

# Stakeholder's Meeting Minutes

Wednesday, June 12, 2013

## Ted Stevens Anchorage International Airport (Revised)

### Introductions

**Guest:** *Tom Phillips, ANC Cargo Contractor from Keiser Phillips Associates*

Cargo Industry Update

Past: No growth since 2011, looking at fairly healthy growth in the coming years.

Present: ANC is a technical stop from almost all Asian cargo.

Tech Stop makes financial sense as carriers carry less fuel and more volume in payload.

Limited stagnation in growth due to larger aircraft flying routes (747-8)

Two biggest threats:

Ocean Shipping

Belly cargo in 777 passenger aircraft

Future: Continued use of ANC for technical stops

More strategic alliances among carriers

Air cargo transfer rights create new business model to add value thru crossloading, interlining,

Continued efforts to educate carriers on potential business opportunities.

### Airport Business - *John Parrott*

Cargo traffic is down 25% from high in 2007, global economy is still down. Passenger business is steady.

Required switch from urea to other runway deicing chemicals is more expensive and adds to cost of winter operations.

Airport reserve money which has been used to buffer cost to airlines is nearly exhausted.

New Operating Agreement begins July 1, 2013 and will last 10 years.

Efforts to meet financial need caused by global market slowdown and increased costs of operation:

Raising landing fees

Reducing expenses

Seeking efficiencies in partnering with FAI and other state airports

Looking for ways to generate non-airline revenue

### Construction projects - *John Johansen*

Storm drain projects to collect and divert runoff from Lake Hood and Lake Spenard currently under way as a result of a Department of Environmental Conservation mandate to clean up lakes. Taxiway Lima is delayed due to Sequestration impacts to funding, likely start later this summer.

Pavement repair to Runway 7R is expected to begin this summer and finish in Spring 2014.

### **Concession Update - Trudy Wassel**

Newly opened: Grizzly Pizza & Wings

Upcoming: Northern Lights Spa, Dish Restaurant

### **Public Involvement - John Johansen**

Part 150 Noise Study going on a year now

Completed noise contours, inventory of existing conditions

Currently working on plans to mitigate noise and limit the amount of non-compatible land use.

Next meeting this fall going to evaluating those plans

West Anchorage District Plan task force to discuss land exchange and address conflicting land uses

### **Communications - John Parrott**

Included in the master plan is an airport communications plan to create 2 way communication among airport and community.

Community Council Meetings

Lake Hood Users Group Meetings

Stakeholder Group Meetings

Anchorage-Airport Communication Committee

Website

Social Media

Feedback/tracking of comments/concerns involving airport

Airport is trying to find a way to formalize how communities communicate with us. We want to find productive, constructive plan for giving and receiving community We respond to all requests for attendance at meetings and events to provide information about the airport.

### **Master Plan - John Parrott**

Contractor has developed forecast for the Alaska International Airport System and now is developing 5 scenarios for how to plan for future needs based on forecast information.

Next step is to analyze and select best plan.

Any action to enact plans will involve public involvement process, working groups, technical advisory committees.

1. Do nothing alternative; still have to do some projects (meeting new FAA Standards), but no major infrastructure.  
Forecast does call for growth
2. Use Fairbanks International Airport for half of the "gas and go" traffic to reduce ANC volume on busy air traffic days. That pushes our need to make changes to ANC out some more years.  
Possible impact is loss of air carriers that choose not to land at AIAS airports.

3. No additional infrastructure, but if traffic picks up, airport able to respond to demand, maximizing the airfield capacity by eliminating the preferential runway use policy during daytime peak demand hours. This will have a noise impact on ANC neighbors to the east as a result of more departures to the east.
4. Existing runway in 2002 master plan, runways squeezed in, dependent runway. Provides limited additional capacity, working on simulations to determine capacity increase.
5. Widely spaced North South runway bumping slightly out to Cook Inlet. Requires relocation of the trail or accommodation  
Runways would be able to operate independently, increase capacity and cost.  
This option would include State, Airport, DOT, FAA to determine.

With the 5 alternatives, the airport is not proposing to build a new runway. Master Plan allows for long term planning for airport needs so that we are able to proactively set aside land for when the time comes.

Plan to present draft of preferred alternatives to Master Plan meeting groups: Public Open House, Study Input Committee, Technical Advisory Committee for another round of input. Goal is to have list of preferred alternatives by end of 2013.

### **Stake Holder's Comments**

*Use of Airport as Emergency Shelter – lights on, water running*

*Water quality in Lakes, including airport lakes and Campbell Lake, pesticides*

*Kulis ANG – Northern Air Cargo with Shell Oil Operation in buildings, possible growth*

*Other buildings not up to code; cost to bring up to rentable state.*

*Anchorage Economy – AEDC has seen trends in employment and housing.*

*Unemployment rate of 4.9%.*

*2% vacancy rate on apartments, house prices rising.*

*Concern that housing is becoming unaffordable in Anchorage, labor shortfall.*

*Comment from Mr. Akers: The master plan concept has been based on growing AIAS assets.*

*Recommend building a new airport. Concern that meeting groups have not had opportunity to interact with each other and discuss viewpoints.*