

## Frequently Asked Questions

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### ***1. What is an Airport Master Plan Update?***

According to the Federal Aviation Administration (FAA), 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. The Anchorage International Airport Master Plan Update will define future needs and develop alternatives to meet those needs, creating a fiscally responsible plan to keep the Airport efficient and appealing to all aviation users.

### ***2. Why is the Airport doing a Master Plan Update now?***

The Federal Aviation Administration recommends that airports prepare master plans on a regular basis – about every 5 to 7 years. It has been 11 years since the last Master Plan Update was approved in 2002. Planning efforts in 2008 resulted in a study report, but the report was not completed or adopted as a Master Plan Update. Thus the Airport is in need of a Master Plan Update.

### ***3. How long will it take to complete the Master Plan Update?***

Our plan is to complete the Master Plan Update in about 18 months, from June 2012 to December 2013. We would like to capture the majority of public input within approximately one school year (September 2012 to May 2013) to make the best use of the public's time and interest.

### ***4. How will public comment be considered in the alternatives phase?***

Five draft alternatives were released for public comment in May 2013, and the planning team will accept and consider feedback as they evaluate the alternatives during the summer of 2013. Public comments on the draft alternatives are requested to be submitted by June 30, 2013 for consideration in the evaluation process. However, public comments are welcome at any point throughout the Master Plan Update process. In September 2013, the Master Plan Update team will identify the Airport's draft preferred alternative, and solicit further public comment at that time prior to selecting a final alternative in late 2013.

## 5. What alternatives are being considered in the Master Plan Update?

There are five different draft alternatives that will be evaluated by the planning team:

- **Alternative 1** limits investment at Anchorage International Airport to those elements necessary to meet airport design standards while identifying areas for tenants to develop facilities as they see fit. The airside elements in Alternative 1 are required to meet new FAA airport design standards. The Alternative 1 airside elements are included in all five alternatives. Alternative 1 does not meet the 20-year facility requirements and may result in untenable delays and a reduced level of airport efficiency. It is anticipated that Alternative 1 would reduce the Airport's economic benefit to Anchorage and Alaska.
- **Alternative 2** balances demand between Anchorage International Airport and Fairbanks International Airport, making greater use of existing Alaska International Airport System (AIAS) infrastructure. Alternative 2 meets the 20-year facility requirements with the assumption that half of all "gas-n-go" air cargo flights would utilize Fairbanks International Airport (FAI) instead of Anchorage International Airport. It is anticipated that Alternative 2 would reduce the Anchorage International Airport's economic benefit to Anchorage but may maintain the economic benefit of aviation in Alaska. Though Alternative 2 assumes some air cargo demand would be accommodated at Fairbanks International Airport, it should be noted that the ANC and FAI cannot require airlines to utilize a specific airport. Airlines have the right to utilize any public use airport that provides the required facilities.
- **Alternative 3** utilizes existing airfield infrastructure at Anchorage International Airport to maximize capacity of *existing* runways by eliminating the preferential runway use policy during daytime hours. This policy is currently in effect at all times to reduce noise impacts on residential areas east of Anchorage International Airport. Alternative 3 would result in an increase in noise impacts due to more frequent use of Runway 7L for departures by jet and heavy jet aircraft. Alternative 3 would provide additional capacity with the existing three runway system by eliminating restrictions on runway use during the hours of 7:00 AM to 10:00 PM. During peak **arrival** periods when there are more landings than take-offs, air traffic control would use Runway 7R and Runway 15 for arriving aircraft. Runway 7L would be used for all take-offs. This provides two runways for arriving aircraft and one runway for departing aircraft. During peak **departure** periods when there are more take-offs than landings air traffic control would use Runway 7L and Runway 33 for departing aircraft. Runway 7R would be used for all landings. This provides two runways for departing aircraft and one runway for arriving aircraft. Alternative 3 meets the 20-year facility requirements for terminal, landside and airport support facilities. However, it does not meet the airside facility requirements in all conditions. The Airport would continue to rely on a single north-south runway significantly reducing airfield capacity and efficiency during certain weather conditions.

