

# ANC Master Plan

**TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT**

Preliminary Alternatives

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FEBRUARY 2024

# WELCOME TO THE ANC MASTER PLAN PUBLIC MEETING #3

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- Activities to Date
- Requirements Summary & Preliminary Alternatives
- Next Steps

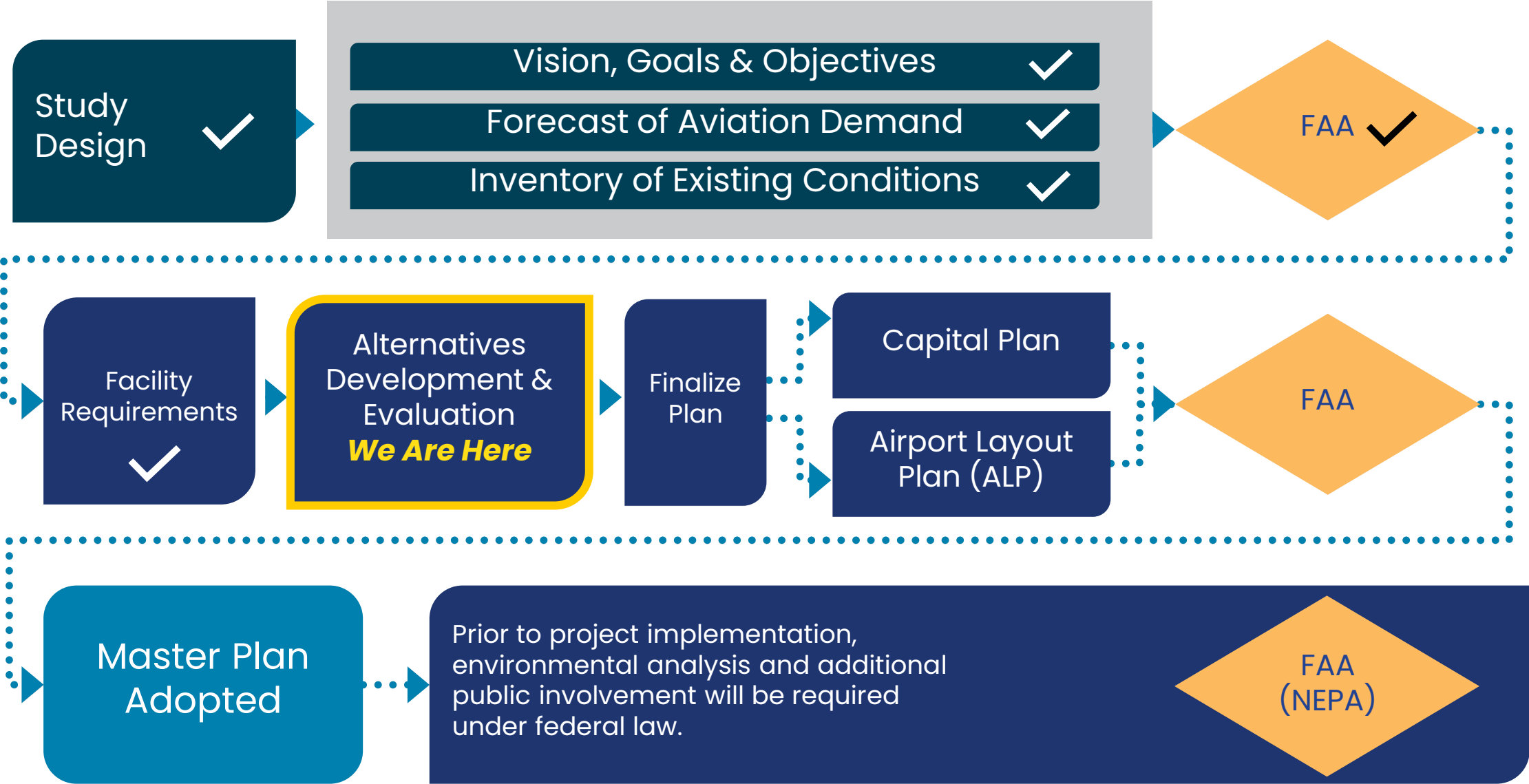


# ANC MASTER PLAN PUBLIC MEETING #3

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- **Activities to Date**
  - Requirements Summary & Preliminary Alternatives
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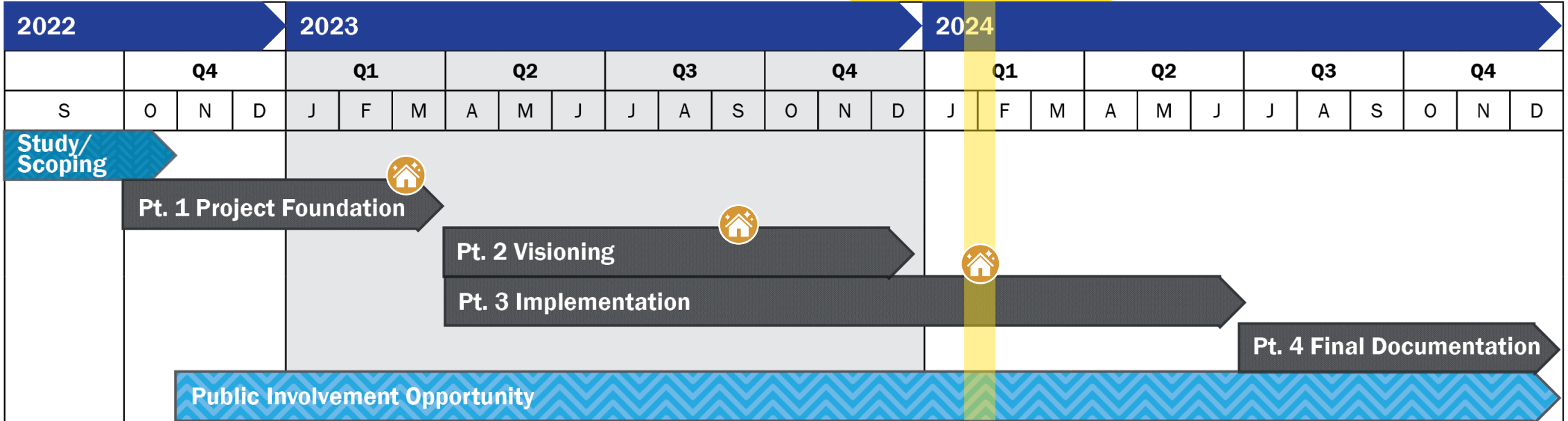
# MASTER PLAN PROCESS OVERVIEW



✓ Indicates task complete

# PROJECT SCHEDULE OVERVIEW + ENGAGEMENT

**We Are Here**



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

## Public Meeting # 1

Attendees



73



170

Online Open House Visits

7 Written Comments



73

Mailing List Additions

## Public Meeting # 2

Attendees



29



44

Online Open House Visits

4

Written Comments



29

Mailing List Additions

## Public Meeting # 3

**We Are Here**



## Public Meeting # 4

TBD between April and October 2024




Indicates Completed Public Meetings


# Forecast Summary

## Aviation Forecast

**1**  **More takeoffs and landings:**  
**1.8%** per year over the 20-year planning period

**2**  **More passengers:**  
**2.3%** per year over the 20-year planning period

**3**  **ANC will continue to be a critical cargo stop:**  
**2.8%** per year over the 20-year planning period

**4**  **General aviation will grow slowly:**  
**1.0%** per year over the 20-year planning period

**Anticipated Growth:**  
 226K Operations in 2022 .....▶ 251K Operations in 2027 .....▶ 326K Operations in 2042

**Anticipated Growth:**  
 2.6 Million Enplanements in 2022 .....▶ 3.0 Million Enplanements in 2027 .....▶ 4.1 Million Enplanements in 2042

**Anticipated Growth:**  
 3.6 Million Tonnes in 2022 .....▶ 4.2 Million Tonnes in 2027 .....▶ 6.2 Million Tonnes in 2042

