entire year of 2009. In addition to these permanent sites, 29 temporary sites were monitored during two periods (winter and summer of 2012) and gave good coverage of the area to the northeast and around the rest of the airport.</p> <p>It is important to remember that monitoring is used to validate the model. The noise modeling is not directly dependent on any of the noise measurements. The FAA has enough field documentation that the computer generated integrated noise model (INM) fairly accurately predicts noise levels, based on known or projected aircraft operations, so that actual field measurements are not necessary, nor are they a requirement of FAA as part of a Part 150 Study. ANC decided early in the planning process to go the extra step and collect noise data to double check the INM. The monitoring at these sites validated the noise contours produced by the INM.</p>
46	Issues	Environmental Awareness	Coastal Trail	16289	It will be a very sad day indeed in Anchorage if/when any portion lengthly of the coastal trail has to be put into a tunnel in order to make room for any airport operations. It will certainly be a big step backwards in Anchorage economic development corps desire to be the best city	The Airport remains committed to maintaining a continuous Coastal Trail, and anticipates that any changes to the Coastal Trail would include enhancements to maintain or improve the high quality of the trail. If necessitated by demand, construction of a new north/south runway would require that the Coastal Trail be re-routed. A new route would be determined

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					in which to live, work, and play	through preliminary design and environmental processes, including extensive public, trail user, and agency input.
47	Issues	Environmental Awareness	Coastal Trail	16290	Please do not destroy the coastal trail and the park.	Under no alternative is the Airport proposing to destroy the Coastal Trail. The Airport remains committed to maintaining a continuous Coastal Trail, and anticipates that any changes to the Coastal Trail would include enhancements to maintain or improve the high quality of the trail. If necessitated by demand, construction of a new north/south runway would require that the Coastal Trail be re-routed. A new route would be determined through preliminary design and environmental processes, including extensive public, trail user, and agency input.
48	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16292	Your new proposed runway is shorter than the longer one it would be next to. If the airport is congested then schedule take offs and arrivals later in the evenings, nights, early mornings. Operate 24hrs a day if you need to.	Phase 2 - Optimize ANC proposes to modify the preferential runway use policy to get more efficiency out of the existing runway infrastructure, much as you suggest. Schedules for take offs and arrivals are set by the airlines and not controlled by the Airport.
49	Issues	Environmental Awareness	Coastal Trail	16293	Please protect the trails and the parks. More public recreation is for the benefit to our society. Engineering can be done to accommodate this.	Under no alternative is the Airport proposing to destroy the Coastal Trail. The Airport remains committed to maintaining a continuous Coastal Trail, and anticipates that any changes to the Coastal Trail would include enhancements to maintain or improve the high quality of the trail. If necessitated by demand, construction of a new north/south runway would require that the Coastal Trail be re-routed. A new route would be determined through preliminary design and environmental processes, including extensive public, trail user, and agency input.
50	General	Miscellaneous		16295	I want see US: Seattle and Chicago and Portland INTL: Vancouver and Frankfurt and Hong Kong and Tokyo and AK: Kodiak and Juneau and Fairbanks and Kenai and Nome, and Public Open House 7 around for 15 years.	Thank you for your comment. The Airport is always working with the Airlines to continue to offer Airport users routes to locations in the state, nationally and internationally.
51	Phased Plan (Phased Approach)	Phase 1- Minimize Development		16296	Phase 1 looks good	This comment will be considered by the planning team and documented in the Master Plan Update.

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
52	Phased Plan (Phased Approach)	General		16297	My fear is phase 4. if we accept this plan are we locked into acceptance of phase 4 as it is presented? alternatives to phase 4 - I am not seeing them	A demand dependent, phased approach to airport development was selected to enable the Airport to adapt to an uncertain future and manage growth in a financially responsible manner. The phases are not cumulative steps, and will only be implemented as demand warrants and as indicated by trigger points. Even if demand materializes, there would be many additional steps, including environmental studies as necessary, prior to implementation.
53	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16298	If the master plans is going to retain a phase 4 component remove siting as part of that and only propose runway development in a generic form that does not assume through this process where it would be located - that should only be considered as part of a NEPA process. The disruption of the coastal trail and Pt Woronzof as a potential consequence of phase 4 should not be a part of this plan in anyway, shape, or form.	Phase 4 does identify a potential location for a new runway because it best meets potential long-term aviation demand, but a runway would not be constructed until and unless it is financially feasible and necessary to accommodate growth. Furthermore, the location is conceptual and would be subject to further study as part of a NEPA process. The Master Plan Update enables the Airport to identify and preserve lands that may be needed for future development. The Airport will seek to optimize use of existing facilities as long as it remains practical.
54	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16299	Build the new widely space n/s runway	This comment will be considered by the planning team and documented in the Master Plan Update.
55	Issues	Environmental Awareness	Coastal Trail	16300	Relocate coastal trail as needed	The Airport remains committed to maintaining a continuous Coastal Trail, and anticipates that any changes to the Coastal Trail would include enhancements to maintain or improve the high quality of the trail. If necessitated by demand, construction of a new north/south runway would require that the Coastal Trail be re-routed. A new route would be determined through preliminary design and environmental processes, including extensive public, trail user, and agency input.
56	Issues	Efficiency & Operations	North Terminal Re-Development	16301	Move local and regional air carriers to old intl' terminal	In the Airport's Plan for Future Development, the concourse portion of the old International (North) Terminal will be demolished to make room for additional large aircraft parking places. Several alternatives for the North Terminal were considered, but demolition of a portion of the building was selected as most cost-effective and most able to provide a consistent level of

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
						service. Local and regional air carriers will use concourse A in the South Terminal. If necessary, an additional concourse will be added to the South Terminal to accommodate an increase in jet traffic.
57	Phased Plan (Phased Approach)	Phase 1- Minimize Development		16302	No hotel - sufficient rooms with shuttle services are available within 15 min drive	The Master Plan Update designates a location where a hotel would be best suited, should a private developer choose to pursue developing a hotel on the airport in future. Market conditions and a private developer would determine if the market could support an on-airport hotel.
58	Issues	Environmental Awareness	Coastal Trail	16303	airport makes and creates money - coastal trail is a money pit and cost - no income - should be a charge for us	The Airport understands that the Coastal Trail is a valued community asset and therefore remains committed to maintaining a continuous Coastal Trail, and anticipates that any changes to the Coastal Trail would include enhancements to maintain or improve the high quality of the trail.
59	General	Support		16304	EVAN your doing a great job	Thank you for your comment.
60	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16305	No additional runway should be included in this plan. within the time frame of this study there is more than sufficient capacity using Anchorage and Fairbanks.	The Airport is not pursuing construction of a new runway at this time. The purpose of a Master Plan Update is to prepare the airport to safely and efficiently accommodate future growth. The Airport is operating safely and efficiently today and is anticipated to do so for years to come. Phase 4 does identify a potential location for a new runway because it best meets potential long-term aviation demand, but a runway would not be constructed until and unless it is financially feasible and necessary to accommodate growth. The Airport will seek to optimize use of existing facilities as long as it remains practical.
61	Issues	Environmental Awareness	Coastal Trail	16306	building on the coastal trail is unacceptable	The Airport remains committed to maintaining a continuous Coastal Trail, and anticipates that any changes to the Coastal Trail would include enhancements to maintain or improve the high quality of the trail. If necessitated by demand, construction of a new north/south runway would require that the Coastal Trail be re-routed. A new route would be determined through preliminary design and environmental processes, including extensive public, trail user, and agency input.
62	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16314	In response to your request, we are providing comments on the draft Anchorage Airport Master Plan Update (Master Plan).	The Airport and AWWU each provide indispensable infrastructure to Anchorage and Alaska. Both facilities are likely to need to expand to provide future generations

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					<p>Comments are limited to the widely spaced runway identified in the Master Plan as Phase 4 (previously Alternative 5). The Master Plan concept for Phase 4 that you have presented at our meeting suggests that the planned AIA expansion could accommodate future Asplund operations, while mitigating potential conflicts. However, we do have concerns that need to be addressed through detailed technical engineering, social, and economic analysis in order to clearly demonstrate the compatibility of the expansion plans. Some of our general concerns are outlined below. These general concerns should be included within the Anchorage Airport Master Plan (Master Plan) to aid in future efforts to appropriately identify conflicts between our facilities and implement resolutions.</p> <p>Comments Associated with the Widely Spaced Runway: AWWU's primary concerns associated with the widely spaced runway are as follows: Potential impacts to the Knik Arm mixing zone utilized by Asplund for the primary treatment of wastewater - The current Asplund discharge permit and any future permitting of the facility is based on the current location and configuration of the wastewater discharge outfall near Point Woronzof in Knik Arm. Construction of runway infrastructure into the Knik Arm has the potential to disrupt the hydrodynamics and circulation in the area, including the mixing zone surrounding the outfall. Changes in the mixing environment could trigger the need for expensive enhancement of treatment processes, reconfiguration or relocation of the discharge outfall, or preclude the use of a mixing zone in Knik Arm altogether. Potential impacts to</p>	<p>of Alaskans with air-transportation and clean water. The proximity of the two facilities means that long-range development plans should be coordinated. The Airport is committed to working in partnership with AWWU to ensure that Asplund's needs and the Airport's needs are met in a mutually agreeable manner.</p> <p>AWWU has identified four discrete concerns associated with the Airport's Phase 4 of development which includes a new north-south runway to the west of the existing north-south runway and to the west of the Anchorage Water and Wastewater Utility's Asplund Wastewater Treatment plant.</p> <p>Mixing Zone: The Airport recognizes that the Cook Inlet sewage mixing zone is critically important for the Asplund facility's current operation. The Airport recognizes that changes to the Cook Inlet shoreline in the vicinity of the mixing zone would require further study and would be conducted if and when a need to construct a new runway materializes.</p> <p>Asplund Expansion: The Airport recognizes that AWWU has reserved land near the Asplund facility to enable its potential future expansion to accommodate secondary and tertiary treatment. The Airport is committed to ensuring that future development of the Airport is managed in a manner that preserves AWWU's ability to expand the Asplund facility as needed and that access to the Asplund facility is maintained.</p> <p>Other Infrastructure: The Airport recognizes that construction of a new runway would require extensive planning and design to identify all impacted infrastructure and appropriately mitigate such impacts. This requirement is well documented in the Master Plan Update.</p> <p>Asplund Operations: Extensive planning and coordination by both AWWU and the Airport will be required if either facility requires expansion in the future. The Airport is committed to responsible coordination such that each facility's future needs are met for the benefit of all Alaskans.</p> <p>A key benefit of preparing a Master Plan Update for the</p>

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					<p>the usable space surrounding the Asplund facility necessary for the expansion of secondary/tertiary treatment - Construction of the widely spaced runway will require AIA to utilize a portion of land that is currently reserved for the future expansion of treatment at Asplund. AWWU must maintain a usable space to meet future expansion needs. Although a commitment of land area between the runways for Asplund expansion has been suggested, the usefulness of the proposed space has not been evaluated. For example, the viability of grading, access, site utilities, and process layout needs to be demonstrated to provide appropriate assurance that the alternate space is feasible. Potential conflicts between Asplund, the widely spaced runway and other critical infrastructure - Construction of the widely spaced runway has the potential to require the relocation or modification of other critical infrastructure. Such infrastructure includes, but is not limited to, the coastal trail, water, telecommunications, gas and electrical utilities. Planning, design and construction of potential relocations to address AIA expansion may also impact operations and the expansion of Asplund. Potential impacts to operations at Asplund related to location between existing AIA infrastructure and the widely spaced runway - Operations at both Asplund and AIA involve complex processes, staffing needs, and adherence to regulatory requirements. Issues concerning continued operations and access at the desired future locations of the two facilities must be identified, planned for and resolved. Summary: AWWU acknowledges the potential for accommodation of the Asplund facility</p>	<p>Airport is that long-range implementation challenges can be identified and documented early. The Airport acknowledges the advanced planning, permitting, design, and construction challenges that would need to be overcome to develop the Airport while preserving the operability of the Asplund facility in its current location</p>

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					operations with implementation of the widely spaced runway identified as Phase 4 of the Master Plan. AWWU's support of AIA's Master Plan and/or the initiation of a real estate transaction to accommodate the widely spaced runway requires further detailed planning and engineered analysis. Such analysis should take into account long term needs for development at Asplund, as well as changes to operations of the facility and associated operating costs. It is imperative to identify and resolve potential conflicts between Airport and Utility operations and development well in advance of detailed planning for design and construction. We have a mutual interest in ensuring cost-effective service to Airport and Utility customers and supporting the welfare of the Anchorage community as a whole.	
63	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16316	ADF&G staff voiced concerns regarding the potential impacts of future development at AIA on habitats and species in the Anchorage Coastal Wildlife Refuge (ACWR).	Prior to moving forward with future development proposed in the Master Plan Update, in addition to an increase in demand and other funding and political approvals, the Airport would need to complete further environmental analysis which would evaluate impacts to the human and natural environment in greater detail, minimize impacts, and develop mitigation as necessary.
64	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16318	The placement of fill required to accomplish Phase 4 of the AIA MPU is incompatible with the ACWR Management Plan and related Alaska statutes. Section 4(f) regulations prohibit use of this land while feasible and prudent alternatives exist. At the September 19 meeting, presenters indicated that environmental impacts are not quantitatively analyzed during the master planning process. Because of the rarity of coastal marshes on the east side of Cook Inlet and their value to migrating and nesting water birds, the variety of wildlife dependent on contiguous and complex refuge habitat, and	Phase 4 does identify a potential location for a new runway because it best meets potential long-term aviation demand, but a runway would not be constructed until and unless it is financially feasible and necessary to accommodate growth. Furthermore, the location is conceptual and would likely be reconsidered as part of a NEPA process. The Master Plan Update enables the Airport to identify and preserve lands that may be needed for future development. The Airport will seek to optimize use of existing facilities as long as it remains practical. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the area.

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					the popularity of ACWR for recreational users, mitigation costs for loss of this resource would be significant. If Phase 4 was completed, the airport's operational impacts (noise, lighting, fencing, vegetation clearing, and hazing) to coastal habitat and resources will extend outside of the fill area; currently available information is insufficient to determine the extent of these impacts. ADF&G recommends that the location of the Phase 4 N-S runway be revised to avoid placement of fill in ACWR.	
65	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16320	How and to what extent wildlife and waterfowl hazing would be conducted in the vicinity of the expanded airport. Seasonal wildlife use (e.g. spring and fall waterfowl migrations) is extensive in this area. Noise impacts to terrestrial and marine mammals, and migratory and resident birds and their habitat use. Impacts of fencing on migration corridors and habitat connectivity for black and brown bears and moose. Runway lighting effects on habitat use by resident and migratory birds. Locations of support facilities such as access roads, fuel storage, and future expansion needs for warehouses, hangers, etc. Potential changes to wetland and coastal waters, water circulation, sediment transport, and water quality. Loss of habitat for mammal and birds species as a result of vegetation clearing, fill placement, or other associated project activities.	Prior to moving forward with future development proposed in the Master Plan Update, in addition to an increase in demand and other funding and political approvals, the Airport would need to complete further environmental analysis which would evaluate impacts to the human and natural environment in greater detail, minimize impacts, and develop mitigation as necessary.
66	Issues	Environmental Awareness	Bird Habitat	16322	How and to what extent wildlife and waterfowl hazing would be conducted in the vicinity of the expanded airport. Seasonal wildlife use (e.g. spring and fall waterfowl migrations) is extensive in this area. Noise impacts to terrestrial and marine mammals, and migratory and resident birds and their habitat use. Impacts of fencing on migration	Thank you for your comment, it will be considered during the refinement and finalization of the Airport's Plan for Future Development. If demand levels indicate the need for an additional runway, the proposal to build one would have to survive a rigorous environmental evaluation process in accordance with the National Environmental Policy Act (NEPA) before construction could proceed. The design of the runway would be determined to a

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					corridors and habitat connectivity for black and brown bears and moose. Runway lighting effects on habitat use by resident and migratory birds. Locations of support facilities such as access roads, fuel storage, and future expansion needs for warehouses, hangers, etc. Potential changes to wetland and coastal waters, water circulation, sediment transport, and water quality. Loss of habitat for mammal and birds species as a result of vegetation clearing, fill placement, or other associated project activities.	much greater level of detail, data would be collected on potentially effected environmental values, and additional public and agency input would be solicited.
67	Phased Plan (Phased Approach)	Phase 2- Optimize ANC		16323	As reported in an earlier comment, the Spenard Community Council (SCC) discussed the Master Plan in some detail at its June 5, 2013 meeting. Without adopting any of the proposed alternatives, the SCC nevertheless voted 10-1 to support the continuation of the preferential runway use program. The program, which encourages takeoffs to the north, and discourages takeoffs to the east, greatly benefits the residents of the SCC area, who reside to the east of the airport. It is by far the greatest noise mitigation program ever initiated by the Anchorage airport. Also as reported in an earlier comment, the SCC's position was discussed at the June 13, 2013 Working Group meeting. Many of the members of the Working Group were also against abandoning (even partially) the preferential runway use program as a solution to increased demand at the airport, primarily because increased takeoffs to the east would affect many more people within the Anchorage Bowl than are currently affected, which would lead to many more people complaining about airport noise. One member also spoke about safety concerns associated with increased takeoffs over the	The Master Plan Update includes a recommendation to maintain the Airport's Preferential Runway Use Program with a modification that enables more efficient use of the Airport's existing three-runway system. The change would enable more jets to takeoff to the east during peak periods to reduce congestion at the Airport. This change, a gradual addition of air traffic, would only occur during the most congested periods during the daytime (7 AM to 10 PM) and would not be permitted at night time when not dictated by wind, weather, and airport maintenance. Further, preliminary noise analysis results are available at www.ancmasterplan.com under the "library" tab.

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					<p>city, rather than over water, since a crash or an aborted landing could adversely affect people on the ground. Therefore, the SCC opposes the current Master Plan proposal to eliminate the preferential runway use program during daytime hours if annual operations reach 225,000, which is only about 6000 operations more than the current usage. As the airport itself concedes, eliminating the preferential runway use program would not add to the overall capacity of the airport. In other words, the same number of airplanes will take off and land at the airport, whether or not the preferential runway use program is in effect. Thus, this option will do nothing to meet future demand, should it occur.</p> <p>But, eliminating, even partially, the preferential runway use program will have serious environmental and economic effects on the thousands of people who live and work to the east of the airport. School age children will have to endure hour after hour of heavy cargo jets flying over their school every couple of minutes, while they strain to listen to their teachers. Property values will decrease, once prospective purchasers realize that their wake up call each morning will be a cargo jet rattling their window.</p>	
68	Phased Plan (Phased Approach)	Phase 3- Optimize AIAS		16324	<p>Rather, the airport should make the optimization of the Fairbanks airport its first option, if operations do increase in the future. That airport is currently underutilized. Putting that airport to its optimum use will not only help the Fairbanks economy, but it has the potential, if done right, of fully meeting all projections of future demand at the Anchorage airport. That option should be the only one pursued in the Master Plan.</p>	<p>The Alaska International Airport System (AIAS), which consists of both Anchorage and Fairbanks International Airports, will seek to encourage optimized use of both airports.</p>

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
69	Issues	Public Involvement/ Communication	Related Studies - WADP	16371	The Country Lane Estates Homeowners Association was very involved in the development of the West Anchorage District Plan, and asks the Airport to incorporate the provisions of WADP in the airport master plan. The Country Lane Estates Homeowners' Association urges the Airport to manage its property adjacent to residential and parkland in a manner consistent with the West Anchorage District Plan, specifically at the entrance of Kincaid Park in a manner consistent with current land use that favors expansion of the existing parkland	Thank you for your comment, it will be considered by the Master Plan Update team during the refinement and finalization of the Plan for Future Development. The Airport understands it is located near residential areas and adjacent to parks, and considers impacts to those neighbors when planning. FAA land use regulations require that Airport land be used for aviation purposes; the Airport retains the right to eventually develop its land as necessary to meet aviation needs. However, undeveloped 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.
70	Issues	Environmental Awareness	Adjacent Residential Property	16372	Additionally, the airport needs to work with the nearby residential communities to ensure that development near residential areas is structured so that more intensive, noisy, and visible activities are farther from the residential areas.	Thank you for your comment, it will be considered during the refinement and finalization of the Airport's Plan for Future Development. The Airport understands that residential areas are located near its boundaries, and the Master Plan Update has proposed much of the potential expansion in areas away from neighboring homes, such as the West Airport.
71	Issues	Environmental Awareness	Natural Buffers	16373	Vegetated buffers should be used wherever possible between airport development and residential areas. Buffers should be visually appealing, vegetated, and provide visual and noise screening.	Thank you for your comment, it will be considered during the refinement of the Airport's plan for future development. FAA land use regulations require that Airport land be used for aviation purposes; the Airport retains the right to eventually develop its land as necessary to meet aviation needs. However, undeveloped 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.
72	Issues	Land Use/ Management	Develop ANC Property	16374	The natural character of Raspberry Road from Sand Lake Road to Kincaid Park should be preserved. Lease lots should be set back from the fence enough to provide vegetated screening and berms if necessary.	Thank you for your comment, it will be considered by the Master Plan Update team as they finalize the Airport's Plan for Future Development. FAA land use regulations require that Airport land be used for aviation purposes; the Airport retains the right to eventually develop its land as necessary to meet aviation needs. However, the undeveloped land near Raspberry Road may serve as a natural, vegetated area between the Airport's infrastructure and surrounding neighborhood or