- **Alternative 4** increases airport capacity by adding a new north-south runway parallel to and west of Runway 15-33. The parallel runways would be separated by 908 feet between runway centerlines. A closely spaced parallel runway provides modest additional capacity. Alternative 4 is not anticipated to completely meet the 20-year facility requirements in all conditions because closely spaced runways cannot be operated independently. This alternative is currently on the Airport's Airport Layout Plan (ALP) which has been conditionally approved by FAA.
- **Alternative 5** increases airport capacity by adding a new north-south runway parallel to and west of Runway 15-33. The parallel runways would be separated by approximately 3,100 feet between runway centerlines. A widely spaced parallel runway provides substantial additional capacity. Alternative 5 attempts to balance airside, terminal, landside, and airport support facilities. Alternative 5 is anticipated to exceed the 20-year facility requirements in most conditions because widely spaced runways can be operated independently.

You can read about the alternatives in much more detail, examine technical details related to each alternative, and view alternative maps on the project library page of the Master Plan website: [www.ancmasterplan.com/library](http://www.ancmasterplan.com/library)

#### **6. When will a draft preferred alternative and a final alternative be identified?**

The Airport's Master Plan Update planning team will spend the summer months (May – September 2013) evaluating the draft alternatives and considering public input prior to selecting a draft preferred alternative in September, 2013. A Public Open House will be held in September to share the Airport's draft preferred alternative. Public input will be sought and considered on the draft preferred alternative before the planning team identifies the final alternative, which will be shared at a Public Open House, scheduled for November 2013.

#### **7. Will the Airport include a 4th runway in the Master Plan?**

Two of the five draft development alternatives that are being evaluated include an additional North/South runway. Based on the forecast, the planning team identified an additional runway as one potential option to meet aviation demand in the next 20 years. At this point in time, the Airport has no preferred alternative, so it is too soon to know if one of the runway alternatives will be included in the final Master Plan. All five draft alternatives will be evaluated over the summer of 2013 to determine to what extent the alternatives will meet capacity needs, and to identify costs and benefits; a draft preferred alternative will be selected in September 2013.

**8. Will the public have input in the Master Plan Update?**

Yes. Public input is important to the Airport in conducting the Master Plan Update. In this Master Plan Update, the Airport strives to continue improving its relationship with the community and will conduct a robust public involvement process. Throughout the duration of the Master Plan Update project, public input will be accepted. Though the Airport is responsible for all development decisions, the influence of public input will be documented where possible.

**9. How can I provide my input on the Master Plan Update?**

The Airport encourages anyone with an interest to participate early and often in the Master Plan Update process by providing written comments and participating in public events. You can expect open house events, workshops, advisory committee meetings, and project website updates. There is a public open house to present the Airport's five draft alternatives this Thursday, May 23 from 5:30-8PM at the Coast International Inn, details are available at [www.ancmasterplan.com](http://www.ancmasterplan.com). The following open house event will be held in September 2013, where the Airport will share its preferred development alternative. Over the summer of 2013, planning team members will be actively seeking public input on development alternatives by attending public events and making community presentations. Regular e-newsletters and notices will be sent out via email. Visit [www.ancmasterplan.com](http://www.ancmasterplan.com) to make a comment, to join the automatic email distribution list and to view the Public Involvement Program, which describes the public process for the Master Plan Update.

**10. Can I participate in the project without having to attend Public Open House Events?**

Yes. The Airport is committed to seeking stakeholder input from a broad spectrum of stakeholders and will provide many opportunities for comments and feedback. Following a Public Open House event, we will host an Online Open House that will include materials from the event and an additional opportunity to submit a comment. The Online Open houses will be accessible for approximately 2 weeks directly after the associated Public Open House at [www.ancmasterplan.com](http://www.ancmasterplan.com), and will allow the participation of those who were unable to attend the Public Open House event in person. You can submit your comments relating to the Master Plan Update on the project website, [www.ancmasterplan.com](http://www.ancmasterplan.com), or send an email to [contact@ancmasterplan.com](mailto:contact@ancmasterplan.com).

### ***11. What are the Working Group and the Technical Advisory Committee?***

The Working Group and the Technical Advisory Committee were established in the fall/winter of 2012. The purpose of these groups is to provide the Airport with information and guidance on specific aspects of the Master Plan Update. The Working Group is a body of neighborhood, community, recreational, environmental, and business interest groups. The Technical Advisory Committee is comprised of representatives from commercial airlines, freight carriers, airport leaseholders, general aviation users and the FAA. These groups will provide input throughout the Master Plan Update. A list of groups invited to participate is available on the library page ([www.ancmasterplan.com/library](http://www.ancmasterplan.com/library)). The public is welcome to observe Working Group and Technical Advisory Committee meetings and provide comments at the end of the meetings. Interested individuals may view a tentative schedule of all public meetings at [www.ancmasterplan.com](http://www.ancmasterplan.com)

### ***12. How can I find out about upcoming meetings?***

The Airport maintains a tentative meeting schedule on [www.ancmasterplan.com](http://www.ancmasterplan.com). This schedule includes Public Open House events, as well as Working Group and Technical Advisory Committee meetings. Prior to each meeting, notices are sent out via our email distribution list, through the State of Alaska Online Public Notice system, as well as through Alaska DOT&PF's GovDelivery. In addition, each public meeting will be noticed in the Anchorage Daily News.

