

MEETING SUMMARY

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

Location: Anchorage International Airport
Badge Office, North Terminal Room NA165

RS&H Project #: 226-2566-000

Date and Time: March 6, 2013; 1:30-3:30PM

Subject: Technical Advisory Committee (TAC)
Meeting #2

Staff Attendees:

John Parrott (ANC)
Jack Jones (ANC)
Teri Lindseth (ANC)

Katherine Wood (HDR)
Allison Biastock (HDR)
Leslie Robbins (HDR)
Jessica Abbott (HDR)
Mark Mayo (HDR)

Evan Pfahler (RS&H)

Technical Advisory Committee Attendees:

Gretchen Rickard, Alaska Cargo Port
Dale Shaw, FedEx
Michael Froehlich, Pegasus Aviation Services
Eric Bretthauer, UPS
David Chilson, FAA ATC
Terry French, ERA Aviation
Dee Hanson, AK Airmen's Assoc.
Matthew Shaw, Alaska Airlines
Keri Stephens, AvAir Pros ATR
Mark Pfeffer, Pfeffer Development
Ron Schneider, Signature Aviation

Meeting Overview

On Wednesday, March 6, 2012, the Ted Stevens Anchorage International Airport (ANC) Master Plan Update hosted the second in a series of Technical Advisory Committee meetings. The purpose of this meeting was to provide Technical Advisory Committee members information about the inventory of existing conditions at the Airport, to discuss the alternatives development and evaluation process, and to develop draft evaluation criteria. A presentation was given by Evan Pfahler, and the meeting's discussion and activities were facilitated by Katherine Wood. At the end of the meeting, there was time allowed for comments from the public. The meeting ended at 3:30PM.

Advertising

- Email to Master Plan Update contact list of approximately 500 addresses, including addresses for community council distribution
- Email invite to participants and draft agenda sent in advance
- Anchorage Daily News Legal Ad, 2/20/13
- GovDelivery Notice
- State of Alaska Online Public Notice
- Posted on bulletin boards in ANC Airport Manager's Office and in Terminal
- Master Plan Update Website: www.ancmasterplan.com
- Airport Website: www.dot.state.ak.us/anc/
- "What's Up" community email list serve

- Email notice sent to Federation of Community Councils, Turnagain Community Council, Spenard Community Council, and Sand Lake Community Council

Media

A reporter/cameraman from KIMO Channel 13 interviewed John Parrott before the meeting and covered a portion of the TAC meeting, resulting in a short news story on Channel 13 about the Master Plan Update and the TAC meeting.

Attendance

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

Meeting Materials

- Handouts (Agenda, updated Fact Sheet and FAQs)
- PowerPoint presentation
- Evaluation Criteria Exercise handout
- Goals and Objectives handout

Meeting Summary

Introductions

John Parrott, Manager of the Ted Stevens Anchorage International Airport (ANC) welcomed participants and turned the floor over to Evan Pfahler, RS&H, Master Plan Update Project Manager and Katherine Wood, HDR Alaska, Master Plan Update Public Involvement Lead.

Meeting Presentation

Evan Pfahler provided a PowerPoint presentation that covered the following:

- An update of Master Plan Update progress to date
- Share the findings of the inventory of existing conditions
- Introduce the process that will be used to develop and evaluate alternatives
- Discuss next steps

The presentation is available at http://ancmasterplan.com/library/index_49_3953990378.pdf.

Presentation Q&A

There were no questions from TAC members regarding the presentation.

Evaluation Criteria Exercise

Katherine Wood presented an activity for the group, wherein each member of the TAC was asked to draft evaluation criteria, while considering the Master Plan Update's Goals and Objectives, for each goal category: *safety, efficiency, environmental awareness, fiscal sustainability* and *land management*. It was noted that the *communications* goal- applies to the entire Master Plan Update, rather than to the alternatives evaluation process, so the group did not need to draft evaluation criteria for that goal.

Evan Pfahler provided guidance for developing evaluation criteria, noting useful criteria are:

- Measurable

- Indicative the caliber of service wanted at the Airport
- Reflective of the Master Plan Update Goals and Objectives

TAC members were given approximately 15 minutes to work independently to try and draft at least two criteria per goal, for a total of 10 criteria. As a resource, members were provided a handout listing the Airport Master Plan's goals and objectives (copy available at http://www.ancmasterplan.com/library/index_44_2841117018.pdf), and a handout with the exercise's directions and guidelines on evaluation criteria (copy available at http://www.ancmasterplan.com/library/index_44_1911346142.pdf).

Below are the evaluation criteria that TAC members drafted during the exercise. After drafting their criteria, members were asked to organize them by goal and to place them on a poster specific to the goal. Katherine then went over each criterion with the group to group similar ideas, request clarification, and poll the group to see if any criterion was of more importance from their perspective.

Note: similar criteria are grouped as indicated by the TAC members during discussion.