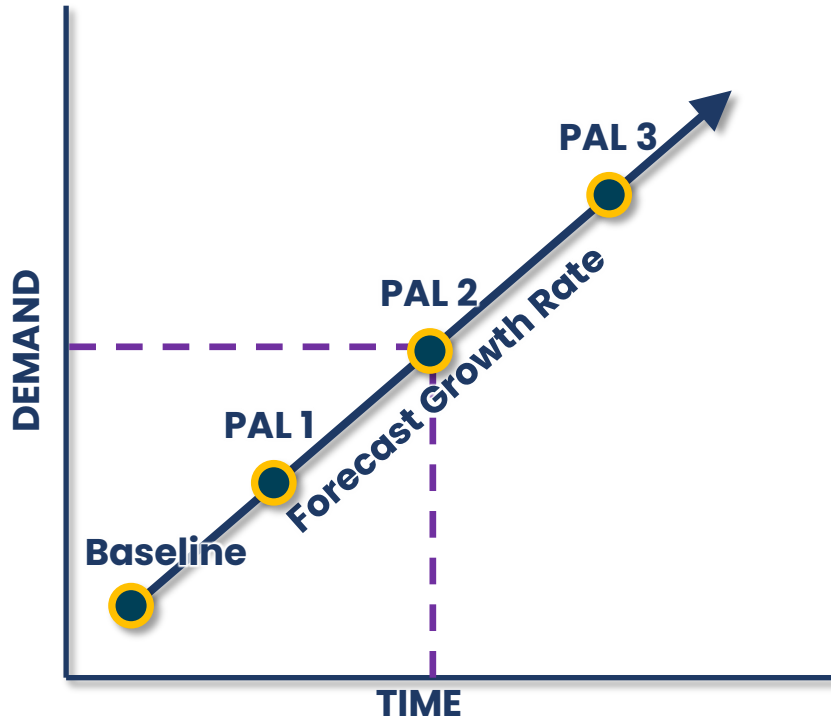
**Anticipated Growth:**  
 29K Operations in 2022 .....▶ 31K Operations in 2027 .....▶ 35K Operations in 2042

*A more detailed summary can be found at the supplemental information website at [ancmpuonline.com/supplemental](http://ancmpuonline.com/supplemental).*

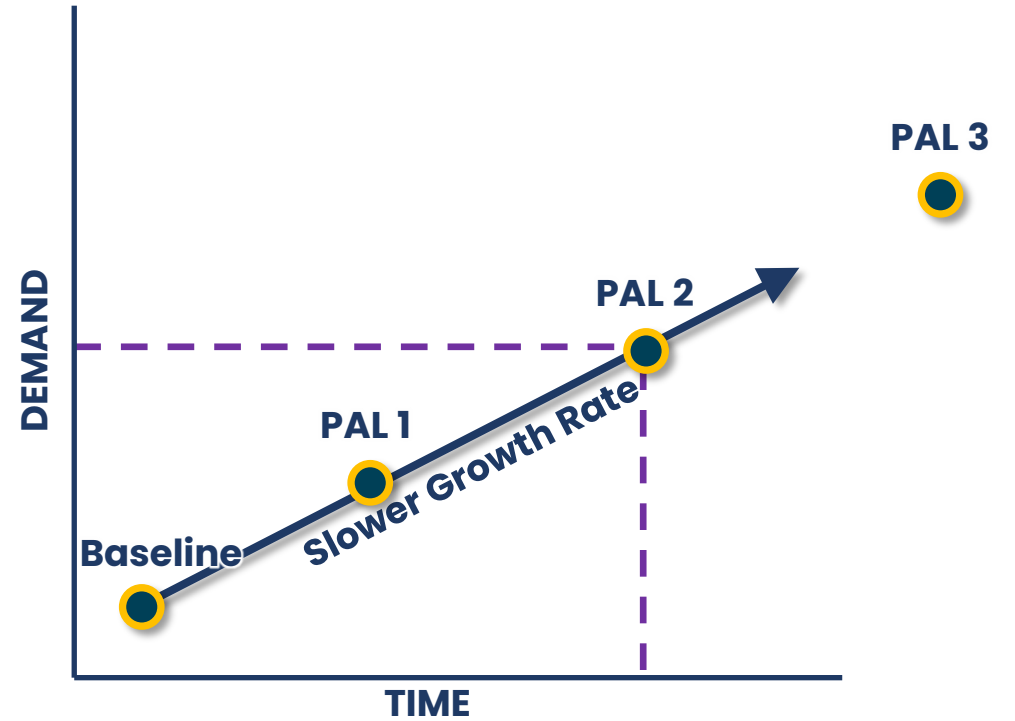


# Planning Activity Levels (PALs)

## Forecast Growth



## Slower Growth



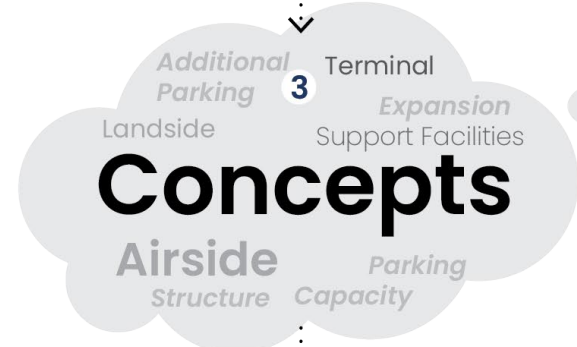
# ANC MASTER PLAN PUBLIC MEETING #3

- Activities to Date
- **Requirements Summary &  
Preliminary Alternatives**
- Next Steps





# PRELIMINARY ALTERNATIVES ANALYSIS PROCESS



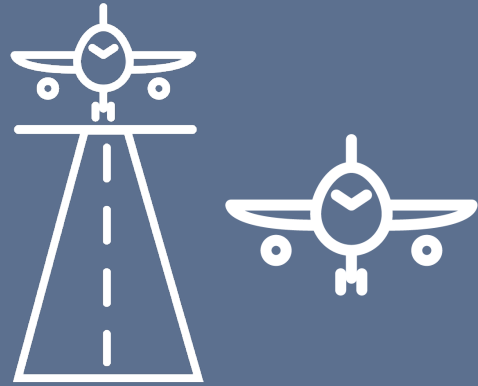
Alternatives are prepared to meet facility requirements.

Alternatives are then evaluated using an iterative process based on input from ANC staff, stakeholders, and the public.

*Airport Advisory Committee (AAC)  
Stakeholder Working Group (SWG)*

# FACILITY REQUIREMENTS AND PRELIMINARY ALTERNATIVES

## 1. Airside



## 2. Terminal



## 3. Landside

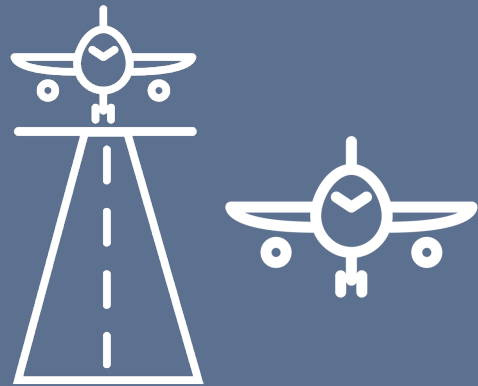


## 4. Support Facilities



# FACILITY REQUIREMENTS AND PRELIMINARY ALTERNATIVES

## 1. Airside



## 2. Terminal



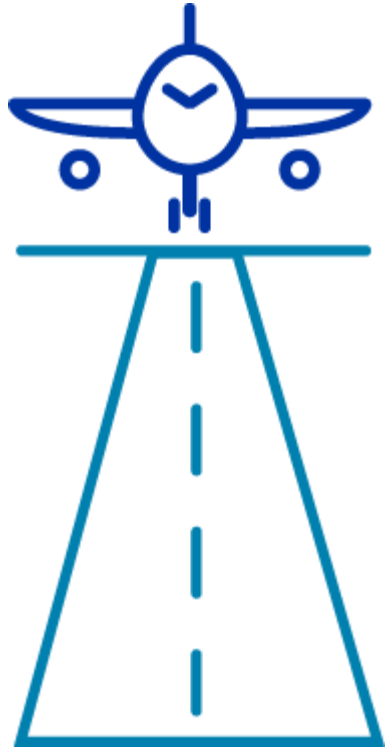
## 3. Landside



## 4. Support Facilities



## Airside



## ANC MASTER PLAN

# Facility Requirements Summary

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### Runway Requirements

- Existing three-runway airfield is sufficient for now through PAL 2.
- Additional capacity is required by PAL 3.