### ***13. What is the Airport's position on the Coastal Trail?***

The Airport is committed to maintaining a contiguous Coastal Trail. Currently the Airport allows Coastal Trail access and use on Airport property. The Airport recognizes the importance of the Coastal Trail to the community. Future airport development (or development by other entities such as the Anchorage Water and Wastewater Utility) may alter the trail by realigning it. However, the Airport anticipates that any changes to the Coastal Trail would include enhancements to maintain or improve the high quality of the trail. Recently, the Kincaid Park trails were realigned and enhanced to accommodate the extension of Runway 7R, and the changes were developed in partnership with the Municipality of Anchorage and recreational users, including the Nordic Ski Association of Anchorage. The Airport anticipates that any future development would accommodate similar enhancements so that the Coastal Trail can continue to be enjoyed by the community. 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.

***14. Will the Master Plan Update address a buffer between the Airport and the neighborhoods?***

The Master Plan Update will examine land use needs and opportunities. We anticipate that maintaining a buffer will be a priority for the community, and our planning will strive to balance that desire with the need to maintain economical and efficient airport operations in the future. All airport land is held in reserve to support the Airport's aeronautical function and may be developed to support future growth in aviation.

***15. Why can't the Airport give land to the community for parks or conservation?***

The Airport has received monetary grants from the FAA to acquire and develop its property in support of the Airport's mission as a public use commercial service airport. The Airport is bound by these grant assurances to the FAA, and must utilize lands for the support of public aviation facilities, or lease or dispose of land at fair market value. The Airport's diminishing undeveloped land is a valuable asset for future Airport development needs. At this time, it is not the Airport's intention to dispose of Airport land without receiving equal or better land for airport development.

***16. I've heard about other airport studies. What else is going on?***

There are several other related airport studies going on right now. Here are website addresses for those projects for more information:

- Alaska International Airport System (AIAS) Planning Study: [www.aias.alaska.gov](http://www.aias.alaska.gov)  
*A system plan that looks at Ted Stevens Anchorage and Fairbanks International Airports to develop a coordinated vision for the future. Aviation forecast numbers from this study will feed into the Master Plan Updates for both airports.*
- Part 150 Noise Study: [www.anc150study.com](http://www.anc150study.com)  
*A noise study, following FAA standards, to forecast future noise levels and identify ways to reduce the noise impact to people.*
- Kulis Land Use Study: <http://dot.alaska.gov/anc/about/Kulis.shtml>

*A land use plan for the former Kulis Air National Guard Base that recommends future uses and development alternatives for the land. Completed in 2011.*

**17. Will the recently completed Alaska International Airport System (AIAS) aviation forecast be used for the Anchorage International Airport Master Plan Update?**

Yes. A forecast of aviation activity for Anchorage International Airport was prepared under the Alaska International Airport System Planning Study. The Anchorage International Airport Master Plan Update and Part 150 Noise study will use the results of this forecast for all technical work. The aviation activity forecast was completed in the summer of 2012 and has been reviewed by the Federal Aviation Administration (FAA) and by the Airlines Airport Affairs Committee (AAAC) which represents the Airlines. Both the FAA and AAAC have documented that they accept the results of the aviation activity forecast for use in these studies. A summary of the AIAS aviation activity forecast for Anchorage International Airport was presented at the September 19, 2012 Anchorage Airport Master Plan Open House event. To review this presentation, please visit [www.ancmasterplan.com/library](http://www.ancmasterplan.com/library). The complete AIAS aviation activity forecast documentation may be reviewed by visiting <http://dot.alaska.gov/aias/news.shtml#forecasts>.

**18. Can we move the Airport to Point MacKenzie?**

Previous planning efforts have considered this question in detail and concluded that the State and Federal governments have invested too heavily in the existing location, and the cost of moving the Airport would be too great. The Airport does not intend to reconsider this question at this time in this plan.

**19. What are you doing about managing airport noise?**

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](http://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.