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
						recreational areas as long as it remains unused by the Airport.
73	Issues	Environmental Awareness	Adjacent Residential Property	16375	Lighting near residential areas should be minimized or deflected to avoid light intrusion into residential areas.	Thank you for your comment. Lighting impacts to neighboring residential areas will be considered during the refinement and finalization of the Airport's Plan for Future Development.
74	Issues	Environmental Awareness	Noise - General	16377	My name is ___ and I am a longtime resident of Spenard. Along with my husband, I have been involved with the Airport through our community council for years. We have lived at the same address for 26 years. In that time, we have seen the size of the airplanes that fly in and out of Anchorage become larger and larger and capable of much heavier payloads. Even though the FAA has required that planes become more quiet over the years, there is still an immense amount of noise when a fully loaded cargo plane takes off. Just the physics of it cutting through the air is deafening. Having one or two planes taking off to the east is annoying; having one after another for long periods of time is distracting, interrupts one focus and makes some conversation impossible. If I am outside, I have to pause if I am talking to a neighbor or on the phone. Now think of this happening every two minutes. Many studies support the belief that noise contributes to loss of ability to focus and learn for children, it causes higher rates of blood pressure and stress and disrupts sleep. Why does the Airport believe that loud, obtrusive noise in the daytime is supported by its citizens? There are many, many people who would be affected by airplane noise in the daytime: new parents trying to catch up on their sleep, children, people with illnesses or recovering from surgery who have irregular sleeping patterns	Thank you for your comment. The Master Plan Update includes a recommendation to maintain the Airport's Preferential Runway Use Program with a modification that enables more efficient use of the Airport's existing three-runway system. The change would enable more jets to takeoff to the east during peak periods to reduce congestion at the Airport. This change would only occur during the most congested periods during the daytime (7 AM to 10 PM) and would not be permitted at night time when not dictated by wind, weather, and airport maintenance. Preliminary noise analysis results are available at www.ancmasterplan.com under the "library" tab

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					and workers on anything other than daytime shifts. That includes airport workers. A tired worker is a dangerous worker. Studies have proven that.	
75	Issues	Public Involvement/ Communication	Airport Communication	16378	There is a huge safety issue to be taken into account as well. There was an incident where an airplane flying over the city dropped one of its engines. Fortunately it fell into a stairwell of an apartment building and no one was hurt. Think what it would have been like if it fell on a school, a store, an office building, playground or park. There have also been instances where planes failed on take-off, in Anchorage and other airports. The Airport has increased the odds for harm by having planes fly over a wide swath of the city.	One of the six goals for the entire Master Plan Update is focused on safety and is to "maintain or enhance the safe operation of the Airport". All the alternatives developed for consideration meet the safety goal and associated objectives, and meet or exceed established design and operational standards and best practices pertaining to airfield safety.
76	Phased Plan (Phased Approach)	Phase 2- Optimize ANC		16379	By the Airport's own estimation the dropping of the preferential runway use would not help the Airport with any great increase in airplane traffic, but it would have a significant negative affect on its citizenry. I urge the Airport to drop that as an alternative. I also believe that since we have the capability to utilize other airports in the State, we should concentrate the overflow to Fairbanks.	The Master Plan Update includes a recommendation to maintain the Airport's Preferential Runway Use Program with a modification that enables more efficient use of the Airport's existing three-runway system. The change would enable more jets to takeoff to the east during peak periods to reduce congestion at the Airport. This change would only occur during the most congested periods during the daytime (7 AM to 10 PM) and would not be permitted at night time when not dictated by wind, weather, and airport maintenance. Preliminary noise analysis results are available at www.ancmasterplan.com under the "library" tab
77	Phased Plan (Phased Approach) & Issues	Phase 4-Widely Spaced Runway & Land Use/ Management		16380 - 16578	The Coastal Trail and Pt. Woronzof Park are gems of Anchorage and Important to my quality of life. These community assets are good for our health, economy, and environment. An unnecessary runway should not compromise our trail and park. I urge the removal of Phase 4, the new runway. In the Airport Master Plan. I oppose any land-swap of Pt. Woronzof Park.	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of Anchorage

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
						relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future land use.
78	Phased Plan (Phased Approach)	Phase 2- Optimize ANC		16582	I write to oppose the idea of expanding the use of the eastbound runway at Anchorage International Airport for takeoffs. This should not happen, as the resulting increase in noise levels will disrupt the lives of nearby residents--including me and my family--and reduce property values. Please continue the present practice and preference for using other runways for takeoff.	The Master Plan Update includes a recommendation to maintain the Airport's Preferential Runway Use Program with a modification that enables more efficient use of the Airport's existing three-runway system. The change would enable more jets to takeoff to the east during peak periods to reduce congestion at the Airport. This change would only occur during the most congested periods during the daytime (7 AM to 10 PM) and would not be permitted at night time when not dictated by wind, weather, and airport maintenance. Preliminary noise analysis results are available at www.ancmasterplan.com under the "library" tab.
79	Issues	Fiscal Sustainability	Cargo Transfer Opportunities	16584	Before considering additional disruptions to nearby neighborhoods, every other possibility should be considered, such as moving some cargo operations to the west side of Cook Inlet, sharing facilities at JBER, or moving some cargo operations to Fairbanks.	Thank you for your comment. The Airport has considered all of the options mentioned in your comment. The 2002 Airport Master Plan investigated the possibility of relocating the Airport to the Pt. Mackenzie area and it was determined at that time that the cost of doing so (estimated to be \$6.3B in 2001 dollars) would be prohibitive. Until the Department of Defense indicates that the mission of Elmendorf Air Force Base has changed, that airfield will remain unavailable for civilian use. However, even if the Base became available, there would still be considerable costs involved in modifying the facility for joint civilian-military use. Design standards and navigation aids for military airfields, for example, are different than those used for civilian airports. Moving a portion of the gas-n-go cargo operations to Fairbanks International Airport is the best option, and is proposed as a part of the Airport's Plan for Future Development, Phase 3.
80	Issues	Environmental Awareness	Natural Buffers	16585	Hello - I would like to stress the importance of the Master Plan Update including an adequate buffer zone between the Airport and the neighborhoods at all times. The Airport has done a good job in recent years addressing public concerns with the construction of visual and sound barriers	Thank you for your comment, it will be considered during the refinement and finalization of the Airport's Plan for Future Development. FAA land use regulations require that Airport land be used for aviation purposes; the Airport retains the right to eventually develop its land as necessary to meet aviation needs. However, undeveloped land may serve as a natural, vegetated

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					wherever possible. This remains a high priority to local residents and users of the adjacent parkland and helps ward off future contentious conflicts with the Airport.	area between the Airport's infrastructure and surrounding neighborhood or recreational areas as long as it remains unused by the Airport.
81	Issues	Environmental Awareness	Natural Buffers	16587	I would like to first thank the Airport for being a good neighbor to us. We have lived in our home directly adjacent to the Airport for the past 9 years. The sound insulation program has been very beneficial to our neighborhood and any questions or concerns we have had over the years have been addressed swiftly and appropriately. Residents and users of Kincaid Park and the Coastal Trail are appreciative of the existing vegetation buffer that exists along the Raspberry Road corridor, as well as the new berm that is currently being constructed. As the Master Plan is further refined and updated, please strive to retain, improve or expand these existing buffers whenever practical and possible. Buffers benefit both the public as well as Airport Operations for many reasons.	Thank you for your comment, it will be considered during the refinement of the Airport's plan for future development. The Airport understands it is located near residential and recreational areas, and considers impacts to those land uses when planning. FAA land use regulations require that Airport land be used for aviation purposes; the Airport retains the right to eventually develop its land as necessary to meet aviation needs. However, undeveloped 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.
82	Issues	Public Involvement/Communication	Related Studies - WADP	16589	Also, please continue to work in harmony with the long-term goals that were developed and adopted in the West Anchorage District Plan.	Thank you for your comment, it will be considered by the Master Plan Update team during the refinement and finalization of the Plan for Future Development.
83	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16590	I do not support inclusion of phase 4 in the master plan. A second north-south runway is costly and unnecessary. I also do not support any land swap in which the airport gains ownership of Pt. Woronzof Park.	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
						land use.
84	Issues	Fiscal Sustainability	Realistic Need (thorough forecasting)	16592	I do not support inclusion of phase 4 in the master plan. A second north-south runway is costly and unnecessary. I also do not support any land swap in which the airport gains ownership of Pt. Woronzof Park.	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future land use.
85	Phased Plan (Phased Approach)	Phase 3- Optimize AIAS		16593	Phase 3 should be implemented immediately for gas and go landings.	The Alaska International Airport System (AIAS), which consists of both Anchorage and Fairbanks International Airports, will seek to encourage optimized use of both airports.
86	Issues	Environmental Awareness	Bird Habitat	16595	Respectfully, as I have not been able to attend the public presentations, although I have reviewed the plan options from previous years online, and have waited for the graphics recently submitted, I submit the following comments. All I see on the map in the Eagle Nesting area to the north of the airport is a halftone shading. This indicates to me that the airport is waiting for these special bird nesting areas to be removed due to a die-off or an idle nesting season. The birds have not been impacted so much by airplane noise as by the development of the land surrounding their nesting trees. I have been vigilantly watching airport development and so far it has seemed to stop at the delineated and required eagle nest development area restrictions. If their nesting trees have died has there been an investigation into the reason for their demise. If not, why is the shading being	The Airport has been, and will continue to be, in compliance with the Bald and Golden Eagle Protection Act (BGEPA) (16 USC 668–668c) and the Migratory Bird Treaty Act. Potential environmental constraints are being documented as part of the Master Plan Update process. If the decision to develop is initiated, a phase-specific environmental review would be conducted. At that time, exact environmental impacts would be documented and mitigation measures would be proposed. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail and lands near the Airport.

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					specified in that area. Where do I find detail that discusses the livelihood of these creatures, and the buffer land they inhabit and have inhabited?	
87	Issues	Public Involvement/Communication	Archeological Sites	16596	The affected coastline also has historical fishing campsites as well as burial sites from our earliest human inhabitants. The presentation I read online did not address this either. How does this work into the decision tree? The MP documents in the September 12 meeting available online seemed to focus more on the issue of which runway development option was most suitable.	Thank you for your comment. The Airport has coordinated directly with the Native Alaska Tribes who have traditionally used the area to identify cultural and archeological resources and discuss potential impacts and concerns throughout the Master Plan process.
88	Alternatives	Alternative 5 - Widely Spaced Runway	Oppose/Other	16598	If the basic concerns of ecology, habitat, and history are addressed and accommodated I do not have concerns about the runways, with the exception of option 5 that appears to mar and modify the natural alignment of the bluff and the visual approach to our city from that side. I would like to see where the Eagle Nesting areas and the aboriginal fishing village and burial sites have been considered. Hopefully not just in fine print somewhere.	Thank you for your comment. Because of the additional aviation capacity it provides, the Airport has selected the widely spaced runway (as seen in Alternative 5) as Phase 4 of the Airport's Plan for Future Development. A widely spaced parallel runway provides substantial additional capacity because the two north-south runways could be operated independently in all weather conditions. Environmental constraints were considered in the Master Plan Update and will be documented in detail in the Inventory chapter. Should air traffic growth continue, and a decision be made to pursue building a widely spaced runway (Phase 4), a more detailed environmental analysis would be required prior to permitting or construction. That process would include public input and clearly identify impacts and mitigation/enhancements in detail, including visual impacts, birds, and cultural resources.
89	Issues	Environmental Awareness	Natural Buffers	16601	The trees do affect the ability of the areas to filter noise from the take-offs. I live in West Turnagain and have come to accept the occasional day when the wind seems to blow the sound over, but if the existing wetlands, and the wonderful treed sanctuary land are affected (any more) I suspect there will be sound impacts I would not like any longer.	Thank you for your comment, it will be considered during the refinement of the Airport's plan for future development. Noise impacts and potential mitigation measures are being studied under the concurrent Part 150 Noise Study process. The Part 150 study is a noise study, following FAA standards, to forecast future noise levels and identify ways to reduce the noise impact to people. Please visit that project website for more information: www.anc150study.com

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
90	Issues	Public Involvement/ Communication	Comment Response	16602	These are my most important concerns. Do I get a response?	Thank you for your comments. The Airport is committed to responding to all comments relating to the Master Plan Update in writing using a series of comment response reports. Comment response reports are available to the public in the library section of our website www.ancmasterplan.com .
91	Phased Plan (Phased Approach)	Phase 2- Optimize ANC		16604	<p>Dear Anchorage International Airport Master Plan team Thank you for the opportunity to provide comments on the Anchorage International Airport's Master Plan Update draft alternatives. We value our relationship with the Anchorage International Airport (ANC), and our comments are submitted as a local stakeholder. On Draft Alternative 3 - 'Optimize Use of Existing Anchorage International Airport Infrastructure,' currently occasional north-bound departures from Runway 7 fly over Elmendorf Field airspace and military Restricted airspace, or possibly even through such airspace in the case of slow-climbing aircraft. We have three specific comments on the potential regular use of Runway 7L for departures:</p> <ol style="list-style-type: none"> 1. The initial approach to Elmendorf Field (EDF) may be made unviable. Aircraft returning to Elmendorf Field report to a designated location just outside of ANC and EDF airspace at approximately 4000 feet MSL and descend to 3500 feet MSL to enter EDF airspace. This high altitude approach is currently restricted or prohibited when northbound traffic departs Runway 7. 2. The proposed Simulated Flame Out (SFO) airspace for F-16 emergency recovery that overlays EDF airspace would not be available during departures from Runway 7. Additionally, if an F-16 experienced an actual emergency and needed the SFO pattern, the airspace conflict would increase the risk to both the F-16 and civilian aircraft. 	<p>Thank you for submitting a comment on the draft alternatives for the Ted Stevens Anchorage International Airport (ANC) Master Plan Update. The plan for future development is a phased plan that enables the Airport to meet future demand in a flexible manner. As you addressed in your comment, Phase 2 (Alternative 3) is the optimization of the Airport's existing three-runway system. This change would occur by modifying ANC's existing Preferential Runway Use Program to enable FAA Air Traffic Control to use Runway 7L for departing aircraft between the hours of 7:00 AM and 10:00 PM when conditions allow and when departure delays could be reduced by using Runway 7L for departures. This would result in the potential for gradual increased use of Runway 7L for departing airplanes as air traffic growth is realized.</p> <p>The Master Plan Update team acknowledges that changes in the way ANC operates could potentially impact operations at regional airports including EDF. Part of the objective of the Master Plan Update is to identify cost effective solutions that enable the continued safe and efficient operation ANC while avoiding or limiting impacts to the greatest practicable degree.</p> <p>The Airport will monitor this activity and will continue to work cooperatively with EDF and the FAA to ensure the continued safe and efficient operation of both Anchorage International Airport and EDF.</p> <p>Most importantly, as you have requested, your concerns regarding increased use of Runway 7L and the potential for impacts to EDF operations will be documented in the</p>

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					3. Portions of the Restricted airspace associated with the Eagle River Flats Impact Area (R-2203) extend from the surface to 11,000 feet MSL. Air traffic that enters R-2203 may prevent or disrupt military training activities, such as indirect live fire and Airborne drops. We request the ANC Master Plan Update team consider potential airspace conflicts that may occur under Draft Alternative 3 when selecting a preferred alternative. We understand that these alternatives would not be implemented until the capacity of the current infrastructure and flight patterns is reached. We would further request that the Master Plan document the potential conflicts described in this letter so they can be referenced in future decision making. Thank you again for the opportunity to comment on this important planning effort and we look forward to hearing from you soon.	alternatives section of the Master Plan Update draft and final documents. The Airport is committed to working cooperatively with FAA and with EDF to ensure each can facility can fulfill its mission of service in the safest and most efficient way possible.
92	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16605	Remove phase 4!	This comment will be considered by the planning team and documented in the Master Plan Update.
93	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16606	The Coastal Trail and Pt. Woronzof Park are gems of Anchorage and important to my quality of life. These community assets are good for our health, economy, and environment. An unnecessary runway should not compromise our trail and park. I urge the removal of Phase 4, the new runway. In the Airport Master Plan. I oppose any land-swap of Pt. Woronzof Park.	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future land use.
94	Issues	Land Use/ Management	Land Swap	16607	The Coastal Trail and Pt. Woronzof Park are gems of Anchorage and important to my	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					quality of life. These community assets are good for our health, economy, and environment. An unnecessary runway should not compromise our trail and park. I urge the removal of Phase 4, the new runway. In the Airport Master Plan. I oppose any land-swap of Pt. Woronzof Park.	property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future land use.
95	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16608	The Coastal Trail and Pt. Woronzof Park are gems of Anchorage and important to my quality of life. These community assets are good for our health, economy, and environment. An unnecessary runway should not compromise our trail and park. I urge the removal of Phase 4, the new runway. In the Airport Master Plan. I oppose any land-swap of Pt. Woronzof Park.	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future land use.
96	Issues	Land Use/ Management	Land Swap	16609	The Coastal Trail and Pt. Woronzof Park are gems of Anchorage and important to my quality of life. These community assets are good for our health, economy, and environment. An unnecessary runway should not compromise our trail and park. I urge the removal of Phase 4, the new runway. In the Airport Master Plan. I oppose any land-swap of Pt. Woronzof Park.	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future land use.

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
97	Issues	Land Use/ Management	Land Swap	16675	The Coastal Trail and Pt. Woronzof Park are gems of Anchorage and important to my quality of life. These community assets are good for our health, economy, and environment. An unnecessary runway should not compromise our trail and park. I urge the removal of Phase 4, the new runway, in the Airport Master Plan. I oppose any land-swap of Pt. Woronzof Park.	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future land use.
98	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16676	The Coastal Trail and Pt. Woronzof Park are gems of Anchorage and important to my quality of life. These community assets are good for our health, economy, and environment. An unnecessary runway should not compromise our trail and park. I urge the removal of Phase 4, the new runway, in the Airport Master Plan. I oppose any land-swap of Pt. Woronzof Park.	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future land use.
99	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16677	I would like to discuss with you the claim that 3,350' between runway centerlines is enough space so that "the two north-south runways could be operated independently at all times and in all weather conditions," as stated in the Master Plan Update (September 2013). FAA Order JO 7110.65U, updated 8/22/13, para 5-9-7, calls for 4,300' between parallel runway centerlines for standard simultaneous independent approaches. Although there is an exception for runway centerlines 3,000'	The Anchorage International Airport Master Plan Update is evaluating potential enhancements to the Airport that would enable the Airport to operate safely and efficiently at the highest levels of forecast demand. Providing a widely-spaced parallel runway is among the alternatives considered. Per FAA Advisory Circular 150/5300-13A, Airport Design, Paragraph 316, Parallel runway separation requirements, Subparagraph b. Parallel runway separation--simultaneous Instrument Flight Rules (IFR), Subpart 1a: "Dual simultaneous precision instrument approaches are normally approved on parallel runway centerline separation of 4,300 feet (1311 m). On

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					<p>apart (5-9-8. Simultaneous Independent Close Parallel Approaches), it requires a precision runway monitor radar system at substantial increased cost and a few additional conditions. Most importantly, not all operators are willing to fly the PRM procedure with their wingtips just a half mile or so from their opposing traffic's wingtip. Without full participation, the runways would be operated dependently and would not provide the advantages advertised. There is no similar reluctance among operators to fly standard simultaneous approaches.</p>	<p>a case-by-case basis, the FAA will consider proposals utilizing separations down to a minimum of 3,000 feet (914 m) where a 4,300 foot (1311 m) separation is impractical. This reduction of separation requires special high update radar, monitoring equipment, etc.”</p> <p>The Master Plan Update will document that special high update radar and monitoring equipment would be required to operate two runways independently in all-weather when separated by less than 4,300 feet but more than 3,000 feet. The Master Plan Update will also document that it may be impractical to separate the two north-south runways by 4,300 feet. If and when the need for an additional north-south runway is demonstrated, the Airport would be required to comply with the National Environmental Policy Act (NEPA) and prepare an Environmental Assessment or Environmental Impact Statement. At that time, the Airport and FAA would be required to prepare a detailed assessment of the specific separation requirements between the two runways and assess the costs and benefits of a variety of potential separations that may ultimately meet the defined project purpose and need. Additionally, substantially coordination would be necessary with FAA air traffic control, airlines, and other key stakeholders to ascertain the specific benefits they could be expected to realize and ultimately to obtain broad agreement on the need for an additional runway.</p> <p>The Master Plan Update team has attempted to consistently communicate that the minimum separation requirement is 3,000 feet based on current technology but that greater separation may be necessary to achieve the maximum benefit of dual parallel runways. We appreciate your comment and will relay this important information in the Master Plan Update documentation.</p>
100	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		18985	<p>I oppose the proposed Master Plan with respect activities that would impact the Coastal Trail and Woronzof Park. The Trail and the Park are heavily used by many</p>	<p>Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when</p>

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					people and tourists and is a significant attraction to the city. Recently the Trail has been selected as one of the top 10 in the nation. Please do not degrade this trail and its views.	demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced.
101	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		18986	To whom it concerns: Thank you for providing additional time for comment on the Airport Master Plan Update. I am lending my voice to support for the Coastal Trail and I oppose any land swap that would give Point Woronzof Park to the airport. Further, I support removing Phase 4 — the proposed second north/south runway — from the Airport Master Plan Update. The impacts on neighborhoods and trails seem unjustified under current economic conditions. Thanks again for the opportunity to provide comments.	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future land use.
102	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		18996	Option 1 in particular shows a hotel site right where victor taxiway meets lake hood (currently building where the tiedown office is?) Very bad place to put a hotel, from a safety prospective. We already have way too many pedestrians and cars on the lakehore taxiway. I personally favor option 3 or 5. Option 4 with the closely spread runway has safety issues. As long as the coastal trail has continuity, changing it doesn't bother me. If part of it becomes a tunnel, safety for users would again be an issue. The people who live near the airport moved there after the airport existed. Complaining now about noise is just ridiculous.	Thank you for your comment. We note there may be confusion on the hotel location site as the site is located south west from your described location. The hotel site identified on the maps is located between the North Terminal and Postmark Drive, south of Taxiway Victor, currently being used as a parking lot for North Terminal patrons, and is therefore separated from the Lakeshore taxiway traffic. The Airport remains committed to maintaining a continuous Coastal Trail, and anticipates that any changes to the Coastal Trail would include enhancements to maintain or improve the high quality of the trail. There are presently no designs drafted for the rerouted Coastal Trail. Should the Coastal Trail need to be re-routed, a tunnel would not necessarily be needed to accommodate the reconfiguration. The design of the reconfigured trail would be determined following an environmental process, including extensive public, trail user, and agency input.