### Taxiway Requirements

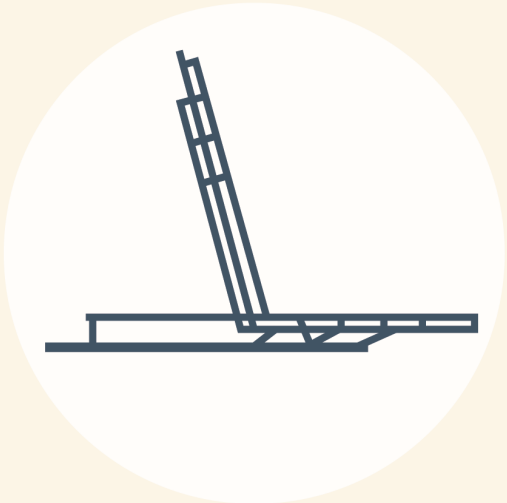
### Air Cargo Aircraft Parking Requirements

# Preliminary Runway Alternative

## Airside – Runways

### PHASE 1 Minimize Development

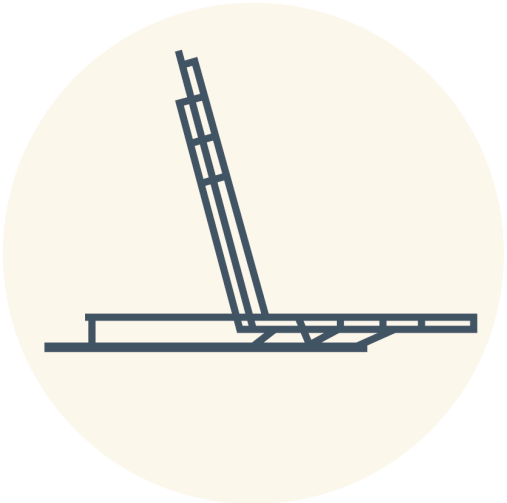
Completed



"Since 2014, ANC has improved existing ANC facilities to meet FAA Design Standards, and enable tenant development as recommended in the 2014 Master Plan."

### PHASE 2 Optimize ANC

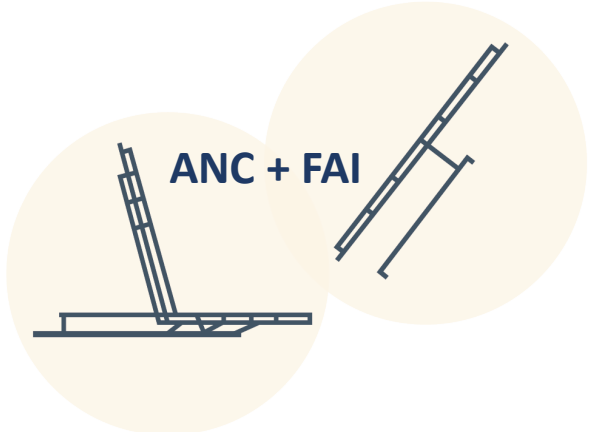
Pending



"Optimize use of existing ANC runways, improve terminal and taxiways, develop West Airpark."

### PHASE 3 Optimize AIAS

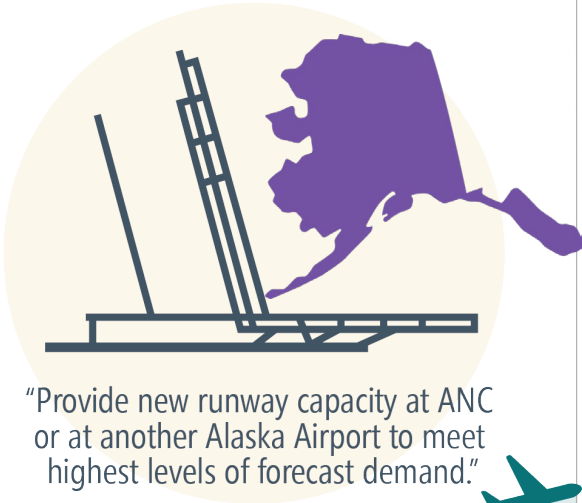
Future



"Optimize use of existing Anchorage and Fairbanks Airports to meet cargo demand."

### PHASE 4 Additional Capacity at ANC or Elsewhere

Future



"Provide new runway capacity at ANC or at another Alaska Airport to meet highest levels of forecast demand."

DRAFT CONCEPT

G R O W T H   O V E R   T I M E

## Facility Requirements Summary

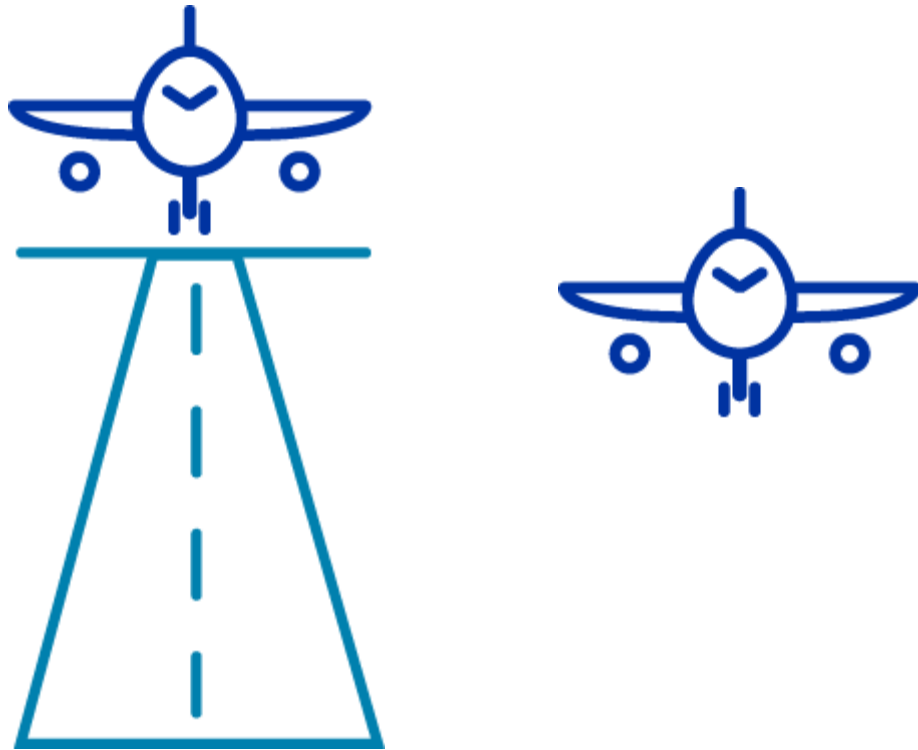
### Runway Requirements

- Existing three-runway airfield is sufficient for now through PAL 2.
- Additional capacity is required by PAL 3.

### Taxiway Requirements

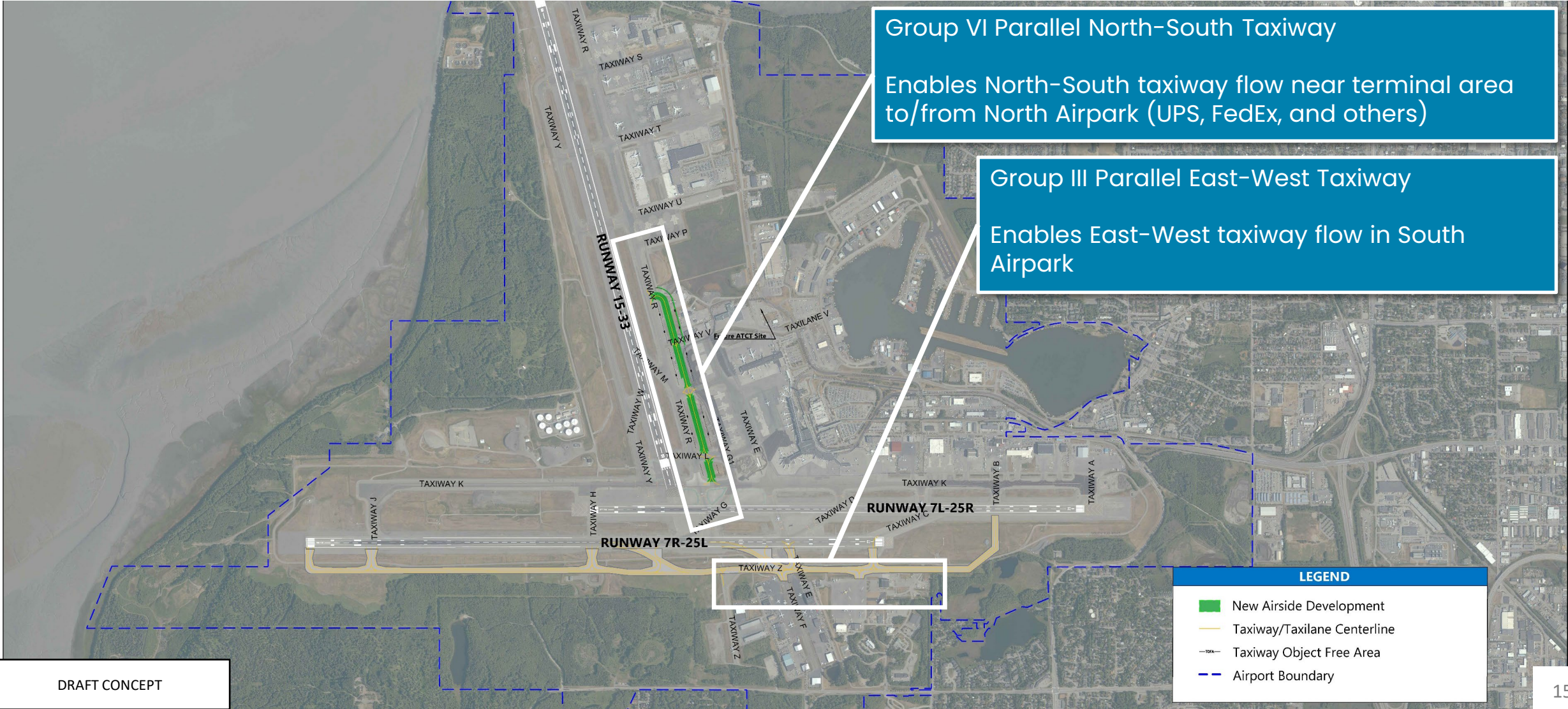
- Airfield becomes congested during peak periods – key congestion areas include the Terminal and South Airpark.
- Lack of dual parallel taxiways results in extra runway crossings and airfield delay.

