



Welcome to the ANC Master Plan

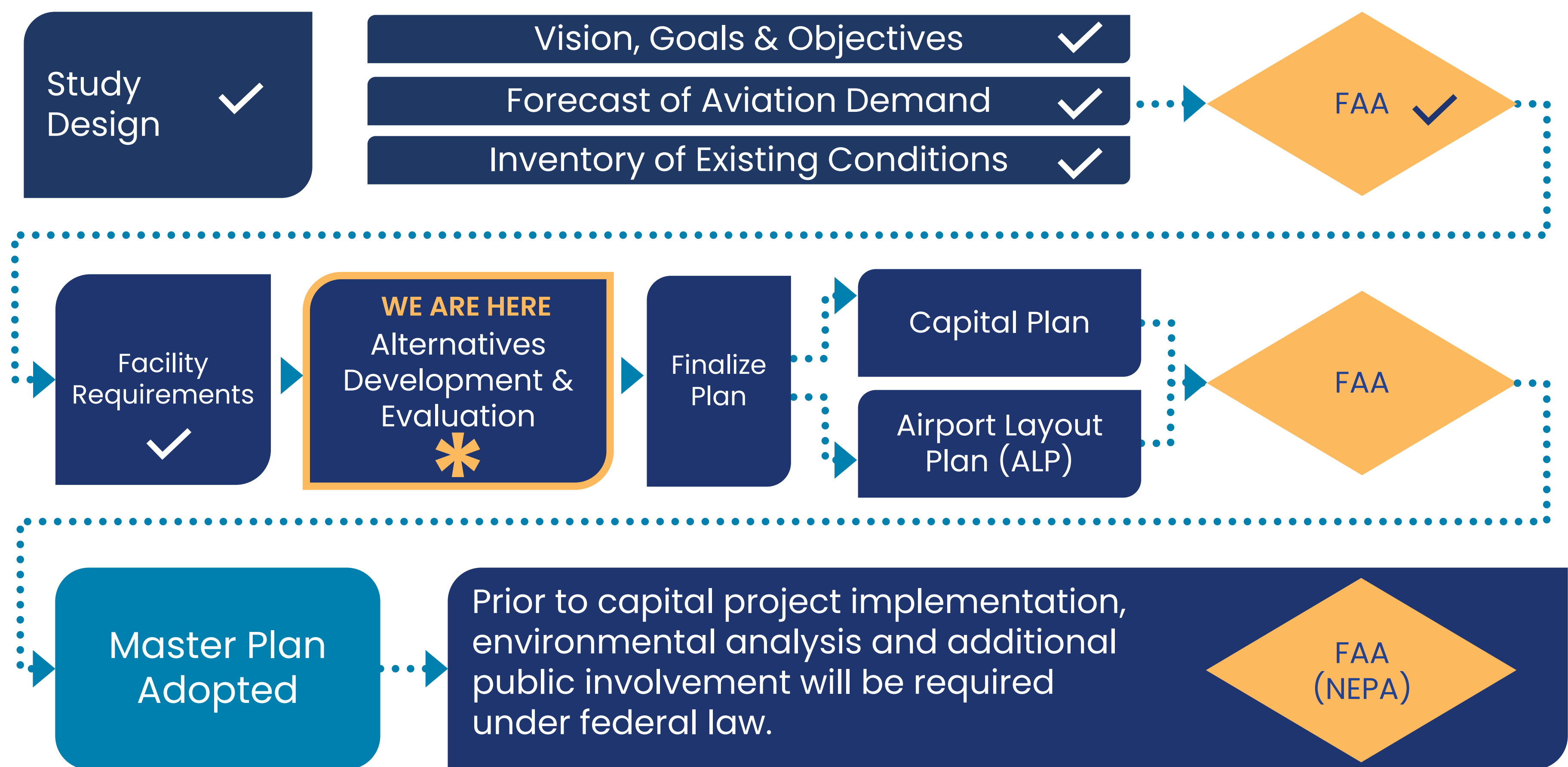
TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

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

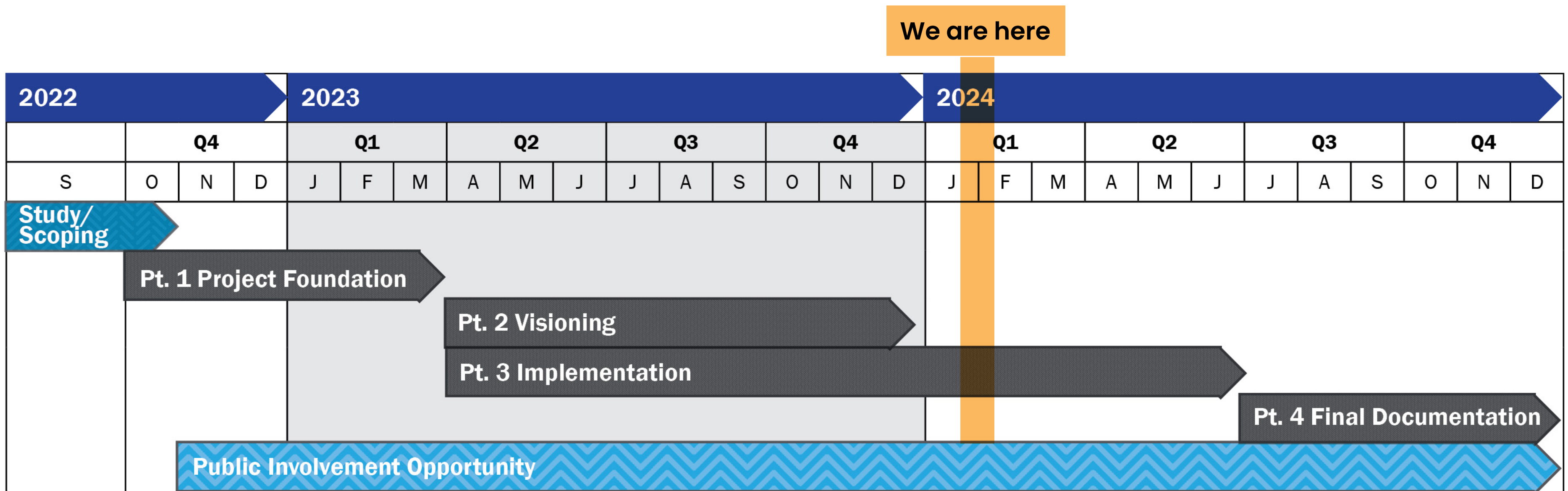
- **The NorthLink Project is a separate project working independently of the ANC MPU. For NorthLink questions please contact the NorthLink Project team at 907-931-6350, email them at info@NorthLinkAviation.com or visit www.northlinkaviation.com.**

FEBRUARY 2024

MASTER PLAN PROCESS OVERVIEW & SCHEDULE



✓ Indicates completed task



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

Public Meeting #1

Attendees **73** Online Open House Visits **170**
 Written Comments **7** Mailing List Additions **73**

Public Meeting #2

Attendees **29** Online Open House Visits **44**
 Written Comments **4** Mailing List Additions **29**

Public Meeting #3

We Are Here! February 6, 2024

Public Meeting #4

TBD between April and October 2024.



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

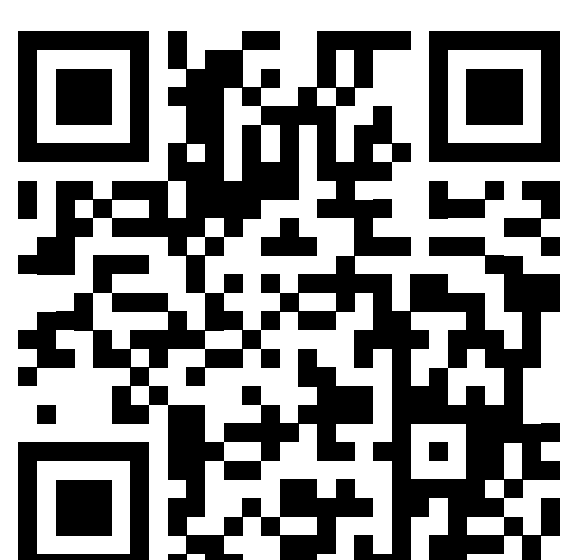
Engage stakeholders through open communication



RESILIENCE

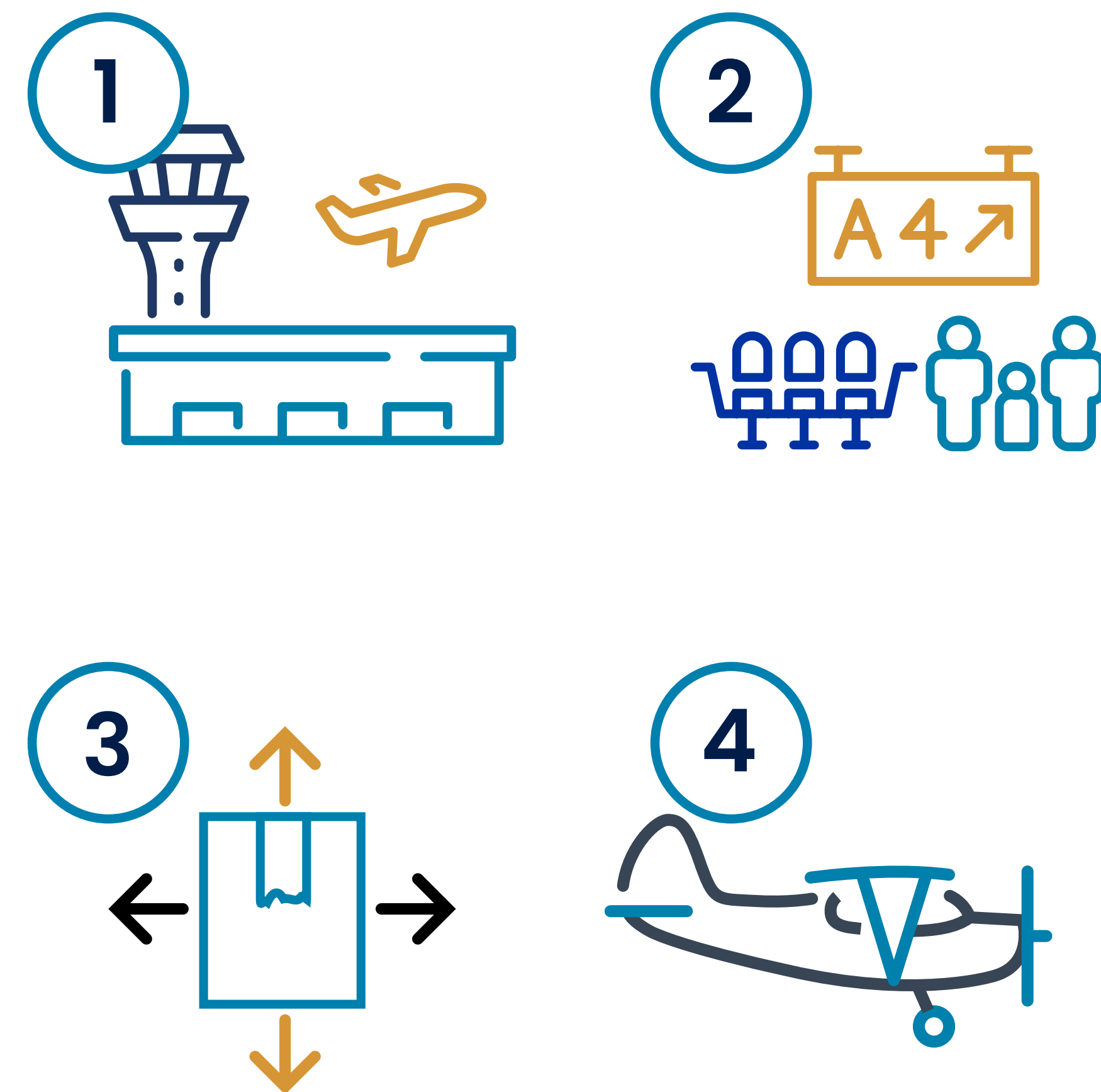
Minimize impact of operational interruptions and disruptions

OBJECTIVES



The objectives provide a framework for evaluating the Master Plan Update process and help determine if the project goals are met. To view the full Goals and Objectives, scan the QR code with your smartphone or visit ancmpuonline.com/supplemental.

Aviation Forecast



Forecast Summary

1. **More takeoffs and landings:**

ANC is a busy airport with about 226,000 operations per year. The forecast anticipates 100,000 additional operations in 20 years.

2. **More passengers:**

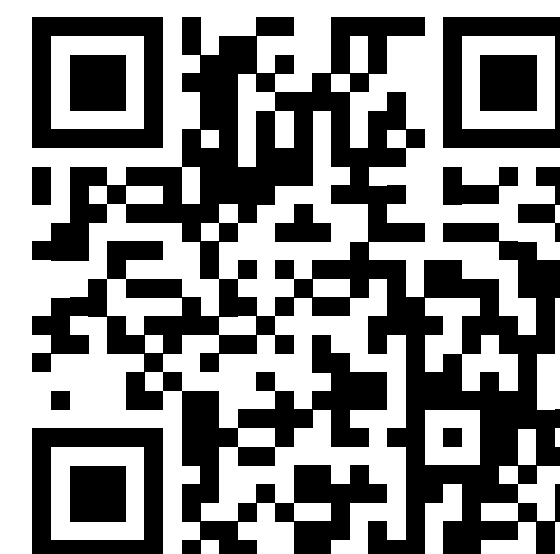
ANC is expected to grow from 2.6 million enplanements in 2022 to 4.1 million enplanements in 2042.