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
103	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		18997	<p>=>Based on the council's previous input and long-held positions, TCC supports the essence of the Phase 1 Proposal (with an important exception explained on page 2) for inclusion in the 20-Year Airport Master Plan Update Final Development Plan. As stated in our previously submitted comments, overall, the proposals in Phase 1 would not only "Minimize Development," but also best serve our community by minimizing negative impacts associated with Airport development and operations to the surrounding community, including the Turnagain neighborhood and recreational/natural open space assets in West Anchorage. It would also provide sufficient, economically prudent and appropriate Airport functionality in the foreseeable future.</p> <p>Take-off and landing capacity has been presented as the key determinant of each proposed Phase. With cargo traffic down 25 percent from its peak several years ago (and lower this year than in 2012), it is unlikely that the proposals in Phases 2-4 will need further consideration in this Master Plan Update and should be evaluated when the Airport Master Plan goes through another update process in five to seven years.</p> <p>=>Particularly, the likely need for Phase 4 - Widely Spaced Runway (a second North-South Runway) is beyond the 20-year scope of this Plan Update and TCC requests that it be deleted in the Final Development Plan.</p> <p>Most elements of Phase 1 are also the most appropriate, given constraints that will affect the viability of the unconstrained forecast growth projections, as provided in the Alaska International Airport System Anchorage Forecast Summary (September 2012).</p>	<p>Thank you for your comment on the Anchorage International Airport Master Plan Update. The Master Plan Update team will consider your comment as the Airport's Plan for Future Development is completed.</p> <p>The Turnagain Community Council's support of Phase 1 has been noted. Phase 1 accommodates current demand levels at the Airport but does not meet forecast demand levels. A demand dependent, phased approach to airport development was selected to enable the Airport to adapt to an uncertain future and manage growth in a financially responsible manner. The phases are not cumulative steps, and will only be implemented as demand warrants and as indicated by trigger points. Even if demand materializes, there would be many additional steps, including environmental studies as necessary, prior to implementation.</p> <p>The Airport understands it is located near residential and recreational areas, and considers impacts to those land uses during planning. FAA land use regulations require that Airport land be used for aviation purposes; the Airport retains the right to eventually develop its land as necessary to meet aviation needs. However, undeveloped land may temporarily serve as a natural, vegetated area between the Airport's infrastructure and surrounding neighborhood or recreational areas while it remains unused by the Airport for aviation related commercial development.</p> <p>Forecasts</p> <p>The FAA accepted the Alaska International Airport System (AIAS) forecast of aviation activity for planning purposes. Analysis of the existing Airport indicates that additional capacity may be needed within the next twenty years. The next Master Plan Update, anticipated in 7 to 10 years, will reevaluate both the forecast of aviation activity and plan for accommodating growth. During the interim, the Master Plan Update will recommend that the Airport consider land use both on and off Airport and help the Airport prepare for potential long-term growth.</p> <p>Noise and Traffic Impacts to the Turnagain Neighborhood</p>

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					<p>These Forecast Constraints include: Uncertainty of a stable global economy. Potential higher jet fuel prices. Economic viability of cargo carriers using direct Asia-to-Lower 48 cargo flights and other, non-aviation modes of transport. Uncertainty of future federal funding for major airport infrastructure projects. Potential for substantial airfare and user rate increases imposed by Signatory Airlines to cover their share of major ANC capital projects. Potential for substantial Airport rate increases in leasing, parking and other services and amenities to airport users, to cover additional infrastructure operation and maintenance expenses. Severe cumulative environmental and social impacts of potential ANC development expansion, including degraded water and air quality, destruction of natural open spaces and recreation assets, and additional air and ground noise. By choosing to incorporate all the development proposals from 4 out of the 5 Draft Alternatives presented to the public last spring, the cumulative impacts of the cargo-related development in North Airpark and the realignment of Postmark Dr. to the east will be substantial. Add the increased noise, and other social and environmental impacts to Turnagain from simultaneous take-offs to the north, if the second N-S runway is built, and the quality of life in our neighborhood will be highly compromised. By choosing an all-of-the-above development approach, the Preferred Master Plan Update Development Plan really is not a Master Plan for the next 20 years, but rather a "Wish List" for potential</p>	<p>Realignment of Postmark Drive would require further analysis and environmental review prior to implementation. Environmental impacts associated with the project, including noise impacts, would be studied and potentially mitigated. The Airport Master Plan Update has identified a conceptual location for an airplane engine run-up enclosure (a.k.a a Ground Run-up Enclosure) which may be shown to reduce noise resulting from engine run-up activity at the Airport. Cargo related development All airport property is subject to FAA grant assurances which are federal regulations that dictate uses that can and cannot occur on airport property. All airport property is ultimately reserved for aviation use. Non-aviation uses are subject to fair market value for access to airport property and must demonstrate that non-aviation use does not interfere with the airport's operation. The Airport retains the right to eventually develop its land as necessary to meet aviation needs. Temporarily undeveloped lands may serve as a natural, vegetated area between the Airport's infrastructure and surrounding neighborhood or recreational areas while it remains unused by the Airport. Turnagain Bog and Postmark Bog The Airport cannot exclude all or portions of Turnagain Bog or Postmark Bog from future development. Airport land is subject to FAA grant assurances. Airport land use must support public aviation facilities, or be leased or disposed of at fair market value without interfering with the airport's operation. The Airport's diminishing undeveloped land is a critical asset intended to serve future Airport development needs. At this time, it is not the Airport's intention to dispose of Airport land or to exclude it from future development without receiving equal or better land for airport development. Proposals Not Included in Draft Phased Development Plan Thank you for your comments regarding parcels to exclude from potential development; they will be</p>

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					<p>development that goes beyond the 20-year scope of this Plan Update and that does not include an analysis of economic or social trade-offs associated with the phased all-of-the-above development.</p> <p>The Draft Phased Development proposal presented for comment is in the form of power point slides and is not in the form of a Master Plan analysis. Consequently, we cannot comment on the underlying justifications (i.e., "trigger points") of the preferred phase developments, many of which extend beyond the planning horizon of 20 years. Consequently, we believe the Phased Multiple Development Alternative is a flawed approach.</p> <p>=>In order to evaluate the feasibility of these Development Phases in a Master Plan context, TCC requests that the Airport conduct the following before the Development Plan is finalized:</p> <p>A Noise Analysis of the impacts of simultaneous take-offs to the north from the existing and proposed new North-South Runway.</p> <p>A Noise Analysis of the cumulative impacts of locating North Airpark cargo-related development and a high truck-traffic road (Postmark Dr.) closer to the Turnagain neighborhood.</p> <p>An analysis by AKDOT&PF Traffic Engineering to identify safety measures for North Airpark traffic in the area of Postmark Dr. and the Airport Post Office, as alternatives that would be less expensive and have fewer environmental and social impacts than relocating/realigning Postmark Dr. to the east in Turnagain Bog.</p> <p>An opportunity for the public to review a draft of the entire Airport Master Plan Update</p>	<p>considered by the planning team. The Master Plan Update will not address the West Anchorage District Plan land trade scenarios, but will provide background information on the Airport's long-term development needs and land uses.</p> <p>Additional N/S Runway</p> <p>Phase 4 does identify a potential location for a new runway because it best meets potential long-term aviation demand, but a runway would not be constructed until and unless it is financially feasible and necessary to accommodate growth. Furthermore, the location is conceptual and would be studied in more detail to support an eventual NEPA process. The Master Plan Update enables the Airport to identify and preserve lands that may be needed for future development. The Airport will seek to optimize use of existing facilities as long as it remains practical. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the area.</p> <p>Coastal Trail: The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced.</p> <p>Point Woronzof Park:</p> <p>The Airport will need to acquire lands west of the Airport, including all or portions of Point Woronzof Park, to enable the eventual development of the Airport including a potential widely-spaced parallel runway as envisioned in Phase 4 of the demand dependent, phased approach for future airport development. As with any potential impacts to the Coastal Trail, the Airport would work with the Municipality of Anchorage, park users and other stakeholders to mitigate impacts to the Park.</p> <p>Impacts to Cultural Resources: The Airport has</p>

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					<p>document, as has traditionally occurred in all previous TSAIA Airport Master Plan Update efforts. As stated above, until the public can review the underlying, detailed justifications and impacts of the phased development proposals that will be presented in the full document, the public cannot adequately respond to all the components of this Master Plan Update.</p> <p>Cargo Related Development at North End of North Airpark: All four development phases include potential air cargo expansion at the north end of North Airpark. TCC has opposed development in the remaining wooded areas south of Pt. Woronzof Dr. and the north end of North Airpark for many years. This remaining wooded area helps mitigate ground noise impacts by serving as a partial noise buffer between operations in the nearby aircraft engine run-up area and the Turnagain residential area to the east. The parcel also provides aesthetic, visual buffering along the road and Coastal Trail from North Airpark industrial development in this area.</p> <p>=> TCC requests that the area at the north end of North Airpark be removed from potential air cargo development in the Final Development Plan.</p> <p>Turnagain Bog: Phases 2 and 4 propose relocation of Postmark Dr. to the east of its current location into remaining wetlands of Turnagain Bog. The preservation of all of the remaining Turnagain Bog wetlands and associated uplands as a natural resource and buffer between industrial and airport development and the local community has long been a major priority for TCC. Turnagain Bog provides important, high-value functions to our neighborhood,</p>	<p>coordinated directly with the Native Alaska Tribes who have traditionally used the area to identify cultural and archeological resources and document potential impacts and concerns throughout the Master Plan process.</p> <p>Coastal Wildlife Refuge: Prior to moving forward with future development proposed in the Master Plan Update, in addition to an increase in demand and other funding and political approvals, the Airport would be required by federal law to complete further environmental analysis in compliance with NEPA, which would describe potential impacts to the Refuge. The analysis would evaluate impacts to the human and natural environment in greater detail, and develop mitigation as necessary.</p> <p>AWWU: AWWU and the Airport have communicated regularly throughout the Master Plan Update process. The Airport is committed to ensuring that future development of the Airport is managed in a manner that preserves AWWU's ability to expand the Asplund facility as needed and that access to the Asplund facility is maintained. Extensive planning and coordination by both AWWU and the Airport will be required if either facility requires expansion in the future. The Airport is committed to responsible coordination such that each facility's future needs are met for the benefit of all Alaskans.</p> <p>Pt. Woronzof Drive: Should demand levels indicate the need for an additional N/S runway, the Airport will work with all stakeholders, including the Municipality of Anchorage and the Heritage Land Bank to ensure any impacts to existing infrastructure are avoided or mitigated to the extent practicable.</p> <p>Again, thank you for your comments. Like all public comments received by the Master Plan update team, they are given serious consideration. A draft of the Master Plan Update final document will be made available for public review and comment in the Spring of 2014.</p>

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					<p>including wildlife habitat (identified as important wildlife habitat in the 2020 Anchorage Comprehensive Plan, page 63), water pollution filtration, downstream hydrology for Jones Lake, Hood Creek and Cook Inlet, air pollution absorption, and essential buffering for residential and recreational areas from airport development and operations.</p> <p>The relocation of Postmark Dr. to the east would have significant environmental and social negative impacts, including the loss of important wetland functions and locating North Airpark high-impact operations and airport-generated traffic much closer to the Turnagain residential area (including the potential for airport related development east of the relocated road, even though that is not shown on any of the Phased Development Plan maps).</p> <p>=> TCC requests that the remaining areas of Turnagain Bog be removed from potential relocation of Postmark Dr. to the east and potential air cargo and airline/airport support development east of the existing Postmark Dr. in the Final Development Plan.</p> <p>Postmark Bog: Because the decision was made during the evaluation of the Draft Alternatives over the summer months to incorporate all proposals from Alternatives 1, 2, 3 and 5, rather than choose one alternative, the cumulative impacts of these multiple proposals are substantial and we believe unwarranted.</p> <p>Development Phases 1, 2 and 4 include development in the remaining portions of Postmark Bog west of Postmark Dr. TCC is currently providing input to the Airport's Part 150 Noise Study and has requested implementation of mitigation measures that</p>	

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					<p>will address existing and potential future Airport-generated ground noise impacts experienced in Turnagain from North Airpark operations.</p> <p>While additional cargo development in Postmark Bog would not be without environmental and social impacts (including an increase in ground noise impacts) to the Turnagain residential area, these options are preferable to the potential expansion of similar cargo/airport development to the east of Postmark Dr. in Turnagain Bog, closer to our neighborhood.</p> <p>=> TCC supports identifying potential cargo-related development in Postmark Bog in the Final Development Plan, but development must be limited to areas east of the existing Postmark Dr. roadway.</p> <p>Additional North-South Runway: Phase 4 includes the potential development of a second "Widely Spaced" North-South Runway, which would have significant, negative impacts. TCC opposed the concept of a "Closely Spaced" North-South runway during the 2002 Master Plan Update process, and was joined by the Signatory Airlines and many others in the Anchorage community in opposing a "Widely Spaced" Runway proposal in 2008.</p> <p>An additional North-South Runway would generate significant increases in aircraft take-off noise and air pollution emissions in the Turnagain residential area and nearby, popular recreational lands. Such a project will destroy sections of the existing Tony Knowles Coastal Trail and natural open space greenbelt buffers.</p> <p>The second North-South Runway proposal in Development Phase 4 would create severe environmental impacts, including the</p>	

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					<p>destruction of Point Woronzof Park dedicated parkland and the northern area of the Anchorage Coastal Wildlife Refuge — both areas identified in the Anchorage 2020 Comprehensive Plan as important wildlife habitat (page 63). It would also destroy the only known Native archeological site in the Anchorage Bowl.</p> <p>The entire city would be affected by the negative impacts a second North-South Runway could have on the Anchorage Water & Wastewater Utility's (AWWU) sewage treatment plant located at Pt. Woronzof, which now operates at the primary treatment level and relies on the outfall mixing zones in Cook Inlet. If required to treat at a secondary or tertiary level, AWWU's options for future plant expansion into its reserve land south of the facility would be severely limited.</p> <p>The nearby community at large, along with TCC, has consistently opposed the development of a second North-South Runway — and any land exchange between the Municipality of Anchorage and the Airport that would transfer Point Woronzof Park, Coastal Trail greenbelt east of the AWWU Sewage Treatment Plant, or the AWWU sewage treatment reserve land to the Airport for development of another runway.</p> <p>The need for development of a second North-South Runway during the 20-year timeframe of the Master Plan Update is highly unlikely and any money spent toward this effort would be a waste of capital dollars on an unnecessary project.</p> <p>=> As stated on page 1, TCC requests that the Phase 4 Widely Spaced Runway proposal be deleted from the Final Development Plan.</p>	

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					<p>Proposals Not Included in Draft Phased Development Plan: TCC notes that none of the Phases in the Draft Development Plan for the 20-year Airport Master Plan Update proposes Airport-related development for Municipality of Anchorage Heritage Land Bank (HLB) land west of the Airport. This reinforces statements made by Airport officials in recent years during the development of the West Anchorage District Plan (WADP) — that this land is of little value to them for Airport development and expansion. As a result, this HLB land is not identified in the WADP (page 164) as a parcel of interest for the Airport to acquire in any potential land exchange with the Municipality.</p> <p>> TCC supports the exclusion of Municipal HLB land for any Airport-related expansion or development in the Final Phased Development Plan.</p> <p>o TCC also notes that none of the Draft Development Phases include proposed Airport-related development or expansion for areas currently used as parkland/or for recreation, or otherwise used and managed by the Municipality, including: Little Campbell Lake Coastal Trail, SW corner of E-W Runway Coastal Trail, West Airpark Tract South of Pt. Woronzof Park Coastal Trail, Eastside of Pt. Woronzof Bluffs Spenard Beach Park Northern area of Connor's Bog/Lake East Section of Connor's Land-Snow Dump DeLong Lake Park Parcel Notch between FCC land and Little Campbell Lake Raspberry Road Buffer Kulis Road Buffer</p> <p>=> TCC supports the exclusion of areas long-used by residents and visitors for</p>	

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					<p>park/recreational purposes and an important Municipal snow dump area for any Airport related expansion or development in the Final Development Plan.</p> <p>Due to the Turnagain neighborhood's close proximity to the Airport, and TCC's long-standing involvement in Municipal and Airport planning documents and projects that have potential impacts to our west Anchorage community — as well as assets important to the entire city of Anchorage — we hope that our input has been and continues to be given serious consideration as this public process continues and the Development Plan in the Airport's Master Plan Update is finalized.</p> <ul style="list-style-type: none"> • Additional N-S Runway Impacts to Tony Knowles Coastal Trail and Greenbelt/Buffer <p>As stated in TCC's letter, Phase 4 includes the development of a second North-South Runway, which would have major impacts on the existing Tony Knowles Coastal Trail, one of the premiere recreational assets in Anchorage. As the Master Plan Update's own survey shows (Craciun Research Marketing Research Study, April 16, 2013), almost 60 percent of those polled use the Coastal Trail around Point Woronzof, indicating the high usage of this area of the trail by Anchorage residents. Construction of another runway would destroy sections of the existing Coastal Trail and associated greenbelt/buffer and necessitate trail rerouting in undesirable ways that would severely degrade the trail user experience now enjoyed by our community.</p> <p>The diagram associated with the Phase 4 proposal does not show development on a section of the existing Coastal Trail running</p>	

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					<p>through the Point Woronzof Overlook area and continuing south between the AWWU Sewage Treatment Plant and the Airport boundary to the east, near the existing North-South Runway — but it is likely the trail would be negatively impacted by the development of another runway in this area. There is a small, but significant trail/greenbelt in this southern trail section, strategically located between what would seem like two highly incompatible land uses for recreational use. However, this is a beautiful area of the Coastal Trail route, due to strategic planning in site location and topography, and the preservation of naturally wooded vegetation when the trail was built. As illustrated in Phase 4, the impacts to the Coastal Trail running through Point Woronzof Park would be substantial. A large section of the trail in this scenic, natural Municipally-dedicated parkland area would be destroyed — and no conceivable rerouting of the trail (either tunneling it under the expansion infrastructure or running it around the filled area in the Anchorage Coastal Wildlife Refuge) — could adequately mitigate the high degree of negative impacts to the trail user experience and the loss of high-value natural open space/wildlife habitat that currently exists in this parkland. The Coastal Trail running from downtown to Kincaid Park is a major tourist attraction as well as an important quality of life resource for residents. This past summer, the State and Municipality provided over \$800,000 in funding to rehabilitate the Coastal Trail and ensure its continued, long-term use. Rerouting the trail as part of Phase 4 would destroy its function as a recreational and park resource and result in a loss of quality</p>	

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					<p>of life for the residents of Anchorage and an economic loss in terms of the tourist-supported economy. In a January 2007 presentation to the Anchorage Park Foundation, University of Alaska Anchorage Economics Professor Steve Colt noted that the economic value to Anchorage of visitors staying in the Municipality for just one additional day to enjoy the Coastal Trail provides \$26 million in additional visitor spending each year. In 2012, hundreds of people signed a West Anchorage District Plan-related petition sponsored by the Turnagain Community Council, urging protection of the existing Coastal Trail and opposing trading the Coastal Trail in Municipal ownership (and Point Woronzof Park) to the Airport. With other cities spending millions to buy back their waterfront, we should protect our irreplaceable, high-value coastal parkland.</p> <p>A second North-South Runway and its impact on the existing Coastal Trail would be contrary to the goals of the West Anchorage District Plan, which is to "Acquire and permanently preserve the Tony Knowles Coastal Trail as a well-maintained, contiguous, public recreation corridor with vegetative buffer from Kincaid Park to Westchester Lagoon." The Municipality would lose a significant section of the trail already in its ownership by trading away Point Woronzof Park and the trail to the Airport, which would allow implementation of Phase 4 - Widely Spaced Runway. The Airport has complete control over any sections of the trail on its property and could approve, at any time, to destroy the trail and replace it with aviation-related development — despite its verbal promise to maintain a</p>	

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					<p>contiguous trail.</p> <p>Additional N-S Runway Impacts to Point Woronzof Park</p> <p>Phase 4 would require complete destruction of Pt. Woronzof Park "permanently" dedicated parkland. TCC played an integral role in the creation of this well-used, 191-acre, natural open space park, which was created by Municipal Assembly action in 1994 as a specific condition of approval to a Municipal-Airport land trade. TCC has advocated for its preservation since that time, with strong public support, including opposing any land trade between the Airport and the Municipality that would allow for Airport acquisition of Point Woronzof Park.</p> <p>As stated above, a significant section of the Coastal Trail is located in Point Woronzof Park, which offers a natural environment setting that is highly valued by recreational users. This park also serves as an important wildlife habitat corridor as well as provides an essential greenbelt buffer between the trail and adjacent current and potential future high-impact Airport development and operations to the east. The Master Plan Update's survey (Craciun Research Marketing Research Study, April 16, 2013) indicates that over 45 percent of Anchorage residents polled use Point Woronzof Park. A vote of Anchorage residents would be needed to undedicated the park and allow for Airport acquisition of the parcel.</p> <p>Additional N-S Runway Impacts to Native Archeological Site</p> <p>A second North-South Runway, as depicted in Phase 4, would also destroy an important Native archeological site, located near the AWWU Reserve land-Point Woronzof Park boundary west of the Airport. According to</p>	

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

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					<p>the Municipality of Anchorage Pt. Campbell-Pt. Woronzof Master Plan, March 1982, the Tanaina Archeological site is the only known archeological site in the Anchorage Bowl.</p> <p>Additional N-S Runway Impacts to Anchorage Coastal Wildlife Refuge</p> <p>The placement of a massive amount of fill (one estimate is 58 acres) in the Anchorage Coastal Wildlife Refuge would be required under the Phase 4 runway addition scenario. This would destroy an area identified in the Anchorage 2020 Comprehensive Plan as important wildlife habitat. According to the Alaska State Department of Fish and Game (Anchorage Coastal Management Plan Program Document, June, 1987), these coastal wetlands have a unique vegetative community that attracts a variety of migratory birds. It is also a documented corridor for the federally listed Beluga whale endangered species swimming to Upper Cook Inlet feeding areas. At low tide, the refuge offers residents and visitors the opportunity to walk along the shoreline in the northern area of the refuge for recreational purposes and enjoy a spectacular view of our city's coastal environment. The fill and subsequent development would also severely compromise the stunning views enjoyed by many visitors as well as over 56 percent of Anchorage residents polled in April by Cracium Research at the popular Point Woronzof Overlook.</p> <p>Additional N-S Runway Impacts on AWWU Sewage Treatment Plant Functions and Expansion</p> <p>As stated above, Phase 4's additional North-South Runway proposal would require the placement of a massive amount of fill in Cook Inlet, which could significantly alter the</p>	

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					<p>tidal mixing zones where the current sewage treatment outfall is located. Further jeopardizing the functionality of the treatment plant would be the Airport's acquisition of the AWWU reserve land south of the sewage treatment plant. This would result in limited options for facility treatment upgrades and expansion, including switching from primary to secondary or tertiary treatment, if mandated by the Environmental Protection Agency at some point in the future. The sewage treatment plant would likely need to be relocated, but according to a top AWWU official, there is no viable, alternate location within the Anchorage Bowl to relocate the treatment plant. TCC has opposed any land trade that would allow for Airport acquisition of the AWWU sewage treatment plant expansion parcel.</p> <p>Additional N-S Runway Impacts on Point Woronzof Drive – Access to Municipally Owned Land</p> <p>Phase 4's proposed development of another North-South Runway, taxiway and significant cargo-related development in West Airpark could have negative impacts on Point Woronzof Dr. because of the necessity of connecting this new development to Taxiway Y. A new road that would be tunneled under the existing and proposed second North-South Runway infrastructure is proposed as part of Phase 4, to provide access to the newly developed areas as well as to Municipally-owned Heritage Land Bank land west of the Airport, where the Salvation Army Clitheroe Center is located. Depending on the level of potential restrictions that could be imposed on this road into significant airfield infrastructure and cargo/industrial development, the tunneled</p>	

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					road alternative to the existing Point Woronzof Dr. could jeopardize future access to Municipal land, including the Clitheroe Center facility, which has long provided much-needed services to the Anchorage community.	