Safety

- Best practices in industry
- Position airfield for new navigation technologies (*group thought this was also an efficiency criteria*)
- Does the objective increase/decrease conflict between different size aircraft? i.e., Small aircraft vs. large (cargo) aircraft
- Meets design standards of the FAA
- Conforms to best known industry practices and established regulations
- OSHA compliance, municipal regulations, TSA compliance, FAA, Emergency access/response times (Regulatory Constraints, penalties/fines/notifications)
- Facilities and infrastructure in compliance with required mandates
- Reduce number of reported incursions over time
- Reports of accidents and near misses by aircraft and ground service equipment/vehicles on AOA, and by passenger taxis and buses
- Does the alternative help reduce or improve accidents/incidents/injuries vs. the current system
- Does the alternative provide more distractions than benefits i.e. – blocked sight lines, changing vehicular patterns requiring increased vigilance

Fiscal sustainability

- Ensure growth is in line with need and benefit
- Satisfy user needs/flight volumes
- Promote unique advantages of our location for both cargo and personnel throughput
- Find a way to remove political restrictions to gain commerce advantages
- Does the alternative provide for increased use of current facilities without requiring extensive spending?
- Alternative provides for 100% utilization of space at activation (no "dead" space or overbuilding)
- Alternative displays long term positive business case over a range of potential scenarios
- Remain financially competitive
- Increase Airport tenants in both the North/South terminals (measure through rental payments)
- Identify opportunities for a 3P (Public Private Partnership) approach (Kulis, AGLAD, deicing, old Flying Tigers site)

- Incentives for 3rd party investment, what is ANC doing to encourage business investment and success
- Does the alternative bring new revenue to the Airport, not just the same businesses?
- Is the alternative revenue neutral?
- Economic growth and increased traffic

Working Group Member Question: Does this plan address the fiscal sustainability/business aspects of ANC or the AIAS?

Planning Team Member Response: This Master Plan is focused on ANC; however, the AIAS is currently conducting a separate system planning study as well.

Land Management

- Encourage private development of Airport property that is in line with long range Airport plans
- Is Kulis a revenue generator or not?
- Does the alternative continue to support or even improve the “Big Wild Alaska” idea, i.e. mountains, green space, trails, wildlife habitat?
- Measure: appraised value of current ground leases and vacant parcels
- Identify parcels that are cost prohibitive to develop (considerations: environmental, wetlands, fill)
- Consider cost of development
- What defines “strategic”? Define strategic and the “plan” to implement the strategy in the goal/objective language
- Highest and best use of land, promote economic growth
- Consider an Airport controlled access point near South Airpark
- Provides flexibility for additional airfield capacity

Environmental Awareness

- Use best practices, like equipment with P2 technology (a deicing technology)
- Process to capture deicing fluid
- Uniform deicing operations beneficial to all operators/are regulatory compliant (reduce run-off contamination)
- Decrease in amount of de-ice fluid used
- Block to air times in de-ice events (amount of time to complete each event)
- Measure: gallons of glycol used/recovered by airfield location/compare to upcoming EPA regulations
- Considers pollution but is tied to a positive business case
- Does the alternative reduce or increase emissions?
- Produce air traffic procedures that account for noise sensitive areas and reduction in the carbon footprint
- Complies with existing environmental laws
- Avoid impacts to parks and wildlife refuges
- Meet the intent and be compliant with environmental requirements
- Work with Airport users to address environmental issues and implementation plans

Efficiency

- Increase the arrival/departure rates established at the Airport
- Extend arrival/departure times by aircraft
- Reduce taxi time/wait time between aircraft clearance and actual takeoffs/landings
- Alternative provides for aircraft wait times (air and ground) of no more than 15 minutes
- Measure: taxi time of _____
- Consideration for potential growth of military flights (from JBER) and impacts on ANC operations
- Implement procedures capable of mixing the various airframes of arrival aircraft at ANC
- Provide hassle free passenger experience
- Improvements to TSA relationship/operations
- Allow for the accommodation of new facility technology, i.e. TSA equipment
- Measure: Percent of max Airport/field capacity
- Baggage systems provide for baggage screening and delivery in 15 minutes
- Does the alternative help improve/increase the volume (passenger/vehicular/aircraft) without burdening other parameters, i.e. roads/runways/ATC?
- Measure: turn times for transit aircraft
- Measure: landings per segment of time
- Measure: largest aircraft type currently handled/proposed
- Consider a larger deicing area for FBO use
- Does the objective increase access for GA planes? Does it increase GA operating costs?
- Small carrier/terminal center
- Does the alternative make use of available and future technology for benefits, i.e. aircraft navigation capability?

Evaluation Criteria Exercise Next Steps:

Katherine thanked participants, and noted that the results of the exercise will be shared with the planning team for consideration when developing the draft alternatives evaluation criteria for the Master Plan Update. Evan Pfahler asked that if there is a concept members thought of that didn't "fit" into one of the existing Goals and Objectives, that they send a note to him or to Katherine.

Next Steps

Three additional Technical Advisory Committee meetings are planned, the next of which will be held April 4, 2013 from 1:30-3:30pm in the ANC Badge Office. The next Public Open House event will be March 21, from 5:30-7:30pm, with a presentation at 6:00pm. For more information on upcoming meetings, visit www.ancmasterplan.com.

A general meeting summary will be distributed to the group.

Public Comment

No public comments were provided at the meeting.

Notes by: HDR Alaska