3. **ANC will continue to be a critical cargo stop:**

ANC has an essential role in the Asia-America air cargo market that is unlikely to change in the future.

4. **General aviation will grow slowly:**

ANC is expected to see modest general aviation growth in line with other U.S. airports.



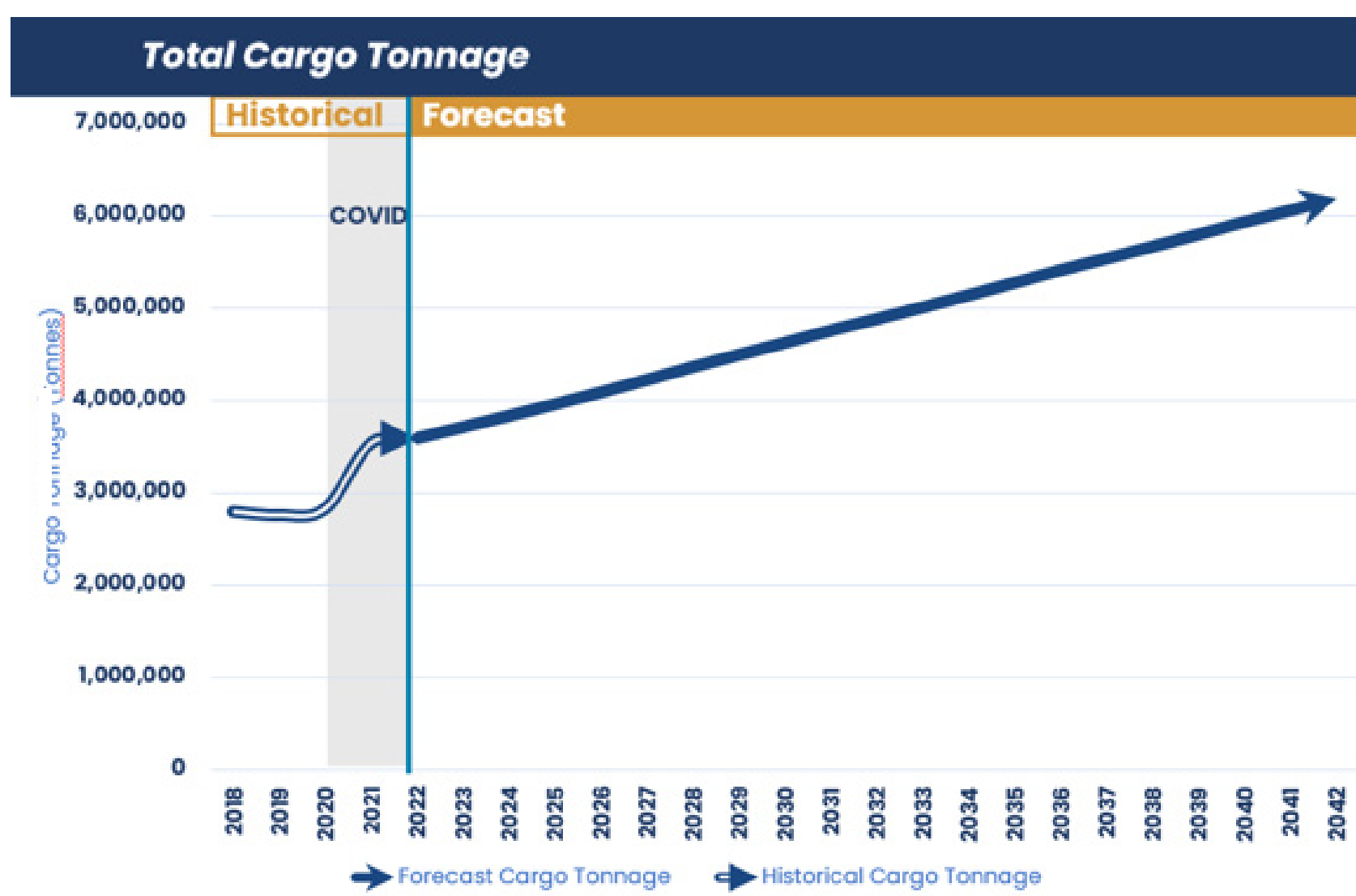
Aviation Forecast

To view the full Aviation Forecast, scan the QR code with your smartphone or visit

ancmpuonline.com/supplemental.

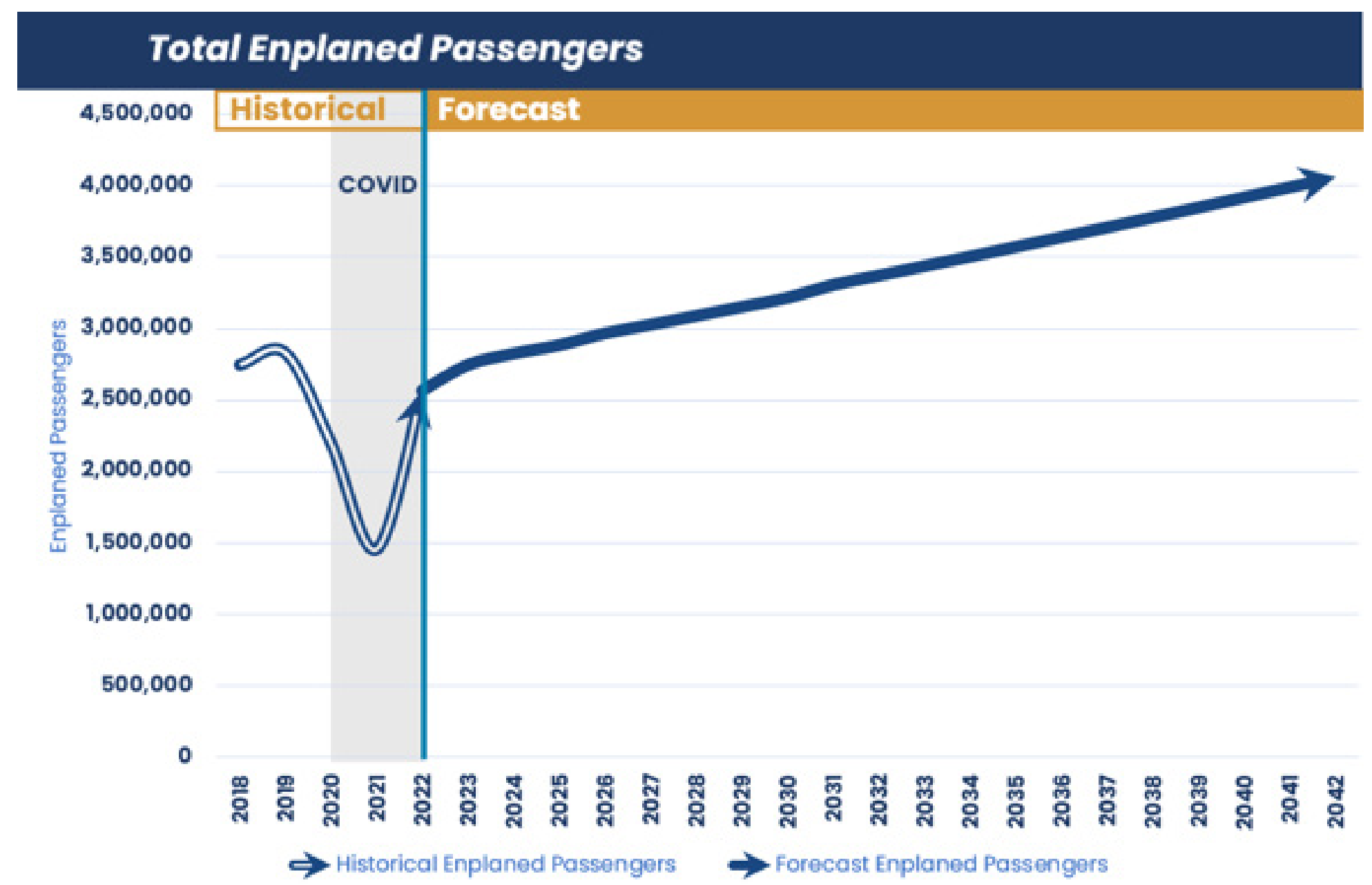
Aviation Forecast: Cargo, General Aviation, Operations, & Passenger Activity

Cargo



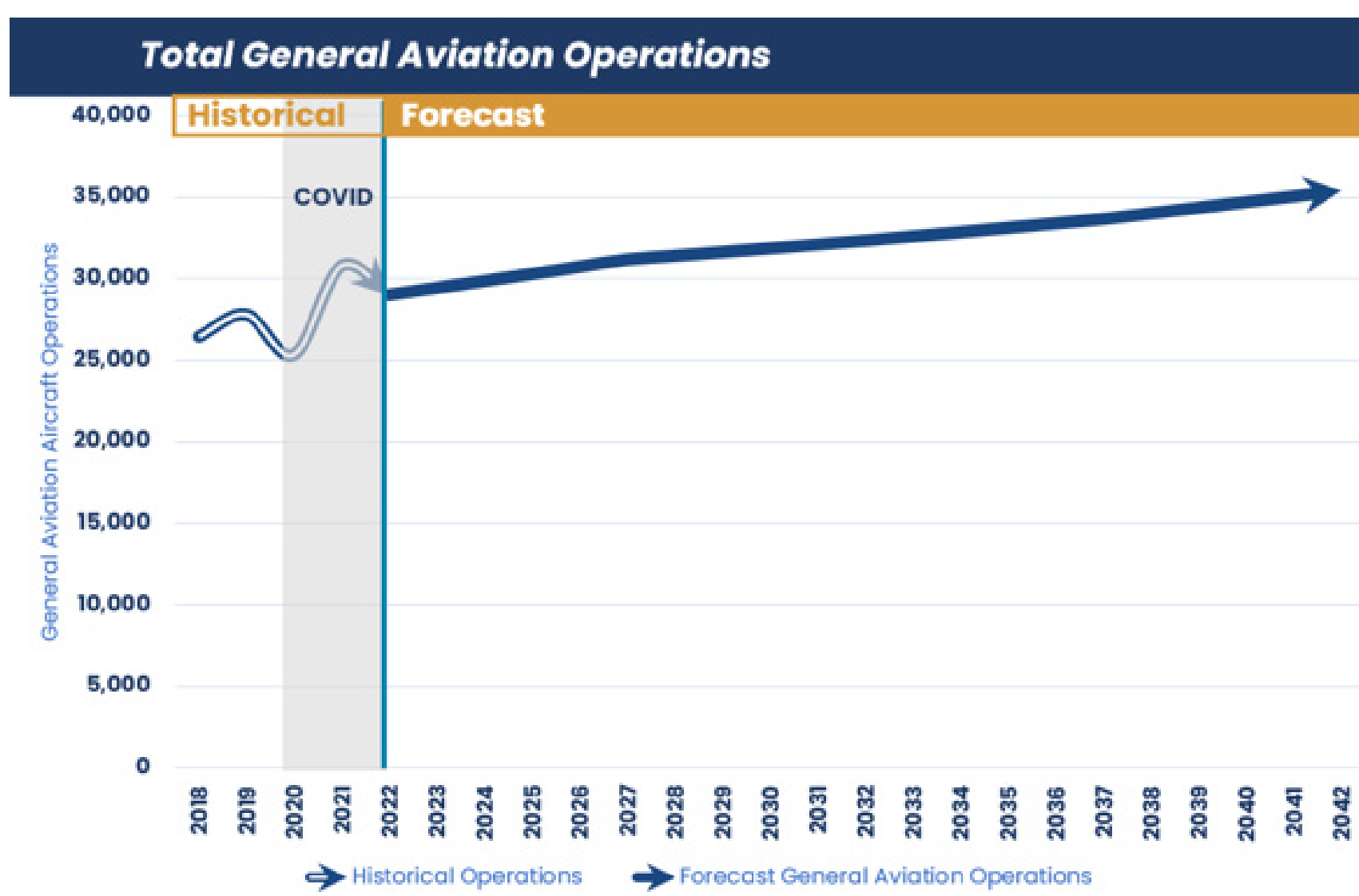
Anticipated rate of growth for cargo is 2.8% per year over a 20-year planning period. (ANC was the world's 3rd busiest cargo airport in 2022 at 3.6 million tonnes.)