CHAPTER 4 COMMENTS AND RESPONSES ORGANIZED BY ISSUE CODE

The following comments and responses are grouped by the Issue Codes identified in Section 1.3. Many of the comment documents received were assigned multiple issue codes so that all comment issues presented would be adequately addressed. Between July 1st and October 11th 149 commenters submitted 157 comment documents. This resulted in 384 comment issues.

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
1	Alternatives	All Alternatives		16198	I would support any plan that protected the natural shoreline of Cook Inlet and a guarantee that no tunnels would be constructed for the existing bike trail.	Thank you for your input. Your comment will be considered by the Airport and its planning staff during the drafting and selection of a preferred alternative. Should the demand warrant the construction of Phase 4, the design would undergo a rigorous environmental review process in accordance with the National Environmental Policy Act. This environmental review would include an assessment of potential shoreline impacts. Adverse impacts would be studied and avoided, minimized, or mitigated to the extent practicable. In the event that Phase 4 is constructed, and the Coastal Trail needs to be re-routed, a tunnel may not necessarily be needed to accommodate the reconfiguration. The design of the reconfigured trail would be determined following an environmental process, including extensive public, trail user, and agency input.
2	Alternatives	Alternative 4 - Closely Spaced Runway	Oppose/Parks and Recreation	12622	I am writing in opposition to a new North/South Runway being included in your Master Plan, the alternatives that will destroy large sections of the Coastal Trail and Pt. Woronzof Park if constructed.	Thank you for your comment. Under no alternative is the Airport proposing to destroy the Coastal Trail. The Airport remains committed to maintaining a continuous Coastal Trail, and anticipates that any changes to the Coastal Trail would include enhancements to maintain or improve the high quality of the trail. Impacts to the Coastal Trail would be mitigated as determined through an environmental process, including extensive public, trail user, and agency input.
3	Alternatives	Alternative 4 - Closely Spaced Runway	Oppose/Parks and Recreation	16264	I very much dislike alternatives 4, and especially 5. They will adversely impact the coastal trail. The coastal trail is one of the features of Anchorage that makes it unique and desirable. An additional runway is neither. Even if the coastal trail can be rerouted, for instance under the runway, this would take away the views from the trail and would make skiing impossible. I	Thank you for your comment and thoughtful suggestions. Your suggested alternatives were considered by the Master Plan Update team. While the Master Plan Update recognizes that constructing an additional north-south runway, as considered in Alternatives 4 and 5, would impact the Coastal Trail and other resources near the Airport, the Airport remains committed to studying impacts and identifying mechanisms to

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

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					am skeptical that either proposal can successfully reroute the coastal trail in a way that does not destroy it in the Point Woronzof/AWWU area. If another N-S runway is needed, I have another suggestion. Take alternative 4 and move the western, new runway to the south so that it does not cross the coastal trail. The two N-S runways would be offset somewhat, similar to the way the two E-W runways are offset from each other. The new runway, as moved south, would cross the E-W runways. That is not ideal, but is a management issue to avoid collisions. It seems that it would be a problem that can be managed. In general, this proposal would allow two N-S runways to operate without degrading or destroying part of the coastal trail. As another alternative, though I expect not ideal, would it be possible to put the new N-S runway on the east side of the current runway? It would be close to structures, but perhaps that is feasible or the structures could be moved.	minimize or mitigate identified impacts. Potential impacts would require extensive analysis under the National Environment Policy Act before the Airport could implement construction of a new runway. Further study would not be undertaken until a clear need for an additional runway is evident. The two suggested locations for an additional runway were considered but were determined to not be a better alternative to the currently proposed N/S runway configuration.
4	Alternatives	Alternative 5 - Widely Spaced Runway	Oppose/Other	16598	If the basic concerns of ecology, habitat, and history are addressed and accommodated I do not have concerns about the runways, with the exception of option 5 that appears to mar and modify the natural alignment of the bluff and the visual approach to our city from that side. I would like to see where the Eagle Nesting areas and the aboriginal fishing village and burial sites have been considered. Hopefully not just in fine print somewhere.	Thank you for your comment. Because of the additional aviation capacity it provides, the Airport has selected the widely spaced runway (as seen in Alternative 5) as Phase 4 of the Airport's Plan for Future Development. A widely spaced parallel runway provides substantial additional capacity because the two north-south runways could be operated independently in all weather conditions. Environmental constraints were considered in the Master Plan Update and will be documented in detail in the Inventory chapter. Should air traffic growth continue, and a decision be made to pursue building a widely spaced runway (Phase 4), a more detailed environmental analysis would be required prior to permitting or construction. That process would

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
						include public input and clearly identify impacts and mitigation/enhancements in detail, including visual impacts, birds, and cultural resources.
5	Alternatives	Alternative 5 - Widely Spaced Runway	Oppose/Realistic Need	12625	In the previous Master Plan in 2008, Alaskans made it clear that a new runway should not compromise our quality of life and does not belong in the Airport's long-term plans. Now, with cargo down 25% since 2007, there is even less of a need for a new runway. Instead of including a new runway in the Master Plan, work to optimize the current infrastructure. I urge you to remove all alternatives for a North/South runway from the Master Plan.	Thank you for your comment. At this point in time, the Airport agrees that current airline traffic does not merit a new runway. It is important to acknowledge that FAA requires Master Plans to look forward and study short-, medium-, and long-term development plans to meet future aviation demand. Environmental regulation and professional practice require that a range of development alternatives be evaluated to determine which most effectively meets anticipated needs while considering costs and adverse impacts. Therefore, some of the alternatives under study optimize existing capacity (Alternatives 1, 2 and 3), and some alternatives add capacity (Alternatives 4 and 5). These long-range development alternatives would set aside land for future development in the appropriate locations if and when additional aviation capacity is needed. Under any alternative, additional development would be pursued only if and when actual airline traffic levels and delay showed a real need. Although many of these questions were discussed in 2008, the FAA encourages airport to review and update master plans every five to seven years.
6	General	Miscellaneous		16295	I want see US: Seattle and Chicago and Portland INTL: Vancouver and Frankfurt and Hong Kong and Tokyo and AK: Kodiak and Juneau and Fairbanks and Kenai and Nome, and Public Open House 7 around for 15 years.	Thank you for your comment. The Airport is always working with the Airlines to continue to offer Airport users routes to locations in the state, nationally and internationally.
7	General	Support		16205	I support the phased approach introduced at the recent open house provided there are metrics in place so that the public can see that going to the next phase is justified by the increased traffic. That decision-making needs to be clear and shared with	The final Master Plan Update document will include trigger points (a point at which an action is required to maintain the safe, efficient, and compliant operation of the Airport). Trigger points result from growth and congestion, facility lifecycle, and policy/regulation changes.

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					the public.	
8	General	Support		16304	EVAN your doing a great job	Thank you for your comment.
9	Issues	Efficiency & Operations	Airport Governance	16275	As has been pointed out, a structural problem with the public's interface with the Airport is that it is essentially a self-governing and insulated entity. Unlike most other major Airports in the United States, there are no oversight bodies such as a Port or Airport Authority. The Airport runs itself and is answerable only to the Department of Transportation which effectively shuts neutralizes public influence and participation. While the Airport certainly has improved its interface with the public, many of us still feel like it is only giving the public lip service. The same thing can be said for the Municipality. Where does the Airport's interests end and those of the greater public good begin?	Thanks for your comment. The Airport understands that it performs a public service, and strives to do so in an efficient, safe and cost effective manner. While the Anchorage Airport is operated by the State of Alaska Department of Transportation (DOT), it is also required to follow federal FAA guidelines. Those with concerns regarding the Airport and its operations are welcome to contact the Airport directly, or the State of Alaska DOT. As is similar for concerns regarding other state entities, Alaskans may also contact their Legislators with comments or concerns.
10	Issues	Efficiency & Operations	Cargo Activity	16202	Hello, I would like to know what your specific ideas are for moving freight around the airport in the new Master Plan being contemplated. I have some specific ideas I would like to share but would like to know what concerns you have about cargo movement before I put something together.	Comments on all aspects of the Master Plan Update are welcome and encouraged.
11	Issues	Efficiency & Operations	North Terminal Re-Development	16301	Move local and regional air carriers to old intl' terminal	In the Airport's Plan for Future Development, the concourse portion of the old International (North) Terminal will be demolished to make room for additional large aircraft parking places. Several alternatives for the North Terminal were considered, but demolition of a portion of the building was selected as most cost-effective and most able to provide a consistent level of service. Local and regional air carriers will use concourse A in the South Terminal. If necessary, an additional concourse will be added to the South Terminal to accommodate an increase in jet traffic.
12	Issues	Environmental	Adjacent	16257	The area to the south or southeast of the	Thank you for your comment, it will be

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
		Awareness	Residential Property		airport is densely residential. Noise and fumes are an issue. I hope the airport is doing everything in its power to contain and reduce both.	considered during the refinement and finalization of the Airport's Plan for Future Development. The Airport understands that residential areas are located near its facilities and operations, and potential impacts to those neighbors are considered in planning efforts.
13	Issues	Environmental Awareness	Adjacent Residential Property	16276	My biggest concern continues to be that the Airport refuses to acknowledge its offsite impacts such as traffic congestion, pollution, sprawl, and their associated costs. The Airport's stock answer is that these issues are someone else's concern as if it has nothing to do with them. My belief is that it will take a legal challenge to force the Airport and other entities to address some of these issues to which they have so far turned a blind eye other than to address some of the symptoms with Band-Aid approaches like quieting measures and building more roads when the root problem is far more structural.	Thank you for your comment, it will be considered during the refinement and finalization of the Airport's Plan for Future Development. The Airport understands residential areas are located near its facilities and operations, and potential impacts to those neighbors are considered in planning efforts. Roads outside the Airport's boundaries are owned and managed by the Municipality of Anchorage and the Alaska DOT&PF who regularly evaluate road performance and construct upgrades. As a public-use facility, the Airport must serve all users, including air traffic and vehicular traffic; the Airport cannot reduce or direct traffic generated at the Airport. The Airport is meeting all state and federal standards regarding environmental impacts, such as pollution.
14	Issues	Environmental Awareness	Adjacent Residential Property	16372	Additionally, the airport needs to work with the nearby residential communities to ensure that development near residential areas is structured so that more intensive, noisy, and visible activities are farther from the residential areas.	Thank you for your comment, it will be considered during the refinement and finalization of the Airport's Plan for Future Development. The Airport understands that residential areas are located near its boundaries, and the Master Plan Update has proposed much of the potential expansion in areas away from neighboring homes, such as the West Airpark.
15	Issues	Environmental Awareness	Adjacent Residential Property	16375	Lighting near residential areas should be minimized or deflected to avoid light intrusion into residential areas.	Thank you for your comment. Lighting impacts to neighboring residential areas will be considered during the refinement and finalization of the Airport's Plan for Future Development.
16	Issues	Environmental Awareness	Bird Habitat	16322	How and to what extent wildlife and waterfowl hazing would be conducted in the vicinity of the expanded airport. Seasonal wildlife use (e.g. spring and fall waterfowl migrations) is extensive in this	Thank you for your comment, it will be considered during the refinement and finalization of the Airport's Plan for Future Development. If demand levels indicate the need for an additional runway, the proposal to build one would have to

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					area. Noise impacts to terrestrial and marine mammals, and migratory and resident birds and their habitat use. Impacts of fencing on migration corridors and habitat connectivity for black and brown bears and moose. Runway lighting effects on habitat use by resident and migratory birds. Locations of support facilities such as access roads, fuel storage, and future expansion needs for warehouses, hangers, etc. Potential changes to wetland and coastal waters, water circulation, sediment transport, and water quality. Loss of habitat for mammal and birds species as a result of vegetation clearing, fill placement, or other associated project activities.	survive a rigorous environmental evaluation process in accordance with the National Environmental Policy Act (NEPA) before construction could proceed. The design of the runway would be determined to a much greater level of detail, data would be collected on potentially effected environmental values, and additional public and agency input would be solicited.
17	Issues	Environmental Awareness	Bird Habitat	16595	Respectfully, as I have not been able to attend the public presentations, although I have reviewed the plan options from previous years online, and have waited for the graphics recently submitted, I submit the following comments. All I see on the map in the Eagle Nesting area to the north of the airport is a halftone shading. This indicates to me that the airport is waiting for these special bird nesting areas to be removed due to a die-off or an idle nesting season. The birds have not been impacted so much by airplane noise as by the development of the land surrounding their nesting trees. I have been vigilantly watching airport development and so far it has seemed to stop at the delineated and required eagle nest development area restrictions. If their nesting trees have died has there been an investigation into the reason for their demise. If not, why are is the shading being specified in that area. Where do I find detail that discusses the	The Airport has been, and will continue to be, in compliance with the Bald and Golden Eagle Protection Act (BGEPA) (16 USC 668–668c) and the Migratory Bird Treaty Act. Potential environmental constraints are being documented as part of the Master Plan Update process. If the decision to develop is initiated, a phase-specific environmental review would be conducted. At that time, exact environmental impacts would be documented and mitigation measures would be proposed. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail and lands near the Airport.

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

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					livelihood of these creatures, and the buffer land they inhabit and have inhabited?	
18	Issues	Environmental Awareness	Coastal Trail	16204	I have lived in Anchorage since 1963, and for many years was raised near the airport. I am firmly opposed to expansion plans at the Ted Stevens Anchorage Airport because the impact on surrounding residents, and the community is too great. The Airport is seeking to take part of the Coastal Trail and nearby Park land. This area is an invaluable part of Anchorage, and will be for the future. We have to protect this area for the existing residents and future generations. New York City's Central Park was established in the 1870's and no one would consider taking part of it. Similarly, we can't afford to jeopardize any part of Kincaid Park or the Coastal Trail.	The Airport remains committed to maintaining a continuous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. An additional runway will only be considered as necessitated by actual demand.
19	Issues	Environmental Awareness	Coastal Trail	16251	The Coastal Trail was just named to the 2013 Top 10 List of Great Public Spaces. So wait a minute...once again the airport wants to rip up the trail for another runway that it claims is desperately needed. This makes no sense. Where is the economic evidence? Since moving to the Turnagain area in 1989, I have observed how year after year, the airport has threatened to take more land from the adjacent residents and the Coastal Trail. I have yet to see jets backed up 20 deep to use a runway as in major airports in the lower 48. The Coastal Trail should be placed in the Great Land Trust or some other land trust to forever protect it from encroachment by the airport, and to stop underhand wheeling and dealing once and for all. After all, if the airport is allowed to bulldoze the Coastal Trail, it would be similar to ruining other Great Public Places such as New York's Central Park, Grand Park in Los Angeles;	The Airport is not pursuing construction of a new runway at this time. The purpose of a Master Plan Update is to prepare the airport to safely and efficiently accommodate future growth. The Airport is operating safely and efficiently today and is anticipated to so for years to come. Phase 4 does identify a potential location for a new runway because it best meets potential long-term aviation demand, but a runway would not be constructed until and unless it is financially feasible and necessary to accommodate growth. The Airport will seek to optimize use of existing facilities as long as it remains practical. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced.

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

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					Broadwalk in Hollywood, Florida; Leventhal Park in Boston, Massachusetts; Forest Park in St. Louis, Missouri; Mount Auburn Cemetery in Massachusetts; Essex County Branch Brook Park in New Jersey; Grand Central Terminal in New York City; Walnut Street Bridge in Tennessee; Ester Short Park in Washington. It would be ridiculous and tragic.	
20	Issues	Environmental Awareness	Coastal Trail	16259	Coastal Trail: It is good to hear the airport recognize the significance of the Coastal Trail to the Anchorage community. The trail is one of Anchorage's crown jewels. Changes to it should be handled very carefully.	The Airport remains committed to maintaining a continuous Coastal Trail, and anticipates that any changes to the Coastal Trail would include enhancements to maintain or improve the high quality of the trail. An additional runway will only be considered as necessitated by actual demand.
21	Issues	Environmental Awareness	Coastal Trail	16261	I oppose any trade of park land or coastal trail land to the airport. The only change to the coastal trail I would support would be improvement and expansion. Cutting into, reducing, breaking up or diminishing the coastal trail is unacceptable to this resident of Anchorage. Phase 4 needs to be taken out of the AMPU	Under no alternative is the Airport proposing to destroy the Coastal Trail. The Airport remains committed to maintaining a continuous Coastal Trail, and anticipates that any changes to the Coastal Trail would include enhancements to maintain or improve the high quality of the trail. If necessitated by demand, construction of a new north/south runway would require that the Coastal Trail be re-routed. A new route would be determined through preliminary design and environmental processes, including extensive public, trail user, and agency input.
22	Issues	Environmental Awareness	Coastal Trail	16273	The claim that Phase IV would leave the Coastal Trail intact is also disingenuous. Yes, there might be a strip of payment left but the guts of what constitutes the Coastal Trail would be gone not to mention the impacts that Phase IV would have on other adjacent areas. Pinching off the AWWU wastewater plant between the two runways perhaps foreclosing its needed expansion for tertiary treatment also invites a troublesome scenario.	Under no alternative is the Airport proposing to destroy the Coastal Trail. The Airport remains committed to maintaining a continuous Coastal Trail, and anticipates that any changes to the Coastal Trail would include enhancements to maintain or improve the high quality of the trail. If necessitated by demand, construction of a new north/south runway would require that the Coastal Trail be re-routed. A new route would be determined through preliminary design and environmental processes, including extensive public, trail user, and agency input. The Airport is

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
						coordinating with AWWU, and both agencies agree that they can work together to accommodate future expansion at both facilities as needed over time.
23	Issues	Environmental Awareness	Coastal Trail	16289	It will be a very sad day indeed in Anchorage if/when any portion lengthy of the coastal trail has to be put into a tunnel in order to make room for any airport operations. It will certainly be a big step backwards in Anchorage economic development corps desire to be the best city in which to live, work, and play	The Airport remains committed to maintaining a continuous Coastal Trail, and anticipates that any changes to the Coastal Trail would include enhancements to maintain or improve the high quality of the trail. If necessitated by demand, construction of a new north/south runway would require that the Coastal Trail be re-routed. A new route would be determined through preliminary design and environmental processes, including extensive public, trail user, and agency input.
24	Issues	Environmental Awareness	Coastal Trail	16290	Please do not destroy the coastal trail and the park.	Under no alternative is the Airport proposing to destroy the Coastal Trail. The Airport remains committed to maintaining a continuous Coastal Trail, and anticipates that any changes to the Coastal Trail would include enhancements to maintain or improve the high quality of the trail. If necessitated by demand, construction of a new north/south runway would require that the Coastal Trail be re-routed. A new route would be determined through preliminary design and environmental processes, including extensive public, trail user, and agency input.
25	Issues	Environmental Awareness	Coastal Trail	16293	Please protect the trails and the parks. More public recreation is for the benefit to our society. Engineering can be done to accommodate this.	Under no alternative is the Airport proposing to destroy the Coastal Trail. The Airport remains committed to maintaining a continuous Coastal Trail, and anticipates that any changes to the Coastal Trail would include enhancements to maintain or improve the high quality of the trail. If necessitated by demand, construction of a new north/south runway would require that the Coastal Trail be re-routed. A new route would be determined through preliminary design and environmental processes, including extensive public, trail user, and agency input.
26	Issues	Environmental Awareness	Coastal Trail	16300	Relocate coastal trail as needed	The Airport remains committed to maintaining a continuous Coastal Trail, and anticipates that

