



Welcome to the ANC Master Plan

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

Today's Agenda

- 5:30 PM Public Meeting Begins
- 5:45 PM Presentation
- 7:30 PM Public Meeting Ends

Please note that this meeting is about the master plan for the Ted Stevens Anchorage International Airport.

- The NorthLink Project is a separate project working independently of the ANC MPU. For NorthLink questions please contact the NorthLink Project team at (907) 931-6350, email them at info@NorthLinkAviation.com or visit www.northlinkaviation.com.

SEPTEMBER 2023



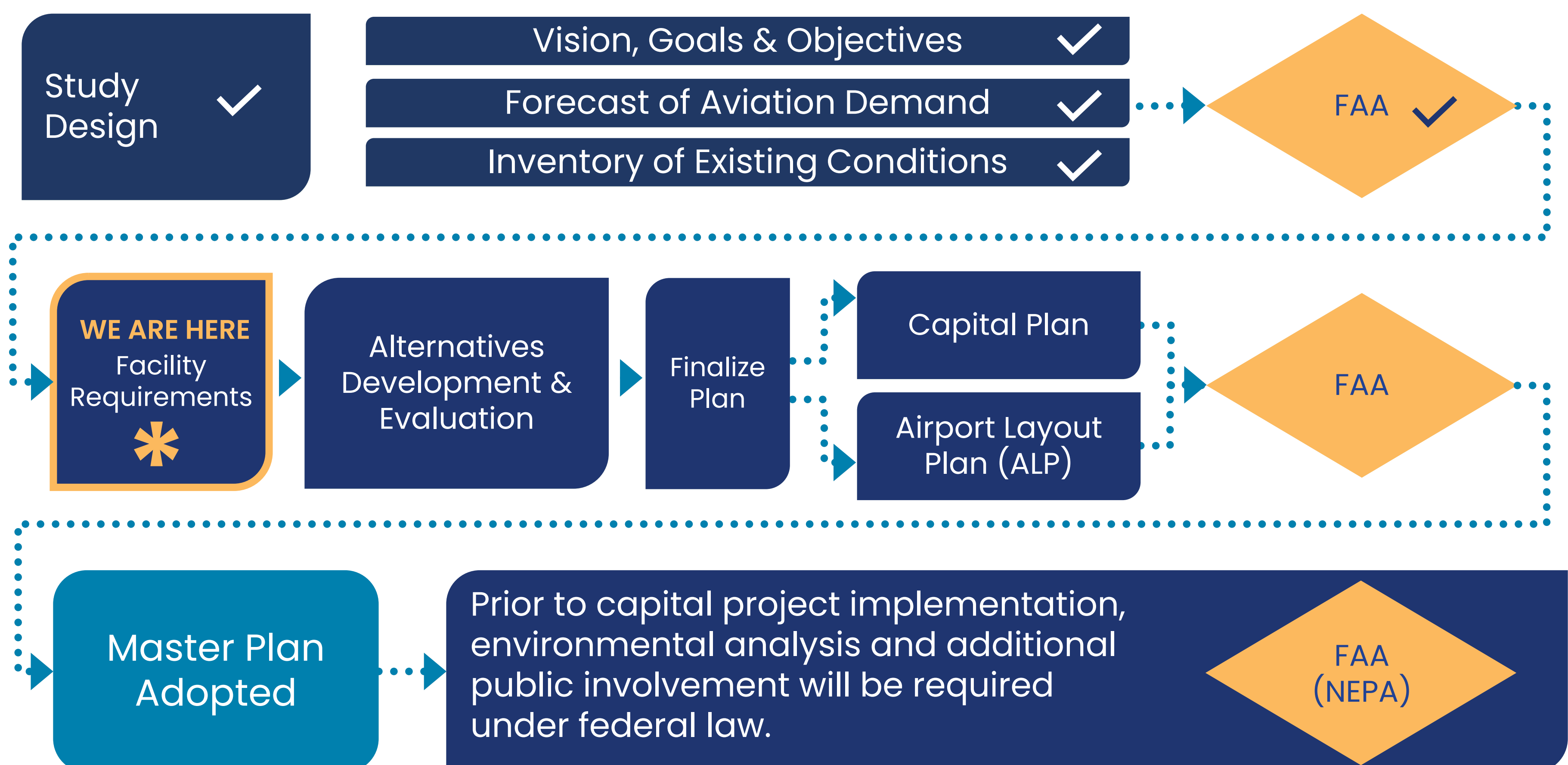
ANC MASTER PLAN

WHAT IS AN AIRPORT MASTER PLAN?

The Federal Aviation Administration (FAA) defines an airport master plan as “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 5070-6B, Airport Master Plans*