Passenger Activity



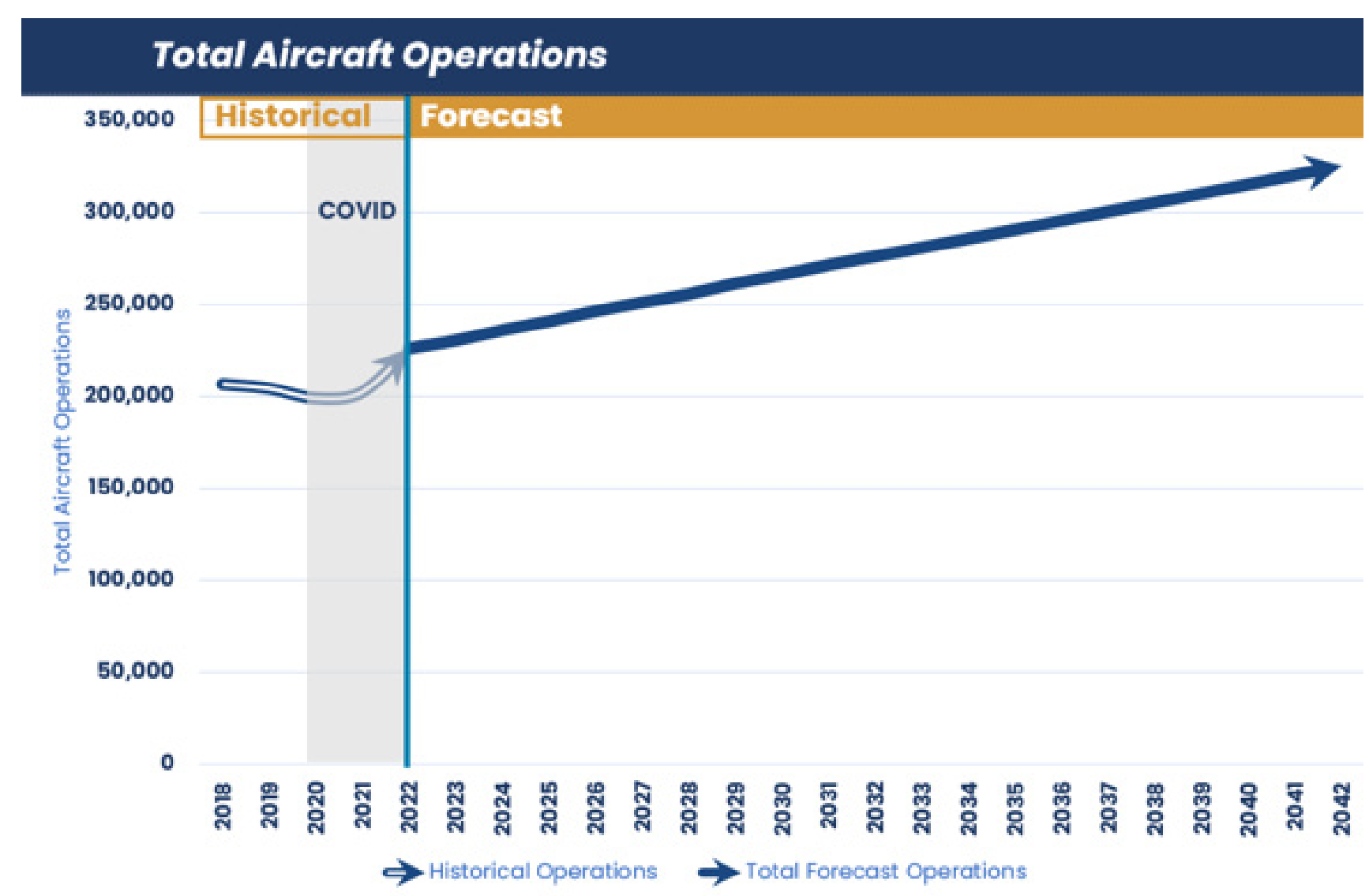
Anticipated rate of growth for passengers is 2.3% per year over the 20-year planning period.

General Aviation

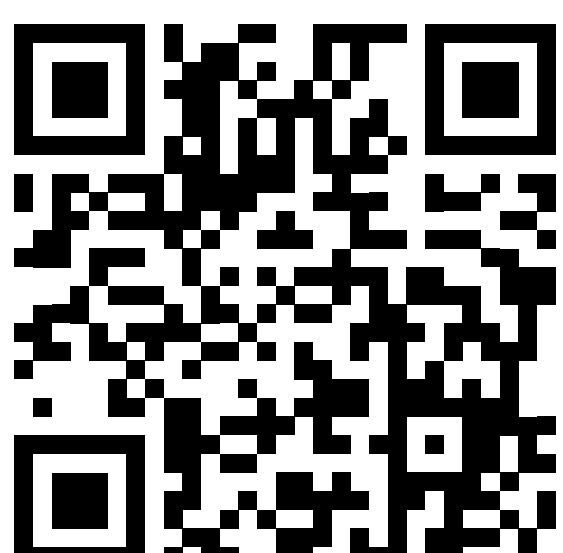


Anticipated rate of growth for general aviation is 1.0% per year over the 20-year planning period.

Operations



Anticipated rate of growth for operations is 1.8% per year over the 20-year planning period.



Aviation Forecast

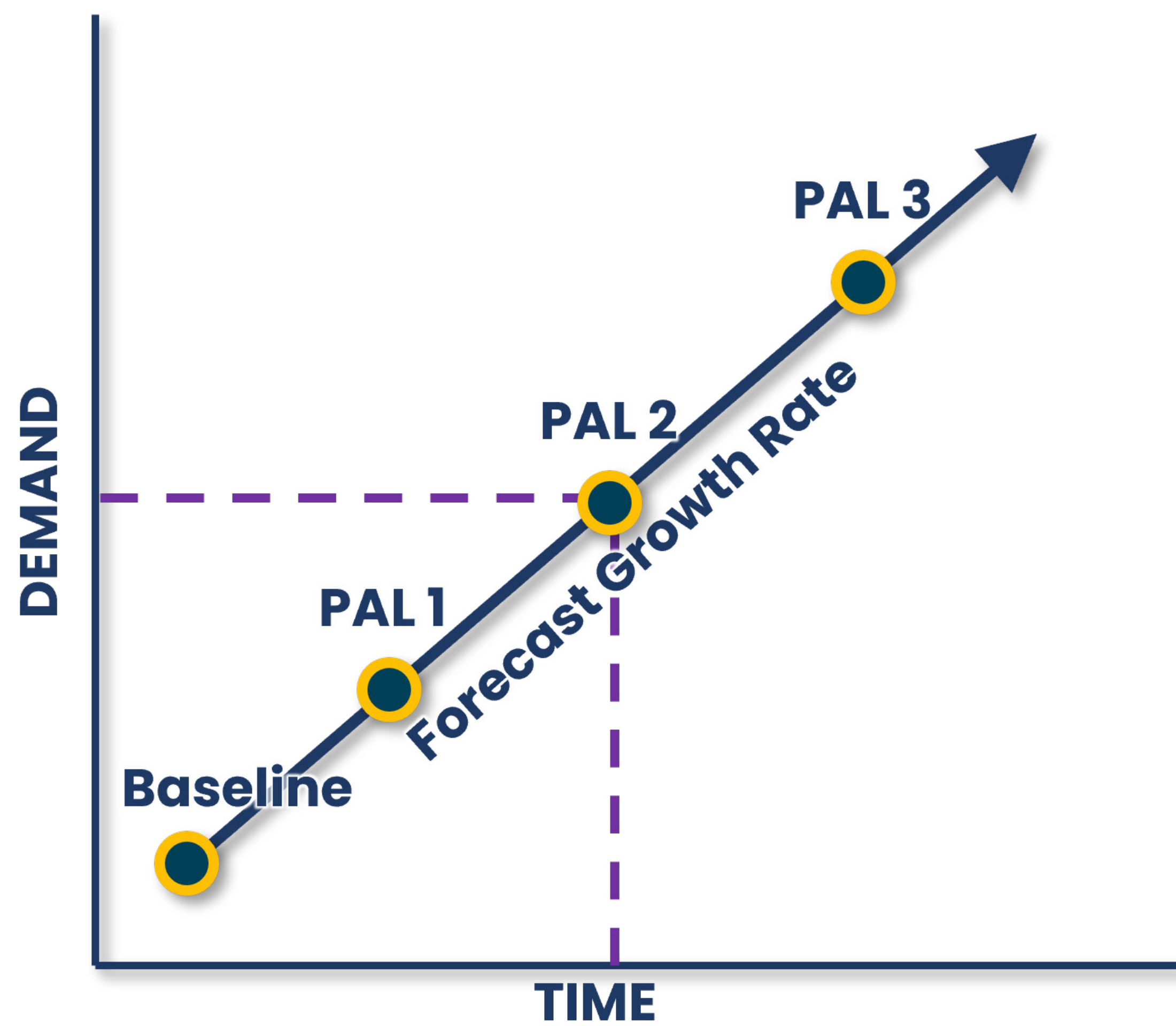
To view the full Aviation Forecast, scan the QR code with your smartphone or visit ancmpuonline.com/supplemental.

Facility Requirements

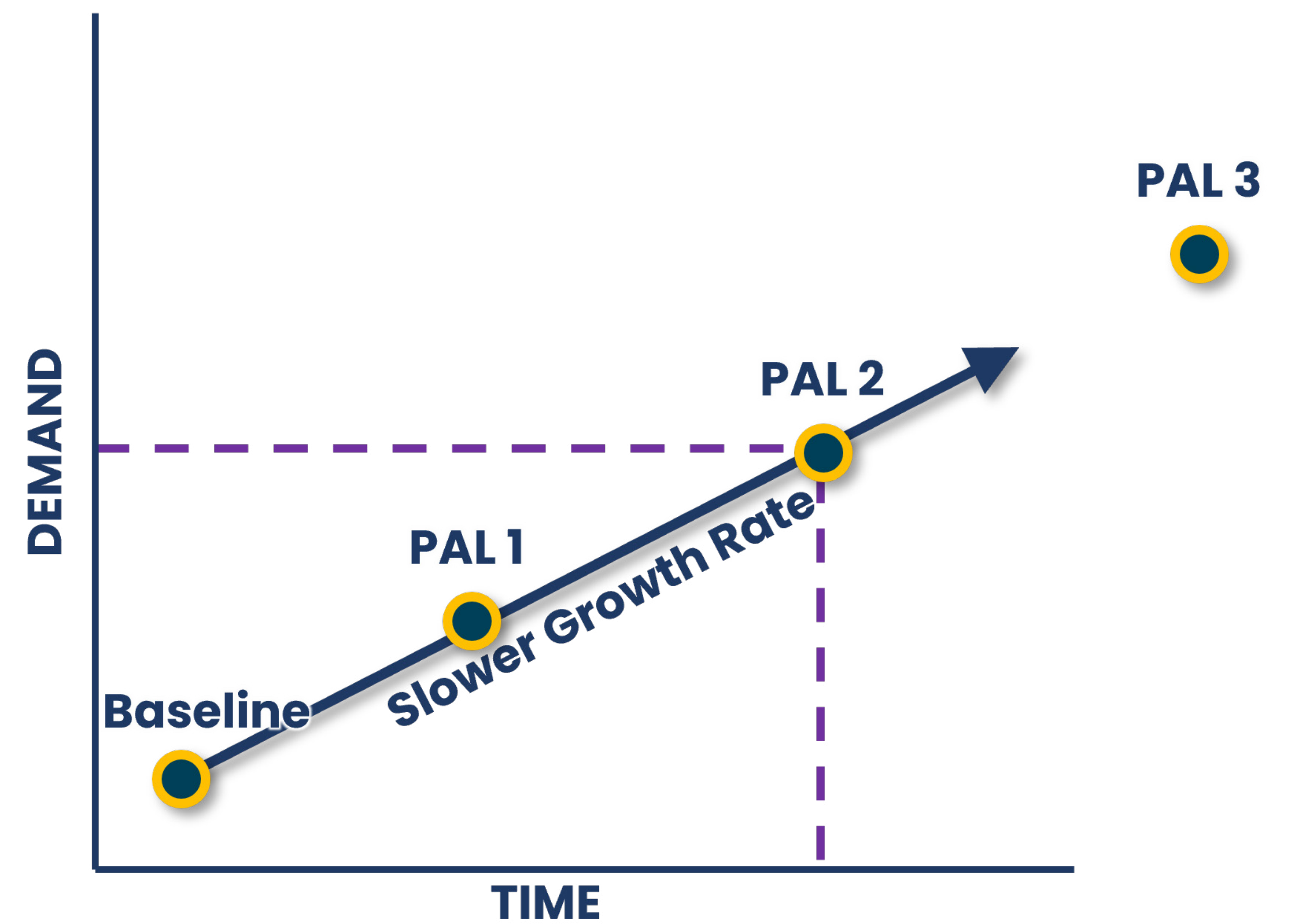
Planning Activity Levels (PALs)