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

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						any changes to the Coastal Trail would include enhancements to maintain or improve the high quality of the trail. If necessitated by demand, construction of a new north/south runway would require that the Coastal Trail be re-routed. A new route would be determined through preliminary design and environmental processes, including extensive public, trail user, and agency input.
27	Issues	Environmental Awareness	Coastal Trail	16303	airport makes and creates money - coastal trial is a money pit and cost - no income - should be a charge for us	The Airport understands that the Coastal Trail is a valued community asset and therefore remains committed to maintaining a continuous Coastal Trail, and anticipates that any changes to the Coastal Trail would include enhancements to maintain or improve the high quality of the trail.
28	Issues	Environmental Awareness	Coastal Trail	16306	building on the coastal trial is unacceptable	The Airport remains committed to maintaining a continuous Coastal Trail, and anticipates that any changes to the Coastal Trail would include enhancements to maintain or improve the high quality of the trail. If necessitated by demand, construction of a new north/south runway would require that the Coastal Trail be re-routed. A new route would be determined through preliminary design and environmental processes, including extensive public, trail user, and agency input.
29	Issues	Environmental Awareness	Kincaid Park	16209	Kincaid Park is one of the most beautiful and wild parks of its kind and it has only barely been preserved with the extremely fast and poorly planned growth of Anchorage. Please treat it with the respect that it deserves and preserve its integrity as it is.	Thank you for your comment, it will be considered in the refinement and finalization of the Master Plan Update Plan for Future Development. The Airport understands that Kincaid Park is a valuable community asset. The Airport Master Plan does not propose to modify the lands that encompass Kincaid Park.
30	Issues	Environmental Awareness	Natural Buffers	16373	Vegetated buffers should be used wherever possible between airport development and residential areas. Buffers should be visually appealing, vegetated, and provide visual and noise screening.	Thank you for your comment, it will be considered during the refinement of the Airport's plan for future development. FAA land use regulations require that Airport land be used for aviation purposes; the Airport retains the right to eventually develop its land as necessary to meet aviation needs. However, undeveloped land may serve as a natural, vegetated area between the Airport's infrastructure and surrounding

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
						neighborhood or recreational areas as long as it remains unused by the Airport.
31	Issues	Environmental Awareness	Natural Buffers	16585	Hello - I would like to stress the importance of the Master Plan Update including an adequate buffer zone between the Airport and the neighborhoods at all times. The Airport has done a good job in recent years addressing public concerns with the construction of visual and sound barriers wherever possible. This remains a high priority to local residents and users of the adjacent parkland and helps ward off future contentious conflicts with the Airport.	Thank you for your comment, it will be considered during the refinement and finalization of the Airport's Plan for Future Development. FAA land use regulations require that Airport land be used for aviation purposes; the Airport retains the right to eventually develop its land as necessary to meet aviation needs. However, undeveloped 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.
32	Issues	Environmental Awareness	Natural Buffers	16587	I would like to first thank the Airport for being a good neighbor to us. We have lived in our home directly adjacent to the Airport for the past 9 years. The sound insulation program has been very beneficial to our neighborhood, and any questions or concerns we have had over the years have been addressed swiftly and appropriately. Residents and users of Kincaid Park and the Coastal Trail are appreciative of the existing vegetation buffer that exists along the Raspberry Road corridor, as well as the new berm that is currently being constructed. As the Master Plan is further refined and updated, please strive to retain, improve or expand these existing buffers whenever practical and possible. Buffers benefit both the public as well as Airport Operations for many reasons.	Thank you for your comment, it will be considered during the refinement of the Airport's plan for future development. The Airport understands it is located near residential and recreational areas, and considers impacts to those land uses when planning. FAA land use regulations require that Airport land be used for aviation purposes; the Airport retains the right to eventually develop its land as necessary to meet aviation needs. However, undeveloped 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.
33	Issues	Environmental Awareness	Natural Buffers	16601	The trees do affect the ability of the areas to filter noise from the take-offs. I live in West Turnagain and have come to accept the occasional day when the wind seems to blow the sound over, but if the existing wetlands, and the wonderful treed sanctuary land are affected (any more) I	Thank you for your comment, it will be considered during the refinement of the Airport's plan for future development. Noise impacts and potential mitigation measures are being studied under the concurrent Part 150 Noise Study process. The Part 150 study is a noise study, following FAA standards, to forecast future noise

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					suspect there will be sound impacts I would not like any longer.	levels and identify ways to reduce the noise impact to people. Please visit that project website for more information: www.anc150study.com
34	Issues	Environmental Awareness	Noise - General	16201	Everybody is afraid that the coastal trail will be impacted. What about the homes that are on the south side of Raspberry Rd. What plans are there that will mitigate higher traffic, if the airport builds on that land, or the noise that will occur due to a possible new runway. Coastal trail is only visited, we live here 365 days a year.	The Master Plan Update has identified the South Airpark as an appropriate location for future airport and aviation related development. If there is interest in developing additional land in the South Airpark, it may increase traffic on Raspberry Road. Raspberry Road is under the jurisdiction of the Municipality of Anchorage. The Airport would work in partnership with the MOA to address traffic attributable to development of the South Airpark as necessary. If it is determined that a new runway is required, the Airport would be required to study impacts, including noise, under the National Environmental Policy Act (NEPA), prior to construction.
35	Issues	Environmental Awareness	Noise - General	16256	1. I am concerned that air traffic patterns might be modified to allow regular takeoffs or landings over neighborhoods that are not already part of the noise abatement and window replacement areas. My neighborhood already hears much airport noise and gets regular fumes. However, the quality of life is greatly reduced when aircraft are immediately overhead. The airport should not create new problem areas for noise. This would have a large detrimental impact on all housing and quality of life under the new flight paths.	The Master Plan Update includes a recommendation to maintain the Airport's Preferential Runway Use Program with a modification that enables more efficient use of the Airport's existing three-runway system. The change would enable more jets to takeoff to the east during peak periods to reduce congestion at the Airport. This change would only occur during the most congested periods during the daytime (7 AM to 10 PM) and would not be permitted at night time when not dictated by wind, weather, and airport maintenance. Preliminary noise analysis results are available at www.ancmasterplan.com under the "library" tab.
36	Issues	Environmental Awareness	Noise - General	16260	Please stop the jets from taking off over Anchorage. I really do not care about noise studies and preferential takeoff policies and all that. What I do care about is jets rumbling over my house. There is a great big inlet to takeoff over, use it.	The Airport will maintain its Preferential Runway Use Policy which reduces noise impacts over Anchorage resulting from airplanes landing and taking off at Anchorage International Airport. However, safety will remain the Airport's highest priority. Aircraft land and takeoff over Cook Inlet to the extent possible. Wind and weather

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
						conditions dictate which runways planes use. The Airport must also maintain the runways which requires closing them to takeoffs and landings occasionally. For these reasons, some landings and takeoffs need to fly over Anchorage.
37	Issues	Environmental Awareness	Noise - General	16377	My name is ____ and I am a longtime resident of Spenard. Along with my husband, I have been involved with the Airport through our community council for years. We have lived at the same address for 26 years. In that time, we have seen the size of the airplanes that fly in and out of Anchorage become larger and larger and capable of much heavier payloads. Even though the FAA has required that planes become more quiet over the years, there is still an immense amount of noise when a fully loaded cargo plane takes off. Just the physics of it cutting through the air is deafening. Having one or two planes taking off to the east is annoying, having one after another for long periods of time is distracting, interrupts one focus and makes some conversation impossible. If I am outside, I have to pause if I am talking to a neighbor or on the phone. Now think of this happening every two minutes. Many studies support the belief that noise contributes to loss of ability to focus and learn for children, it causes higher rates of blood pressure and stress and disrupts sleep. Why does the Airport believe that loud, obtrusive noise in the daytime is supported by its citizens? There are many, many people who would be affected by airplane noise in the daytime: new parents trying to catch up on their sleep, children, people with illnesses or recovering from surgery who have irregular sleeping	Thank you for your comment. The Master Plan Update includes a recommendation to maintain the Airport's Preferential Runway Use Program with a modification that enables more efficient use of the Airport's existing three-runway system. The change would enable more jets to takeoff to the east during peak periods to reduce congestion at the Airport. This change would only occur during the most congested periods during the daytime (7 AM to 10 PM) and would not be permitted at night time when not dictated by wind, weather, and airport maintenance. Preliminary noise analysis results are available at www.ancmasterplan.com under the "library" tab

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					patterns and workers on anything other than daytime shifts. That includes airport workers. A tired worker is a dangerous worker. Studies have proven that.	
38	Issues	Environmental Awareness	Point Woronzof	16268	Once again the threat to disrupt one of the jewels of Anchorage is evident. The Tony Knowles coastal trail is one of the gems that makes this city so unique and livable, especially in the long months of winter with it's beautiful views of the inlet, exposure to wildlife and recreational opportunities. I strongly oppose the plan to swap land on Pt. Woronzof for more airport runway access. This continuous trail for the enjoyment of the public would be a real sorrow to lose. I vote NO to land swap part of this trail/park for airport profit.	Thank you for your comment. The Airport understands the value of the Coastal Trail. Should aviation demand increase to a level where an additional runway is considered, the Airport would require the use of land to the west of the existing North South runway, including portions of Pt. Woronzof Park. The Airport remains committed to maintaining a continuous Coastal Trail, and anticipates that any changes to the Coastal Trail would include enhancements to maintain or improve the high quality of the trail. An additional runway will only be considered as necessitated by actual demand. The Master Plan Update will not address the West Anchorage District Plan land trade scenarios, but will provide background information on the Airport's long-term development needs and land uses.
39	Issues	Fiscal Sustainability	Cargo Transfer Opportunities	16584	Before considering additional disruptions to nearby neighborhoods, every other possibility should be considered, such as moving some cargo operations to the west side of Cook Inlet, sharing facilities at JBER, or moving some cargo operations to Fairbanks.	Thank you for your comment. The Airport has considered all of the options mentioned in your comment. The 2002 Airport Master Plan investigated the possibility of relocating the Airport to the Pt. Mackenzie area and it was determined at that time that the cost of doing so (estimated to be \$6.3B in 2001 dollars) would be prohibitive. Until the Department of Defense indicates that the mission of Elmendorf Air Force Base has changed, that airfield will remain unavailable for civilian use. However, even if the Base became available, there would still be considerable costs involved in modifying the facility for joint civilian-military use. Design standards and navigation aids for military airfields, for example, are different than those used for civilian airports. Moving a portion of the gas-n-go cargo operations to Fairbanks

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
						International Airport is the best option, and is proposed as a part of the Airport's Plan for Future Development, Phase 3.
40	Issues	Fiscal Sustainability	Realistic Need (thorough forecasting)	16255	Coastal Trail through here is part of what makes living here worthwhile. We do not need the second north/south runway through this area. There is no good evidence that we will need it in the future either. Let's put people before business.	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced.
41	Issues	Fiscal Sustainability	Realistic Need (thorough forecasting)	16278	It is inconceivable to me that Phase IV would be economically viable under any foreseeable scenario. Rating services have already downgraded the Airport's bond rating, and the state's and federal government's finances promise to devolve into worse shape than they are now. The Airport will have to borrow and pay back the indebtedness with landing fees which could be a very questionable undertaking without guarantees from the airlines and other entities. In the meantime, the economics of international air cargo will certainly change and not necessarily in the direction that local boosters would like owing to new technologies and evolving market dynamics just like we saw the international passenger market dry up when the Cold War ended. For example, what is the point of the International Terminal now or for that matter the very expensive railroad station? Forgetting about all of the other considerations, the Airport has made economics the fulcrum for its decision-making process. The trouble is that economics is often full of	Thank you for your comment, it will be considered during the refinement and finalization of the Plan for Future Development. Currently there is no need for an additional runway and there may not be a need for many years to come. However, the existing three-runway airfield is unable to accommodate forecast demand levels. The Airport must identify feasible alternatives to accommodate forecast demand during the Master Plan Update. Planning for an additional runway will not begin unless aviation demand levels grow to a level where an additional runway is deemed necessary, which would require approval and coordination of the FAA, the State of Alaska, and the Airlines.

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					smoke and mirrors that can be and has been used to justify anything.	
42	Issues	Fiscal Sustainability	Realistic Need (thorough forecasting)	16592	I do not support inclusion of phase 4 in the master plan. A second north-south runway is costly and unnecessary. I also do not support any land swap in which the airport gains ownership of Pt. Woronzof Park.	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future land use.
43	Issues	Land Use/ Management	Develop ANC Property	16374	The natural character of Raspberry Road from Sand Lake Road to Kincaid Park should be preserved. Lease lots should be set back from the fence enough to provide vegetated screening and berms if necessary.	Thank you for your comment, it will be considered by the Master Plan Update team as they finalize the Airport's Plan for Future Development. FAA land use regulations require that Airport land be used for aviation purposes; the Airport retains the right to eventually develop its land as necessary to meet aviation needs. However, the undeveloped land near Raspberry Road 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.
44	Issues	Land Use/ Management	Expansion of AWWU Plant	16247	Attached are comments from AWWU concerning Phase 4 - The widely spaced runway concept. The proposed runway has potential impacts to Knik Arm mixing zone utilized by Asplund Wastewater Treatment Facility for the primary treatment of wastewater. The current Asplund discharge permit and future permitting of the facility is based on the current location of the discharge outfall near Pt. Woronzof	The Airport and AWWU each provide indispensable infrastructure to Anchorage and Alaska. Both facilities are likely to need to expand to provide future generations of Alaskans with air-transportation and clean water. The proximity of the two facilities means that long-range development plans should be coordinated. The Airport is committed to working in partnership with AWWU to ensure that Asplund's needs and the Airport's needs are met in a

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					<p>in Knik Arm. Changes in the mixing zone could trigger the need for expensive upgrades to the Asplund Facility. The proposed runway has potential impacts to the usable space surrounding the Asplund Facility necessary for the expansion of secondary/tertiary treatment. The runway expansion will utilize a portion of land designated for Asplund future expansion needs slated in a land trade, however the usable space need for Asplund has not been evaluated. The land trade needs to consider the viability of grading, access, site utilities, and process layout needs to be demonstrated to provide appropriate assurance that the alternate space is available. There are potential conflicts between Asplund, the proposed runway, and other critical infrastructure. Construction of the runway has the potential for relocation or modification of critical infrastructure. Also other impacts include operations to Asplund involving access, complex processes and maintaining adherence to regulatory requirements. These issues need to be identified, planned for and resolved. In Summary, AWWU acknowledges the potential for accommodation of the Asplund Facility with the proposed runway. The support from AWWU for the proposed runway requires further detailed planning and engineered analysis. Such analysis should take into account long term needs for development at Asplund. It is imperative to identify and resolve potential conflicts between the Airport and Asplund operations. AWWU has a mutual interest in ensuring cost effective service to the Airport and AWWU customers and</p>	<p>mutually agreeable manner. AWWU has identified four discrete concerns associated with the Airport's Phase 4 of development which includes a new north-south runway to the west of the existing north-south runway and to the west of the Anchorage Water and Wastewater Utility's Asplund Wastewater Treatment plant. Mixing Zone: The Airport recognizes that the Cook Inlet sewage mixing zone is critically important for the Asplund facility's current operation. The Airport recognizes that changes to the Cook Inlet shoreline in the vicinity of the mixing zone would require further study and would be conducted if and when a need to construct a new runway materializes. Asplund Expansion: The Airport recognizes that AWWU has reserved land near the Asplund facility to enable its potential future expansion to accommodate secondary and tertiary treatment. The Airport is committed to ensuring that future development of the Airport is managed in a manner that preserves AWWU's ability to expand the Asplund facility as needed and that access to the Asplund facility is maintained. Other Infrastructure: The Airport recognizes that construction of a new runway would require extensive planning and design to identify all impacted infrastructure and appropriately mitigate such impacts. This requirement is well documented in the Master Plan Update. Asplund Operations: Extensive planning and coordination by both AWWU and the Airport will be required if either facility requires expansion in the future. The Airport is committed to responsible coordination such that each facility's future needs are met for the benefit of all Alaskans. A key benefit of preparing a Master Plan Update for the Airport is that long-range implementation</p>

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					supporting the welfare of the Anchorage community as a whole.	challenges can be identified and documented early. The Airport acknowledges the advanced planning, permitting, design, and construction challenges that would need to be overcome to develop the Airport while preserving the operability of the Asplund facility in its current location
45	Issues	Land Use/ Management	Land Swap	16210	I oppose the inclusion of Phase 4 in the Master plan update. The Airport has not made the case that the necessary take off and landing trigger point numbers will be reached before the next update of the Master plan is undertaken. Furthermore, I oppose the land-swap of Point Woronzof Park as described in the WADP at this time. If the Airport is serious about taking a "phased" approach they should approach the land-swap accordingly, Discussion of a land swap should occur only as take off and landing increases indicate that there is a need.	The Airport Master Plan Update is intended to prepare the Airport for growth over the next two decades. The FAA accepted forecast of aviation activity, and analysis of the existing Airport, indicate that additional capacity may be needed within the next twenty years. The Master Plan Update provides the Airport with a plan for accommodating growth well into the future. The next Master Plan Update, anticipated in 7 to 10 years, will reevaluate both the forecast of aviation activity and plan for accommodating growth. During the interim, the Master Plan Update will recommend that the Airport consider land use both on and off Airport and prepare the potential need for growth in the long term.
46	Issues	Land Use/ Management	Land Swap	16246	Further, I oppose any land-swap of Point Woronzof Park	The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future land use.
47	Issues	Land Use/ Management	Land Swap	16252	I strongly oppose any land swap that give Point Woronzof Park to the airport. I oppose any land swap that gives up Point Woronzof and the coastal trail to the airport.	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. The Master Plan Update will not address any land-swap scenarios

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
						between the Airport and the Municipality of Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future land use.
48	Issues	Land Use/ Management	Land Swap	16263	I oppose any trade of park land or coastal trail land to the airport. The only change to the coastal trail I would support would be improvement and expansion. Cutting into, reducing, breaking up or diminishing the coastal trail is unacceptable to this resident of Anchorage. Phase 4 needs to be taken out of the AMPU	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future land use.
49	Issues	Land Use/ Management	Land Swap	16266	Once again the threat to disrupt one of the jewels of Anchorage is evident. The Tony Knowles coastal trail is one of the gems that makes this city so unique and livable, especially in the long months of winter with it's beautiful views of the inlet, exposure to wildlife and recreational opportunities. I strongly oppose the plan to swap land on Pt. Woronzof for more airport runway access. This continuous trail for the enjoyment of the public would be a real sorrow to lose. I vote NO to land swap part of this trail/park for airport profit.	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future land use.
50	Issues	Land Use/ Management	Land Swap	16271	The Airport is misleading the public by inferring that Phase IV will not realistically occur yet including it in the Plan. This is evidenced by the forthcoming negotiations	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					with the Municipality for a land trade. If it is not a realistic scenario, the Airport should remove it. Despite remonstrations from leading Assembly members that a land swap and another North-South Runway was not in their cards, the Assembly greased the skids for it anyway by rubber-stamping the West Anchorage District Plan despite public objections. The Airport and the Municipality could easily trick the public into voting for a transfer of Dedicated Park Lands just like the Airport did in giving the public a misimpression that the Master Plan's phased approach make Phase IV can be revisited down the road. Once a lands swap occurs, Phase IV is a done deal if the Airport wants it.	contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future land use.
51	Issues	Land Use/ Management	Land Swap	16381-16535 Odd 16538-16578 Even	The Coastal Trail and Pt. Woronzof Park are gems of Anchorage and important to my quality of life. These community assets are good for our health, economy, and environment. An unnecessary runway should not compromise our trail and park. I urge the removal of Phase 4, the new runway. In the Airport Master Plan. I oppose any land-swap of Pt. Woronzof Park.	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future land use.
52	Issues	Land Use/ Management	Land Swap	16607	The Coastal Trail and Pt. Woronzof Park are gems of Anchorage and important to my quality of life. These community assets are good for our health, economy, and environment. An unnecessary runway should not compromise our trail and park. I urge the removal of Phase 4, the new	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					runway. In the Airport Master Plan. I oppose any land-swap of Pt. Woronzof Park.	Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future land use.
53	Issues	Land Use/ Management	Land Swap	16609	The Coastal Trail and Pt. Woronzof Park are gems of Anchorage and important to my quality of life. These community assets are good for our health, economy, and environment. An unnecessary runway should not compromise our trail and park. I urge the removal of Phase 4, the new runway. In the Airport Master Plan. I oppose any land-swap of Pt. Woronzof Park.	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future land use.
54	Issues	Land Use/ Management	Land Swap	16675	The Coastal Trail and Pt. Woronzof Park are gems of Anchorage and important to my quality of life. These community assets are good for our health, economy, and environment. An unnecessary runway should not compromise our trail and park. I urge the removal of Phase 4, the new runway, in the Airport Master Plan. I oppose any land-swap of Pt. Woronzof Park.	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
						information about potential future land use.
55	Issues	Land Use/ Management	Land Use Agreements	16211	In closing, the Airport should not lose sight of the fact that exists to serve the people that live here, not vice versa. It would be an outward and visible sign of good faith toward the Municipality if the Airport and DOT would enter a reasonable length lease on the Kloep Station snow dump and allow the waste water upgrades being required by ADEC. It would be a reliable revenue stream for the Airport from land that has no proposed use in any of the Master plan update documents. The infrastructure upgrades being required at the snow dump are by far less involved than those that would be required for a new hotel that is proposed on Airport land.	Thank you for your comment, it will be considered by the Master Plan Update team.
56	Issues	Land Use/ Management	Long Term Development	12551	There is very limited camping facilities available in Anchorage. Fairbanks has excellent facilities for aircraft and camping. Could this be improved here?	The Anchorage International Airport Master Plan update will not include research to develop camping facilities on the Airport as this is outside of the typical scope of work for an Airport Master Plan. However, this comment has been provided to Airport staff for consideration.
57	Issues	Land Use/ Management	South Airpark Development	16258	4. Kulis: I hope the airport will keep concerns 1 (1. I am concerned that air traffic patterns might be modified to allow regular takeoffs or landings over neighborhoods that are not already part of the noise abatement and window replacement areas. My neighborhood already hears much airport noise and gets regular fumes. However, the quality of life is greatly reduced when aircraft are immediately overhead. The airport should not create new problem areas for noise. This would have a large detrimental impact on all housing and quality of life under the new flight paths.) and 2 (2. The area to the south or southeast of the airport is densely residential. Noise and fumes are an issue. I	The Master Plan Update includes a recommendation to maintain the Airport's Preferential Runway Use Program with a modification that enables more efficient use of the Airport's existing three-runway system. The change would enable more jets to takeoff to the east during peak periods to reduce congestion at the Airport. This change would only occur during the most congested periods during the daytime (7 AM to 10 PM) and would not be permitted at night time when not dictated by wind, weather, and airport maintenance. The Airport is currently conducting a Federal Aviation Regulation (FAR) Part 150 Study. A Part 150 Study is a voluntary noise exposure and land use compatibility study. The study will recommend noise mitigation measures and land

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					hope the airport is doing everything in its power to contain and reduce both.) in mind when looking to new uses for Kulis.	use measures to reduce noise impacts. You can read more at www.anc150study.com .
58	Issues	Public Involvement/ Communication	Advertisements - Public Notice	16245	I am a member/homeowner of Anchorage who flies the friendly skies via the Anchorage Airport and recreates in the adjacent state and municipal lands, and I have never received official notice of the planned changes to the Master Plan.	Thank you for your comment. Since the Master Plan Update's project initiation in the summer of 2012, the Airport has used many mechanisms to encourage participation in the Master Plan Update. The seven public Open House meetings were advertised via postcards to residents near the Airport (zip codes 99502, 99503, 99509, 99515, 99517, 99518, approximately 40,000 addresses), via the State of Alaska Online Public Notice and GOVDelivery systems, with paid print advertisements in the Anchorage Daily News, with notices to area community councils, with paid online advertising on the Anchorage Daily News website and Alaska Dispatch, via our email distribution list, and on our website www.ancmasterplan.com .
59	Issues	Public Involvement/ Communication	Airport Communication	16378	There is a huge safety issue to be taken into account as well. There was an incident where an airplane flying over the city dropped one of its engines. Fortunately it fell into a stairwell of an apartment building and no one was hurt. Think what it would have been like if it fell on a school, a store, an office building, playground or park. There have also been instances where planes failed on take-off, in Anchorage and other airports. The Airport has increased the odds for harm by having planes fly over a wide swath of the city.	One of the six goals for the entire Master Plan Update is focused on safety and is to "maintain or enhance the safe operation of the Airport". All the alternatives developed for consideration meet the safety goal and associated objectives, and meet or exceed established design and operational standards and best practices pertaining to airfield safety.
60	Issues	Public Involvement/ Communication	Archeological Sites	16596	The affected coastline also has historical fishing campsites as well as burial sites from our earliest human inhabitants. The presentation I read online did not address this either. How does this work into the decision tree? The MP documents in the September 12 meeting available online seemed to focus more on the issue of	Thank you for your comment. The Airport has coordinated directly with the Native Alaska Tribes who have traditionally used the area to identify cultural and archeological resources and discuss potential impacts and concerns throughout the Master Plan process.