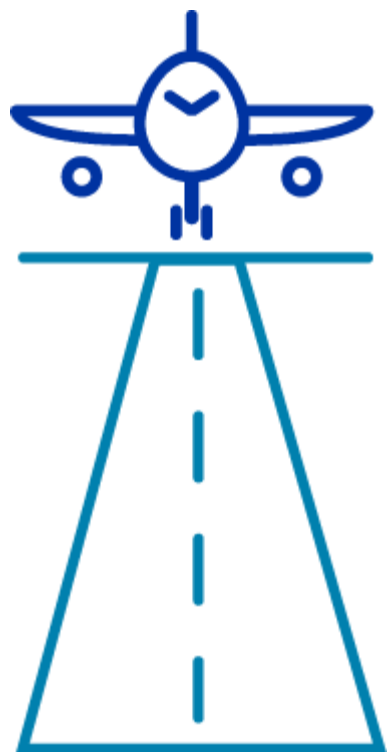
### Air Cargo Aircraft Parking Requirements



# Preliminary Taxiway Alternatives

## Airside - Taxiways





## Facility Requirements Summary

### Runway Requirements

- Existing three-runway airfield is sufficient for now through PAL 2.
- Additional capacity is required by PAL 3.

### Taxiway Requirements

- Airfield becomes congested during peak periods – key congestion areas include the Terminal and South Airpark.
- Lack of dual parallel taxiways results in extra runway crossings and airfield delay.

### Air Cargo Aircraft Parking Requirements

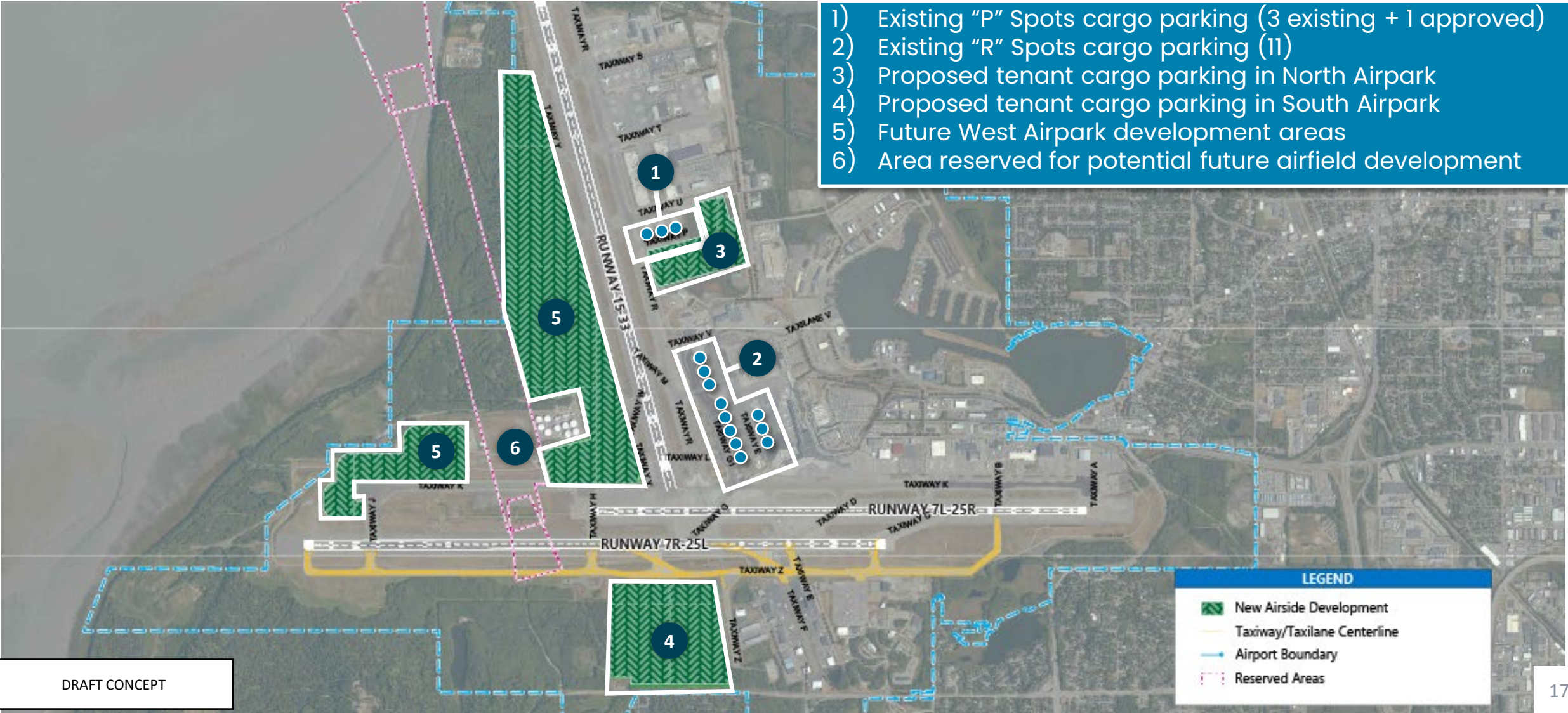
- Existing/PAL 1: Additional aircraft parking required to accommodate air cargo tech stop demand (tenant development anticipated to help accommodate this demand).
- PAL 3: Terminal area becomes congested with air cargo aircraft operations.



# Preliminary Air Cargo Alternatives

- 1) Existing "P" Spots cargo parking (3 existing + 1 approved)
- 2) Existing "R" Spots cargo parking (11)
- 3) Proposed tenant cargo parking in North Airpark
- 4) Proposed tenant cargo parking in South Airpark
- 5) Future West Airpark development areas
- 6) Area reserved for potential future airfield development

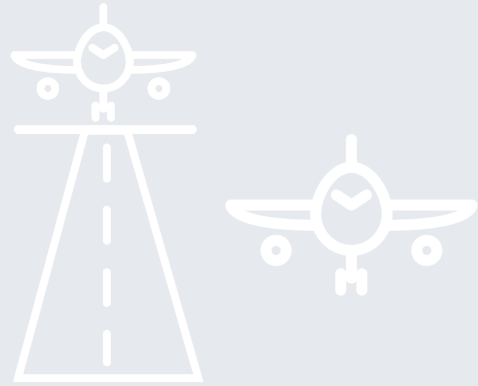
## Airside – Cargo



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# FACILITY REQUIREMENTS AND PRELIMINARY ALTERNATIVES

## 1. Airside



## 2. Terminal



## 3. Landside



## 4. Support Facilities



## Terminal

### ANC MASTER PLAN

# Facility Requirements Summary

## Terminal Gate Requirements Summary

- PAL 1: 1-3 additional/improved gates required
- PAL 3: 8 additional gates required