Forecast Growth



Slower Growth

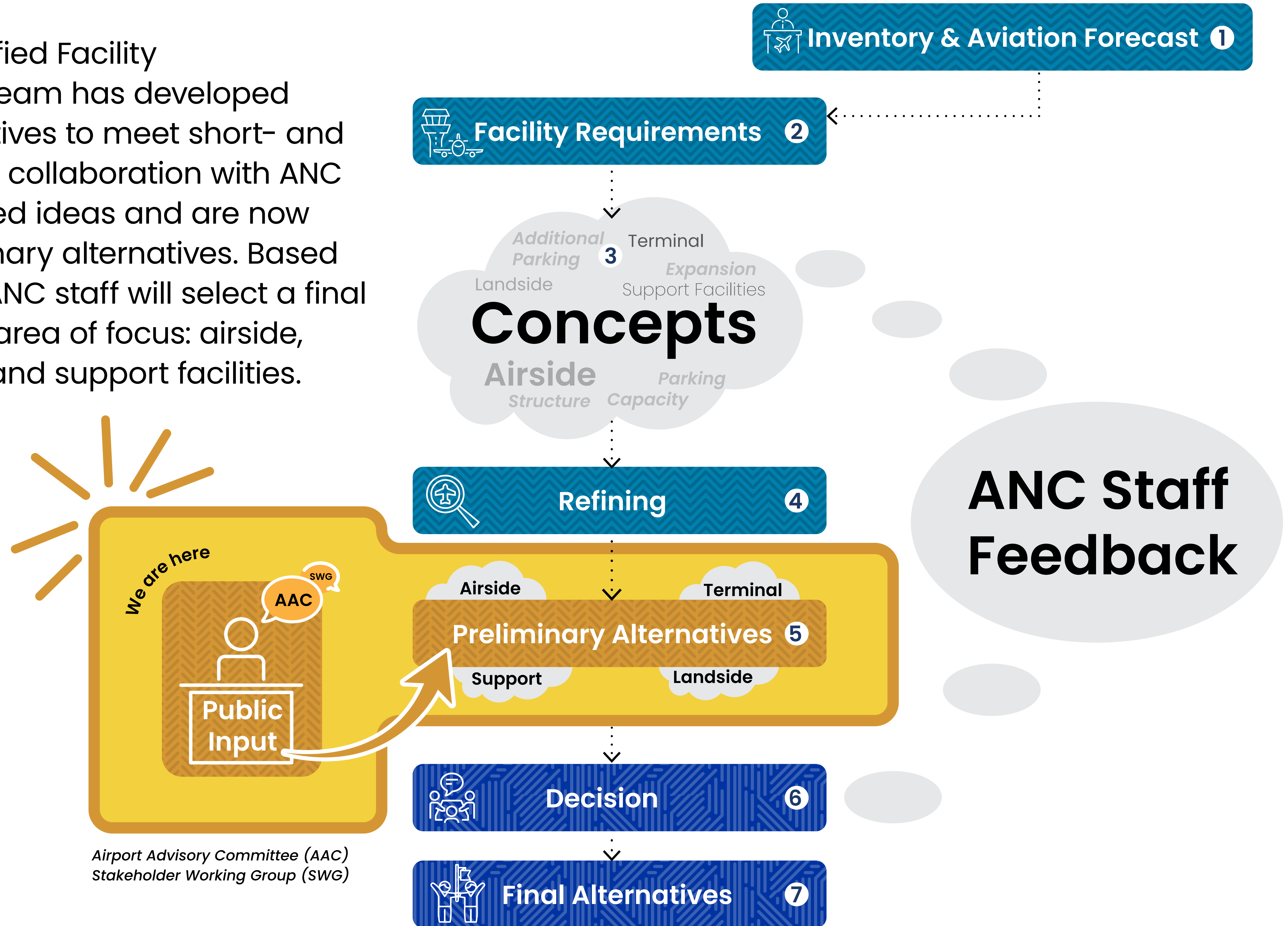


Facility Requirements

To view the full Facility Requirements, scan the QR code with your smartphone or visit ancmpuonline.com/supplemental.

Preliminary Alternatives

Based on the identified Facility Requirements, the team has developed preliminary alternatives to meet short- and long-term needs. In collaboration with ANC staff, we've evaluated ideas and are now sharing our preliminary alternatives. Based on your feedback, ANC staff will select a final alternative in each area of focus: airside, terminal, landside, and support facilities.



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

Airside

Facility Requirements Summary

Runway Requirements

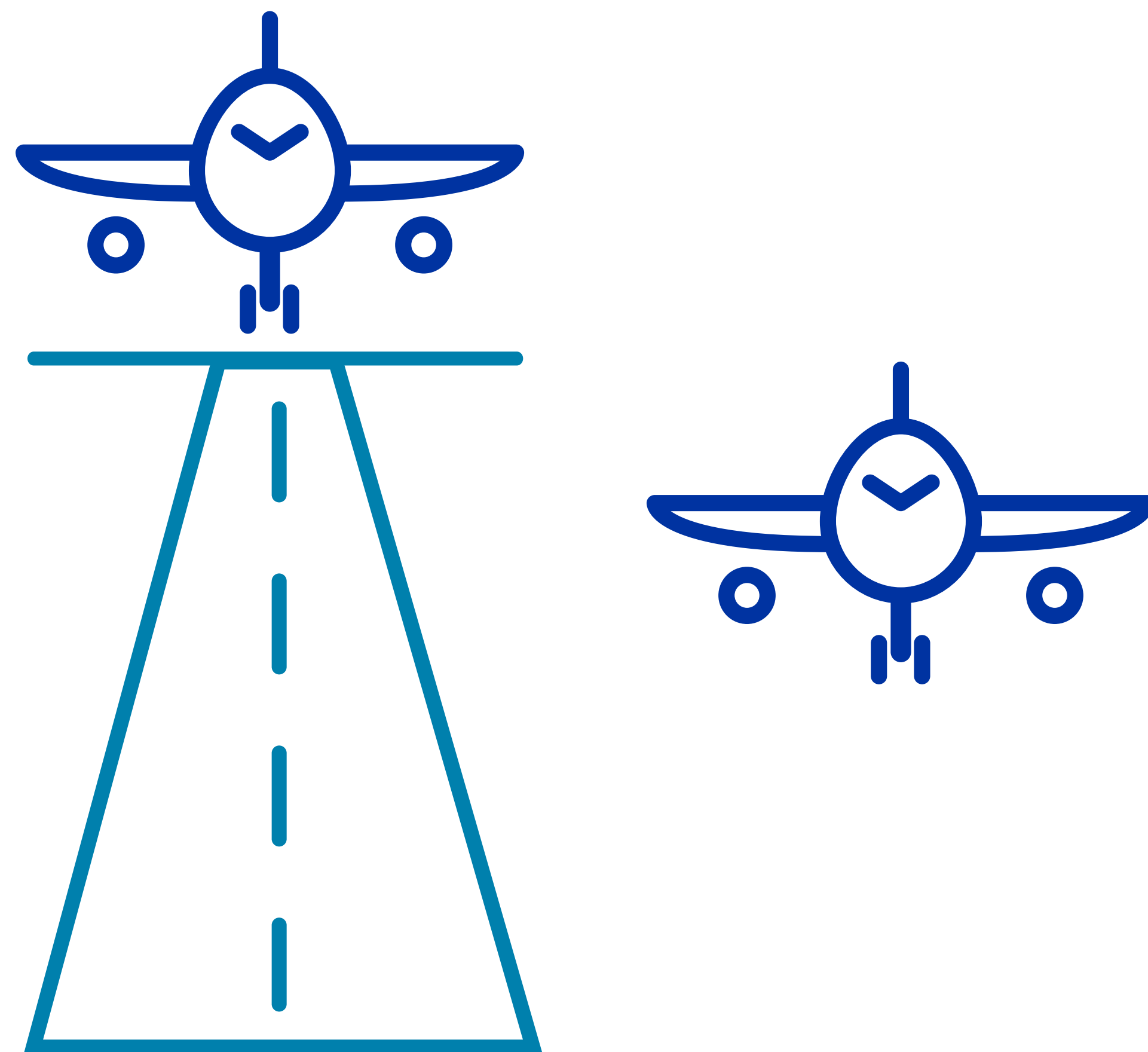
- Existing three-runway airfield is sufficient for now through PAL 2.
- Additional capacity is required by PAL 3.

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 (NorthLink development anticipated to help accommodate this demand).
- PAL 3: Terminal area becomes congested with air cargo aircraft operations.