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					which runway development option was most suitable.	
61	Issues	Public Involvement/ Communication	Comment Response	16602	These are my most important concerns. Do I get a response?	Thank you for your comments. The Airport is committed to responding to all comments relating to the Master Plan Update in writing using a series of comment response reports. Comment response reports are available to the public in the library section of our website www.ancmasterplan.com .
62	Issues	Public Involvement/ Communication	Public Involvement Process	16197	Thank you for the updated information on the Master Plan Update for the Anchorage International Airport.	Comment noted.
63	Issues	Public Involvement/ Communication	Public Involvement Process	16281	Having been involved with Airport issues for decades, my conclusion is that Airport boosters are determined to grow the Airport whether or not it makes sense and regardless of what the effected public thinks. These people do not have any skin in the game and clear out when they have milked the cow leaving someone else holding the proverbial bag. There is nothing new about this. Those of us who remain and call Anchorage and Alaska home may be left with another boondoggle that will have all sorts of environmental, economic, and quality-of-life implications.	The Airport will consider all comments received during the Master Plan Update. Since the Master Plan Update process initiation in July of 2012, the Airport has sought public feedback on all of the major decision points of the Master Plan Update, from determining the goals and objectives of the process to the draft alternatives for development. The Airport actively encouraged the participation of a variety of stakeholders including trail users, community councils, business organizations, Airport tenants, and environmental groups. As a result of public input, a demand dependent, phased approach to airport development was selected to enable the Airport to adapt to an uncertain future and manage growth in a financially responsible manner.
64	Issues	Public Involvement/ Communication	Related Studies - Part 150 Noise Study	16287	I worry that although AIA makes the statement that the modeling is accurate, some of the conditions at AIA call into question that assumption, particularly with respect to the float, wheel and ski planes as well as the angles of take off and arrival of jets on the N/S Runway. From the Turnagain neighborhood perspective they make a BIG difference. When and how high jets turn at the end of the north/south runway as well as the arrival of ALL float	Thank you for your comment. We are pleased that you feel well informed. Air traffic and the control of airplanes in flight is the responsibility of the Federal Aviation Administration Air Traffic Control. Airplanes in flight are under the direct control of FAA Air Traffic Control and are generally following well developed procedures that dictate all facets of flight. Airlines conduct airplane engine maintenance at Anchorage International Airport. Engine maintenance requires occasional engine run-ups. The Airport

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					planes over Lyn Ary Park impact Turnagain along with the ground run up noise at the east side of the North end of the NS runway (which is entirely unnecessary given the availability of the end of the West runway as a location for run-ups and the ability to require run-ups in sound proof hangars as being done in other cities. Further, I know that nationally the model is being challenged as not particularly accurate and I believe that a new one is being proposed. I appreciate your efforts to make sure that the master plan and noise study dovetail. They should. Probably the biggest challenge that the Municipality, its citizens, and AIA are going to need to overcome is working together as neighbors. No longer is the day in Anchorage that what we do does not impact somebody. Thanks for keeping me in the loop.	recognizes that these run-ups result in noise. The Airport Master Plan Update includes a potential site for a Ground Run-up Enclosure which would likely reduce noise resulting from engine run-up activity at the Airport.
65	Issues	Public Involvement/ Communication	Related Studies - Part 150 Noise Study	16288	I am concerned that the master plan effort is relying to some degree on the noise study in its decision regarding which alternative master plan to recommend. That would be fine if the noise study were reliable. I fear that it is not. A number of reasons exist but most importantly are you aware that the noise study team has NO DATA on noise north of Northern Light Boulevard? Although noise monitors were used elsewhere, and despite being told that the only one placed north of Northern Lights Boulevard was not working and in a poor place, no effort was made to collect data north of Northern Lights Boulevard. Considering the impact of the North South Runway and Lake Hood incoming traffic over Lyn Ary Park have, this is a significant failure, particularly if the effort is to shift	The following response and other Frequently Asked Questions related to the Airport's Part 150 can be found at the Airport's Part 150 project website - anc150study.com . Site 8 at Lyn Ary Park (and other permanent sites) are currently inoperable, but they were operable in 2009, which was the existing conditions year for this Study. Because of this, we were able to get the data they collected for the entire year of 2009. In addition to these permanent sites, 29 temporary sites were monitored during two periods (winter and summer of 2012) and gave good coverage of the area to the northeast and around the rest of the airport. It is important to remember that monitoring is used to validate the model. The noise modeling

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					additional noise north and east of AIA. No data exists to correlate to any modeling for noise north and east of Northern Lights Boulevard. This failure will raise questions regarding the reliability of the noise study particularly if a change and/or additional runways are recommended and those changes direct new and additional noise to the north and east of AIA.	is not directly dependent on any of the noise measurements. The FAA has enough field documentation that the computer generated integrated noise model (INM) fairly accurately predicts noise levels, based on known or projected aircraft operations, so that actual field measurements are not necessary, nor are they a requirement of FAA as part of a Part 150 Study. ANC decided early in the planning process to go the extra step and collect noise data to double check the INM. The monitoring at these sites validated the noise contours produced by the INM.
66	Issues	Public Involvement/ Communication	Related Studies - WADP	16371	The Country Lane Estates Homeowners Association was very involved in the development of the West Anchorage District Plan, and asks the Airport to incorporate the provisions of WADP in the airport master plan. The Country Lane Estates Homeowners' Association urges the Airport to manage its property adjacent to residential and parkland in a manner consistent with the West Anchorage District Plan, specifically at the entrance of Kincaid Park in a manner consistent with current land use that favors expansion of the existing parkland	Thank you for your comment, it will be considered by the Master Plan Update team during the refinement and finalization of the Plan for Future Development. The Airport understands it is located near residential areas and adjacent to parks, and considers impacts to those neighbors when planning. FAA land use regulations require that Airport land be used for aviation purposes; the Airport retains the right to eventually develop its land as necessary to meet aviation needs. However, undeveloped 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.
67	Issues	Public Involvement/ Communication	Related Studies - WADP	16589	Also, please continue to work in harmony with the long-term goals that were developed and adopted in the West Anchorage District Plan.	Thank you for your comment, it will be considered by the Master Plan Update team during the refinement and finalization of the Plan for Future Development.
68	Phased Plan (Phased Approach)			16208	I want phase 4, a 2nd north-south runway, taken out of the Airport Master Plan. And I oppose any land-swap of Point Woronzof Park!	The Airport is not pursuing a new runway at this time. The purpose of a Master Plan Update is to prepare the airport to safely and efficiently accommodate future growth. The Airport is operating safely and efficiently today and is anticipated to continue operating safely and efficiently for years to come. While the Airport Master Plan Update Phase 4 identifies a

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
						potential location for a new runway, a runway would not be constructed until and unless it is financially feasible and necessary to accommodate growth. The Master Plan Update will seek to optimize use of existing facilities as long as it remains practical.
69	Phased Plan (Phased Approach)	General		16206	While it's still true that Anchorage is the "Crossroads of the World" when talking about airline flights, the amount of freight coming through TSAIA has been lessening over the past few years. With airplanes able to travel farther and farther, Anchorage is becoming less of a hub than in years past, and there is no evidence that this will change. [The FAA's forecasts are not realistic in my opinion.] With this in mind, it makes no financial sense to build another strip. If in a few years it is discovered that more freight is coming through the airport, then revisit the plan. For now, I say let's put the plan on hold.	A demand dependent, phased approach to airport development was selected to enable the Airport to adapt to an uncertain future and manage growth in a financially responsible manner. The phases are not cumulative steps, and will only be implemented as demand warrants and as indicated by trigger points. Even if demand materializes, there would be many additional steps, including environmental studies as necessary, prior to implementation.
70	Phased Plan (Phased Approach)	General		16297	My fear is phase 4. if we accept this plan are we locked into acceptance of phase 4 as it is presented? alternatives to phase 4 - I am not seeing them	A demand dependent, phased approach to airport development was selected to enable the Airport to adapt to an uncertain future and manage growth in a financially responsible manner. The phases are not cumulative steps, and will only be implemented as demand warrants and as indicated by trigger points. Even if demand materializes, there would be many additional steps, including environmental studies as necessary, prior to implementation.
71	Phased Plan (Phased Approach)	Phase 1- Minimize Development		16296	Phase 1 looks good	This comment will be considered by the planning team and documented in the Master Plan Update.
72	Phased Plan (Phased Approach)	Phase 1- Minimize Development		16302	No hotel - sufficient rooms with shuttle services are available within 15 min drive	The Master Plan Update designates a location where a hotel would be best suited, should a private developer choose to pursue developing a hotel on the airport in future. Market conditions and a private developer would determine if the market could support an on-airport hotel.

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
73	Phased Plan (Phased Approach)	Phase 2- Optimize ANC		16323	<p>As reported in an earlier comment, the Spenard Community Council (SCC) discussed the Master Plan in some detail at its June 5, 2013 meeting. Without adopting any of the proposed alternatives, the SCC nevertheless voted 10-1 to support the continuation of the preferential runway use program. The program, which encourages takeoffs to the north, and discourages takeoffs to the east, greatly benefits the residents of the SCC area, who reside to the east of the airport. It is by far the greatest noise mitigation program ever initiated by the Anchorage airport. Also as reported in an earlier comment, the SCC's position was discussed at the June 13, 2013 Working Group meeting. Many of the members of the Working Group were also against abandoning (even partially) the preferential runway use program as a solution to increased demand at the airport, primarily because increased takeoffs to the east would affect many more people within the Anchorage Bowl than are currently affected, which would lead to many more people complaining about airport noise. One member also spoke about safety concerns associated with increased takeoffs over the city, rather than over water, since a crash or an aborted landing could adversely affect people on the ground. Therefore, the SCC opposes the current Master Plan proposal to eliminate the preferential runway use program during daytime hours if annual operations reach 225,000, which is only about 6000 operations more than the current usage. As the airport itself concedes, eliminating the preferential runway use program would not add to the overall capacity of the</p>	<p>The Master Plan Update includes a recommendation to maintain the Airport's Preferential Runway Use Program with a modification that enables more efficient use of the Airport's existing three-runway system. The change would enable more jets to takeoff to the east during peak periods to reduce congestion at the Airport. This change, a gradual addition of air traffic, would only occur during the most congested periods during the daytime (7 AM to 10 PM) and would not be permitted at night time when not dictated by wind, weather, and airport maintenance. Further, preliminary noise analysis results are available at www.ancmasterplan.com under the "library" tab.</p>

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					airport. In other words, the same number of airplanes will take off and land at the airport, whether or not the preferential runway use program is in effect. Thus, this option will do nothing to meet future demand, should it occur. But, eliminating, even partially, the preferential runway use program will have serious environmental and economic effects on the thousands of people who live and work to the east of the airport. School age children will have to endure hour after hour of heavy cargo jets flying over their school every couple of minutes, while they strain to listen to their teachers. Property values will decrease, once prospective purchasers realize that their wake up call each morning will be a cargo jet rattling their window.	
74	Phased Plan (Phased Approach)	Phase 2- Optimize ANC		16379	By the Airport's own estimation the dropping of the preferential runway use would not help the Airport with any great increase in airplane traffic, but it would have a significant negative affect on its citizenry. I urge the Airport to drop that as an alternative. I also believe that since we have the capability to utilize other airports in the State, we should concentrate the overflow to Fairbanks.	The Master Plan Update includes a recommendation to maintain the Airport's Preferential Runway Use Program with a modification that enables more efficient use of the Airport's existing three-runway system. The change would enable more jets to takeoff to the east during peak periods to reduce congestion at the Airport. This change would only occur during the most congested periods during the daytime (7 AM to 10 PM) and would not be permitted at night time when not dictated by wind, weather, and airport maintenance. Preliminary noise analysis results are available at www.ancmasterplan.com under the "library" tab.
75	Phased Plan (Phased Approach)	Phase 2- Optimize ANC		16582	I write to oppose the idea of expanding the use of the eastbound runway at Anchorage International Airport for takeoffs. This should not happen, as the resulting increase in noise levels will disrupt the lives of nearby residents--including me and my family--and reduce property values. Please continue the present practice and	The Master Plan Update includes a recommendation to maintain the Airport's Preferential Runway Use Program with a modification that enables more efficient use of the Airport's existing three-runway system. The change would enable more jets to takeoff to the east during peak periods to reduce congestion at the Airport. This change would only occur during

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					preference for using other runways for takeoff.	the most congested periods during the daytime (7 AM to 10 PM) and would not be permitted at night time when not dictated by wind, weather, and airport maintenance. Preliminary noise analysis results are available at www.ancmasterplan.com under the "library" tab.
76	Phased Plan (Phased Approach)	Phase 2- Optimize ANC		16604	<p>Dear Anchorage International Airport Master Plan team Thank you for the opportunity to provide comments on the Anchorage International Airport's Master Plan Update draft alternatives. We value our relationship with the Anchorage International Airport (ANC), and our comments are submitted as a local stakeholder. On Draft Alternative 3 - 'Optimize Use of Existing Anchorage International Airport Infrastructure,' currently occasional north-bound departures from Runway 7 fly over Elmendorf Field airspace and military Restricted airspace, or possibly even through such airspace in the case of slow-climbing aircraft. We have three specific comments on the potential regular use of Runway 7L for departures: 1. The initial approach to Elmendorf Field (EDF) may be made unviable. Aircraft returning to Elmendorf Field report to a designated location just outside of ANC and EDF airspace at approximately 4000 feet MSL and descend to 3500 feet MSL to enter EDF airspace. This high altitude approach is currently restricted or prohibited when northbound traffic departs Runway 7. 2. The proposed Simulated Flame Out (SFO) airspace for F-16 emergency recovery that overlays EDF airspace would not be available during departures from Runway 7. Additionally, if an F-16 experienced an actual emergency and needed the SFO</p>	<p>Thank you for submitting a comment on the draft alternatives for the Ted Stevens Anchorage International Airport (ANC) Master Plan Update. The plan for future development is a phased plan that enables the Airport to meet future demand in a flexible manner. As you addressed in your comment, Phase 2 (Alternative 3) is the optimization of the Airport's existing three-runway system. This change would occur by modifying ANC's existing Preferential Runway Use Program to enable FAA Air Traffic Control to use Runway 7L for departing aircraft between the hours of 7:00 AM and 10:00 PM when conditions allow and when departure delays could be reduced by using Runway 7L for departures. This would result in the potential for gradual increased use of Runway 7L for departing airplanes as air traffic growth is realized.</p> <p>The Master Plan Update team acknowledges that changes in the way ANC operates could potentially impact operations at regional airports including EDF. Part of the objective of the Master Plan Update is to identify cost effective solutions that enable the continued safe and efficient operation ANC while avoiding or limiting impacts to the greatest practicable degree.</p> <p>The Airport will monitor this activity and will continue to work cooperatively with EDF and the FAA to ensure the continued safe and efficient operation of both Anchorage International Airport</p>

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					pattern, the airspace conflict would increase the risk to both the F-16 and civilian aircraft. 3. Portions of the Restricted airspace associated with the Eagle River Flats Impact Area (R-2203) extend from the surface to 11,000 feet MSL. Air traffic that enters R-2203 may prevent or disrupt military training activities, such as indirect live fire and Airborne drops. We request the ANC Master Plan Update team consider potential airspace conflicts that may occur under Draft Alternative 3 when selecting a preferred alternative. We understand that these alternatives would not be implemented until the capacity of the current infrastructure and flight patterns is reached. We would further request that the Master Plan document the potential conflicts described in this letter so they can be referenced in future decision making. Thank you again for the opportunity to comment on this important planning effort and we look forward to hearing from you soon.	and EDF. Most importantly, as you have requested, your concerns regarding increased use of Runway 7L and the potential for impacts to EDF operations will be documented in the alternatives section of the Master Plan Update draft and final documents. The Airport is committed to working cooperatively with FAA and with EDF to ensure each can facility can fulfill its mission of service in the safest and most efficient way possible.
77	Phased Plan (Phased Approach)	Phase 3-Optimize AIAS		16324	Rather, the airport should make the optimization of the Fairbanks airport its first option, if operations do increase in the future. That airport is currently underutilized. Putting that airport to its optimum use will not only help the Fairbanks economy, but it has the potential, if done right, of fully meeting all projections of future demand at the Anchorage airport. That option should be the only one pursued in the Master Plan.	The Alaska International Airport System (AIAS), which consists of both Anchorage and Fairbanks International Airports, will seek to encourage optimized use of both airports.
78	Phased Plan (Phased Approach)	Phase 3-Optimize AIAS		16593	Phase 3 should be implemented immediately for gas and go landings.	The Alaska International Airport System (AIAS), which consists of both Anchorage and Fairbanks International Airports will seek to encourage optimized use of both airports.
79	Phased Plan	Phase 4-Widely		16248	Why are you trying to build a new runway	The Airport is not pursuing construction of a new

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
	(Phased Approach)	Spaced Runway			when the cargo industry is in decline? Also, there already has been a big outcry against ruining the Coastal Trail. Even though I no longer live in Anchorage, my parents live just off the trail and I am a frequent user of it when I am back home visiting. The purpose of the Coastal Trail is to give local residents a chance to celebrate our coastline. I also saw a proposal for a long tunnel under the runways. How can you celebrate the coastline when you're stuck inside a tunnel? Also, how will the tunnel hold up to flooding (there have been several flooding incidents in recent years)? These long tunnels tend to get called "rape tunnels" because women can find themselves isolated and vulnerable in them, especially when they're toward the middle of the tunnel with no escape. Please eliminate Phase 4 from the master plan.	runway at this time. The purpose of a Master Plan Update is to prepare the airport to safely and efficiently accommodate future growth. The Airport is operating safely and efficiently today and is anticipated to do so for years to come. Phase 4 does identify a potential location for a new runway that would enable the Airport to accommodate the highest levels of forecast demand. The Airport remains committed to maintaining a continuous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced.
80	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16269	Please do not expand the airport. History has shown that projected airport needs were over-estimated. An expansion of the airport will ruin Point Woronzof.	The Airport is not pursuing construction of a new runway at this time. The purpose of a Master Plan Update is to prepare the airport to safely and efficiently accommodate future growth. The Airport is operating safely and efficiently today and is anticipated to do so for years to come. Phase 4 does identify a potential location for a new runway because it best meets potential long-term aviation demand, but a runway would not be constructed until and unless it is financially feasible and necessary to accommodate growth. The Airport will seek to optimize use of existing facilities as long as it remains practical.
81	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16270	The Airport is misleading the public by inferring that Phase IV will not realistically occur yet including it in the Plan. This is evidenced by the forthcoming negotiations with the Municipality for a land trade. If it is not a realistic scenario, the Airport should	The Airport is not pursuing construction of a new runway at this time. The purpose of a Master Plan Update is to prepare the airport to safely and efficiently accommodate future growth. The Airport is operating safely and efficiently today and is anticipated to do so for years to come.