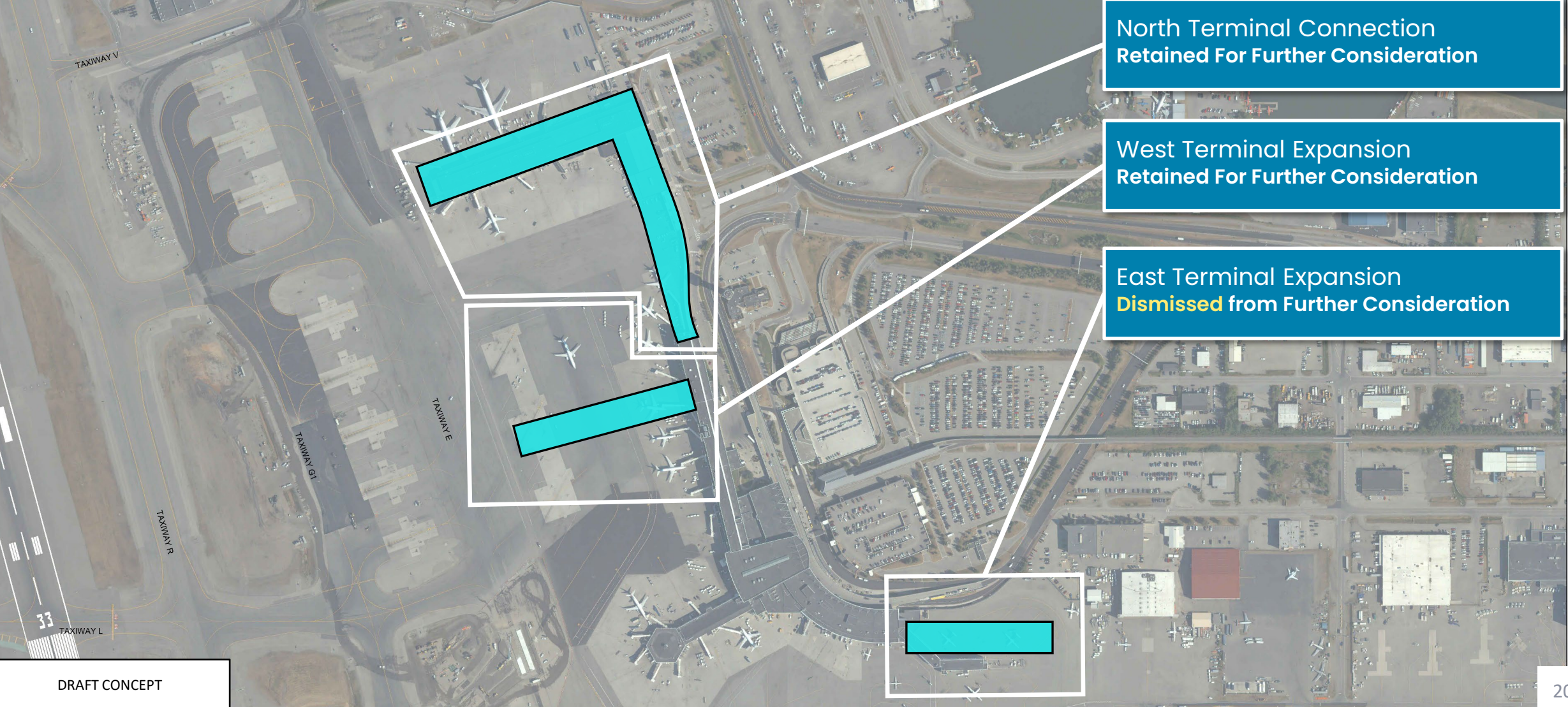
## Terminal Building Requirements Summary

- Existing/PAL 1: Additional security checkpoint lanes and additional outbound baggage make-up space.
- PAL 3: Additional airline ticketing space and outbound baggage screening space.



# Initial Terminal Alternatives

## Terminal



North Terminal Connection  
Retained For Further Consideration

West Terminal Expansion  
Retained For Further Consideration

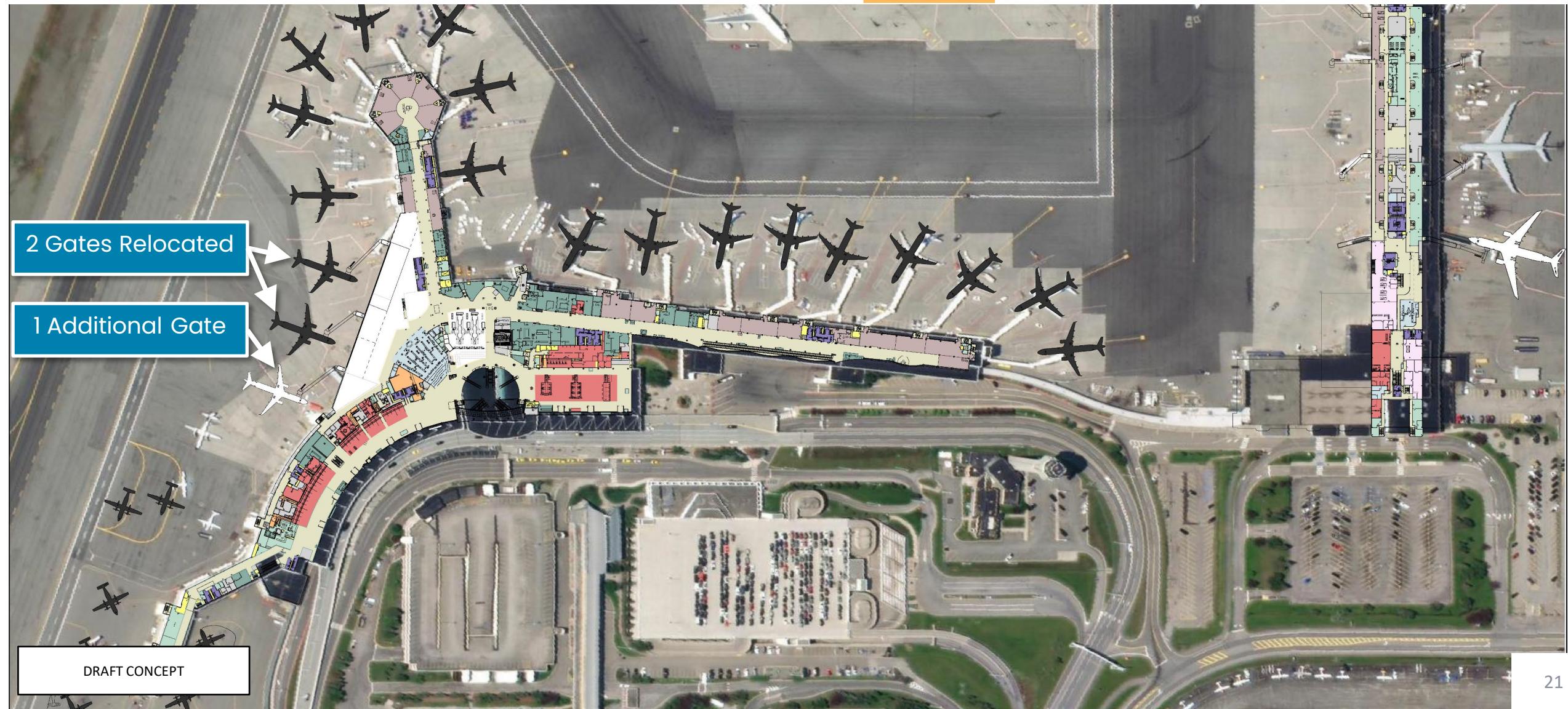
East Terminal Expansion  
**Dismissed** from Further Consideration