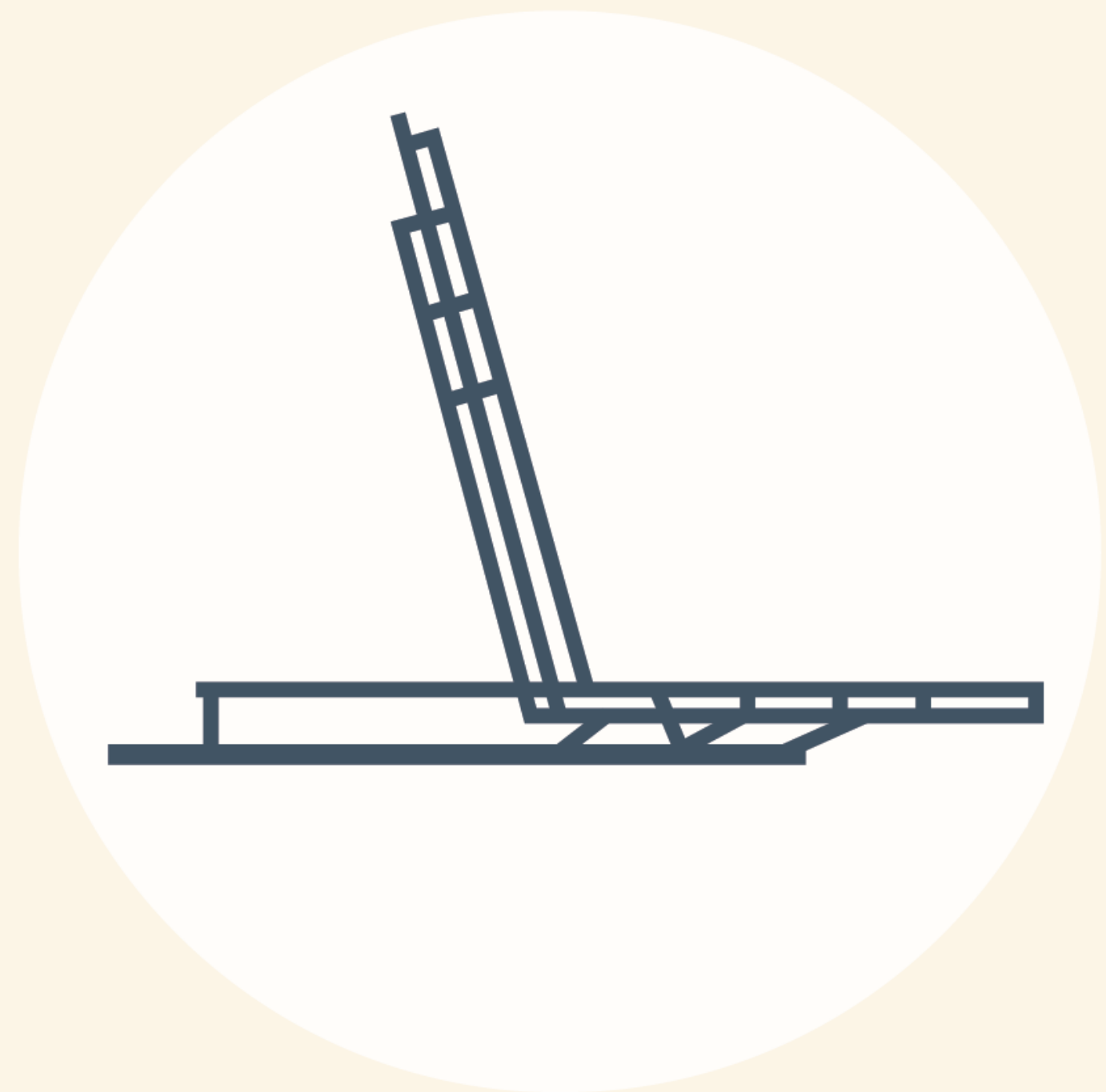
Airside – Runways

Preliminary Runway Alternative



PHASE 1 Minimize Development

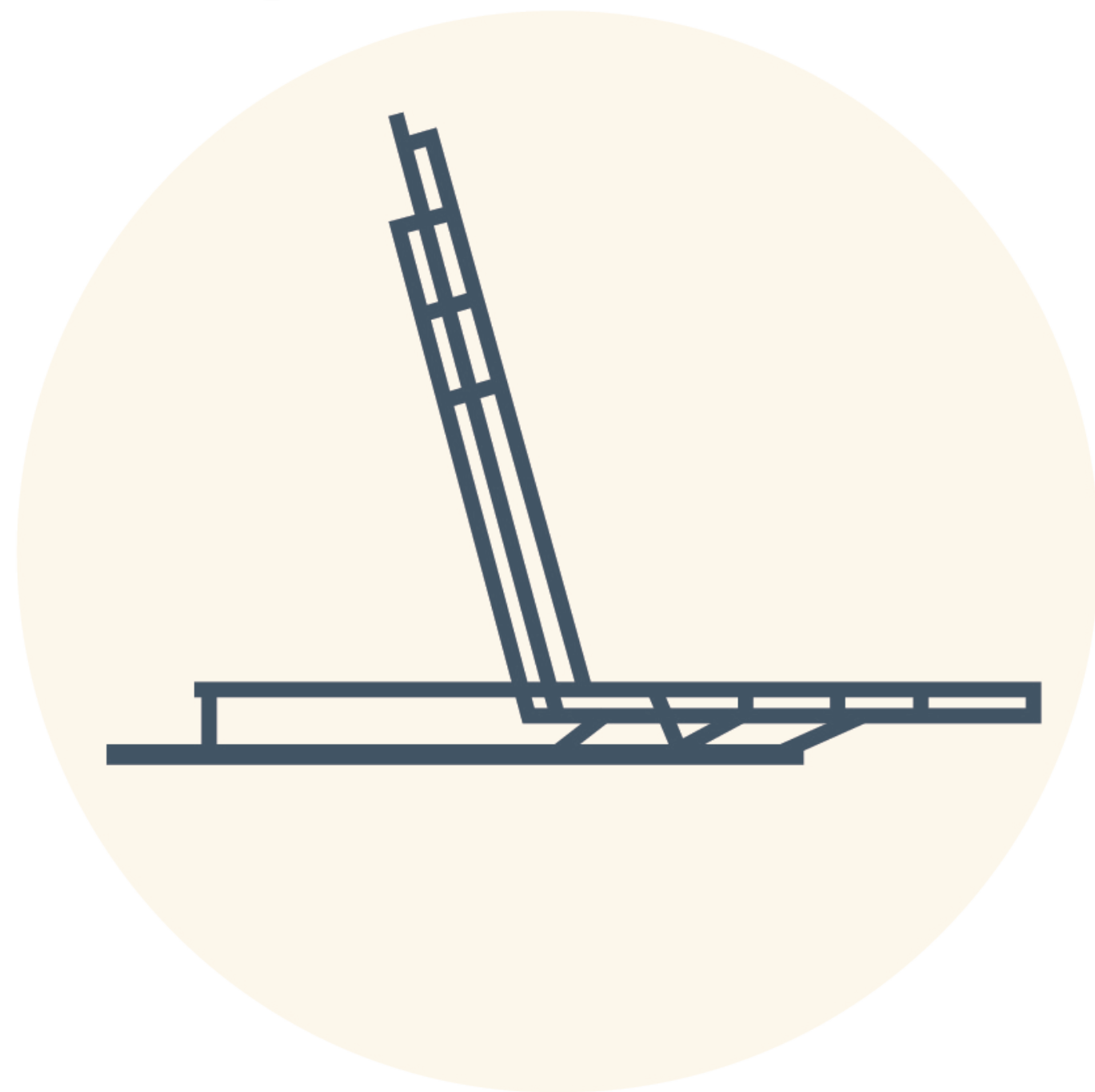
Completed



"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

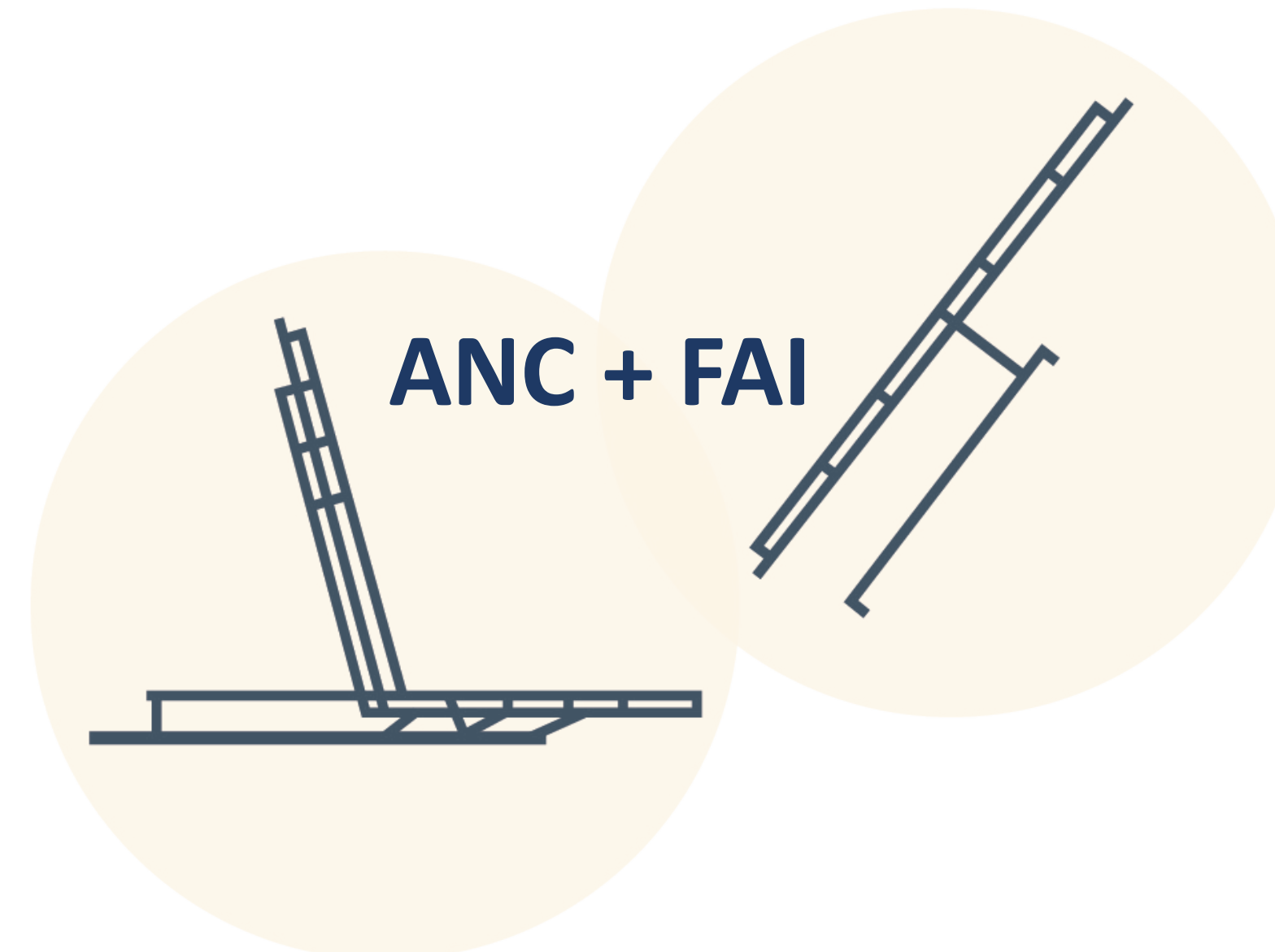
Pending



"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

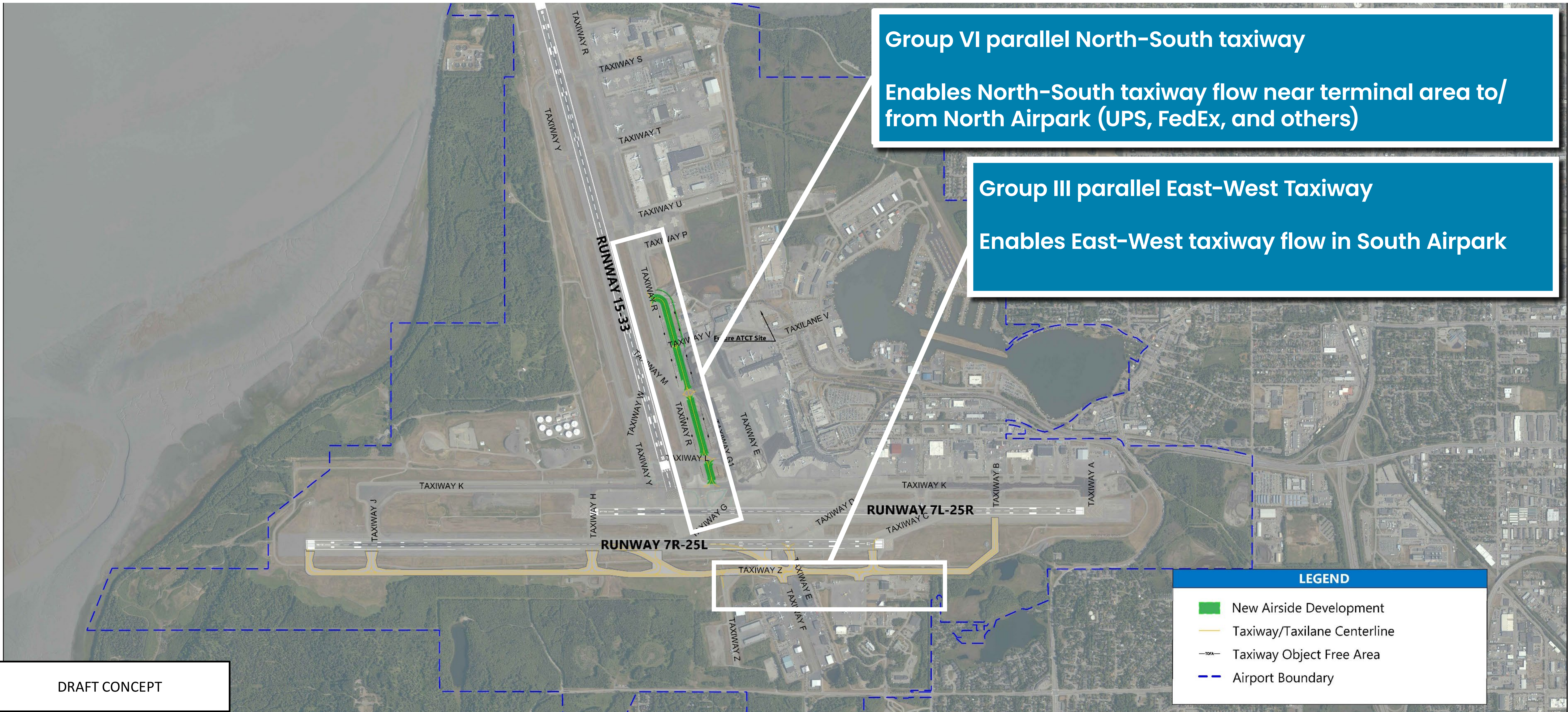
Future



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

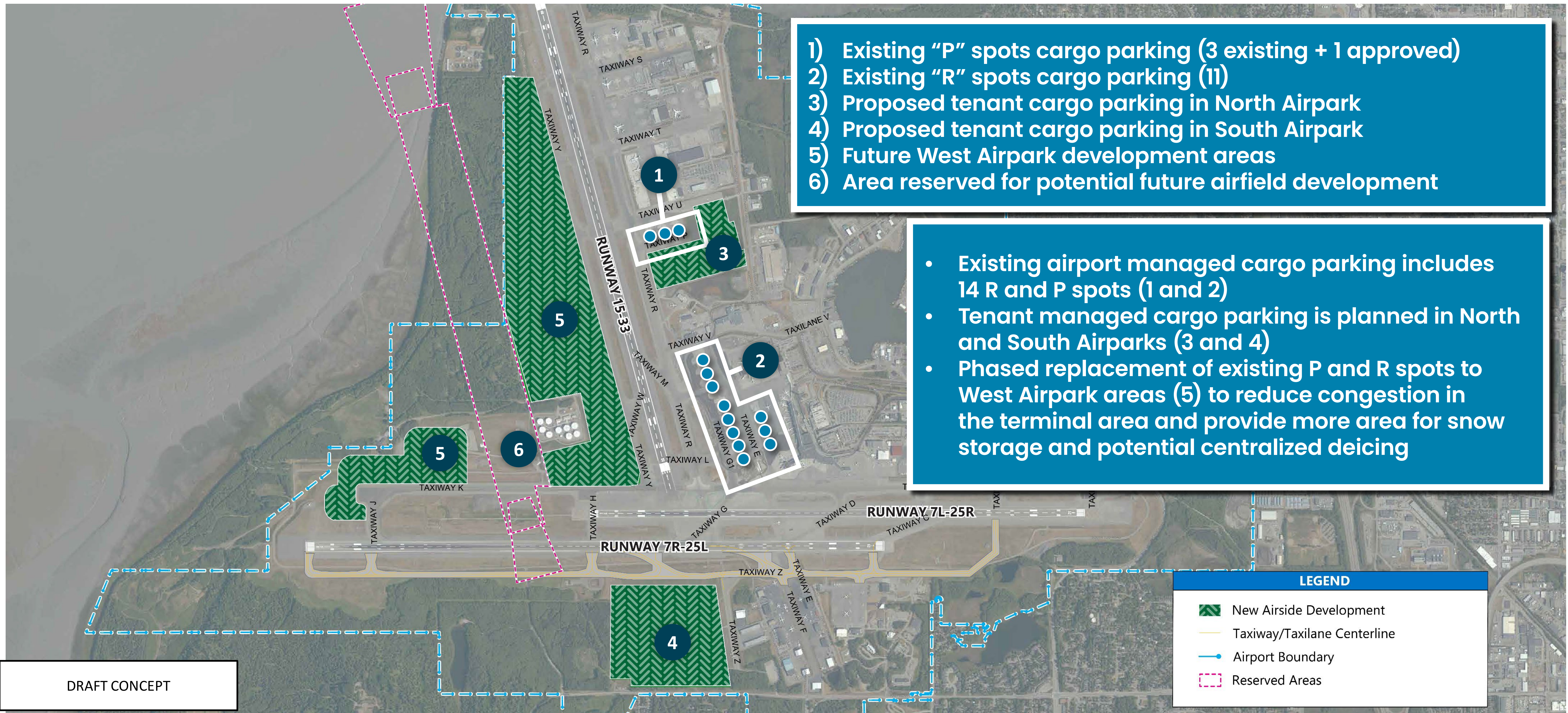
DRAFT CONCEPT

G R O W T H O V E R T I M E



DRAFT CONCEPT

Airside - Cargo



Terminal