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					remove it. Despite remonstrations from leading Assembly members that a land swap and another North-South Runway was not in their cards, the Assembly greased the skids for it anyway by rubber-stamping the West Anchorage District Plan despite public objections. The Airport and the Municipality could easily trick the public into voting for a transfer of Dedicated Park Lands just like the Airport did in giving the public a misimpression that the Master Plan's phased approach make Phase IV can be revisited down the road. Once a lands swap occurs, Phase IV is a done deal if the Airport wants it.	Phase 4 does identify a potential location for a new runway because it best meets potential long-term aviation demand, but a runway would not be constructed until and unless it is financially feasible and necessary to accommodate growth. The Airport will seek to optimize use of existing facilities as long as it remains practical.
82	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16279	The Airport has real-life impacts on people like me. While not the only reason, the Airport is one of the major reasons why I am moving from my present location of thirty-five years near Arctic and International to elsewhere in the City not near the Airport. The biggest reason why I dismissed the Sand Lake area was not only because of the existing noise but because of the possibility of a North-South Runway that will make living there immeasurably worse. Even where I am moving, which is the Rogers Park area, there are still some direct effects when the East-West Runway is in use. One also has to factor in the cumulative impacts of the Airport, Lake Spenard, Merrill Field, and JBER.	The Airport is currently conducting a Federal Aviation Regulation (FAR) Part 150 Study. A Part 150 Study is a voluntary noise exposure and land use compatibility study. According to the project website (www.anc150study.com), "The overall purpose of a Part 150 Study is to reduce the number of people affected by significant aircraft noise levels within acceptable economic, environmental, and legal parameters." The study will recommend noise mitigation measures and land use measures to reduce noise impacts.
83	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16282	To the extent that The Airport Master Plan extends to Phase IV, it is not really a "Plan" so much as it is an open-ended invitation for all sorts of skullduggery. In summary, the Airport Master Plan should exclude Phase IV until the need clearly exists.	The Airport is not pursuing construction of a new runway at this time. The purpose of a Master Plan Update is to prepare the airport to safely and efficiently accommodate future growth. The Airport is operating safely and efficiently today and is anticipated to do so for years to come. Phase 4 does identify a potential location for a new runway because it best meets potential

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
						long-term aviation demand, but a runway would not be constructed until and unless it is financially feasible and necessary to accommodate growth. The Airport will seek to optimize use of existing facilities as long as it remains practical.
84	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16283	The airport would never build a runway through a neighborhood. Well, Pt. Woronzof and the Coastal Trail are a neighborhood. Thousands of people pass through, pause, hike, bike, ski, run, stroll, and snowshoe this area. People even drive there to watch overhead planes or watch the sunset. Year-round. Our best northern lights photos were taken from there last winter. It is an asset that must not be compromised, just as no one would compromise a neighborhood of dwellings to build a new runway, no one should destroy this neighborhood of people who congregate there exercise their bodies or renew their spirits. Build the runway somewhere else!	The Airport has been a steward of the portions of the Trail that lie on its property since the Trail's construction, and the Airport is committed to maintaining a contiguous Coastal Trail. The Airport Master Plan Update acknowledges that an additional runway is one alternative to accommodate forecast growth if significant growth were to occur. If a new runway were constructed on the west side of the Airport, it would require realignment of portions of the Coastal Trail. There is no plan to remove or obstruct the Coastal Trail under any alternative. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. In addition, any substantial airport construction/development projects would be required to complete more detailed environmental analysis prior to permitting or construction. That process would include public input and clearly identify impacts and mitigation/enhancements in detail.
85	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16285	I have lived in Anchorage since 1981. I am opposed to airport runway expansion that would impact the Coastal Trail or any portion nearby. The Coastal Trail and adjoining Kincaid Park are the crown jewels of Anchorage's park system, and an invaluable part of our city's landscape. To modify these as proposed would be a great mistake and very difficult if not impossible	The Airport has been a steward of the portions of the Trail that lie on its property since the Trail's construction, and the Airport is committed to maintaining a contiguous Coastal Trail. The Airport Master Plan Update acknowledges that an additional runway is one alternative to accommodate forecast growth if significant growth were to occur. If a new runway were constructed on the west side of the Airport, it

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					to reverse in the future. As with Central Park in New York, an asset such as Kincaid Park or the Coastal Trail must live on for Anchorage as a great resource for its citizens for many years in the future.	would require realignment of portions of the Coastal Trail. There is no plan to remove or obstruct the Coastal Trail under any alternative. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. In addition, any substantial airport construction/development projects would be required to complete more detailed environmental analysis prior to permitting or construction. That process would include public input and clearly identify impacts and mitigation/enhancements in detail.
86	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16292	Your new proposed runway is shorter than the longer one it would be next to. If the airport is congested then schedule take offs and arrivals later in the evenings, nights, early mornings. Operate 24hrs a day if you need to.	Phase 2 - Optimize ANC proposes to modify the preferential runway use policy to get more efficiency out of the existing runway infrastructure, much as you suggest. Schedules for take offs and arrivals are set by the airlines and not controlled by the Airport.
87	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16298	If the master plans is going to retain a phase 4 component remove siting as part of that and only propose runway development in a generic form that does not assume through this process where it would be located - that should only be considered as part of a NEPA process. The disruption of the coastal trail and Pt Woronzof as a potential consequence of phase 4 should not be a part of this plan in anyway, shape, or form.	Phase 4 does identify a potential location for a new runway because it best meets potential long-term aviation demand, but a runway would not be constructed until and unless it is financially feasible and necessary to accommodate growth. Furthermore, the location is conceptual and would be subject to further study as part of a NEPA process. The Master Plan Update enables the Airport to identify and preserve lands that may be needed for future development. The Airport will seek to optimize use of existing facilities as long as it remains practical.
88	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16299	Build the new widely space n/s runway	This comment will be considered by the planning team and documented in the Master Plan Update.
89	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16305	No additional runway should be included in this plan within the time frame of this study	The Airport is not pursuing construction of a new runway at this time. The purpose of a Master

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
	Approach)				there is more than sufficient capacity using Anchorage and Fairbanks.	Plan Update is to prepare the airport to safely and efficiently accommodate future growth. The Airport is operating safely and efficiently today and is anticipated to do so for years to come. Phase 4 does identify a potential location for a new runway because it best meets potential long-term aviation demand, but a runway would not be constructed until and unless it is financially feasible and necessary to accommodate growth. The Airport will seek to optimize use of existing facilities as long as it remains practical.
90	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16314	In response to your request, we are providing comments on the draft Anchorage Airport Master Plan Update (Master Plan). Comments are limited to the widely spaced runway identified in the Master Plan as Phase 4 (previously Alternative 5). The Master Plan concept for Phase 4 that you have presented at our meeting suggests that the planned AIA expansion could accommodate future Asplund operations, while mitigating potential conflicts. However, we do have concerns that need to be addressed through detailed technical engineering, social, and economic analysis in order to clearly demonstrate the compatibility of the expansion plans. Some of our general concerns are outlined below. These general concerns should be included within the Anchorage Airport Master Plan (Master Plan) to aid in future efforts to appropriately identify conflicts between our facilities and implement resolutions. Comments Associated with the Widely Spaced Runway: AWWU's primary concerns associated with the widely spaced runway are as follows: Potential impacts to the Knik Arm mixing zone utilized by Asplund	The Airport and AWWU each provide indispensable infrastructure to Anchorage and Alaska. Both facilities are likely to need to expand to provide future generations of Alaskans with air-transportation and clean water. The proximity of the two facilities means that long-range development plans should be coordinated. The Airport is committed to working in partnership with AWWU to ensure that Asplund's needs and the Airport's needs are met in a mutually agreeable manner. AWWU has identified four discrete concerns associated with the Airport's Phase 4 of development which includes a new north-south runway to the west of the existing north-south runway and to the west of the Anchorage Water and Wastewater Utility's Asplund Wastewater Treatment plant. Mixing Zone: The Airport recognizes that the Cook Inlet sewage mixing zone is critically important for the Asplund facility's current operation. The Airport recognizes that changes to the Cook Inlet shoreline in the vicinity of the mixing zone would require further study and would be conducted if and when a need to construct a new runway

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					<p>for the primary treatment of wastewater - The current Asplund discharge permit and any future permitting of the facility is based on the current location and configuration of the wastewater discharge outfall near Point Woronzof in Knik Arm. Construction of runway infrastructure into the Knik Arm has the potential to disrupt the hydrodynamics and circulation in the area, including the mixing zone surrounding the outfall. Changes in the mixing environment could trigger the need for expensive enhancement of treatment processes, reconfiguration or relocation of the discharge outfall, or preclude the use of a mixing zone in Knik Arm altogether. Potential impacts to the usable space surrounding the Asplund facility necessary for the expansion of secondary/tertiary treatment - Construction of the widely spaced runway will require AIA to utilize a portion of land that is currently reserved for the future expansion of treatment at Asplund. AWWU must maintain a usable space to meet future expansion needs. Although a commitment of land area between the runways for Asplund expansion has been suggested, the usefulness of the proposed space has not been evaluated. For example, the viability of grading, access, site utilities, and process layout needs to be demonstrated to provide appropriate assurance that the alternate space is feasible. Potential conflicts between Asplund, the widely spaced runway and other critical infrastructure - Construction of the widely spaced runway has the potential to require the relocation or modification of other critical infrastructure. Such infrastructure</p>	<p>materializes. Asplund Expansion: The Airport recognizes that AWWU has reserved land near the Asplund facility to enable its potential future expansion to accommodate secondary and tertiary treatment. The Airport is committed to ensuring that future development of the Airport is managed in a manner that preserves AWWU's ability to expand the Asplund facility as needed and that access to the Asplund facility is maintained. Other Infrastructure: The Airport recognizes that construction of a new runway would require extensive planning and design to identify all impacted infrastructure and appropriately mitigate such impacts. This requirement is well documented in the Master Plan Update. Asplund Operations: Extensive planning and coordination by both AWWU and the Airport will be required if either facility requires expansion in the future. The Airport is committed to responsible coordination such that each facility's future needs are met for the benefit of all Alaskans. A key benefit of preparing a Master Plan Update for the Airport is that long-range implementation challenges can be identified and documented early. The Airport acknowledges the advanced planning, permitting, design, and construction challenges that would need to be overcome to develop the Airport while preserving the operability of the Asplund facility in its current location.</p>

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					includes, but is not limited to, the coastal trail, water, telecommunications, gas and electrical utilities. Planning, design and construction of potential relocations to address AIA expansion may also impact operations and the expansion of Asplund. Potential impacts to operations at Asplund related to location between existing AIA infrastructure and the widely spaced runway - Operations at both Asplund and AIA involve complex processes, staffing needs, and adherence to regulatory requirements. Issues concerning continued operations and access at the desired future locations of the two facilities must be identified, planned for and resolved. Summary: AWWU acknowledges the potential for accommodation of the Asplund facility operations with implementation of the widely spaced runway identified as Phase 4 of the Master Plan. AWWU's support of AIA's Master Plan and/or the initiation of a real estate transaction to accommodate the widely spaced runway requires further detailed planning and engineered analysis. Such analysis should take into account long term needs for development at Asplund, as well as changes to operations of the facility and associated operating costs. It is imperative to identify and resolve potential conflicts between Airport and Utility operations and development well in advance of detailed planning for design and construction. We have a mutual interest in ensuring cost-effective service to Airport and Utility customers and supporting the welfare of the Anchorage community as a whole.	
91	Phased Plan	Phase 4-Widely		16316	ADF&G staff voiced concerns regarding the	Prior to moving forward with future development

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
	(Phased Approach)	Spaced Runway			potential impacts of future development at AIA on habitats and species in the Anchorage Coastal Wildlife Refuge (ACWR).	proposed in the Master Plan Update, in addition to an increase in demand and other funding and political approvals, the Airport would need to complete further environmental analysis which would evaluate impacts to the human and natural environment in greater detail, minimize impacts, and develop mitigation as necessary.
92	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16318	The placement of fill required to accomplish Phase 4 of the AIA MPU is incompatible with the ACWR Management Plan and related Alaska statutes. Section 4(f) regulations prohibit use of this land while feasible and prudent alternatives exist. At the September 19 meeting, presenters indicated that environmental impacts are not quantitatively analyzed during the master planning process. Because of the rarity of coastal marshes on the east side of Cook Inlet and their value to migrating and nesting water birds, the variety of wildlife dependent on contiguous and complex refuge habitat, and the popularity of ACWR for recreational users, mitigation costs for loss of this resource would be significant. If Phase 4 was completed, the airport's operational impacts (noise, lighting, fencing, vegetation clearing, and hazing) to coastal habitat and resources will extend outside of the fill area; currently available information is insufficient to determine the extent of these impacts. ADF&G recommends that the location of the Phase 4 N-S runway be revised to avoid placement of fill in ACWR.	Phase 4 does identify a potential location for a new runway because it best meets potential long-term aviation demand, but a runway would not be constructed until and unless it is financially feasible and necessary to accommodate growth. Furthermore, the location is conceptual and would likely be reconsidered as part of a NEPA process. The Master Plan Update enables the Airport to identify and preserve lands that may be needed for future development. The Airport will seek to optimize use of existing facilities as long as it remains practical. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the area.
93	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16320	How and to what extent wildlife and waterfowl hazing would be conducted in the vicinity of the expanded airport. Seasonal wildlife use (e.g. spring and fall waterfowl migrations) is extensive in this area. Noise impacts to terrestrial and	Prior to moving forward with future development proposed in the Master Plan Update, in addition to an increase in demand and other funding and political approvals, the Airport would need to complete further environmental analysis which would evaluate impacts to the human and natural

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					marine mammals, and migratory and resident birds and their habitat use. Impacts of fencing on migration corridors and habitat connectivity for black and brown bears and moose. Runway lighting effects on habitat use by resident and migratory birds. Locations of support facilities such as access roads, fuel storage, and future expansion needs for warehouses, hangers, etc. Potential changes to wetland and coastal waters, water circulation, sediment transport, and water quality. Loss of habitat for mammal and birds species as a result of vegetation clearing, fill placement, or other associated project activities.	environment in greater detail, minimize impacts, and develop mitigation as necessary.
94	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16590	I do not support inclusion of phase 4 in the master plan. A second north-south runway is costly and unnecessary. I also do not support any land swap in which the airport gains ownership of Pt. Woronzof Park.	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future land use.
95	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16605	Remove phase 4!	This comment will be considered by the planning team and documented in the Master Plan Update.
96	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16606	The Coastal Trail and Pt. Woronzof Park are gems of Anchorage and important to my quality of life. These community assets are good for our health, economy, and environment. An unnecessary runway	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					should not compromise our trail and park. I urge the removal of Phase 4, the new runway. In the Airport Master Plan. I oppose any land-swap of Pt. Woronzof Park.	levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future land use.
97	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16608	The Coastal Trail and Pt. Woronzof Park are gems of Anchorage and important to my quality of life. These community assets are good for our health, economy, and environment. An unnecessary runway should not compromise our trail and park. I urge the removal of Phase 4, the new runway. In the Airport Master Plan. I oppose any land-swap of Pt. Woronzof Park.	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future land use.
98	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16676	The Coastal Trail and Pt. Woronzof Park are gems of Anchorage and important to my quality of life. These community assets are good for our health, economy, and environment. An unnecessary runway should not compromise our trail and park. I urge the removal of Phase 4, the new runway, in the Airport Master Plan. I oppose any land-swap of Pt. Woronzof Park.	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
						Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future land use.
99	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16677	I would like to discuss with you the claim that 3,350' between runway centerlines is enough space so that "the two north-south runways could be operated independently at all times and in all weather conditions," as stated in the Master Plan Update (September 2013). FAA Order JO 7110.65U, updated 8/22/13, para 5-9-7, calls for 4,300' between parallel runway centerlines for standard simultaneous independent approaches. Although there is an exception for runway centerlines 3,000' apart (5-9-8. Simultaneous Independent Close Parallel Approaches), it requires a precision runway monitor radar system at substantial increased cost and a few additional conditions. Most importantly, not all operators are willing to fly the PRM procedure with their wingtips just a half mile or so from their opposing traffic's wingtip. Without full participation, the runways would be operated dependently and would not provide the advantages advertised. There is no similar reluctance among operators to fly standard simultaneous approaches.	<p>The Anchorage International Airport Master Plan Update is evaluating potential enhancements to the Airport that would enable the Airport to operate safely and efficiently at the highest levels of forecast demand. Providing a widely-spaced parallel runway is among the alternatives considered. Per FAA Advisory Circular 150/5300-13A, Airport Design, Paragraph 316, Parallel runway separation requirements, Subparagraph b. Parallel runway separation-- simultaneous Instrument Flight Rules (IFR), Subpart 1a: "Dual simultaneous precision instrument approaches are normally approved on parallel runway centerline separation of 4,300 feet (1311 m). On a case-by-case basis, the FAA will consider proposals utilizing separations down to a minimum of 3,000 feet (914 m) where a 4,300 foot (1311 m) separation is impractical. This reduction of separation requires special high update radar, monitoring equipment, etc."</p> <p>The Master Plan Update will document that special high update radar and monitoring equipment would be required to operate two runways independently in all-weather when separated by less than 4,300 feet but more than 3,000 feet. The Master Plan Update will also document that it may be impractical to separate the two north-south runways by 4,300 feet. If and when the need for an additional north-south runway is demonstrated, the Airport would be required to comply with the National Environmental Policy Act (NEPA) and prepare an Environmental Assessment or Environmental Impact Statement. At that time, the Airport and FAA would be required to prepare a detailed assessment of the specific separation</p>

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
						<p>requirements between the two runways and assess the costs and benefits of a variety of potential separations that may ultimately meet the defined project purpose and need. Additionally, substantially coordination would be necessary with FAA air traffic control, airlines, and other key stakeholders to ascertain the specific benefits they could be expected to realize and ultimately to obtain broad agreement on the need for an additional runway.</p> <p>The Master Plan Update team has attempted to consistently communicate that the minimum separation requirement is 3,000 feet based on current technology but that greater separation may be necessary to achieve the maximum benefit of dual parallel runways. We appreciate your comment and will relay this important information in the Master Plan Update documentation.</p>
100	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		16380-16534 Even 16537-16577 Odd	The Coastal Trail and Pt. Woronzof Park are gems of Anchorage and important to my quality of life. These community assets are good for our health, economy, and environment. An unnecessary runway should not compromise our trail and park. I urge the removal of Phase 4, the new runway. In the Airport Master Plan. I oppose any land-swap of Pt. Woronzof Park.	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future land use.
101	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		18985	I oppose the proposed Master Plan with respect activities that would impact the Coastal Trail and Woronzof Park. The Trail and the Park are heavily used by many	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					people and tourists and is a significant attraction to the city. Recently the Trail has been selected as one of the top 10 in the nation. Please do not degrade this trail and its views.	contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced.
102	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		18986	To whom it concerns: Thank you for providing additional time for comment on the Airport Master Plan Update. I am lending my voice to support for the Coastal Trail and I oppose any land swap that would give Point Woronzof Park to the airport. Further, I support removing Phase 4 — the proposed second north/south runway — from the Airport Master Plan Update. The impacts on neighborhoods and trails seem unjustified under current economic conditions. Thanks again for the opportunity to provide comments.	Thank you for your comment. The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced. The Master Plan Update will not address any land-swap scenarios between the Airport and the Municipality of Anchorage relating to Pt. Woronzof Park or other parcels, but will provide the Airport with information about potential future land use.
103	Phased Plan (Phased Approach)	Phase 4-Widely Spaced Runway		18996	Option 1 in particular shows a hotel site right where victor taxiway meets lake hood (currently building where the tiedown office is?) Very bad place to put a hotel, from a safety prospective. We already have way too many pedestrians and cars on the lakehore taxiway. I personally favor option 3 or 5. Option 4 with the closely spread runway has safety issues. As long as the coastal trail has continuity, changing it doesn't bother me. If part of it becomes a tunnel, safety for users would again be an issue. The people who live near the airport moved there after the airport existed. Complaining now about noise is just ridiculous.	Thank you for your comment. We note there may be confusion on the hotel location site as the site is located south west from your described location. The hotel site identified on the maps is located between the North Terminal and Postmark Drive, south of Taxiway Victor, currently being used as a parking lot for North Terminal patrons, and is therefore separated from the Lakeshore taxiway traffic. The Airport remains committed to maintaining a continuous Coastal Trail, and anticipates that any changes to the Coastal Trail would include enhancements to maintain or improve the high quality of the trail. There are presently no designs drafted for the rerouted Coastal Trail. Should the Coastal Trail need to be re-routed, a tunnel would not necessarily be needed to accommodate the

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
						reconfiguration. The design of the reconfigured trail would be determined following an environmental process, including extensive public, trail user, and agency input.
104	Phased Plan (Phased Approach)	Phase 4- Widely Spaced Runway		18997	<p>=>Based on the council's previous input and long-held positions, TCC supports the essence of the Phase 1 Proposal (with an important exception explained on page 2) for inclusion in the 20-Year Airport Master Plan Update Final Development Plan. As stated in our previously submitted comments, overall, the proposals in Phase 1 would not only "Minimize Development," but also best serve our community by minimizing negative impacts associated with Airport development and operations to the surrounding community, including the Turnagain neighborhood and recreational/natural open space assets in West Anchorage. It would also provide sufficient, economically prudent and appropriate Airport functionality in the foreseeable future.</p> <p>Take-off and landing capacity has been presented as the key determinant of each proposed Phase. With cargo traffic down 25 percent from its peak several years ago (and lower this year than in 2012), it is unlikely that the proposals in Phases 2-4 will need further consideration in this Master Plan Update and should be evaluated when the Airport Master Plan goes through another update process in five to seven years.</p> <p>=>Particularly, the likely need for Phase 4 - Widely Spaced Runway (a second North-South Runway) is beyond the 20-year scope of this Plan Update and TCC requests that it be deleted in the Final</p>	<p>Thank you for your comment on the Anchorage International Airport Master Plan Update. The Master Plan Update team will consider your comment as the Airport's Plan for Future Development is completed.</p> <p>The Turnagain Community Council's support of Phase 1 has been noted. Phase 1 accommodates current demand levels at the Airport but does not meet forecast demand levels. A demand dependent, phased approach to airport development was selected to enable the Airport to adapt to an uncertain future and manage growth in a financially responsible manner. The phases are not cumulative steps, and will only be implemented as demand warrants and as indicated by trigger points. Even if demand materializes, there would be many additional steps, including environmental studies as necessary, prior to implementation.</p> <p>The Airport understands it is located near residential and recreational areas, and considers impacts to those land uses during planning. FAA land use regulations require that Airport land be used for aviation purposes; the Airport retains the right to eventually develop its land as necessary to meet aviation needs. However, undeveloped land may temporarily serve as a natural, vegetated area between the Airport's infrastructure and surrounding neighborhood or recreational areas while it remains unused by the Airport for aviation related commercial development.</p> <p>Forecasts The FAA accepted the Alaska International Airport System (AIAS) forecast of aviation activity</p>