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# Terminal

ANC MASTER PLAN

## Preliminary Terminal Alternatives: Near-Term B Concourse "Bump Out"



2 Gates Relocated

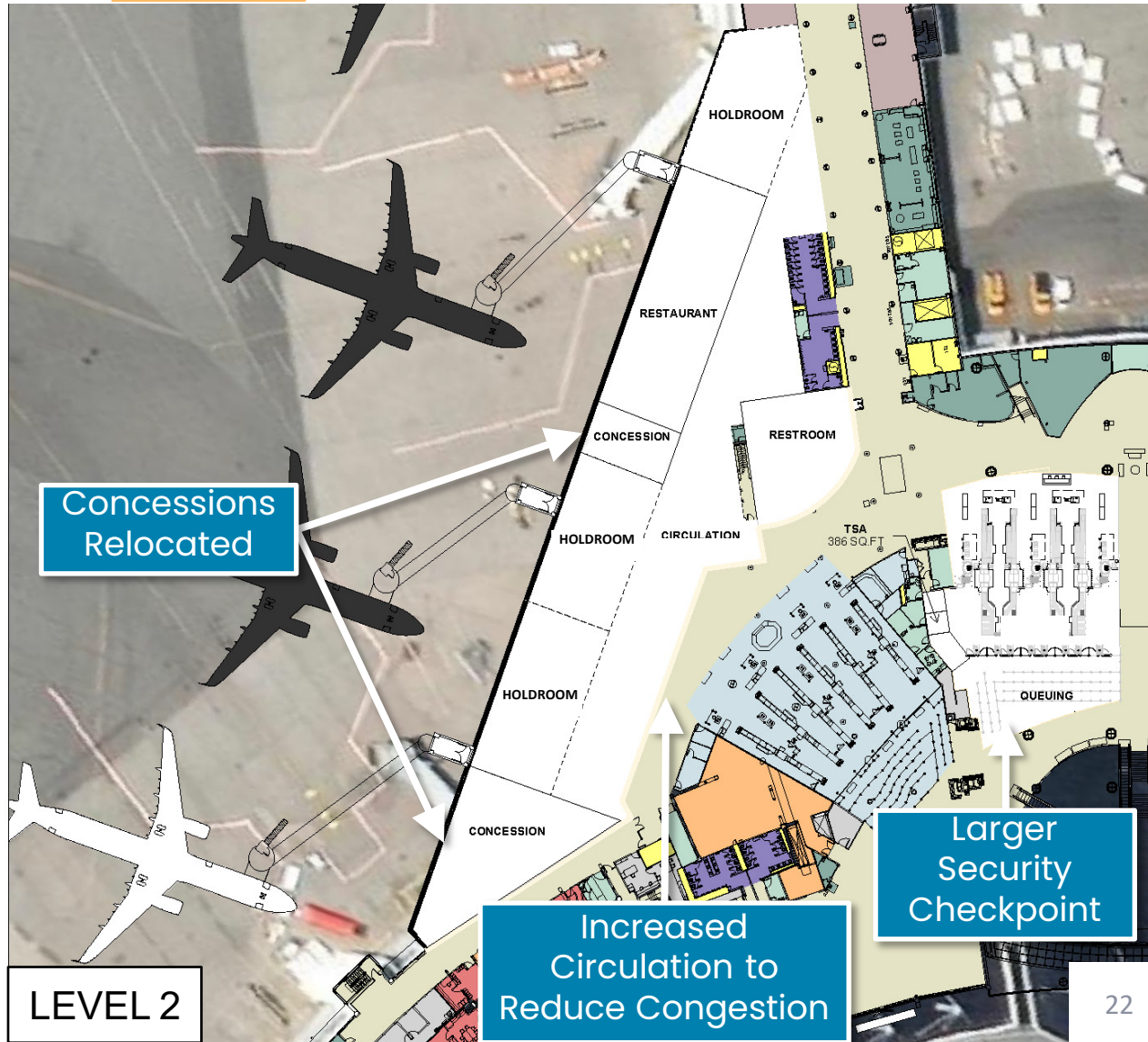
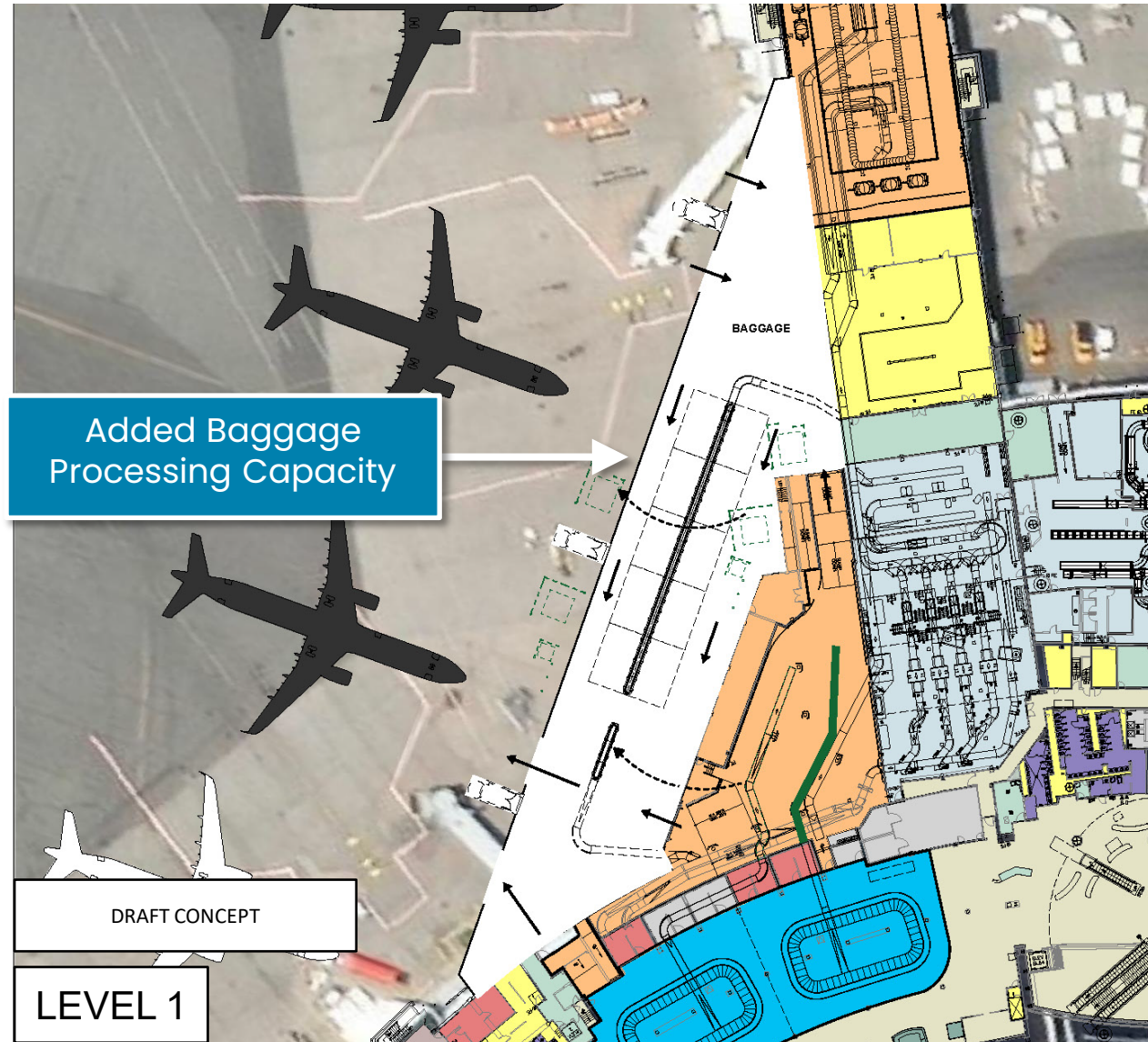
1 Additional Gate