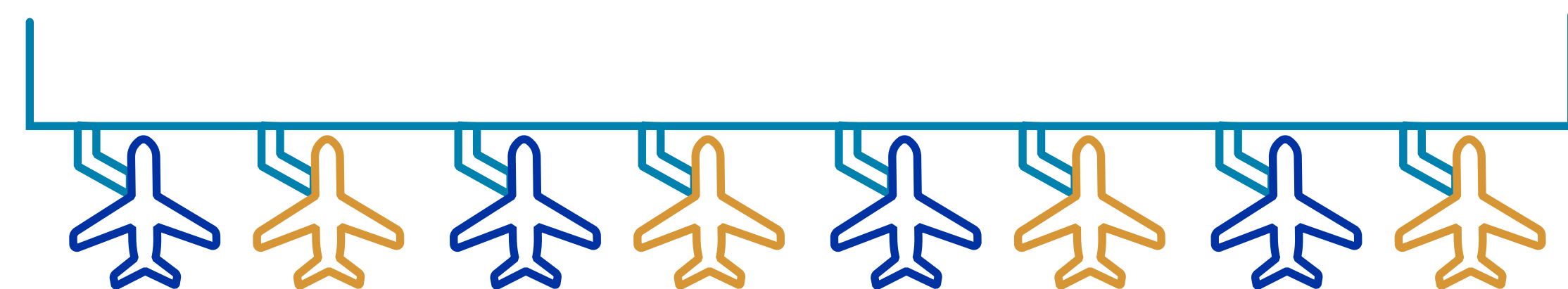
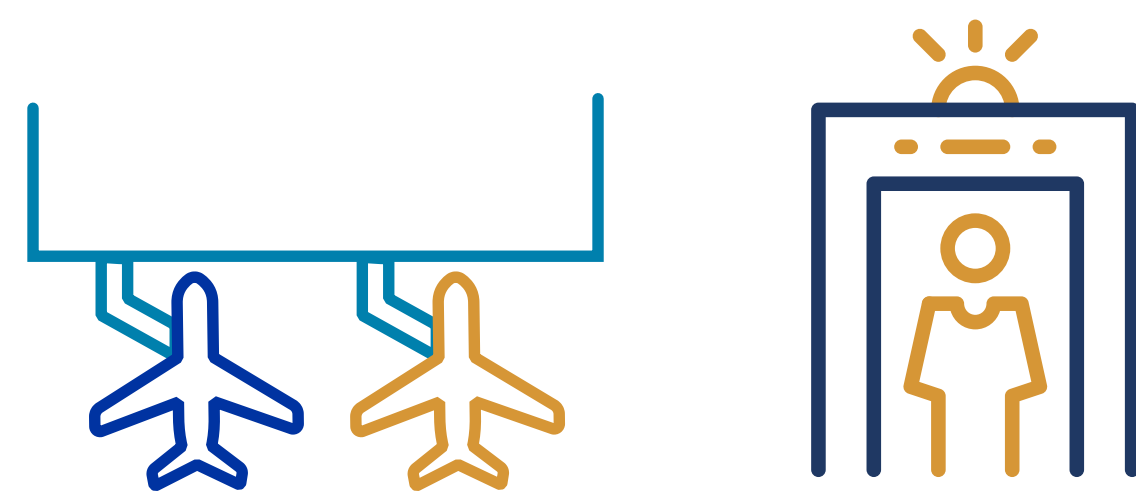
Facility Requirements Summary

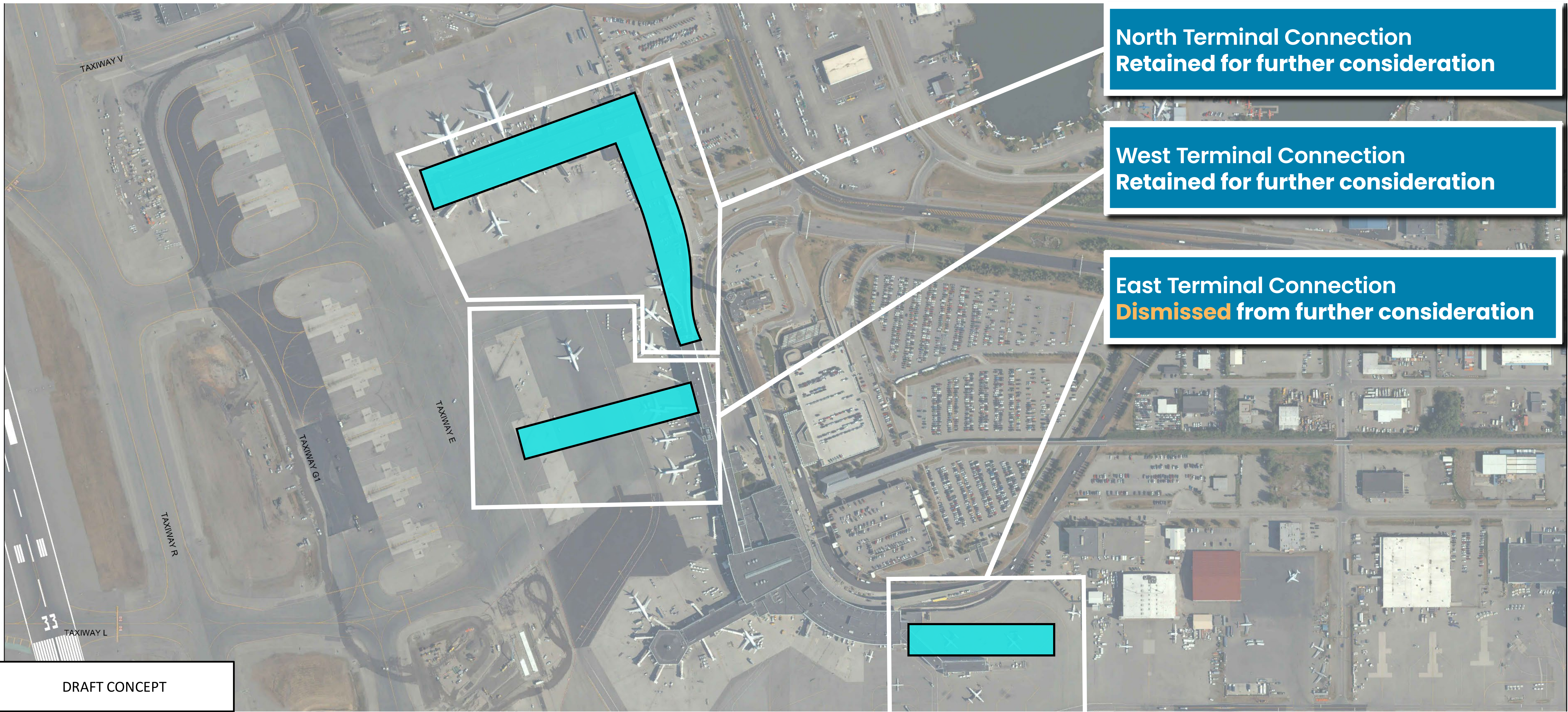
Terminal Gate Requirements Summary

- PAL 1: 1-3 additional 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.





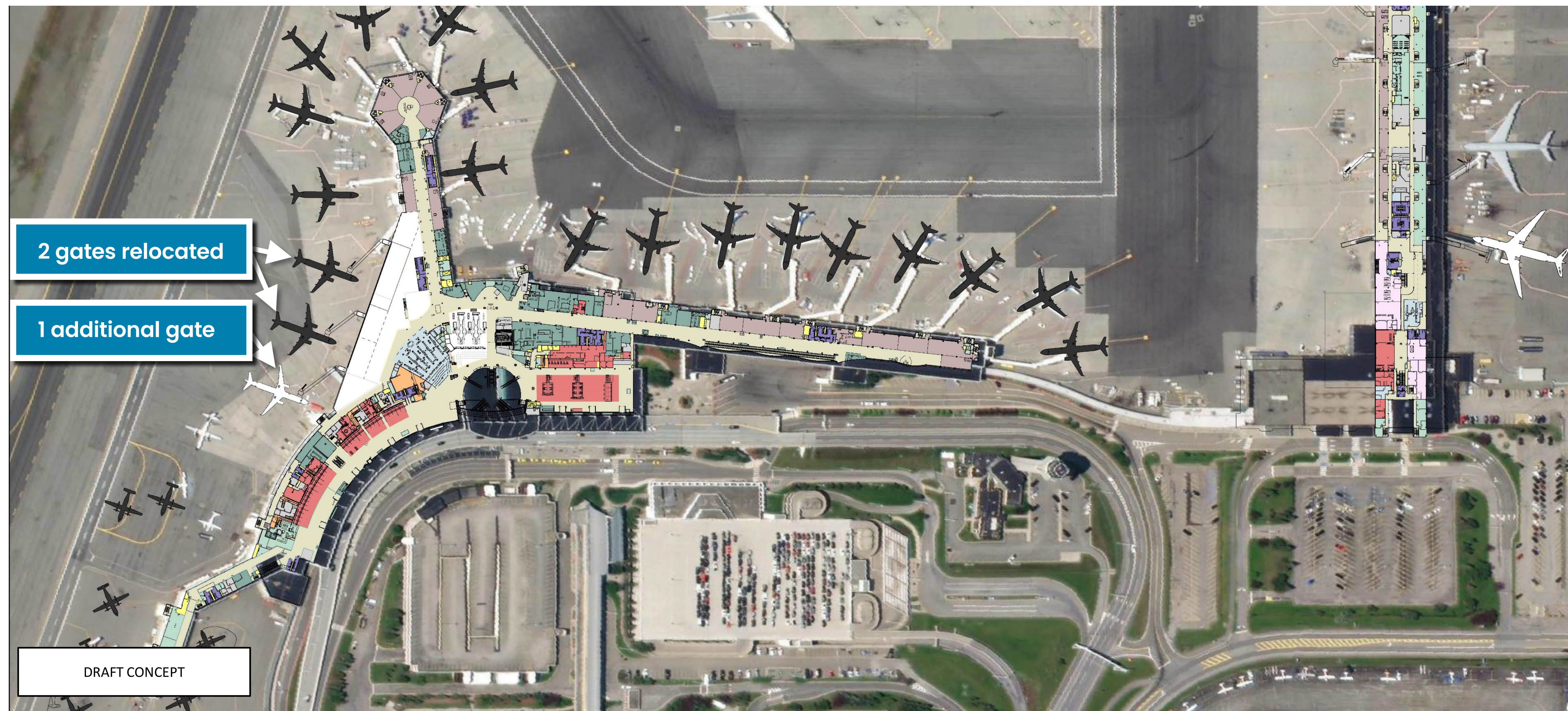
North Terminal Connection
Retained for further consideration

West Terminal Connection
Retained for further consideration

East Terminal Connection
Dismissed from further consideration

Terminal

Preliminary Terminal Alternatives: Near-Term B Concourse "Bumpout"