MASTER PLAN PROCESS OVERVIEW & SCHEDULE

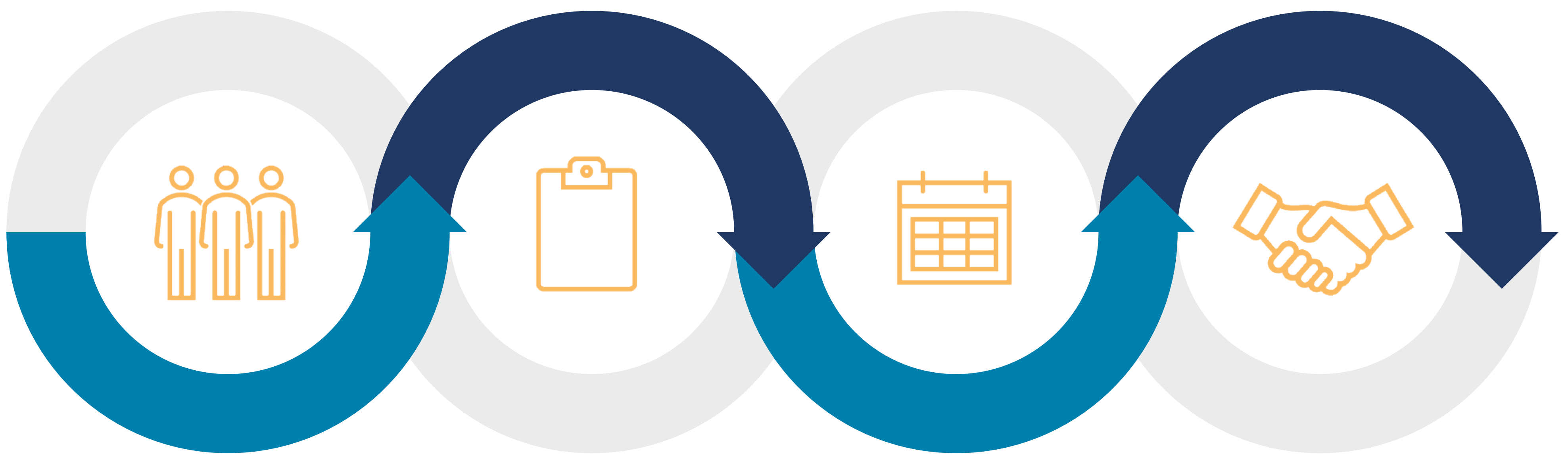


✓ Indicates completed task

2022				2023												2024											
Q4				Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4		
S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Study/Scoping																											
Pt. 1 Project Foundation																											
				Pt.2 Visioning																							
								Pt.3 Implementation Planning																			
Public Involvement Opportunity																											

The Master Plan Update will take about 28 months to complete, from September 2022 to December 2024

PUBLIC & STAKEHOLDER INVOLVEMENT PLAN OVERVIEW



COMMENT TRACKING

Gathering feedback and responding broadly

EMAIL LIST

Sign-up to receive updates on project progress

PUBLIC OPEN HOUSES

Regular updates on master plan progress

PROJECT WEBSITE

Project information sharing online

AIRLINE ADVISORY COMMITTEE

Airline participation and advisement

WORKING GROUP

Tenants, community councils, and other organizations

SOCIAL MEDIA

Follow the airport on social media for project updates

TRIBAL OUTREACH

We will invite engagement by leadership of local Tribes



ANC MASTER PLAN

GOALS & OBJECTIVES

GOALS



SAFETY

Maintain or enhance the safe operation of the Airport



EFFICIENCY

Maintain or enhance the efficient operation of the Airport



ENVIRONMENTAL SUSTAINABILITY

Minimize the impact of airport development through environmental awareness



FISCAL SUSTAINABILITY

Maintain the long-term fiscal sustainability of the Airport



LAND MANAGEMENT

Facilitate long-term Airport development through strategic land management planning



COMMUNICATION

Engage stakeholders through open communication



RESILIENCE

Minimize impact of operational interruptions and disruptions

OBJECTIVES

The objectives provide a framework for evaluating the Master Plan Update process and help determine if the project goals are met.

COMMENT HIGHLIGHTS TO DATE



THINGS TO CONSIDER

- Noise
- Smell
- Air quality
- Nearby neighbors
- Accommodate freight growth
- Flight path management
- Transportation options to/from airport
- Improved IT solutions to track carbon emissions
- Development close to residential areas, schools, and parks
- Need for additional runway capacity either at ANC or another location

IDEAS

- On-site hotel
- Quiet hours at the airport
- Mini movie theatre similar to Portland's Airport
- Rail connection
- Cargo airport on Fire Island (or new airport elsewhere)
- Roundabout at Sand Lake Road & Raspberry

IN SUPPORT OF

- Refrigeration building
- Updating master plan in general
- Growth/expansion (facility improvements)
- Bringing in more airlines
- Improve NAVAIDs & Air Traffic sequencing to use existing runways

