

# Stakeholder's Meeting Minutes

Wednesday, November 6, 2013

## Ted Stevens Anchorage International Airport

### Airport Business

Business at ANC remains down due to slow growth in global economy, more efficient aircraft. ANC may need to review fees in order to maintain revenue stream. Operating budget for airport is \$60m. ANC is among lowest cost airport for airlines, with high value to them. Fees in ANC and FAI are nearly identical.

### Operating Agreement

*John Parrott*

New Operating Agreement with 10 year duration (effective thru FY 2023) is now in place. 33 airlines have signed on under the new agreement. Signatory airlines receive special benefits when they sign on, however, they also are responsible for making up shortfall if ANC is unable to meet costs through revenues.

### Construction

*John Johansen*

Reconstruction of Taxiway Lima, East Airport Storm Drain Extension and Postmark Storm Drain Repair projects are nearly complete

In summer 2014, primary projects planned are:

- Runway 7L will be shut down and reconstructed.
- Test repairs sections for concrete panels on R/W 7R
- Reconstruction of Taxiway Mike

### Status on FCC property

Airport has applied for US government surplus land South of Raspberry Road, awaiting news if airport will receive the property. If so, no current plans on what to do with the land, property would come with restrictions based on FAA grant assurances. Land could be traded in the future.

Municipality of Anchorage also applied for the land for a homeless housing facility, but withdrew their application as they lacked funds for building, operation of facility.

### Emergency Shelter Provisions

*Chief Jesse Davis*

Municipality has solid disaster relief plan and that is the primary resource for emergency shelter provisions for residents of the Anchorage area.

Theoretical question of what the airport can provide in case of disaster relief for Airport employees, 1500-3000 passengers, and immediate sheltering of nearby residents

Intent is not to use airport as relocation shelter, but to assist in the first 24-72 hours, as a hub of relocation efforts.

If we have electricity, Airport has water/food for approximately 2 weeks; without electricity Airport has water/food for about 3 days.

ANC would be gateway, GA planes could be useful as well.

### **Concessions update**

*Deb Herrick*

Dish restaurant is not going to move in to C Concourse. Looking at other Asian Restaurant possibilities Northern lights spa is on track, opening expected in December.

Services include: manicures, pedicures, hair styles, massages, beauty products.

Norton Sound landside expansion, expecting to open in Spring, 2014.

On average, passengers spend \$12.67 per person when they transit thru ANC.

### **Public involvement**

*Master plan update*

Rapidly approaching the end of the master plan; no single alternative was the answer for the next 20 years. Looking at a Phased approach to incrementally increase airfield capacity as demand and delays warrant.

Phase 1: No expansion of airfield capacity. Improvements only as needed to meet new FAA Standards

Phase 2: Optimize ANC existing facilities:

Daytime of 7L for departures of cargo aircraft to relieve congestion as needed.

Result will be noise over Anchorage during daytime.

Passenger terminal was at capacity during some parts of summer, 2013.

Determine best long term use of space currently occupied by North Terminal.

Phase 3: Move technical stops to FAI

Marketing needed for carriers who currently view FAI as divert location only.

Challenge is to find a way to encourage/incentivize one or more carriers to move their operations to Fairbanks.

Phase 4: Construct widely spaced N-S runway, west of existing and about 8000ft long.

Allows large aircraft to land at normal landing weight

Provides two independent runways

This phase has many hurdles, and would require land acquisition.

Likely a 12-14 year process once begun.

*Part 150 Noise Study*

No new residential sound installation.

Evaluating Master Plan Proposed Mid-day use of 7L for departures impact on East side neighborhoods

Possible impact to Spenard, will need to monitor.

West Anchorage District Plan

ANC would like to trade Muni for land on West side of Airport.

Lake Hood Seaplane Base

*Tim Coons*

General Aviation Master plan- Last was in 2006

Lake Hood Economic impact study just completed.

LHD contributes \$42m into the local economy.

Working on communications with community.

### *Events*

Alaska International Air Cargo Summit held in August.

18 international carriers attended

Sponsorships from Ground Handlers and business partners

Many carriers are doing cargo transfer amongst themselves

Stand Down for Veterans in Need in October.

North Terminal is good location and parking, bus route access

The Last Frontier Honor Flight

End of October, very heart-warming event

Holiday Music

Upcoming in November/December.

ANC is active on Facebook and Twitter. Please "Like" us on Social Media and join GovDelivery.

### *Stakeholders Comments*

Cathy- thanked airport for participation at community councils, applauded public process, even though don't support the whole thing.

David-suggested airport getting more in front of items as there is often local controversy. Public wants to be aware early on.

Dee - appreciated participating on the tech committee on master plan, probably only GA person on the whole advisory committee, looking forward to Lake Hood master plan. Recommend that the airport follow the same public process as ANC Master Plan Update. Suggest that it is done during winter to increase participation.

Mary - learning a lot with the public process. Thank you to airport staff for their hard work during these economic times.

John Parrott- Although ANC is down 25%, we are still #5 in the world. The whole global economy is down.

Judy - congrats again, I think on every level think things have progressed passed this. Impressed by overall process, public process amazing love the airport and how fast you get thru it.

John Parrott- saw average wait times, at JFK and New York and Miami, all 50-90 minutes.

Mark - enjoyed with the Master Plan Update, look forward to seeing MPU for Lake Hood

Tim -Lake Hood is the community and get involved in this, belongs to the people of Alaska and the people who live there. Want to hand this off to future generations, how can we develop this space for another 20 years.

Bob – Demand drives Master plan phases, this works well from carrier perspective. If economy doesn't drive need, no big changes to consider.

Chief Davis - Recent shooting at LAX, APF constantly training for such an incident. Airport police and fire is 3rd largest police agency in Alaska.

Tom - widely spaced runway - years ago had a rectangle out there, with a "runway" location. Not far off.

Merle - Kenai airport is never considered

John Parrott- Kenai airport won't hold 747's

Hotel site should be reserved for aircraft operating area

Concern for airspace congestion for General Aviation.