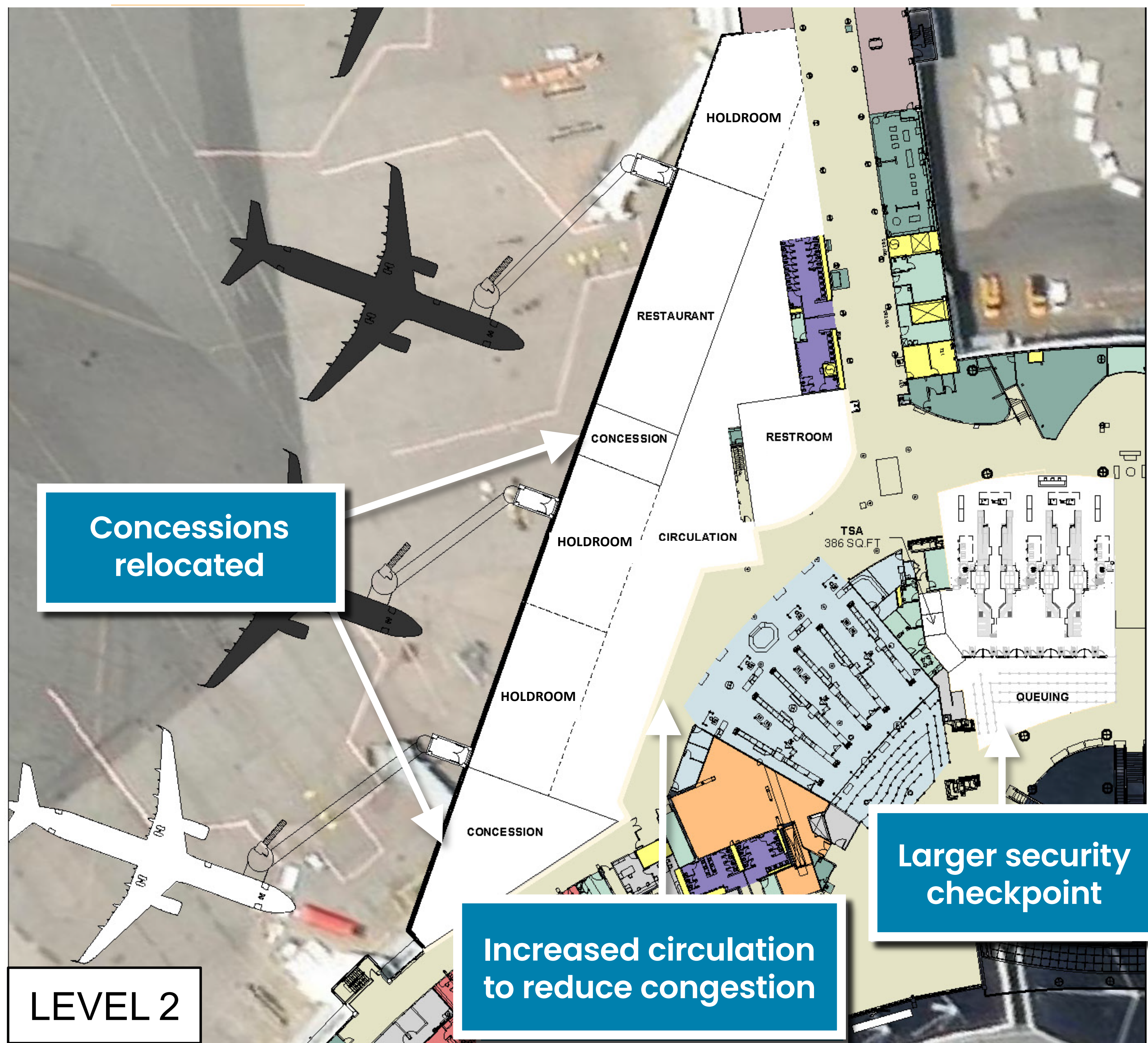
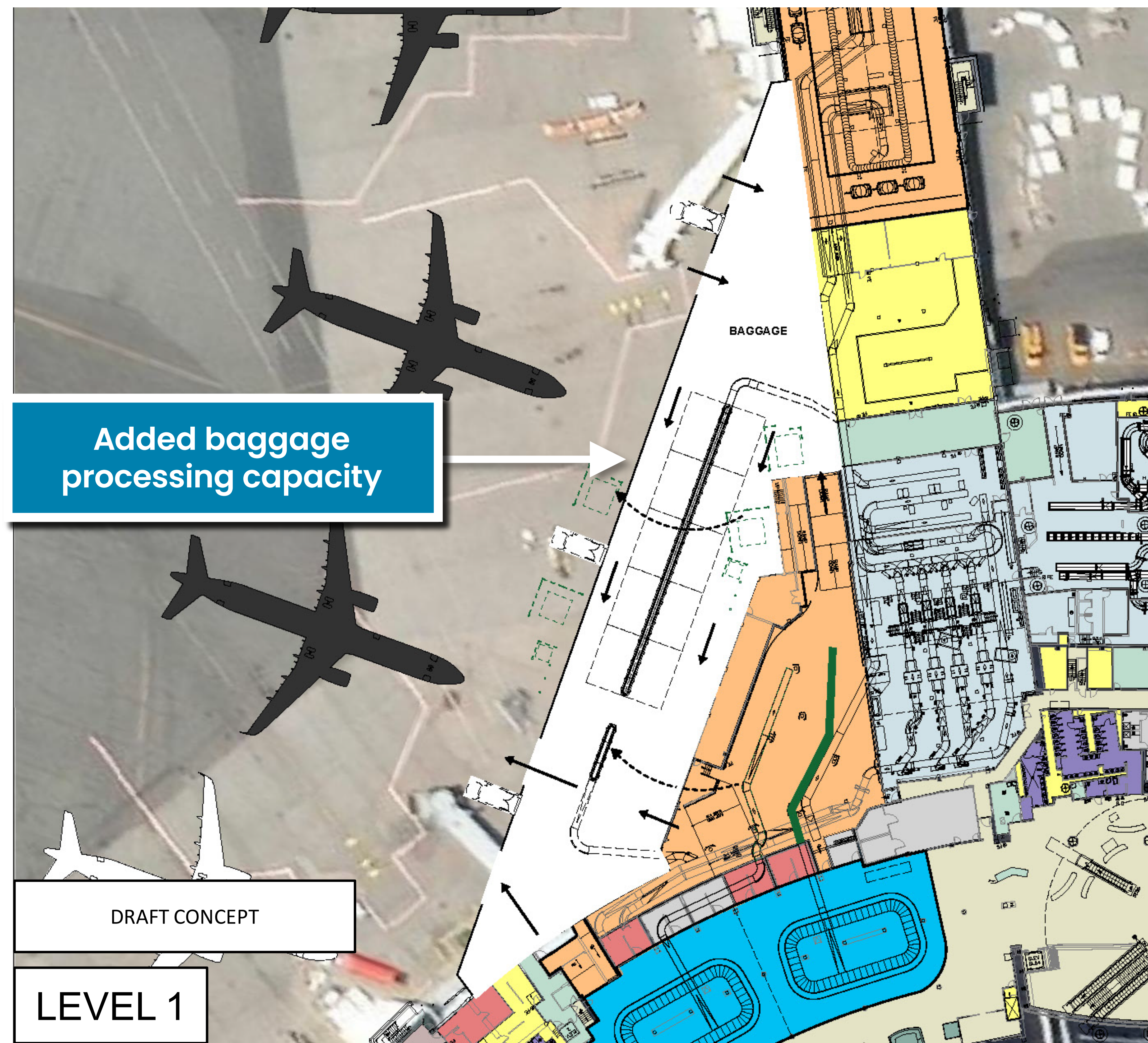
2 gates relocated

1 additional gate

DRAFT CONCEPT

Terminal

Preliminary Terminal Alternatives: Near-Term B Concourse "Bumpout"



Terminal

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



DRAFT CONCEPT

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

Terminal

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



Revives and expands North Terminal and connects North and South Terminals

Revives 8 existing North Terminal gates and adds 3 new gates

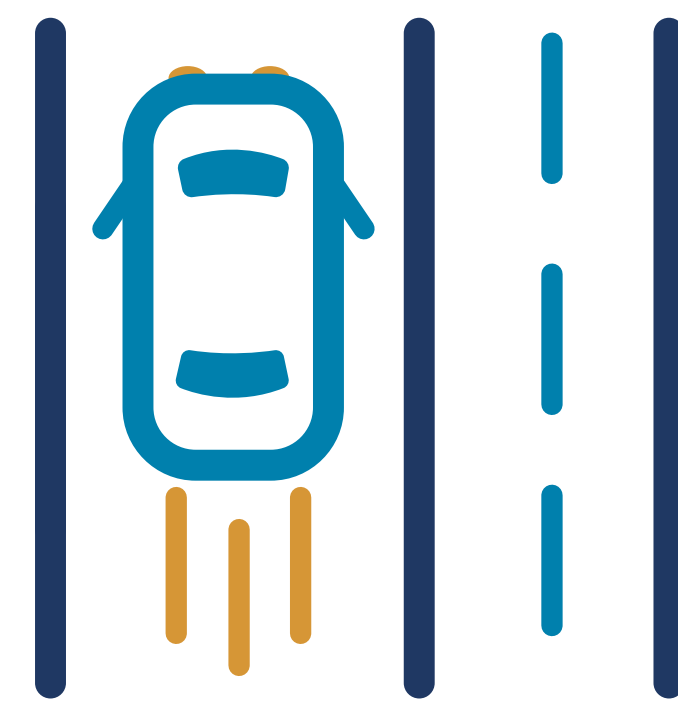


DRAFT CONCEPT

PARKING GARAGE

Vehicle Parking Requirements

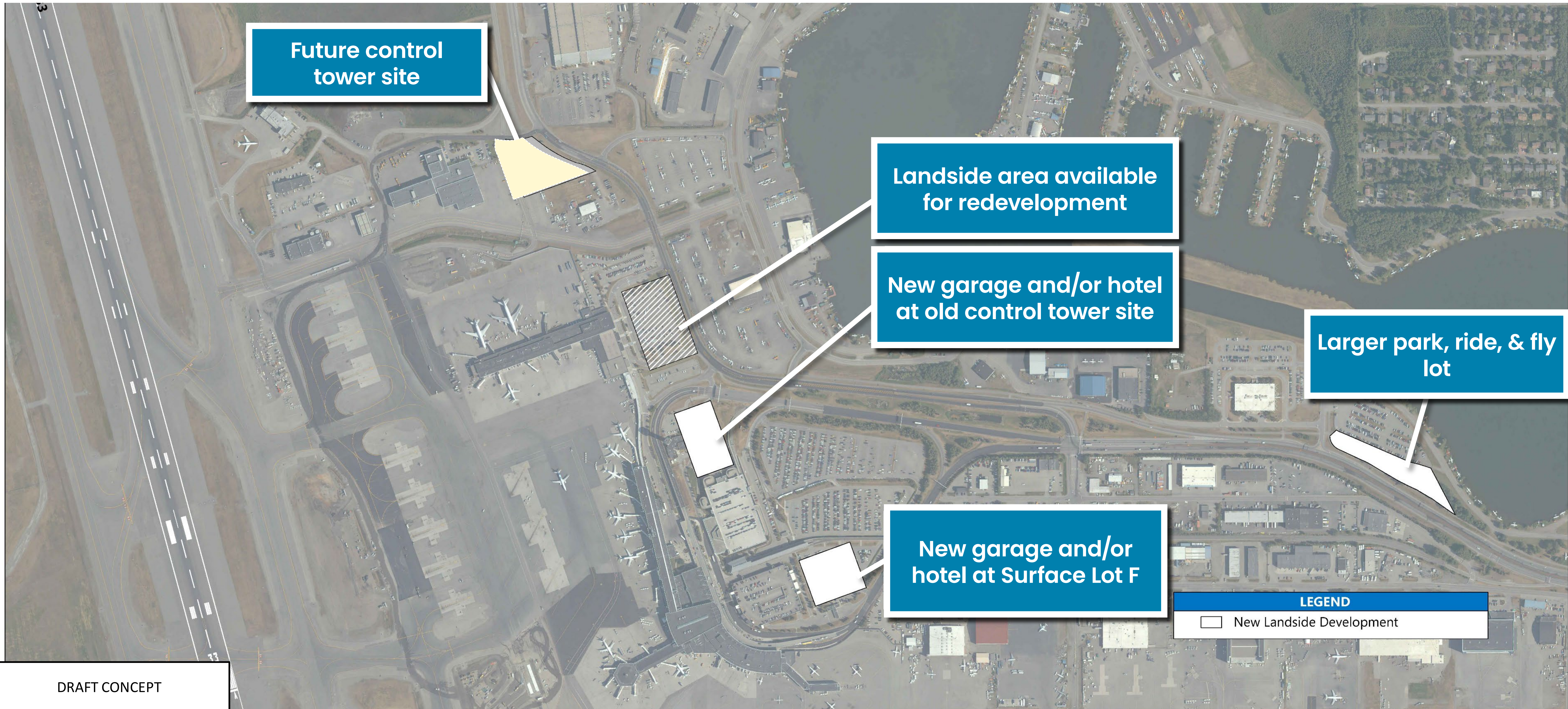
- Existing/PAL 1: 600 additional vehicle parking spaces required to accommodate demand for travelers.
- PAL 3: 2000 additional vehicle parking spaces required to accommodate demand for travelers and employees.