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FACILITY REQUIREMENTS



PROJECTIONS OF FUTURE FACILITY NEEDS

- What facility improvements are needed for ANC to accommodate forecast growth

PROJECTS WHEN IMPROVEMENTS ARE NEEDED

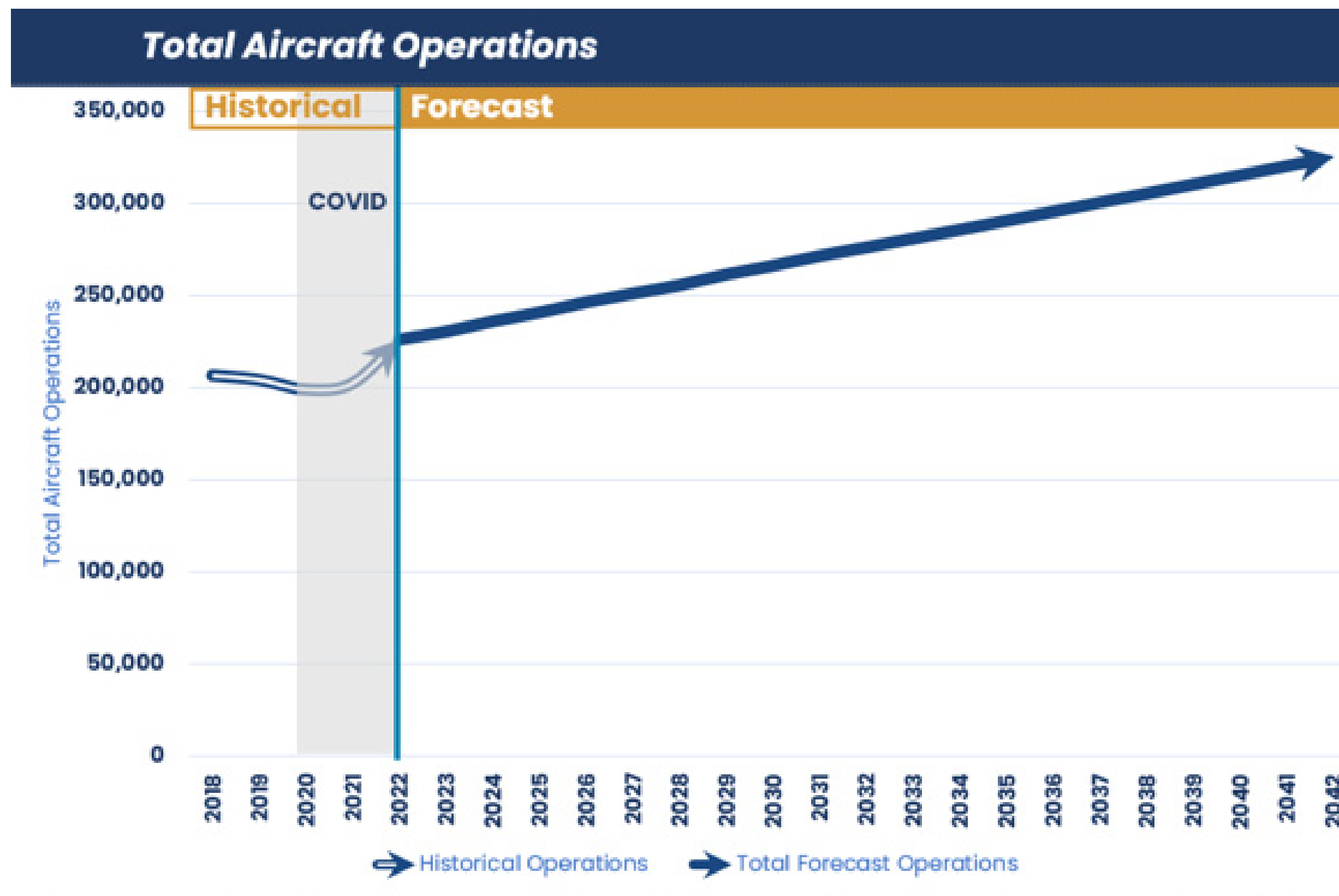
- Needs for future facilities are tied to Planning Activity Levels, not years

HOW ARE FACILITY REQUIREMENTS DERIVED?

- Analysis based on projected growth in passengers, operations, cargo, and general aviation
- Input from airport staff, tenants, and FAA
- Input from airline personnel and operators
- Facility observations by the technical team
- Consultant analysis based on experience at similar airports

