

Ted Stevens Anchorage International Airport Master Plan Update FAQ



- **Is the Master Plan related to the NorthLink Expansion project?**

No. If you have questions about NorthLink, please contact the NorthLink project team at (907) 931-6350 or info@NorthLinkAviation.com and visit www.northlinkaviation.com.

- **Where is the Airport Traffic Control Tower going to be moved?**

The Airport Traffic Control Tower is owned and operated by the Federal Aviation Administration (FAA). The FAA is planning and designing a new tower for ANC and their new tower project is not part of the ANC Master Plan. The FAA's preferred location is about 1,900 feet north-northwest of the current tower, near the ANC Field Maintenance Facility along Postmark Drive.

- **What is being done to address the erosion that is occurring at the far north end of Point Woronzof?**

At the request of the Airport, in 2015 the U.S. Army Corps of Engineers (COE) completed a Preliminary Fact Sheet (Reconnaissance Study) of the Erosion. In 2023, the MOA and the Airport submitted a letter to the COE committing jointly to be the local sponsor for a COE Feasibility Study (35% design.) The COE is awaiting congressional funding to begin that study.

- **Several years ago, there was an initiative for a second north-south runway. What is the status on that and is it in the current master plan update?**

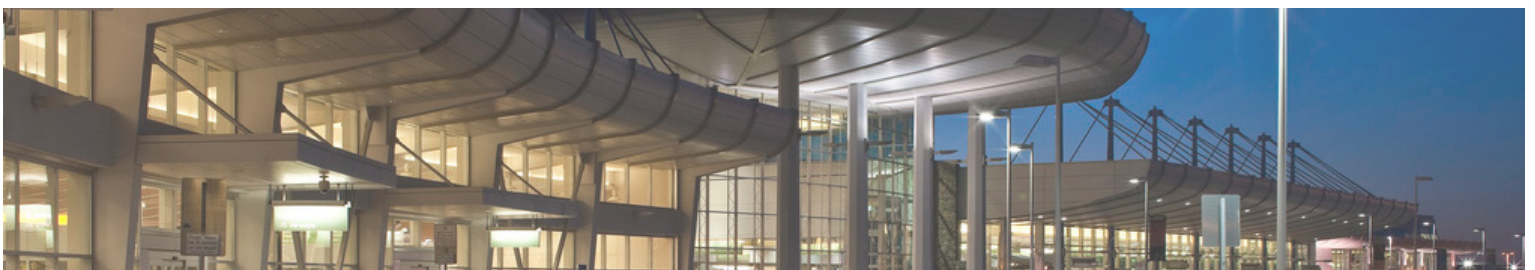
A fourth runway, oriented north-south, was included in the prior master plan update, but only if growth in aviation traffic warranted the improvement. At present air traffic levels, it is not needed. Another runway may be needed in the future depending on demand. We intend to re-evaluate the need for additional runway capacity either at ANC or another location as part of this plan update.

- **Are there any plans to do a new study to address noise?**

Yes. The master plan will forecast airport operations and future growth. Once the master plan is complete, the Airport intends to conduct a Part 150 Noise and Land Use Compatibility Study. This voluntary study will identify significant existing and future noise impacts from aircraft operations within surrounding areas and propose steps to address those impacts.

- **Is FedEx planning on growing their Anchorage operations?**

This question is best answered directly by FedEx. The Master Plan project will take into consideration forecasted growth and facility requirements to meet aviation demand.



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- **How many international cargo flights arrive at the airport in comparison to passenger flights?**

In 2022, the Airport accommodated 226,346 total flight operations where 50% were cargo flights, 36% were passenger flights, 13% were general aviation flights, and 1% were military flights.

- **What technological changes will occur within the next 5/10/20 years and how is the Master Plan Update addressing these?**

Airplanes are becoming more efficient and quieter, and airlines are transitioning older planes out of service faster. Wingspans are growing to allow aircraft to be more efficient.

There are several companies actively developing new types of electric aircraft and, in some cases, autonomous (e.g. there is no human pilot). However, as of 2023, no company has produced a commercially viable electric aircraft of any kind. It is anticipated that electric aircraft will begin to operate within the next ten years. If a substantial development in aircraft fleet requires changing ANC operations, the Airport may update the master plan to reflect the impacts of those changes on the Airport's infrastructure in the near future.

In addition, airlines and aircraft operators have started using Sustainable Aviation Fuels (SAF). SAF is made from renewable biomass and waste resources which have the potential to deliver the performance of petroleum-based jet fuel, but with reduced carbon footprint. Looking to the future, the FAA and others in the aviation industry

are evaluating the viability of other alternative aviation fuel sources, such as hydrogen fuel cells and electric aircraft. The use of electric and hydrogen fuels for aircraft have yet to be proven as viable nor are they FAA-approved. The Airport may update the Master Plan to reflect the changes on the Airport's infrastructure that may be required if/when these alternative fuel sources are proven viable in the future.



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