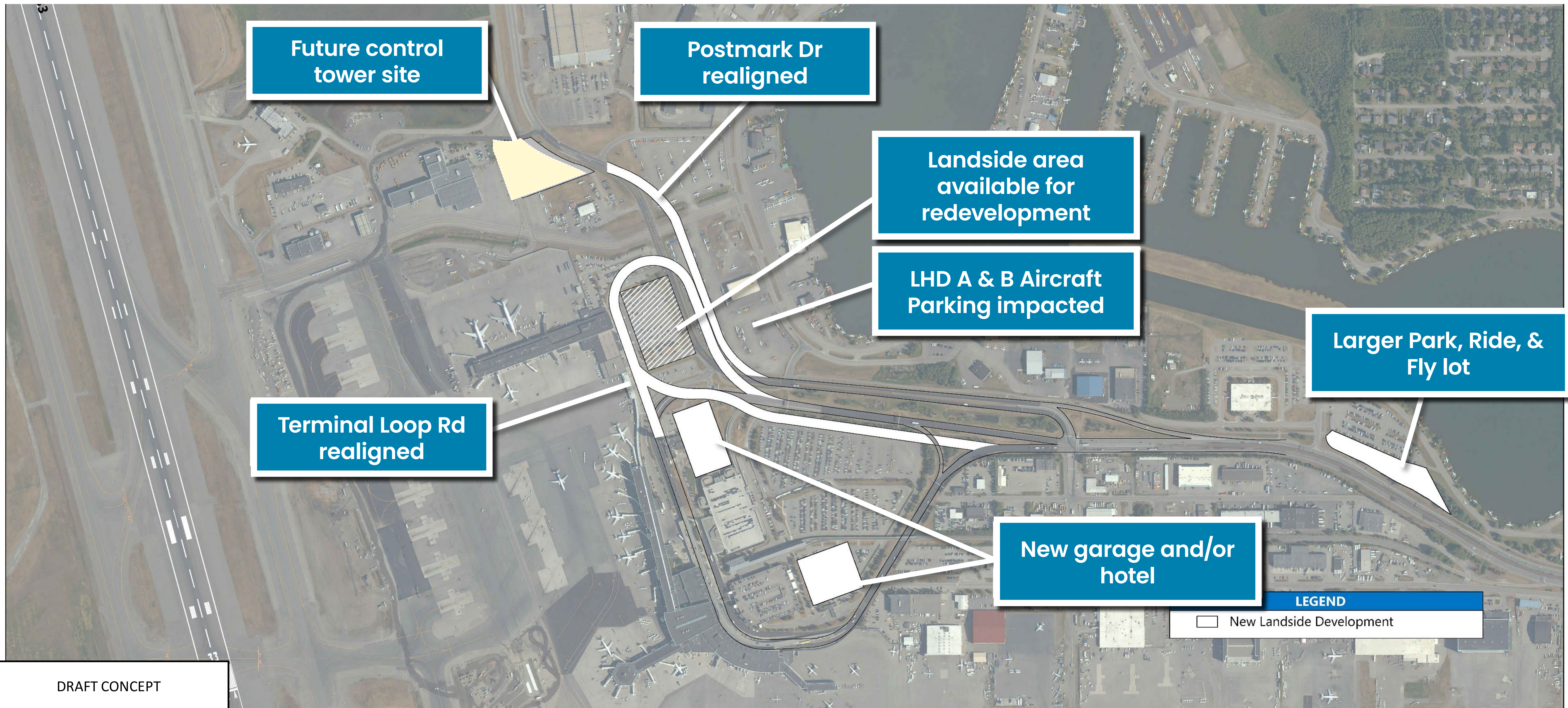
Terminal Roadway Requirements

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

Preliminary Landside Alternatives: Option 1 – Existing Loop Road



Preliminary Landside Alternatives: Option 2 – New Loop Road



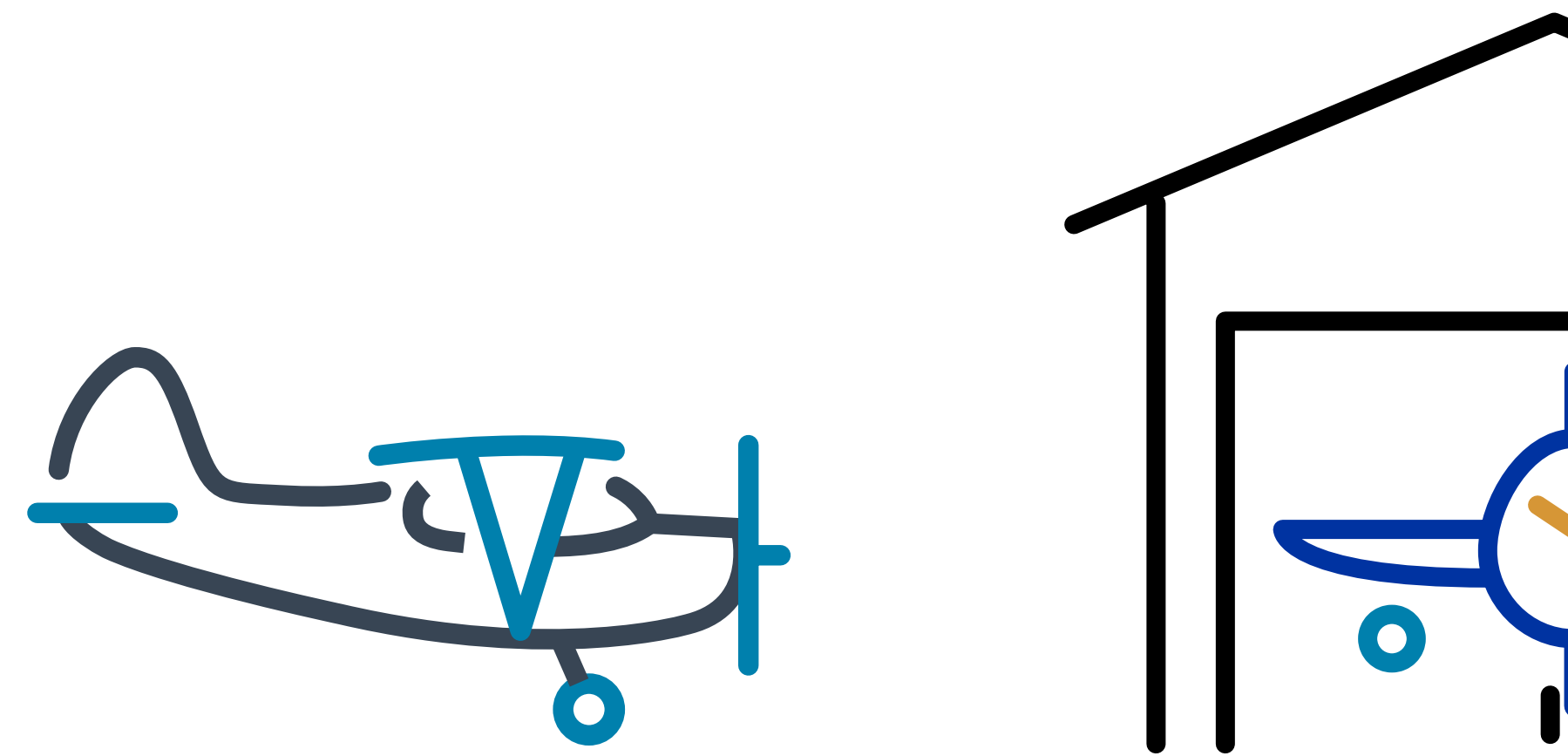
DRAFT CONCEPT

Support Facilities

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.

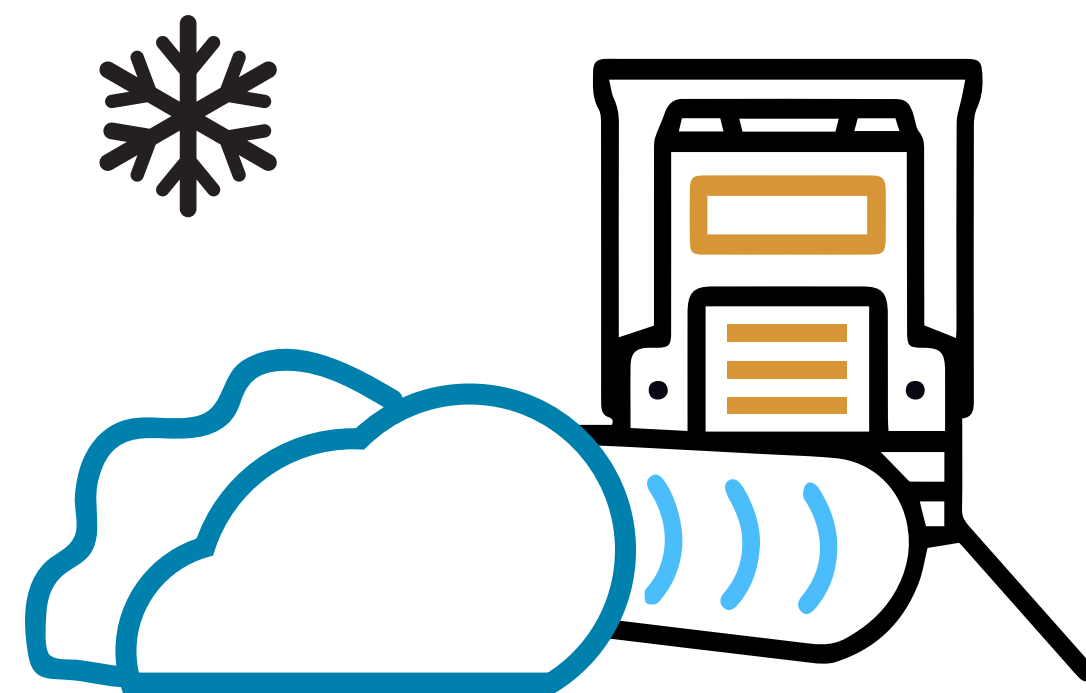


Aircraft Rescue & Fire Fighting (ARFF)/Police Facility Requirements

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

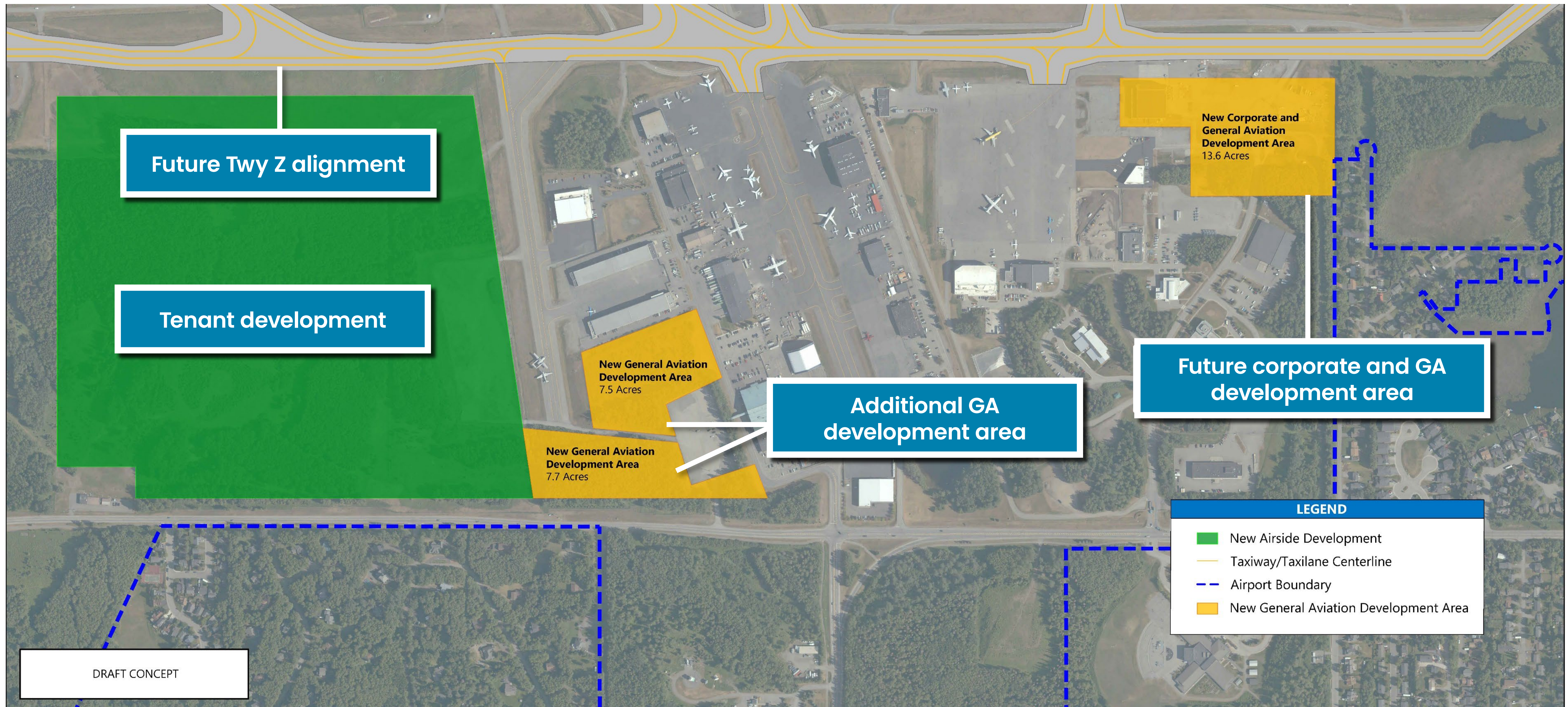
Snow Storage Requirements

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





Support Facilities



Support Facilities

Preliminary Aircraft Rescue and Fire Fighting (ARFF)/Police Station Alternative

Renovate and Expansion 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

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.