FORECAST: OPERATIONS & PASSENGER ACTIVITY

Operations



- Forecast of Operations**

One plane landing or taking off is an operation

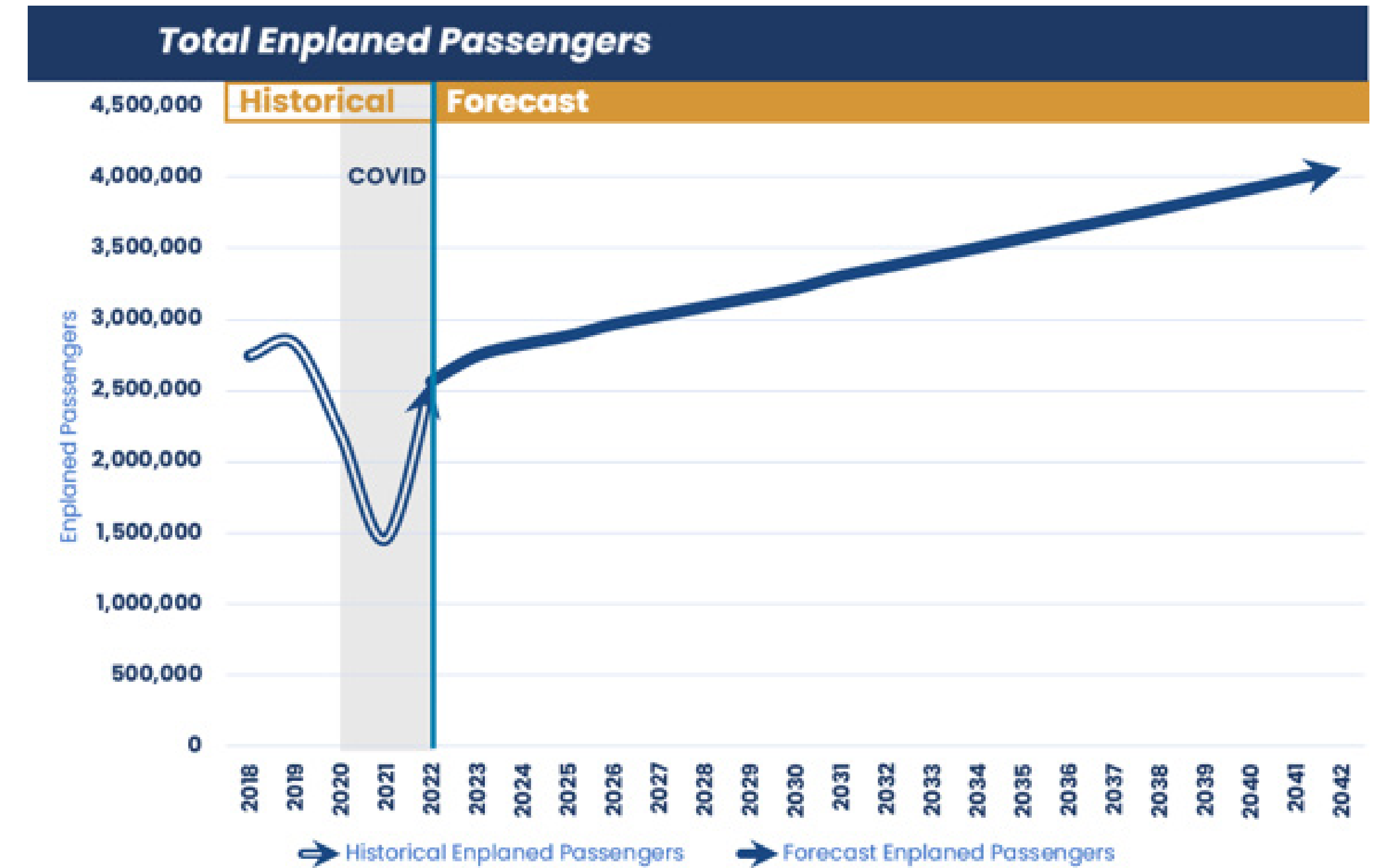
- Drivers of Operations Growth**

- International trade and economics (cargo)
- Changes in aircraft types (airplane size)
- Changes in airplane use (load factors)

- Anticipated Rate of Growth**

- 1.8% per year over the 20-year planning period
- 226,346 operations in 2022
- 276,414 operations in 2032
- 325,775 operations in 2042

Passenger Activity



- Forecast of Enplanements**

One person boarding a plane at ANC is a passenger enplanement

- Drivers of Passenger Growth**

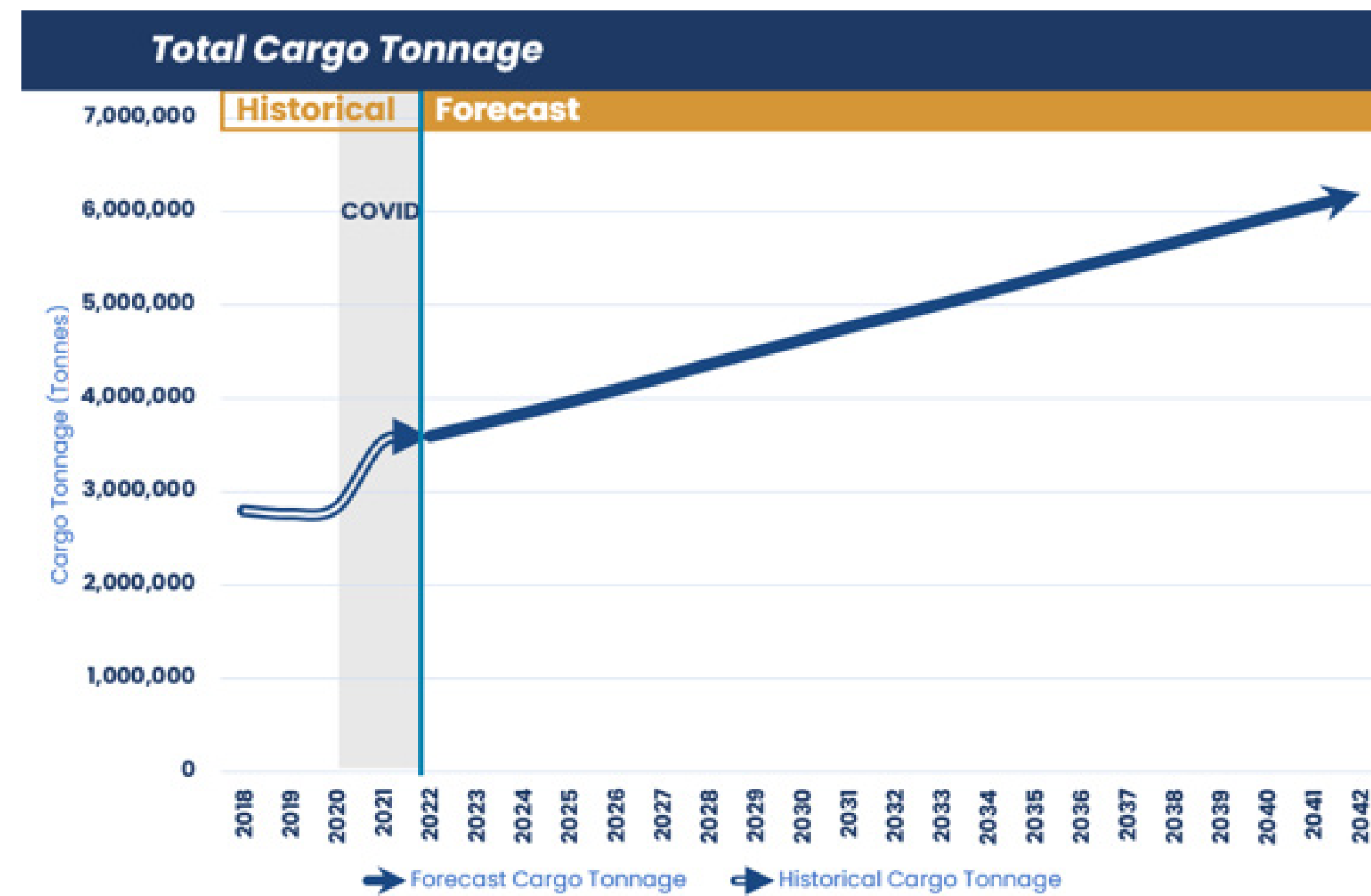
- Alaska population and job growth
- U.S. tourism demand for Alaska
- International tourism demand for Alaska