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					<p>Development Plan.</p> <p>Most elements of Phase 1 are also the most appropriate, given constraints that will affect the viability of the unconstrained forecast growth projections, as provided in the Alaska International Airport System Anchorage Forecast Summary (September 2012).</p> <p>These Forecast Constraints include:</p> <ul style="list-style-type: none"> Uncertainty of a stable global economy. Potential higher jet fuel prices. Economic viability of cargo carriers using direct Asia-to-Lower 48 cargo flights and other, non-aviation modes of transport. Uncertainty of future federal funding for major airport infrastructure projects. Potential for substantial airfare and user rate increases imposed by Signatory Airlines to cover their share of major ANC capital projects. Potential for substantial Airport rate increases in leasing, parking and other services and amenities to airport users, to cover additional infrastructure operation and maintenance expenses. Severe cumulative environmental and social impacts of potential ANC development expansion, including degraded water and air quality, destruction of natural open spaces and recreation assets, and additional air and ground noise. <p>By choosing to incorporate all the development proposals from 4 out of the 5 Draft Alternatives presented to the public last spring, the cumulative impacts of the cargo-related development in North Airpark and the realignment of Postmark Dr. to the east will be substantial. Add the increased noise, and other social and environmental</p>	<p>for planning purposes. Analysis of the existing Airport indicates that additional capacity may be needed within the next twenty years. The next Master Plan Update, anticipated in 7 to 10 years, will reevaluate both the forecast of aviation activity and plan for accommodating growth. During the interim, the Master Plan Update will recommend that the Airport consider land use both on and off Airport and help the Airport prepare for potential long-term growth.</p> <p>Noise and Traffic Impacts to the Turnagain Neighborhood</p> <p>Realignment of Postmark Drive would require further analysis and environmental review prior to implementation. Environmental impacts associated with the project, including noise impacts, would be studied and potentially mitigated.</p> <p>The Airport Master Plan Update has identified a conceptual location for an airplane engine run-up enclosure (a.k.a a Ground Run-up Enclosure) which may be shown to reduce noise resulting from engine run-up activity at the Airport.</p> <p>Cargo related development</p> <p>All airport property is subject to FAA grant assurances which are federal regulations that dictate uses that can and cannot occur on airport property. All airport property is ultimately reserved for aviation use. Non-aviation uses are subject to fair market value for access to airport property and must demonstrate that non-aviation use does not interfere with the airport's operation. The Airport retains the right to eventually develop its land as necessary to meet aviation needs. Temporarily undeveloped lands may serve as a natural, vegetated area between the Airport's infrastructure and surrounding neighborhood or recreational areas while it remains unused by the Airport.</p> <p>Turnagain Bog and Postmark Bog</p>

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					<p>impacts to Turnagain from simultaneous take-offs to the north, if the second N-S runway is built, and the quality of life in our neighborhood will be highly compromised. By choosing an all-of-the-above development approach, the Preferred Master Plan Update Development Plan really is not a Master Plan for the next 20 years, but rather a "Wish List" for potential development that goes beyond the 20-year scope of this Plan Update and that does not include an analysis of economic or social trade-offs associated with the phased all-of-the-above development.</p> <p>The Draft Phased Development proposal presented for comment is in the form of power point slides and is not in the form of a Master Plan analysis. Consequently, we cannot comment on the underlying justifications (i.e., "trigger points") of the preferred phase developments, many of which extend beyond the planning horizon of 20 years. Consequently, we believe the Phased Multiple Development Alternative is a flawed approach.</p> <p>=>In order to evaluate the feasibility of these Development Phases in a Master Plan context, TCC requests that the Airport conduct the following before the Development Plan is finalized:</p> <p>A Noise Analysis of the impacts of simultaneous take-offs to the north from the existing and proposed new North-South Runway.</p> <p>A Noise Analysis of the cumulative impacts of locating North Airpark cargo-related development and a high truck-traffic road (Postmark Dr.) closer to the Turnagain neighborhood.</p> <p>An analysis by AKDOT&PF Traffic</p>	<p>The Airport cannot exclude all or portions of Turnagain Bog or Postmark Bog from future development. Airport land is subject to FAA grant assurances. Airport land use must support public aviation facilities, or be leased or disposed of at fair market value without interfering with the airport's operation. The Airport's diminishing undeveloped land is a critical asset intended to serve future Airport development needs. At this time, it is not the Airport's intention to dispose of Airport land or to exclude it from future development without receiving equal or better land for airport development.</p> <p>Proposals Not Included in Draft Phased Development Plan</p> <p>Thank you for your comments regarding parcels to exclude from potential development; they will be considered by the planning team. The Master Plan Update will not address the West Anchorage District Plan land trade scenarios, but will provide background information on the Airport's long-term development needs and land uses.</p> <p>Additional N/S Runway</p> <p>Phase 4 does identify a potential location for a new runway because it best meets potential long-term aviation demand, but a runway would not be constructed until and unless it is financially feasible and necessary to accommodate growth. Furthermore, the location is conceptual and would be studied in more detail to support an eventual NEPA process. The Master Plan Update enables the Airport to identify and preserve lands that may be needed for future development. The Airport will seek to optimize use of existing facilities as long as it remains practical. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to</p>

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					<p>Engineering to identify safety measures for North Airpark traffic in the area of Postmark Dr. and the Airport Post Office, as alternatives that would be less expensive and have fewer environmental and social impacts than relocating/realigning Postmark Dr. to the east in Turnagain Bog.</p> <p>An opportunity for the public to review a draft of the entire Airport Master Plan Update document, as has traditionally occurred in all previous TSAIA Airport Master Plan Update efforts. As stated above, until the public can review the underlying, detailed justifications and impacts of the phased development proposals that will be presented in the full document, the public cannot adequately respond to all the components of this Master Plan Update.</p> <p>Cargo Related Development at North End of North Airpark: All four development phases include potential air cargo expansion at the north end of North Airpark. TCC has opposed development in the remaining wooded areas south of Pt. Woronzof Dr. and the north end of North Airpark for many years. This remaining wooded area helps mitigate ground noise impacts by serving as a partial noise buffer between operations in the nearby aircraft engine run-up area and the Turnagain residential area to the east. The parcel also provides aesthetic, visual buffering along the road and Coastal Trail from North Airpark industrial development in this area. => TCC requests that the area at the north end of North Airpark be removed from potential air cargo development in the Final Development Plan.</p>	<p>mitigate impacts to the area.</p> <p>Coastal Trail: The Airport has been a steward of the portions of the Coastal Trail that lie on its property since the Trail's construction, and is committed to maintaining a contiguous Coastal Trail. If and when demand levels merit consideration of an additional runway, the Airport would work with the Municipality of Anchorage, trail users and other stakeholders to mitigate impacts to the Coastal Trail such that the Coastal Trail experience is maintained or enhanced.</p> <p>Point Woronzof Park: The Airport will need to acquire lands west of the Airport, including all or portions of Point Woronzof Park, to enable the eventual development of the Airport including a potential widely-spaced parallel runway as envisioned in Phase 4 of the demand dependent, phased approach for future airport development. As with any potential impacts to the Coastal Trail, the Airport would work with the Municipality of Anchorage, park users and other stakeholders to mitigate impacts to the Park.</p> <p>Impacts to Cultural Resources: The Airport has coordinated directly with the Native Alaska Tribes who have traditionally used the area to identify cultural and archeological resources and document potential impacts and concerns throughout the Master Plan process.</p> <p>Coastal Wildlife Refuge: Prior to moving forward with future development proposed in the Master Plan Update, in addition to an increase in demand and other funding and political approvals, the Airport would be required by federal law to complete further environmental analysis in compliance with NEPA, which would describe potential impacts to the Refuge. The analysis would evaluate impacts to the human and natural environment in greater detail, and develop mitigation as necessary.</p>

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					<p>Turnagain Bog: Phases 2 and 4 propose relocation of Postmark Dr. to the east of its current location into remaining wetlands of Turnagain Bog. The preservation of all of the remaining Turnagain Bog wetlands and associated uplands as a natural resource and buffer between industrial and airport development and the local community has long been a major priority for TCC. Turnagain Bog provides important, high-value functions to our neighborhood, including wildlife habitat (identified as important wildlife habitat in the 2020 Anchorage Comprehensive Plan, page 63), water pollution filtration, downstream hydrology for Jones Lake, Hood Creek and Cook Inlet, air pollution absorption, and essential buffering for residential and recreational areas from airport development and operations.</p> <p>The relocation of Postmark Dr. to the east would have significant environmental and social negative impacts, including the loss of important wetland functions and locating North Airpark high-impact operations and airport-generated traffic much closer to the Turnagain residential area (including the potential for airport related development east of the relocated road, even though that is not shown on any of the Phased Development Plan maps).</p> <p>=> TCC requests that the remaining areas of Turnagain Bog be removed from potential relocation of Postmark Dr. to the east and potential air cargo and airline/airport support development east of the existing Postmark Dr. in the Final Development Plan.</p> <p>Postmark Bog: Because the decision was made during the evaluation of the Draft</p>	<p>AWWU: AWWU and the Airport have communicated regularly throughout the Master Plan Update process. The Airport is committed to ensuring that future development of the Airport is managed in a manner that preserves AWWU's ability to expand the Asplund facility as needed and that access to the Asplund facility is maintained. Extensive planning and coordination by both AWWU and the Airport will be required if either facility requires expansion in the future. The Airport is committed to responsible coordination such that each facility's future needs are met for the benefit of all Alaskans.</p> <p>Pt. Woronzof Drive: Should demand levels indicate the need for an additional N/S runway, the Airport will work with all stakeholders, including the Municipality of Anchorage and the Heritage Land Bank to ensure any impacts to existing infrastructure are avoided or mitigated to the extent practicable.</p> <p>Again, thank you for your comments. Like all public comments received by the Master Plan update team, they are given serious consideration. A draft of the Master Plan Update final document will be made available for public review and comment in the Spring of 2014.</p>

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

Line	Category	SubCategory	SubSub Category	Issue ID #	IssueText	Response
					<p>Alternatives over the summer months to incorporate all proposals from Alternatives 1, 2, 3 and 5, rather than choose one alternative, the cumulative impacts of these multiple proposals are substantial and we believe unwarranted.</p> <p>Development Phases 1, 2 and 4 include development in the remaining portions of Postmark Bog west of Postmark Dr. TCC is currently providing input to the Airport's Part 150 Noise Study and has requested implementation of mitigation measures that will address existing and potential future Airport-generated ground noise impacts experienced in Turnagain from North Airpark operations.</p> <p>While additional cargo development in Postmark Bog would not be without environmental and social impacts (including an increase in ground noise impacts) to the Turnagain residential area, these options are preferable to the potential expansion of similar cargo/airport development to the east of Postmark Dr. in Turnagain Bog, closer to our neighborhood.</p> <p>=> TCC supports identifying potential cargo-related development in Postmark Bog in the Final Development Plan, but development must be limited to areas east of the existing Postmark Dr. roadway.</p> <p>Additional North-South Runway: Phase 4 includes the potential development of a second "Widely Spaced" North-South Runway, which would have significant, negative impacts. TCC opposed the concept of a "Closely Spaced" North-South runway during the 2002 Master Plan Update process, and was joined by the Signatory Airlines and many others in the</p>	

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

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					<p>Anchorage community in opposing a "Widely Spaced" Runway proposal in 2008. An additional North-South Runway would generate significant increases in aircraft take-off noise and air pollution emissions in the Turnagain residential area and nearby, popular recreational lands. Such a project will destroy sections of the existing Tony Knowles Coastal Trail and natural open space greenbelt buffers.</p> <p>The second North-South Runway proposal in Development Phase 4 would create severe environmental impacts, including the destruction of Point Woronzof Park dedicated parkland and the northern area of the Anchorage Coastal Wildlife Refuge — both areas identified in the Anchorage 2020 Comprehensive Plan as important wildlife habitat (page 63). It would also destroy the only known Native archeological site in the Anchorage Bowl.</p> <p>The entire city would be affected by the negative impacts a second North-South Runway could have on the Anchorage Water & Wastewater Utility's (AWWU) sewage treatment plant located at Pt. Woronzof, which now operates at the primary treatment level and relies on the outfall mixing zones in Cook Inlet. If required to treat at a secondary or tertiary level, AWWU's options for future plant expansion into its reserve land south of the facility would be severely limited.</p> <p>The nearby community at large, along with TCC, has consistently opposed the development of a second North-South Runway — and any land exchange between the Municipality of Anchorage and the Airport that would transfer Point Woronzof Park, Coastal Trail greenbelt east</p>	

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

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					<p>of the AWWU Sewage Treatment Plant, or the AWWU sewage treatment reserve land to the Airport for development of another runway.</p> <p>The need for development of a second North-South Runway during the 20-year timeframe of the Master Plan Update is highly unlikely and any money spent toward this effort would be a waste of capital dollars on an unnecessary project.</p> <p>=> As stated on page 1, TCC requests that the Phase 4 Widely Spaced Runway proposal be deleted from the Final Development Plan.</p> <p>Proposals Not Included in Draft Phased Development Plan:</p> <p>TCC notes that none of the Phases in the Draft Development Plan for the 20-year Airport Master Plan Update proposes Airport-related development for Municipality of Anchorage Heritage Land Bank (HLB) land west of the Airport. This reinforces statements made by Airport officials in recent years during the development of the West Anchorage District Plan (WADP) — that this land is of little value to them for Airport development and expansion. As a result, this HLB land is not identified in the WADP (page 164) as a parcel of interest for the Airport to acquire in any potential land exchange with the Municipality.</p> <p>> TCC supports the exclusion of Municipal HLB land for any Airport-related expansion or development in the Final Phased Development Plan.</p> <p>o TCC also notes that none of the Draft Development Phases include proposed Airport-related development or expansion for areas currently used as parkland/or for recreation, or otherwise used and</p>	

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

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					<p>managed by the Municipality, including: Little Campbell Lake Coastal Trail, SW corner of E-W Runway Coastal Trail, West Airpark Tract South of Pt. Woronzof Park Coastal Trail, Eastside of Pt. Woronzof Bluffs Spenard Beach Park Northern area of Connor's Bog/Lake East Section of Connor's Land-Snow Dump DeLong Lake Park Parcel Notch between FCC land and Little Campbell Lake Raspberry Road Buffer Kulis Road Buffer => TCC supports the exclusion of areas long-used by residents and visitors for park/recreational purposes and an important Municipal snow dump area for any Airport related expansion or development in the Final Development Plan.</p> <p>Due to the Turnagain neighborhood's close proximity to the Airport, and TCC's long-standing involvement in Municipal and Airport planning documents and projects that have potential impacts to our west Anchorage community — as well as assets important to the entire city of Anchorage — we hope that our input has been and continues to be given serious consideration as this public process continues and the Development Plan in the Airport's Master Plan Update is finalized.</p> <ul style="list-style-type: none"> • Additional N-S Runway Impacts to Tony Knowles Coastal Trail and Greenbelt/Buffer <p>As stated in TCC's letter, Phase 4 includes the development of a second North-South Runway, which would have major impacts on the existing Tony Knowles Coastal Trail, one of the premiere recreational assets in Anchorage. As the Master Plan Update's</p>	

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

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					<p>own survey shows (Craciun Research Marketing Research Study, April 16, 2013), almost 60 percent of those polled use the Coastal Trail around Point Woronzof, indicating the high usage of this area of the trail by Anchorage residents. Construction of another runway would destroy sections of the existing Coastal Trail and associated greenbelt/buffer and necessitate trail rerouting in undesirable ways that would severely degrade the trail user experience now enjoyed by our community.</p> <p>The diagram associated with the Phase 4 proposal does not show development on a section of the existing Coastal Trail running through the Point Woronzof Overlook area and continuing south between the AWWU Sewage Treatment Plant and the Airport boundary to the east, near the existing North-South Runway — but it is likely the trail would be negatively impacted by the development of another runway in this area. There is a small, but significant trail/greenbelt in this southern trail section, strategically located between what would seem like two highly incompatible land uses for recreational use. However, this is a beautiful area of the Coastal Trail route, due to strategic planning in site location and topography, and the preservation of naturally wooded vegetation when the trail was built.</p> <p>As illustrated in Phase 4, the impacts to the Coastal Trail running through Point Woronzof Park would be substantial. A large section of the trail in this scenic, natural Municipally-dedicated parkland area would be destroyed — and no conceivable rerouting of the trail (either tunneling it under the expansion infrastructure or</p>	

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

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					<p>running it around the filled area in the Anchorage Coastal Wildlife Refuge) — could adequately mitigate the high degree of negative impacts to the trail user experience and the loss of high-value natural open space/wildlife habitat that currently exists in this parkland.</p> <p>The Coastal Trail running from downtown to Kincaid Park is a major tourist attraction as well as an important quality of life resource for residents. This past summer, the State and Municipality provided over \$800,000 in funding to rehabilitate the Coastal Trail and ensure its continued, long-term use. Rerouting the trail as part of Phase 4 would destroy its function as a recreational and park resource and result in a loss of quality of life for the residents of Anchorage and an economic loss in terms of the tourist-supported economy. In a January 2007 presentation to the Anchorage Park Foundation, University of Alaska Anchorage Economics Professor Steve Colt noted that the economic value to Anchorage of visitors staying in the Municipality for just one additional day to enjoy the Coastal Trail provides \$26 million in additional visitor spending each year. In 2012, hundreds of people signed a West Anchorage District Plan-related petition sponsored by the Turnagain Community Council, urging protection of the existing Coastal Trail and opposing trading the Coastal Trail in Municipal ownership (and Point Woronzof Park) to the Airport. With other cities spending millions to buy back their waterfront, we should protect our irreplaceable, high-value coastal parkland. A second North-South Runway and its impact on the existing Coastal Trail would</p>	

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

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					<p>be contrary to the goals of the West Anchorage District Plan, which is to "Acquire and permanently preserve the Tony Knowles Coastal Trail as a well-maintained, contiguous, public recreation corridor with vegetative buffer from Kincaid Park to Westchester Lagoon." The Municipality would lose a significant section of the trail already in its ownership by trading away Point Woronzof Park and the trail to the Airport, which would allow implementation of Phase 4 - Widely Spaced Runway. The Airport has complete control over any sections of the trail on its property and could approve, at any time, to destroy the trail and replace it with aviation-related development — despite its verbal promise to maintain a contiguous trail.</p> <p>Additional N-S Runway Impacts to Point Woronzof Park</p> <p>Phase 4 would require complete destruction of Pt. Woronzof Park "permanently" dedicated parkland. TCC played an integral role in the creation of this well-used, 191-acre, natural open space park, which was created by Municipal Assembly action in 1994 as a specific condition of approval to a Municipal-Airport land trade. TCC has advocated for its preservation since that time, with strong public support, including opposing any land trade between the Airport and the Municipality that would allow for Airport acquisition of Point Woronzof Park.</p> <p>As stated above, a significant section of the Coastal Trail is located in Point Woronzof Park, which offers a natural environment setting that is highly valued by recreational users. This park also serves as an important wildlife habitat corridor as well as</p>	

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

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					<p>provides an essential greenbelt buffer between the trail and adjacent current and potential future high-impact Airport development and operations to the east. The Master Plan Update's survey (Craciun Research Marketing Research Study, April 16, 2013) indicates that over 45 percent of Anchorage residents polled use Point Woronzof Park. A vote of Anchorage residents would be needed to undedicated the park and allow for Airport acquisition of the parcel.</p> <p>Additional N-S Runway Impacts to Native Archeological Site A second North-South Runway, as depicted in Phase 4, would also destroy an important Native archeological site, located near the AWWU Reserve land-Point Woronzof Park boundary west of the Airport. According to the Municipality of Anchorage Pt. Campbell-Pt. Woronzof Master Plan, March 1982, the Tanaina Archeological site is the only known archeological site in the Anchorage Bowl.</p> <p>Additional N-S Runway Impacts to Anchorage Coastal Wildlife Refuge The placement of a massive amount of fill (one estimate is 58 acres) in the Anchorage Coastal Wildlife Refuge would be required under the Phase 4 runway addition scenario. This would destroy an area identified in the Anchorage 2020 Comprehensive Plan as important wildlife habitat. According to the Alaska State Department of Fish and Game (Anchorage Coastal Management Plan Program Document, June, 1987), these coastal wetlands have a unique vegetative community that attracts a variety of migratory birds. It is also a documented</p>	

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

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					<p>corridor for the federally listed Beluga whale endangered species swimming to Upper Cook Inlet feeding areas. At low tide, the refuge offers residents and visitors the opportunity to walk along the shoreline in the northern area of the refuge for recreational purposes and enjoy a spectacular view of our city's coastal environment. The fill and subsequent development would also severely compromise the stunning views enjoyed by many visitors as well as over 56 percent of Anchorage residents polled in April by Cracium Research at the popular Point Woronzof Overlook.</p> <p>Additional N-S Runway Impacts on AWWU Sewage Treatment Plant Functions and Expansion</p> <p>As stated above, Phase 4's additional North-South Runway proposal would require the placement of a massive amount of fill in Cook Inlet, which could significantly alter the tidal mixing zones where the current sewage treatment outfall is located. Further jeopardizing the functionality of the treatment plant would be the Airport's acquisition of the AWWU reserve land south of the sewage treatment plant. This would result in limited options for facility treatment upgrades and expansion, including switching from primary to secondary or tertiary treatment, if mandated by the Environmental Protection Agency at some point in the future. The sewage treatment plant would likely need to be relocated, but according to a top AWWU official, there is no viable, alternate location within the Anchorage Bowl to relocate the treatment plant. TCC has opposed any land trade that would allow for Airport acquisition</p>	

Anchorage Airport Master Plan Issues from 7/1/2013 – 10/11/2013

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					<p>of the AWWU sewage treatment plant expansion parcel.</p> <p>Additional N-S Runway Impacts on Point Woronzof Drive – Access to Municipally Owned Land</p> <p>Phase 4's proposed development of another North-South Runway, taxiway and significant cargo-related development in West Airpark could have negative impacts on Point Woronzof Dr. because of the necessity of connecting this new development to Taxiway Y. A new road that would be tunneled under the existing and proposed second North-South Runway infrastructure is proposed as part of Phase 4, to provide access to the newly developed areas as well as to Municipally-owned Heritage Land Bank land west of the Airport, where the Salvation Army Clitheroe Center is located. Depending on the level of potential restrictions that could be imposed on this road into significant airfield infrastructure and cargo/industrial development, the tunneled road alternative to the existing Point Woronzof Dr. could jeopardize future access to Municipal land, including the Clitheroe Center facility, which has long provided much-needed services to the Anchorage community.</p>	