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# Terminal

## ANC MASTER PLAN

# Preliminary Terminal Alternatives: Near-Term B Concourse "Bump Out"



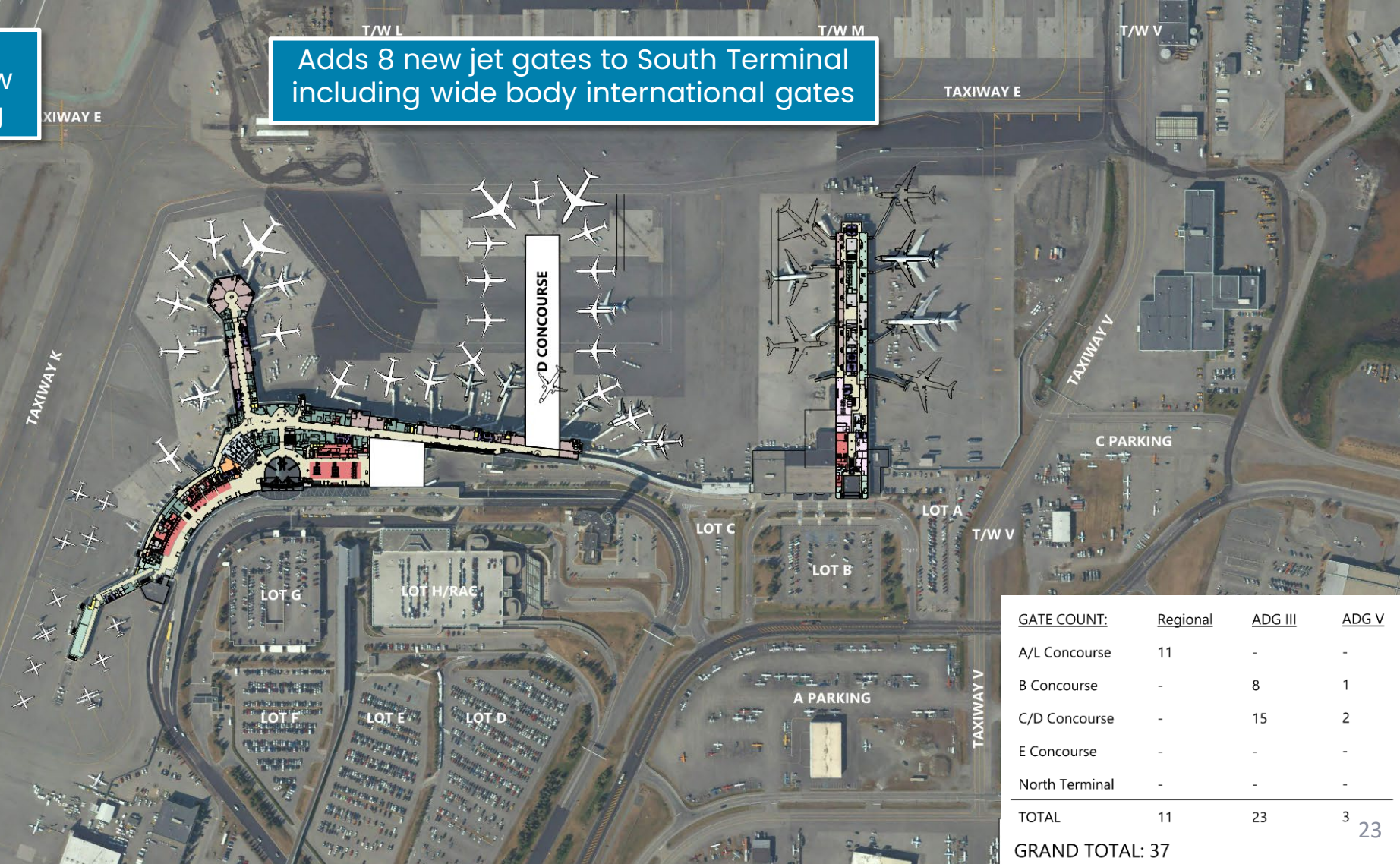
# Terminal

## ANC MASTER PLAN

# Preliminary Terminal Alternatives: Mid/Long-Term Option 1: D Concourse

New "D" Concourse enhances South Terminal and provides new international arrivals processing

Adds 8 new jet gates to South Terminal including wide body international gates



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GATE COUNT:	Regional	ADG III	ADG V
A/L Concourse	11	-	-
B Concourse	-	8	1
C/D Concourse	-	15	2
E Concourse	-	-	-
North Terminal	-	-	-
<b>TOTAL</b>	<b>11</b>	<b>23</b>	<b>3</b>
<b>GRAND TOTAL: 37</b>			<b>23</b>

# Preliminary Terminal Alternatives: Mid/Long-Term Option 2: E Concourse/North Terminal

## Terminal

Revives and expands North Terminal and Connects North and South Terminals

Revives 8 existing North Terminal gates and adds 3 new gates

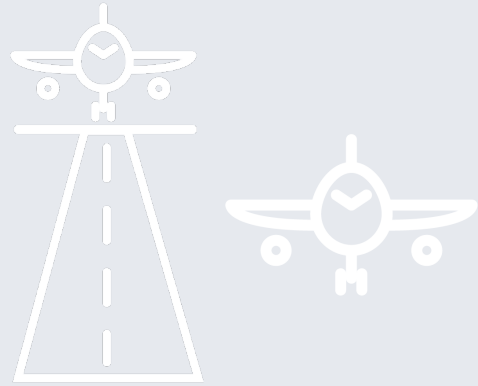


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# FACILITY REQUIREMENTS AND PRELIMINARY ALTERNATIVES

## 1. Airside



## 2. Terminal



## 3. Landside



## 4. Support Facilities



## Landside



## ANC MASTER PLAN

# Facility Requirements Summary

### Vehicle Parking Requirements

- Existing/PAL 1: 600 additional vehicle parking spaces required to accommodate demand for travelers.
- PAL 3: 2,000 additional vehicle parking spaces required to accommodate demand for travelers and employees.

### Terminal Roadway Requirements

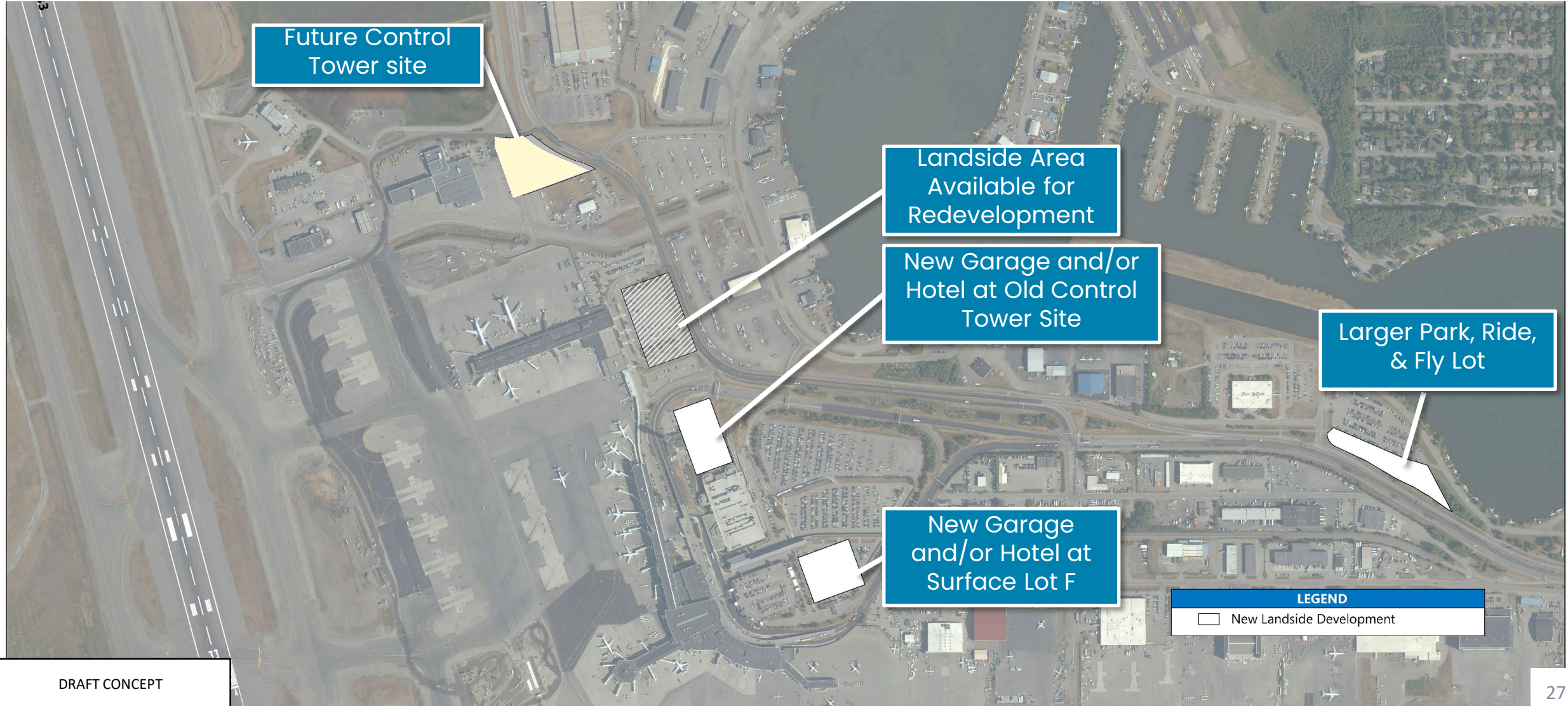
- PAL 3: Terminal loop roadway congestion occurs during peak periods.