- Anticipated Rate of Growth**

- 2.3% per year over the 20-year planning period
- 2.56 million enplanements in 2022
- 3.37 million enplanements in 2032
- 4.06 million enplanements in 2042

FORECAST: CARGO & GENERAL AVIATION

Cargo



- Forecast of Air Cargo (Tonnes)**

The forecast considers cargo that is moving to and from Alaska and within Alaska International cargo moves between Asia and the Americas but transits through ANC

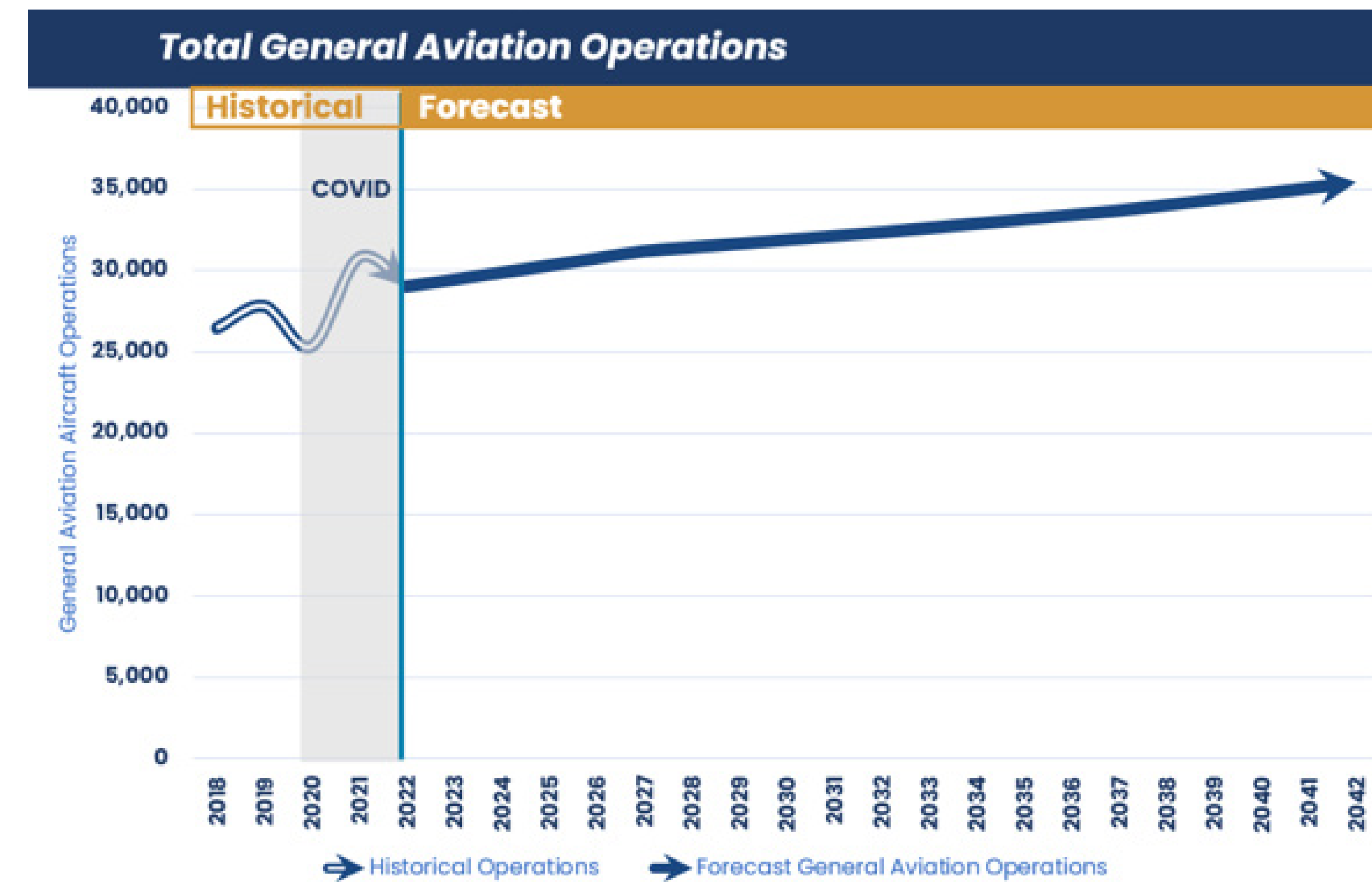
- Drivers of Cargo Growth**

Alaska’s economy and international economics
 Alaska has a high demand for air cargo
 ANC is a key stop for Asia-America air cargo trade
 Cargo growth at ANC is primarily driven by global economic forces, not local or state economics

- Anticipated Rate of Growth**

2.8% per year over the 20-year planning period
 3.59 million tons in 2022
 4.88 million tons in 2032
 6.18 million tons in 2042

General Aviation



- General Aviation Operations**

Includes small aircraft and business aviation
 GA makes about 13% of all ANC operations
 Lake Hood activity is not included in the forecast

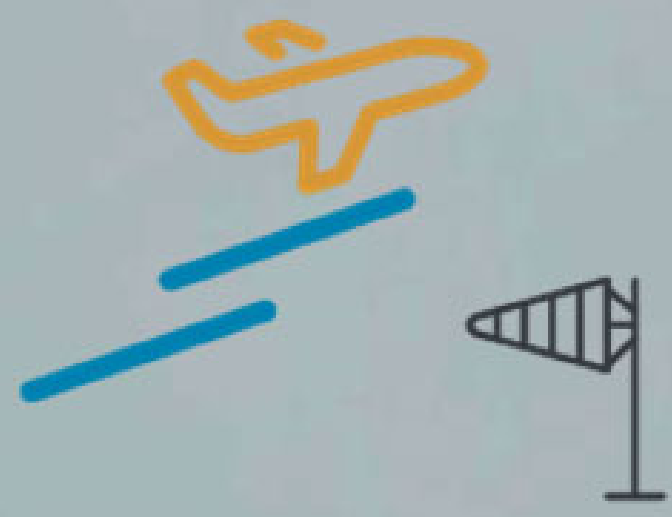
- Drivers of General Aviation Growth**

Local, state, and national economic forecasts

- Anticipated Rate of Growth**

1.0% per year over the 20-year planning period
 29,000 operations in 2022
 32,000 operations in 2032
 35,000 operations in 2042

GA operations account for about 13% of all operations at ANC today and are expected to decrease to about 11% of operations in 2042.



DRAFT

Legend
 Airport Boundary

Airfield Facility Requirements

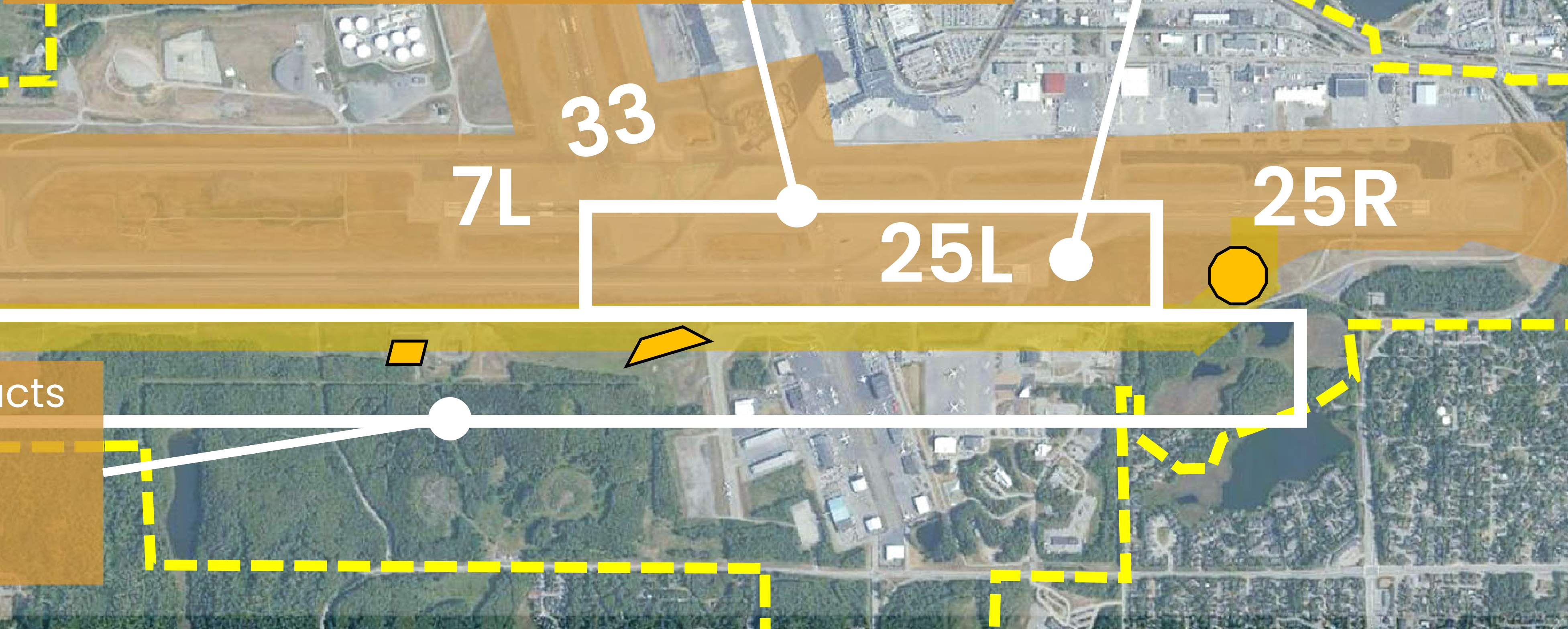


Angled Crossfield Taxiway Geometry Does Not Meet Current FAA Standards



Runway 25L Blast Pad Does Not Meet Current FAA Standards (length)

- Taxiway Z Development Impacts
- VOR Navigational Aid
 - Runway 15 Localizer
 - Police Training Facility



Based on FAA Airport Design Standards, all aircraft are adequately served by existing runway lengths. Some minor improvements suggested to meet current FAA standards include increasing length of Runway 25L's blast pad and improving the angle of the Crossfield Taxiways. Taxiway Z extension is scheduled for phased construction from 2023-2029, which will require some other facilities to be relocated.



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Terminal Facility Requirements

South Terminal Building

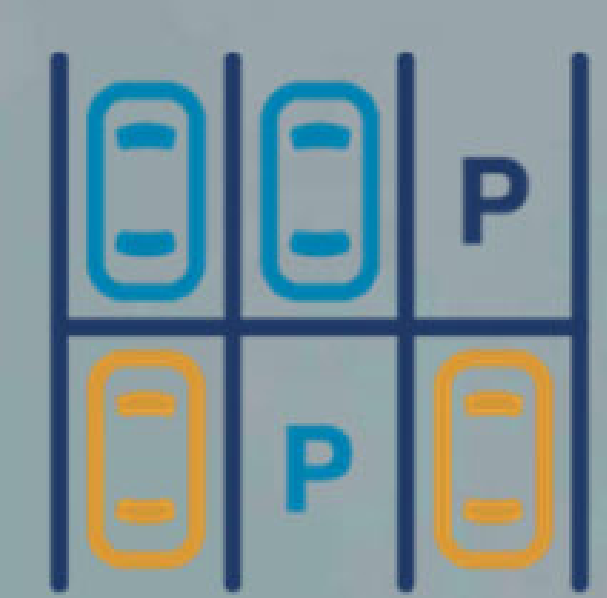
- Near-term capacity enhancement required for airline **ticketing, security screening checkpoint, and baggage make-up**
- Capacity enhancement required for **baggage screening** in long-term

Apron

- Passenger growth will require **new gates** at the South Terminal or increased use of the North Terminal
- Additional **commuter capacity** needed



Passenger growth will require both gate expansions in the South Terminal as well as enhanced capacity for airline ticketing, security screening checkpoints, and baggage.

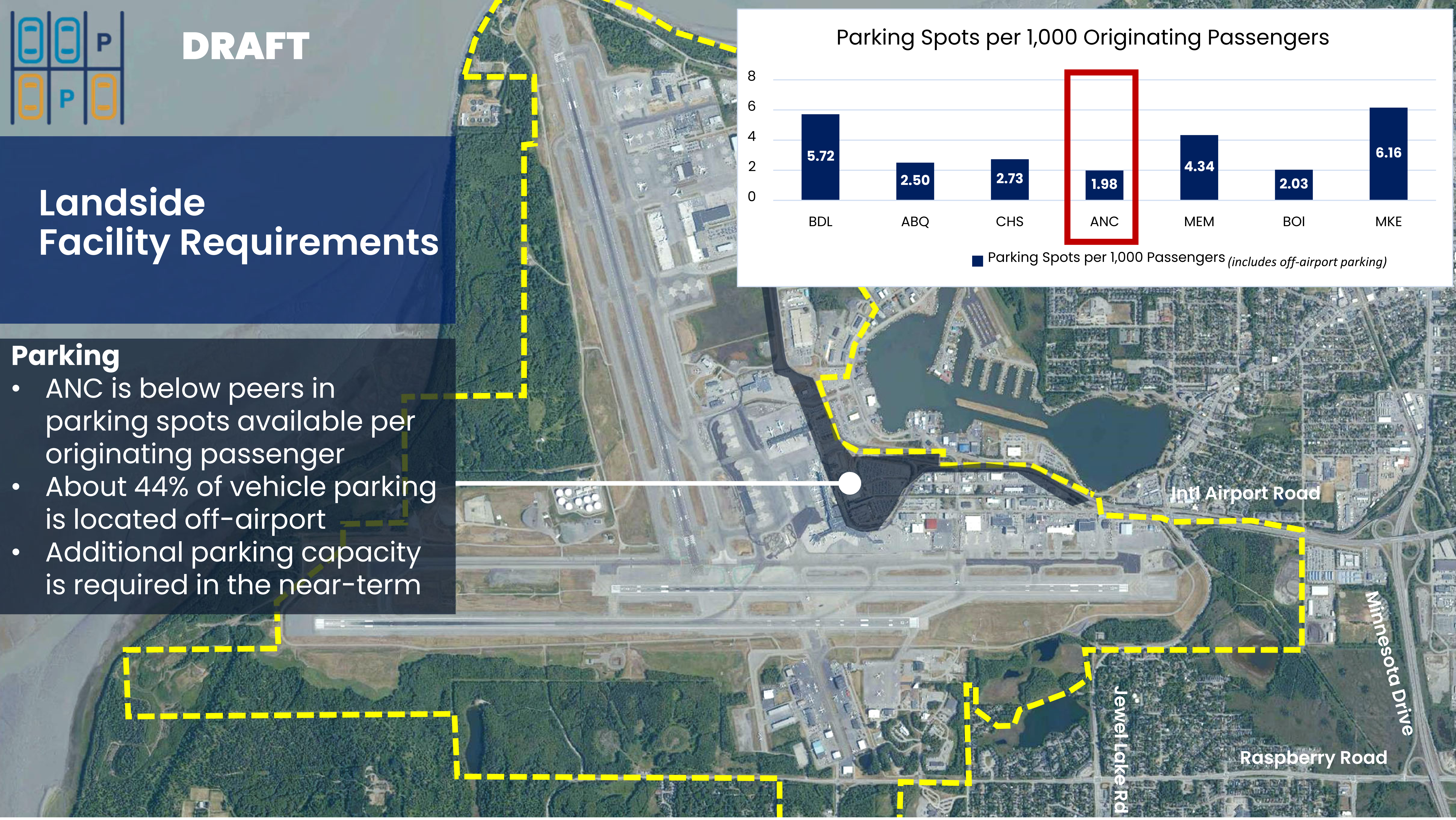
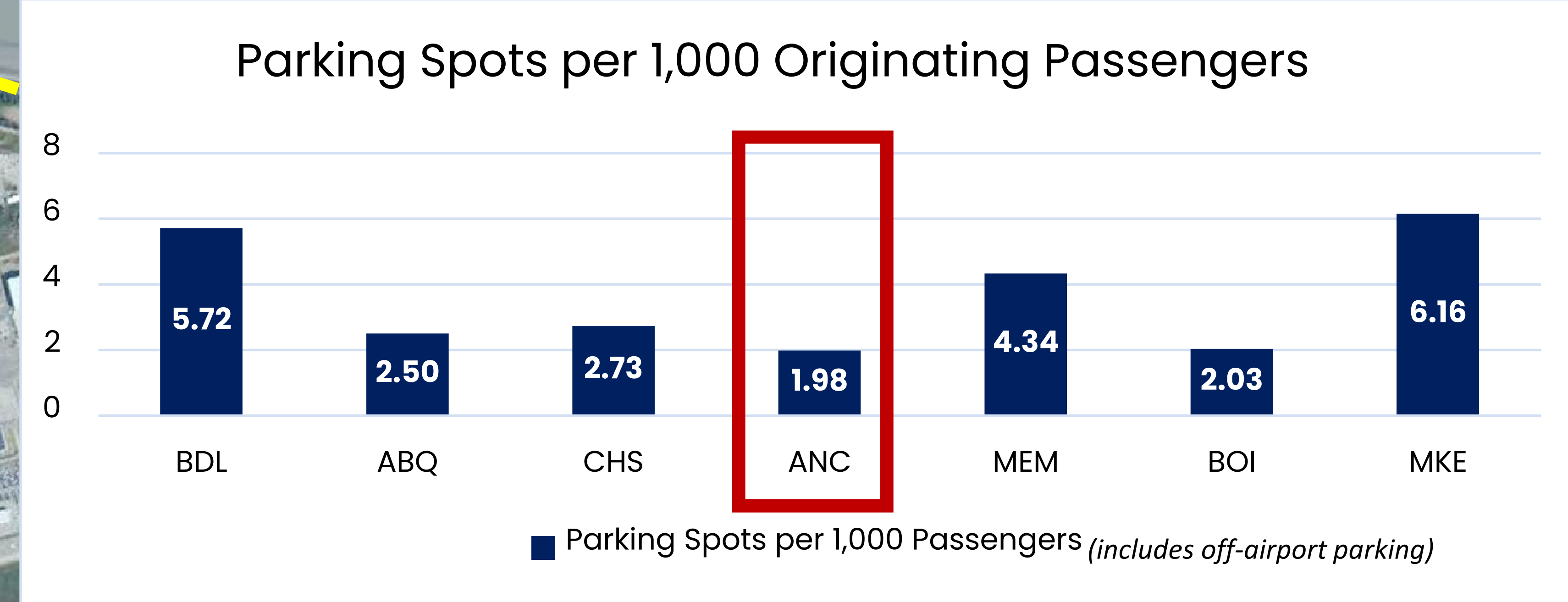


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Landside Facility Requirements

Parking

- ANC is below peers in parking spots available per originating passenger
- About 44% of vehicle parking is located off-airport
- Additional parking capacity is required in the near-term



Parking for both employees and passengers do not adequately serve the needs of the airport. In comparison to similar airports, Anchorage is below peers in passenger to parking ratios.



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Support Facility Requirements

Air Cargo Buildings

- Cargo processing buildings are congested
- Additional **cargo building space** required in near-term

Air Cargo Parking

- Planned cargo parking will meet cargo aircraft parking demand

General Aviation

- Additional **building & landside capacity** may be required in near-term
- Additional **apron area** may be required in mid-term

Aircraft Rescue and Fire Fighting (ARFF) & Police Facilities

- Main station undersized; **expand or relocate** in near-term
- Police training facility **relocation** required in near-term
- Auxiliary ARFF station undersized

High growth has continued to increase the need for building and landside capacity in the near-term. Additional space is required for support facilities to accommodate demand.



ANC MASTER PLAN

COMMENT STATION

Please share your thoughts with us. Your input helps inform future work, so we want to hear from you.

WAYS TO COMMENT



Fill out a comment sheet



Email us at info@ancmpu.com



Fill out our comment form online at
www.ancmpu.com



Call the project hotline at 907-268-3106
and leave a voicemail



Scan me with your
smart phone.