# Landside

## ANC MASTER PLAN

# Preliminary Landside Alternatives

## Option 1 – Existing Loop Road



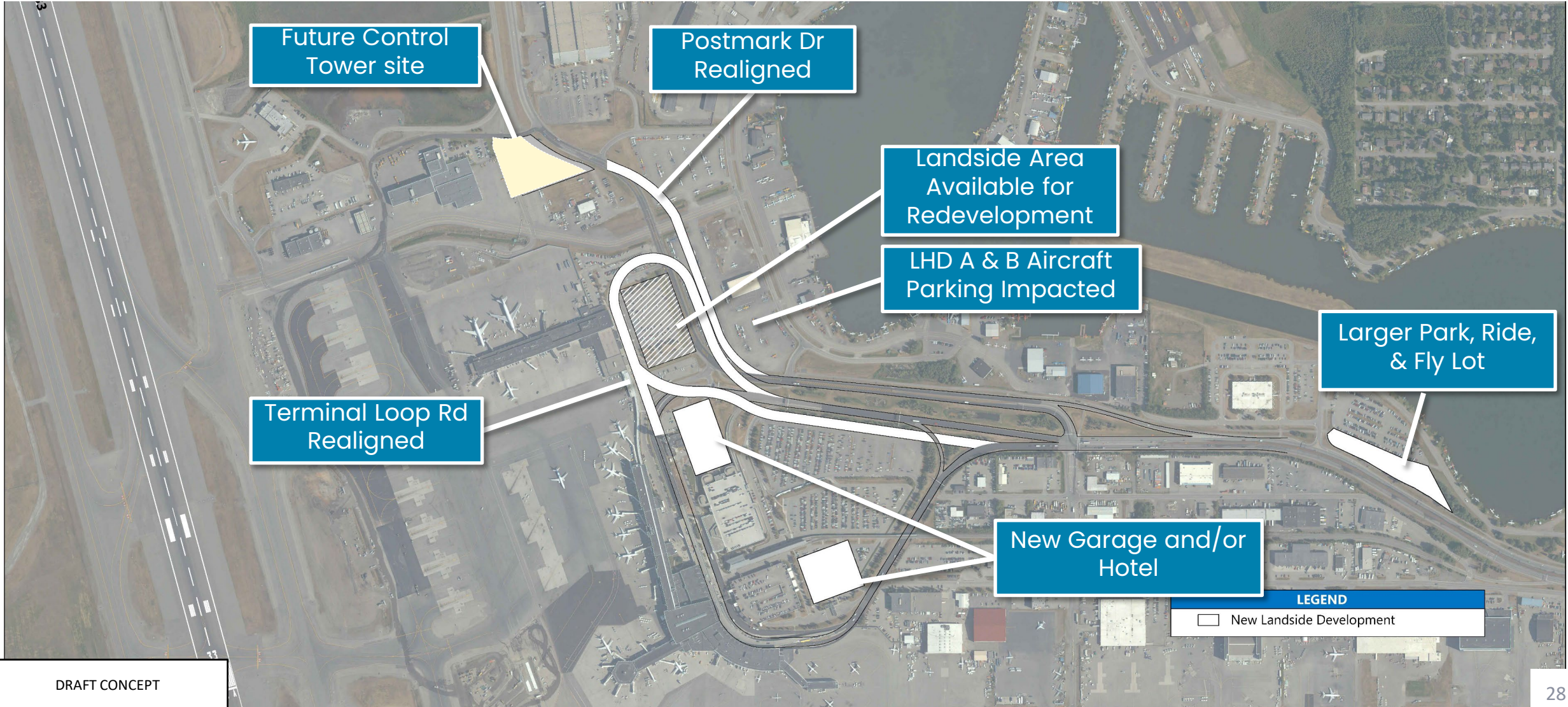
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# Landside

## ANC MASTER PLAN

# Preliminary Landside Alternative

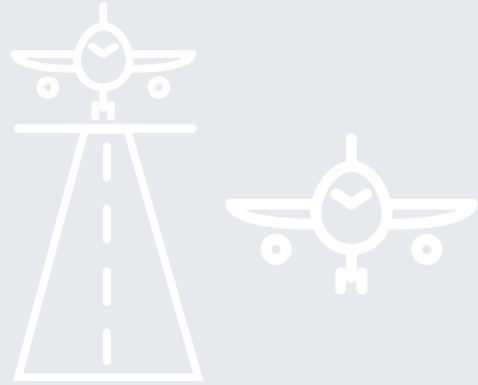
## Option 2 – New Loop Road



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# FACILITY REQUIREMENTS AND PRELIMINARY ALTERNATIVES

## 1. Airside



## 2. Terminal



## 3. Landside



## 4. Support Facilities



## Support Facilities



## ANC MASTER PLAN

# Facility Requirements Summary

### General Aviation (GA) Requirements

- Existing/PAL 1: 3 acres of additional GA development required to accommodate demand.
- PAL 3: 10 acres of additional GA development required to accommodate demand.

### Aircraft Rescue & Fire Fighting (ARFF)/Police Facility Requirements

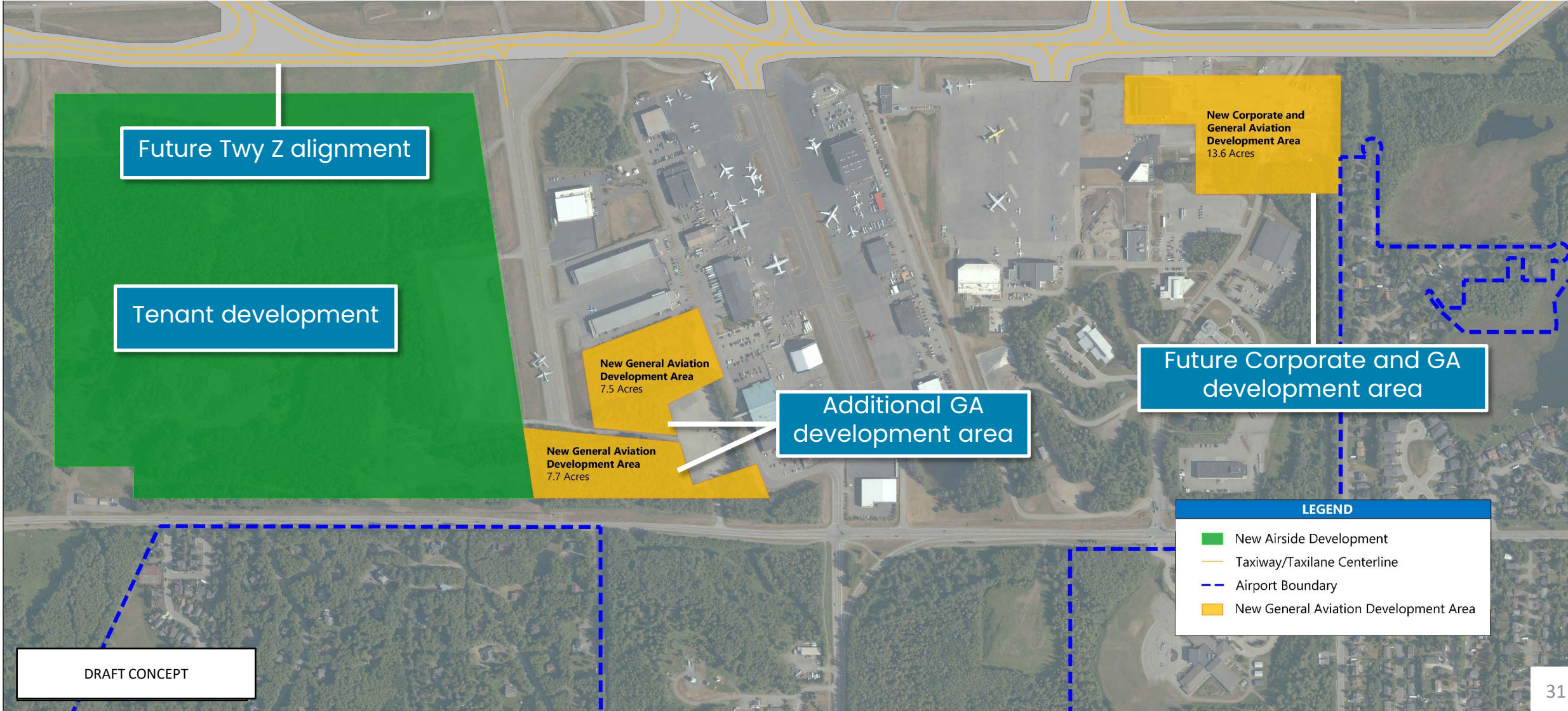
- Existing/PAL 1: Facility is 30 years old – expansion and modernization required to accommodate existing safety and security functions.

### Snow Storage Requirements

- Ongoing: Ample and efficiently located snow storage area as new development is constructed.

# Preliminary S. Airpark Alternative

## Support Facilities



## Support Facilities

ANC MASTER PLAN

# Preliminary ARFF/Police Station Alternative

## Renovate and Expand ARFF/Police Station 1

- Consolidated dispatch functions
- Improved and modernized facilities for airport safety and security
- Accommodations for 24-hour facility staffing





# ANC MASTER PLAN PUBLIC MEETING #3

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- **Next Steps**



# Next Steps:

## TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

- Public Meeting #4: TBD and Master Plan Finalization Before Adoption



# Q&A

**TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT**