



Welcome to the ANC Master Plan

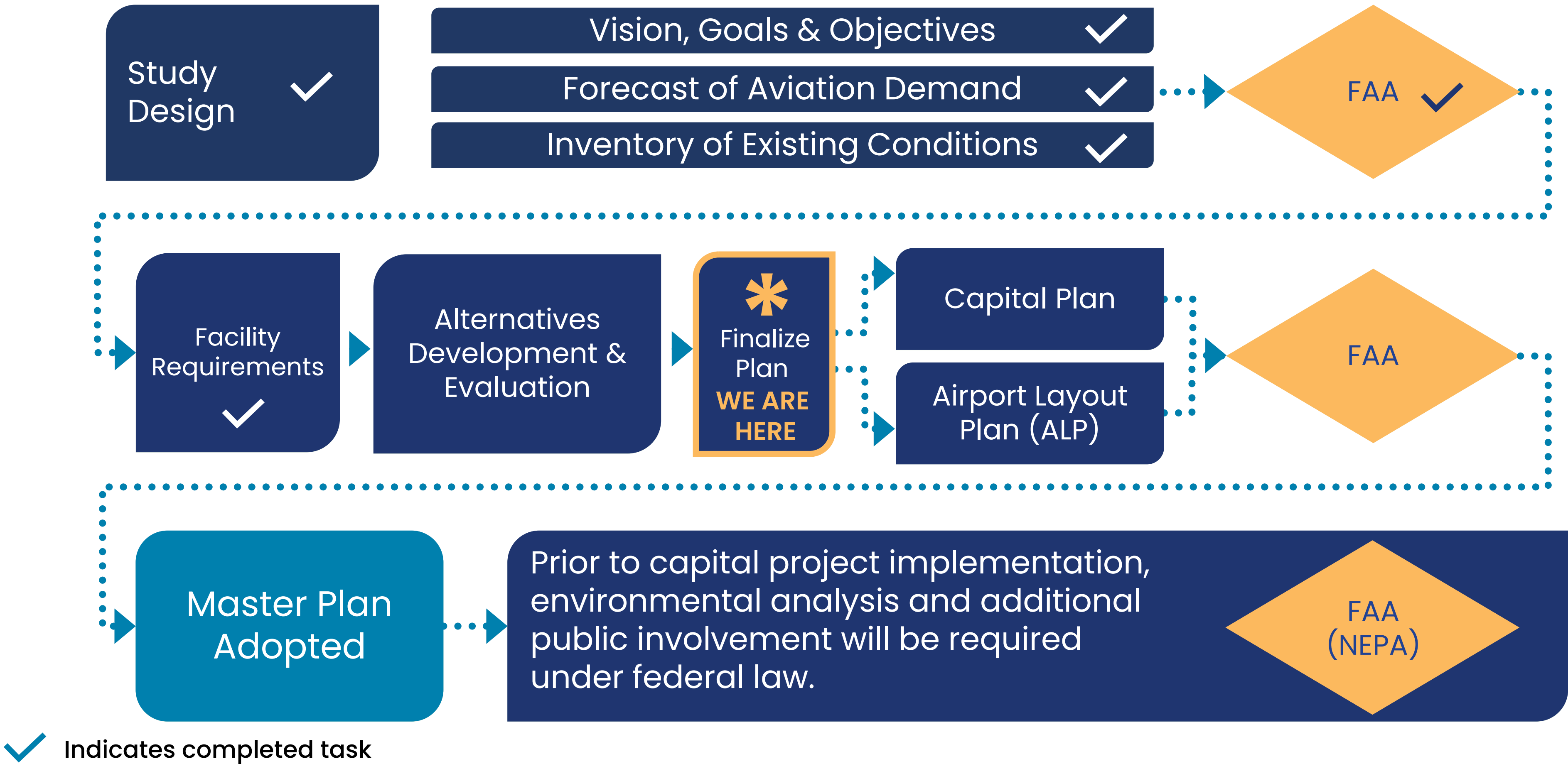
TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

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

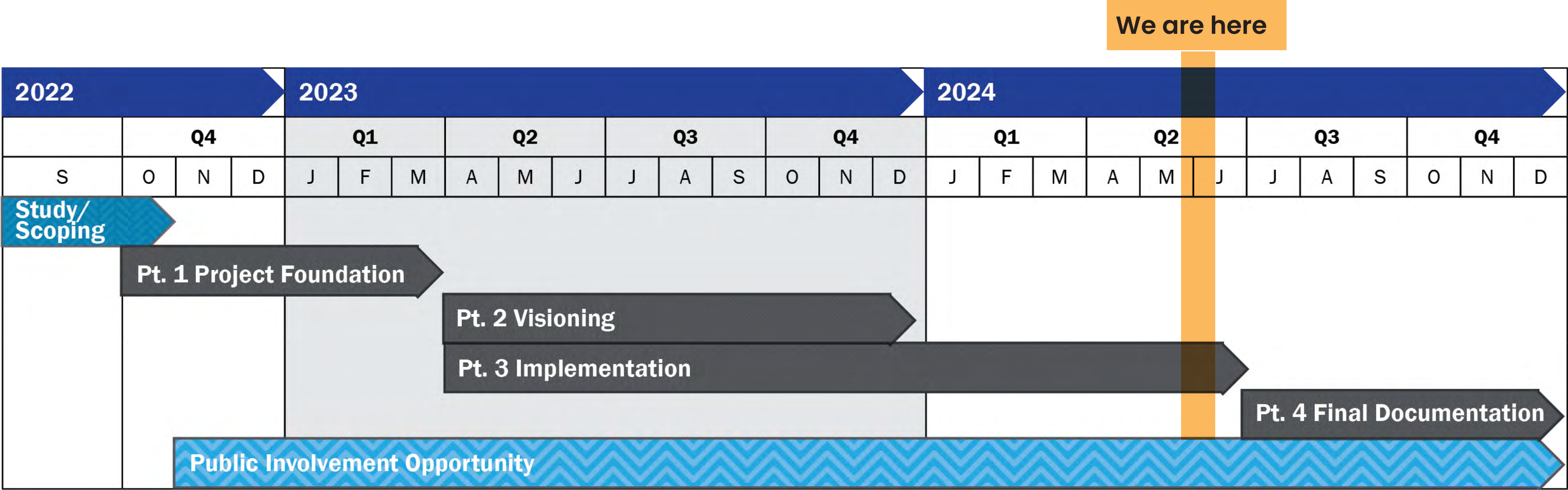
- **The NorthLink Project is a separate project working independently of the ANC MPU. For NorthLink questions please contact the NorthLink Project team at 907-931-6350, email them at info@NorthLinkAviation.com or visit www.northlinkaviation.com.**

MAY 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

Attendees **43**

Online Open House Visits **128**

Written Comments **8**

Mailing List Additions **17**

Public Meeting #4

We Are Here!

May 29, 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

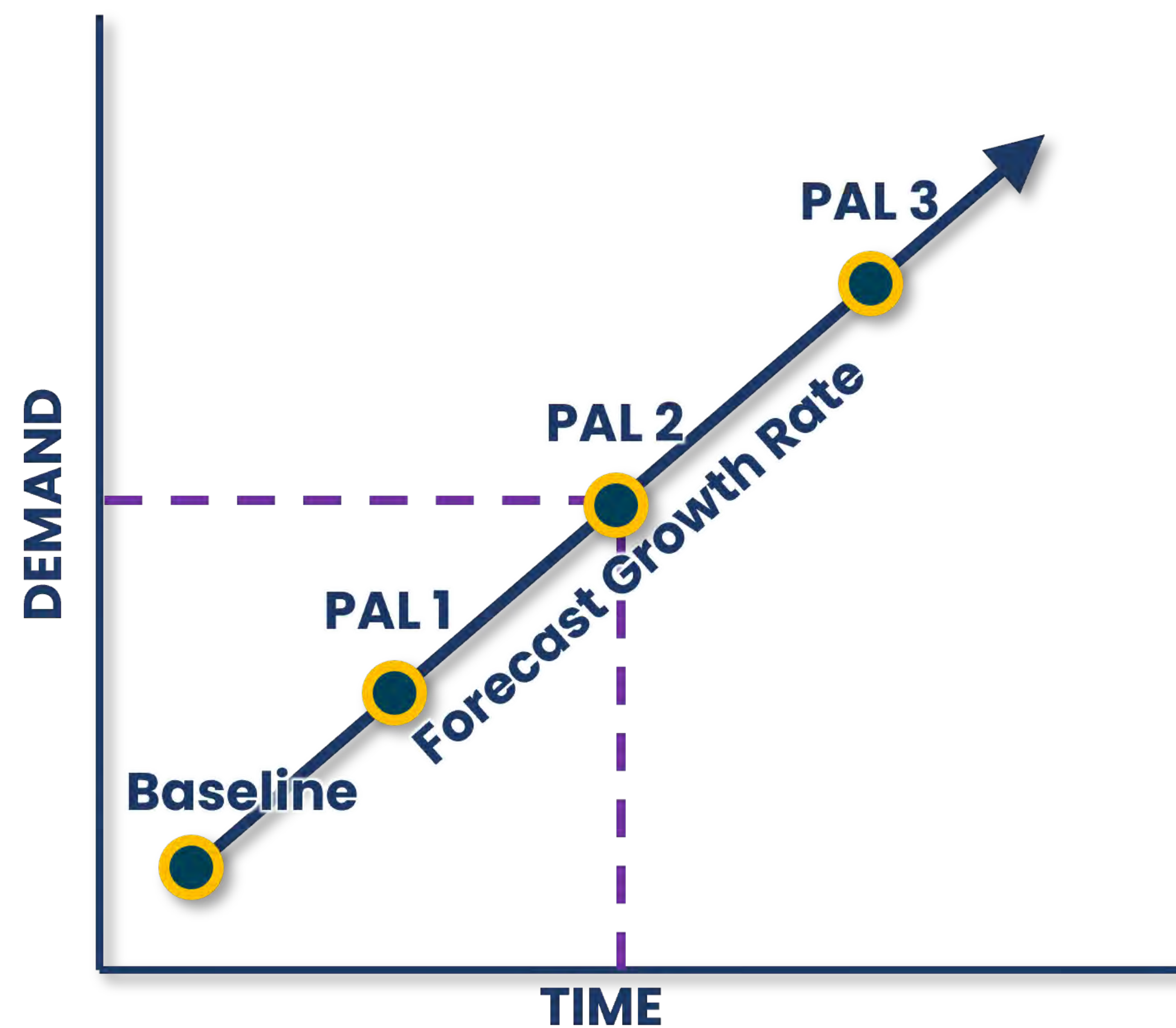


The objectives provide a framework for evaluating the Master Plan Update process and help determine if the project goals are met. To view the full Goals and Objectives, scan the QR code with your smartphone or visit ancmpuonline.com/supplemental.

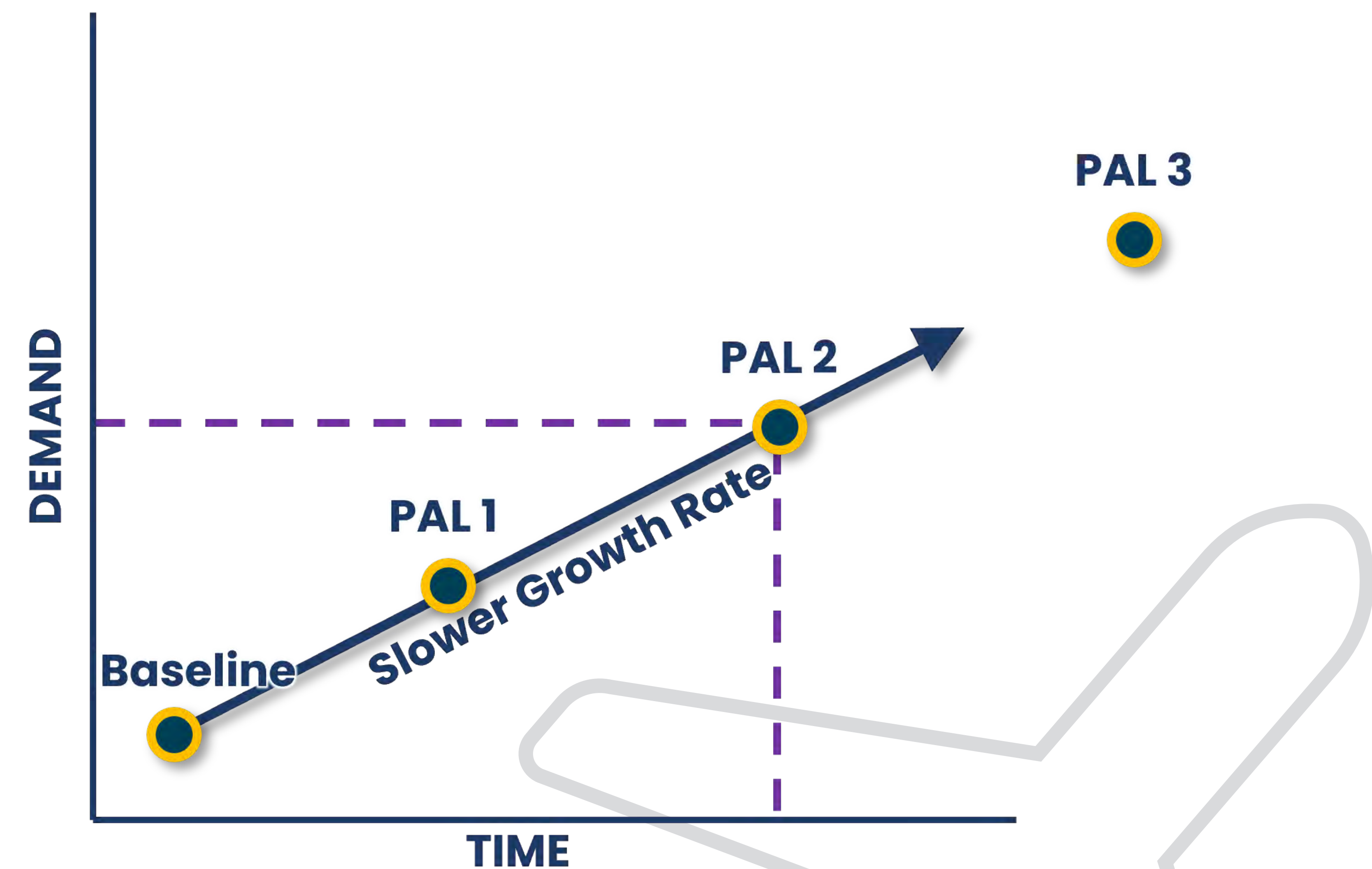
Aviation Forecast

Planning Activity Levels (PAL)s

Forecasted Growth



Slower Growth



Aviation Forecast & Facility Requirements

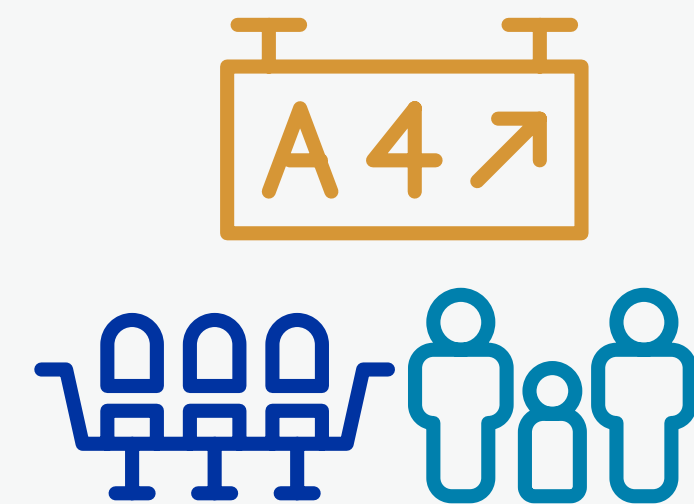
To view the full Facility Requirements, scan the QR code with your smartphone or visit ancmpuonline.com/supplemental.

Baseline (2022)

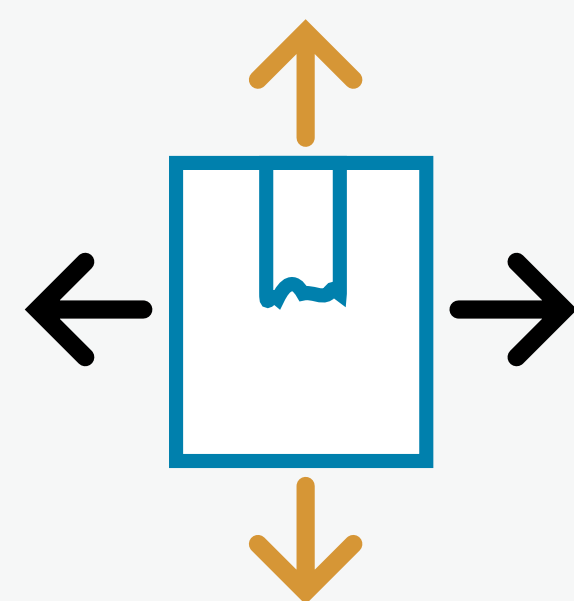
Operations
226,000



Passengers
2.6 Million



Cargo Tonnes
3.6 Million



General Aviation
29,000



Aviation Forecast

More takeoffs and landings:

1.8% per year over the 20-year planning period

More passengers:

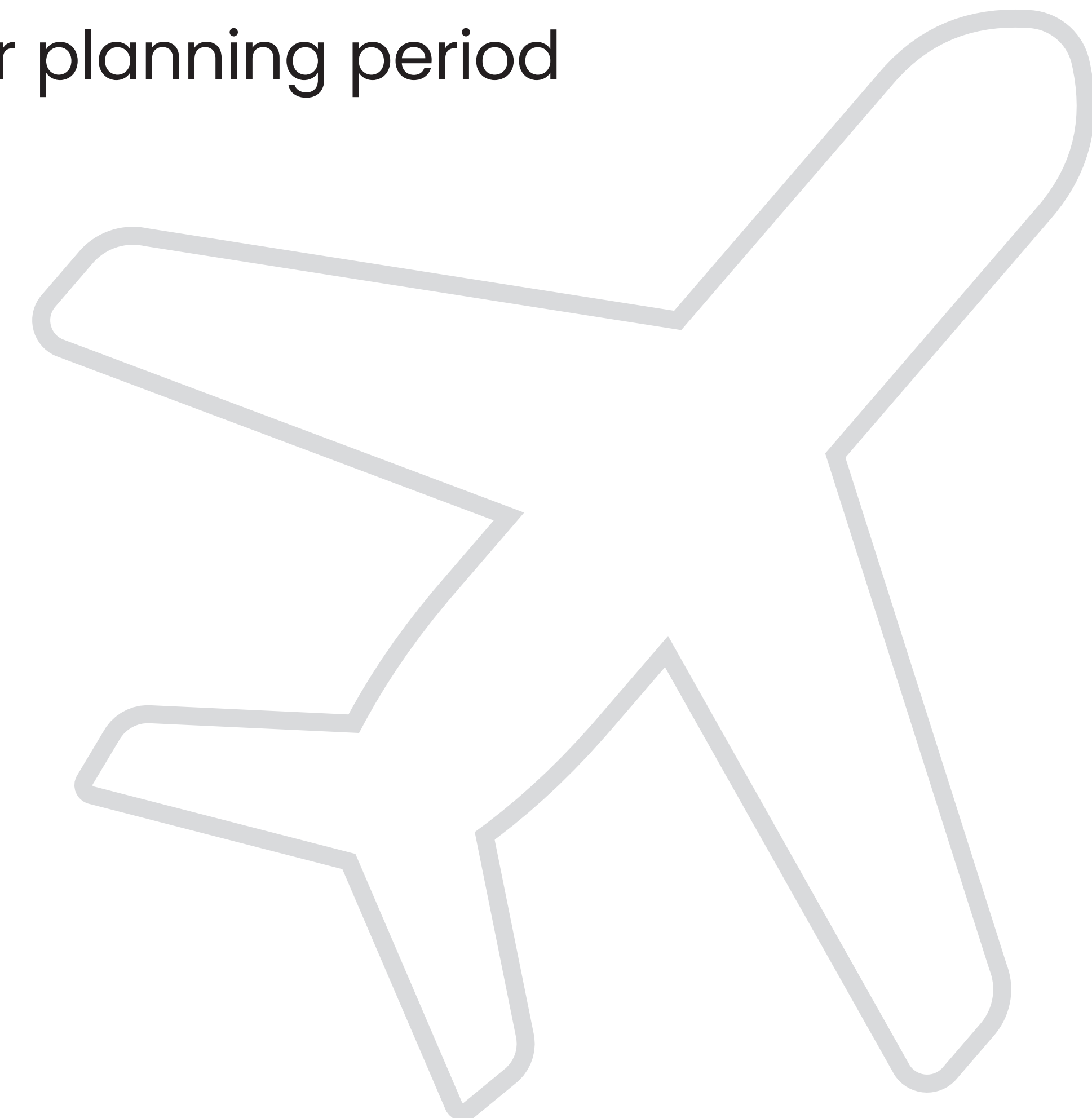
2.3% per year over the 20-year planning period

ANC will continue to be a critical cargo stop:

2.8% per year over the 20-year planning period

General aviation will grow slowly:

1.0% per year over the 20-year planning period

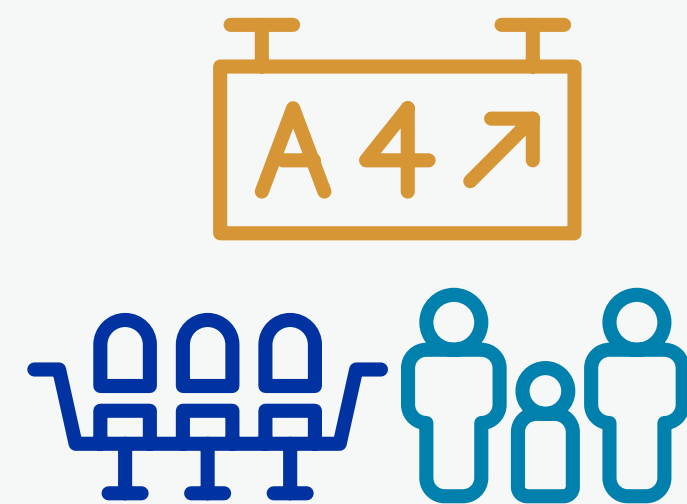


Planning Activity Level (PAL) 1
Forecast Year 2027

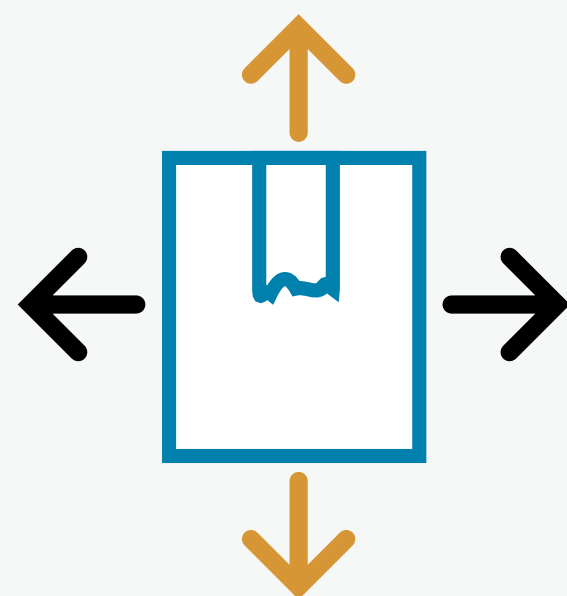
Operations
251,000



Passengers
3.0 Million



Cargo Tonnes
4.2 Million



General Aviation
31,000



PAL 1

A future date where demand for cargo, passenger, aircraft operations, and general aviation activities triggers a need.

Demand is based off findings from both the Aviation Forecast and Facility Requirements completed in the fall 2023.



Additional Information

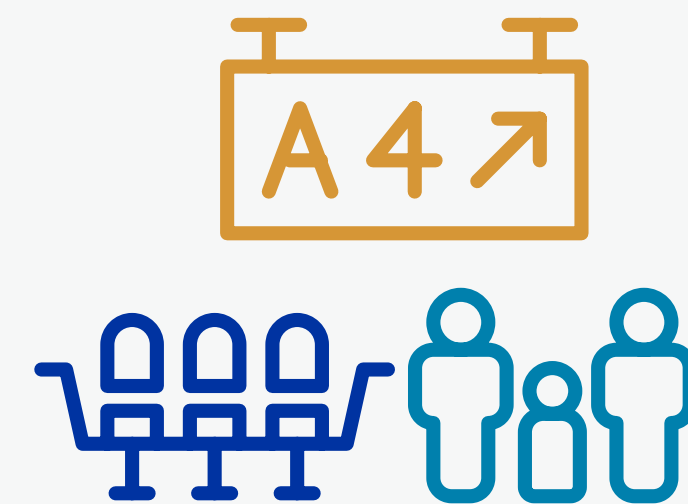
A more detailed summary can be found at the supplemental information website at ancmpuonline.com/supplemental.

Planning Activity Level (PAL) 2 Forecast Year 2032

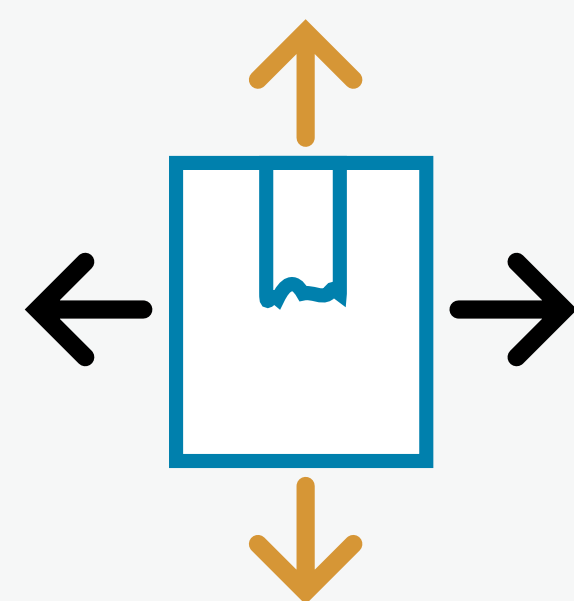
Operations
276,000



Passengers
3.4 Million



Cargo Tonnes
4.9 Million



General Aviation
32,000



PAL 2

A future date where demand for cargo, passenger, aircraft operations, and general aviation activities triggers a need.

Demand is based off findings from both the Aviation Forecast and Facility Requirements completed in the fall 2023.



Additional Information

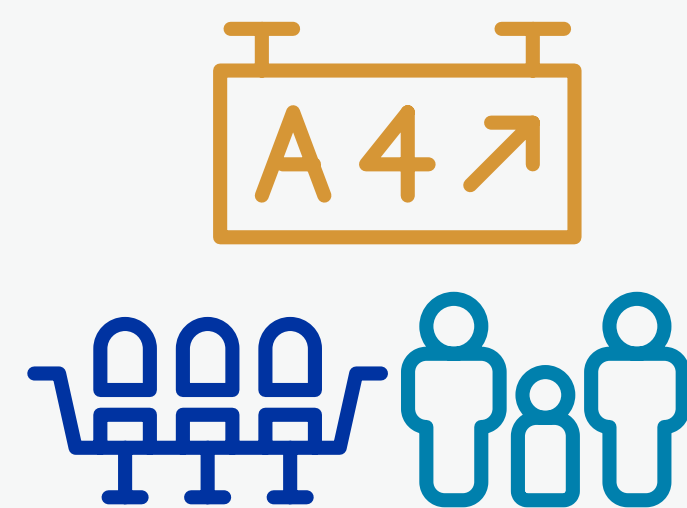
A more detailed summary can be found at the supplemental information website at ancmpuonline.com/supplemental.

Planning Activity Level (PAL) 3
Forecast Year 2042

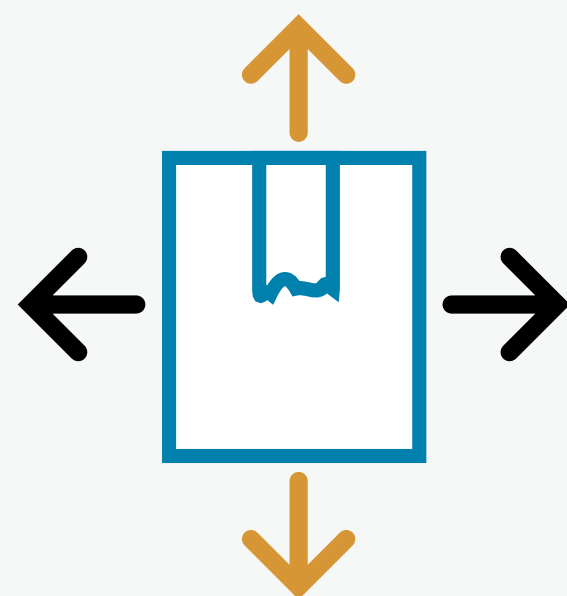
Operations
326,000



Passengers
4.1 Million



Cargo Tonnes
6.2 Million



General Aviation
35,000



PAL 3

A future date where demand for cargo, passenger, aircraft operations, and general aviation activities triggers a need.

Demand is based off findings from both the Aviation Forecast and Facility Requirements completed in the fall 2023.



Additional Information

A more detailed summary can be found at the supplemental information website at ancmpuonline.com/supplemental.

Preliminary Alternatives

Alternatives are prepared to meet facility requirements.

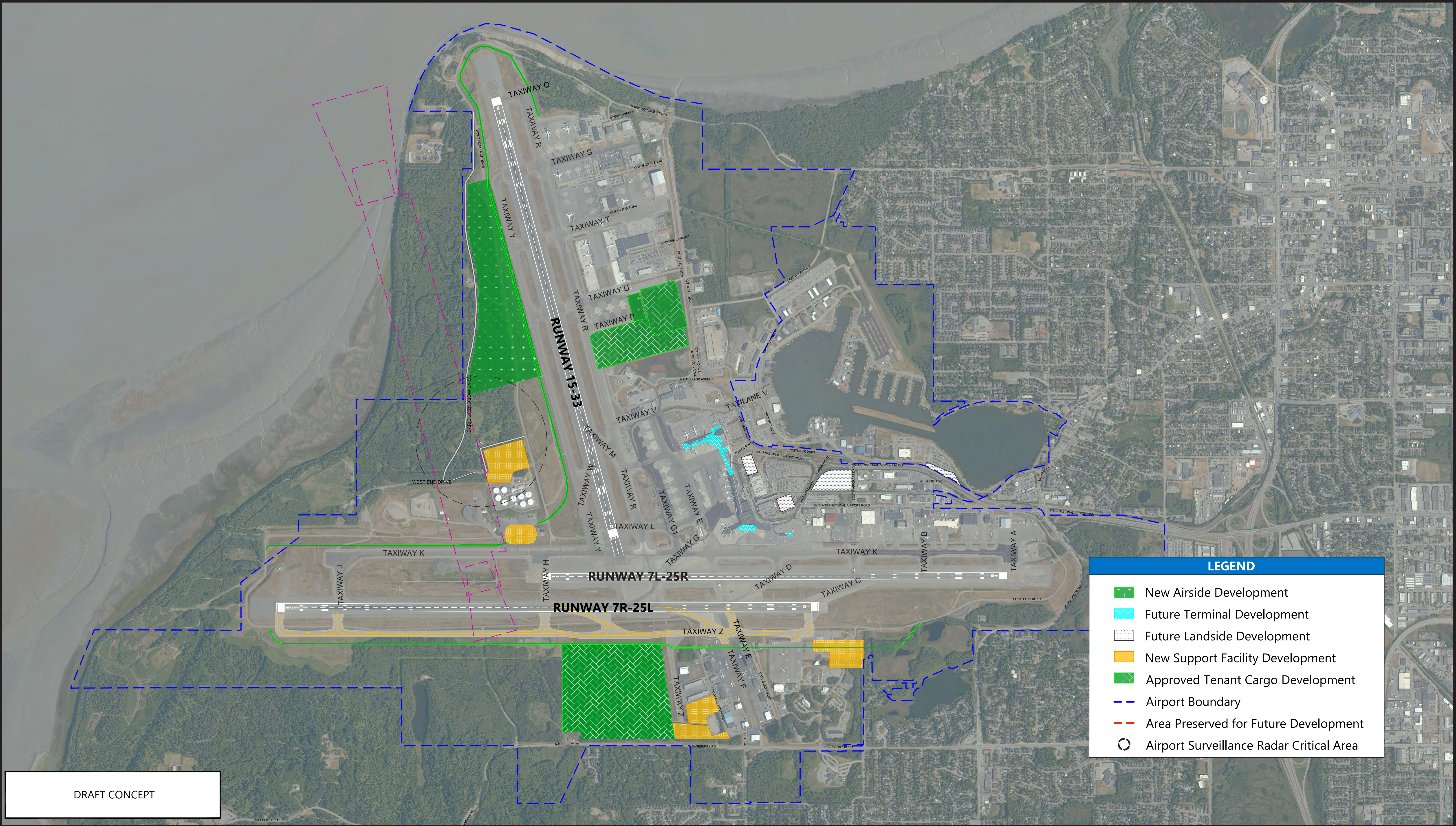
Alternatives are then evaluated using an iterative process based on input from ANC staff, stakeholders, and the public.

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



Airport Preferred Alternatives Overview

Preferred Alternatives Overview



LEGEND

- New Airside Development
- Future Terminal Development
- Future Landside Development
- New Support Facility Development
- Approved Tenant Cargo Development
- Airport Boundary
- Area Preserved for Future Development
- Airport Surveillance Radar Critical Area

DRAFT CONCEPT

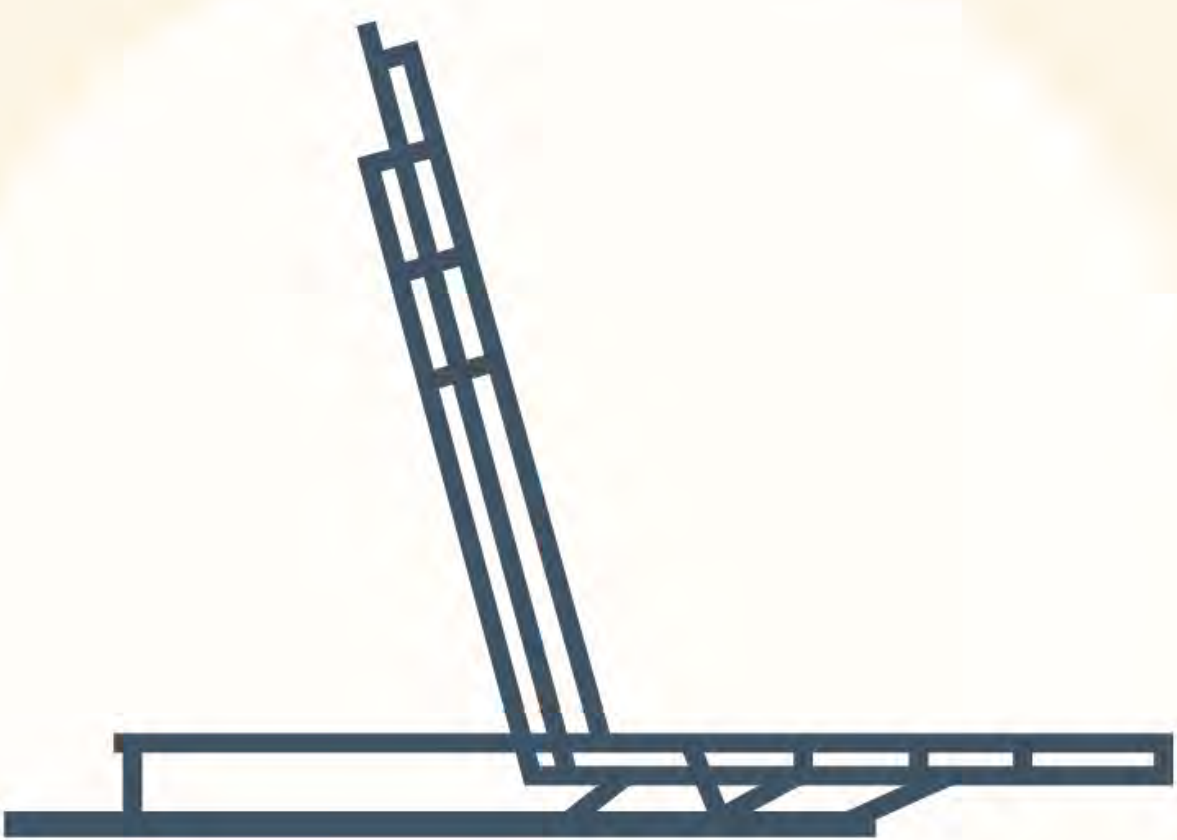
Airside – Runways

Preferred Runway Alternative



PHASE **1** Minimize Development

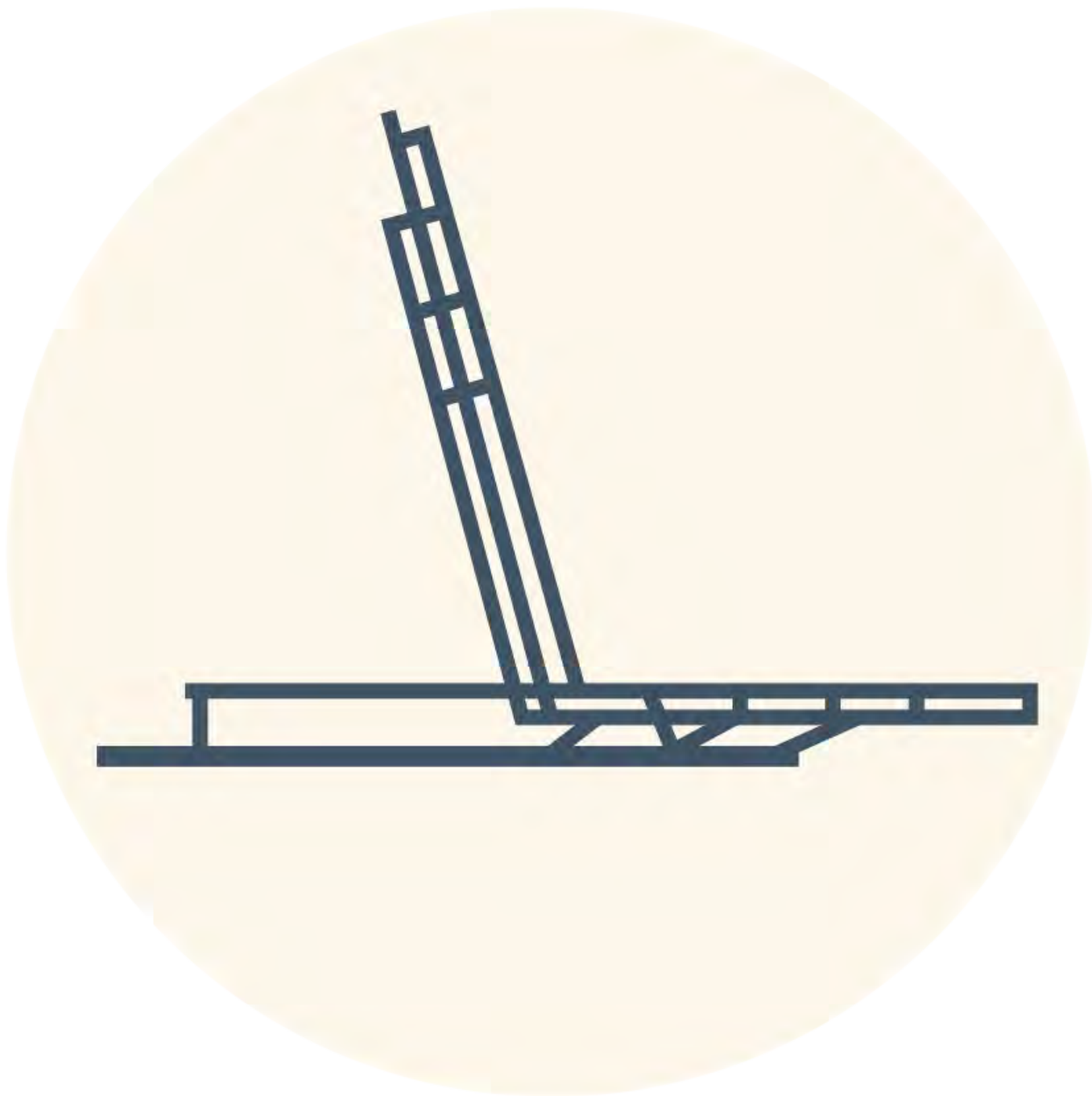
☒ Completed



"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

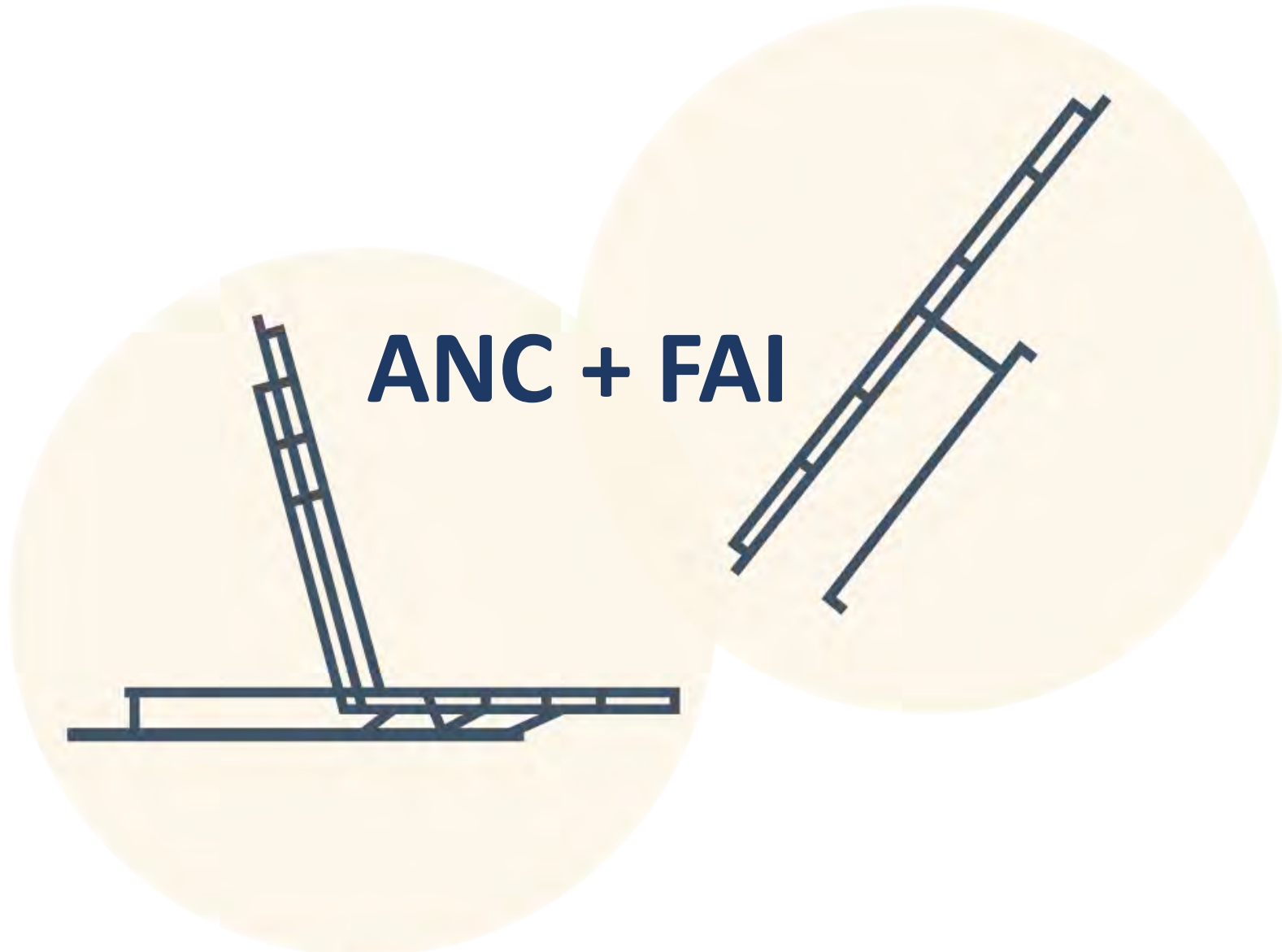
☐ Pending



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

PHASE **3** Optimize AIAS

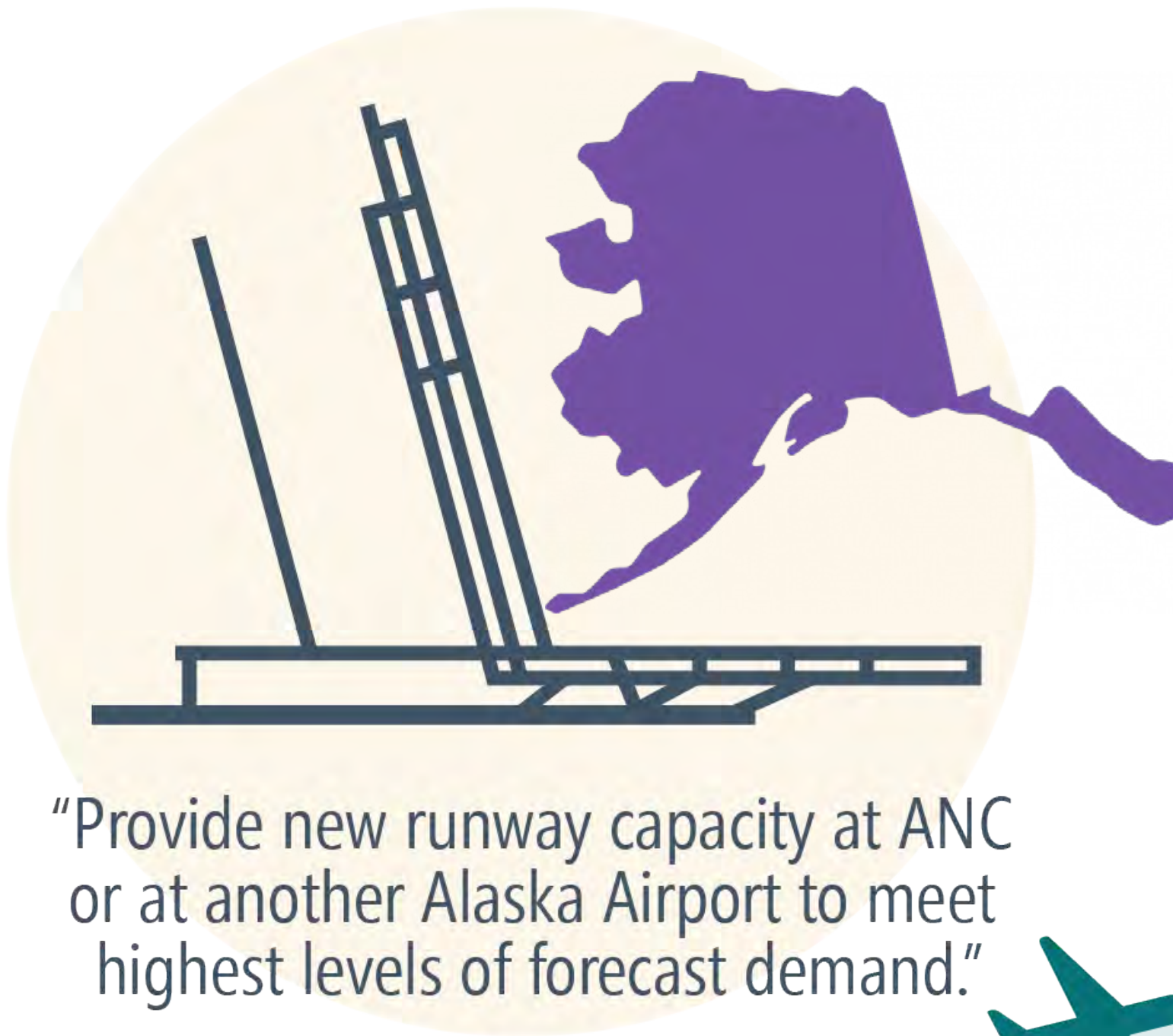
☐ Future



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

PHASE **4** Additional Capacity at ANC or Elsewhere

☐ Future

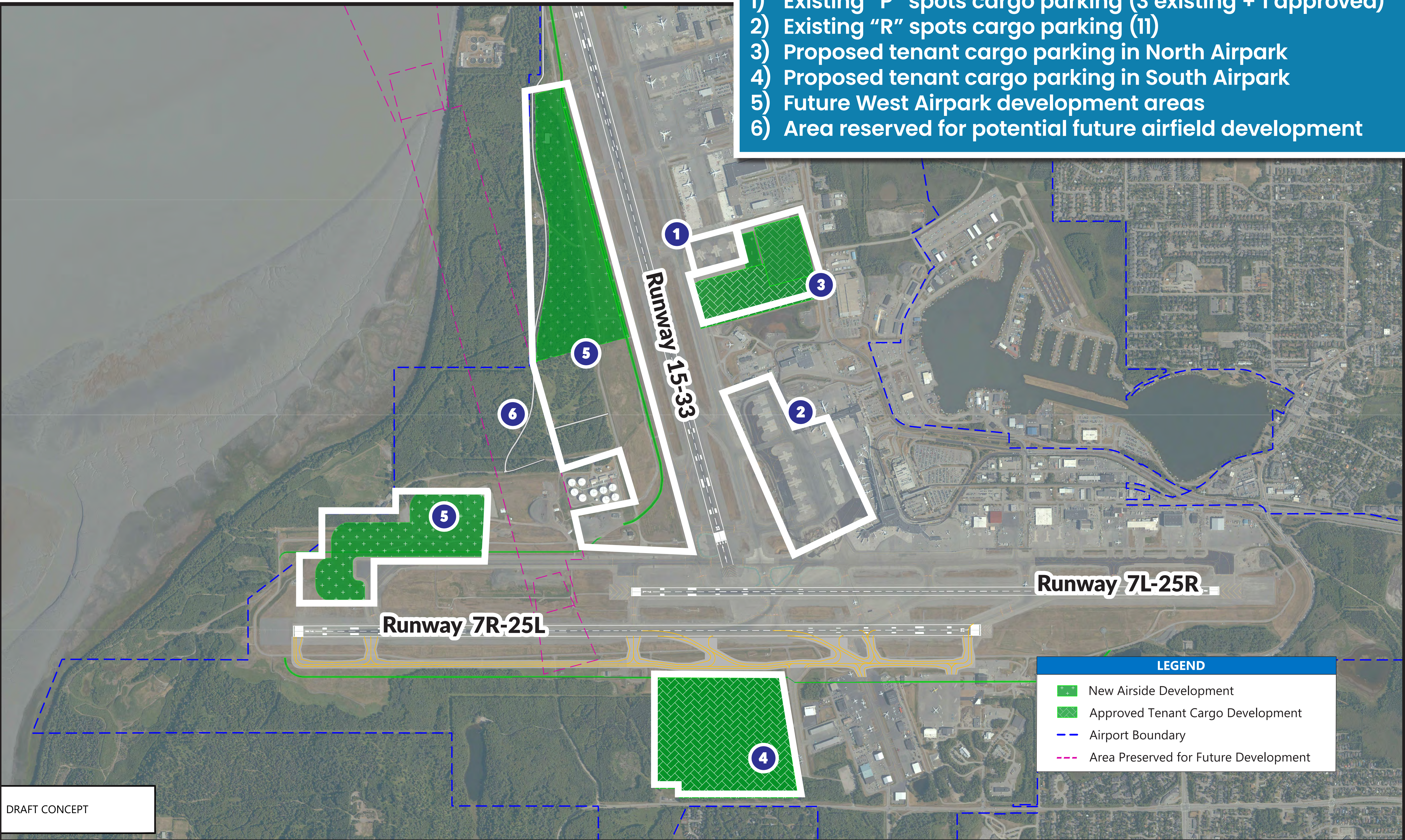


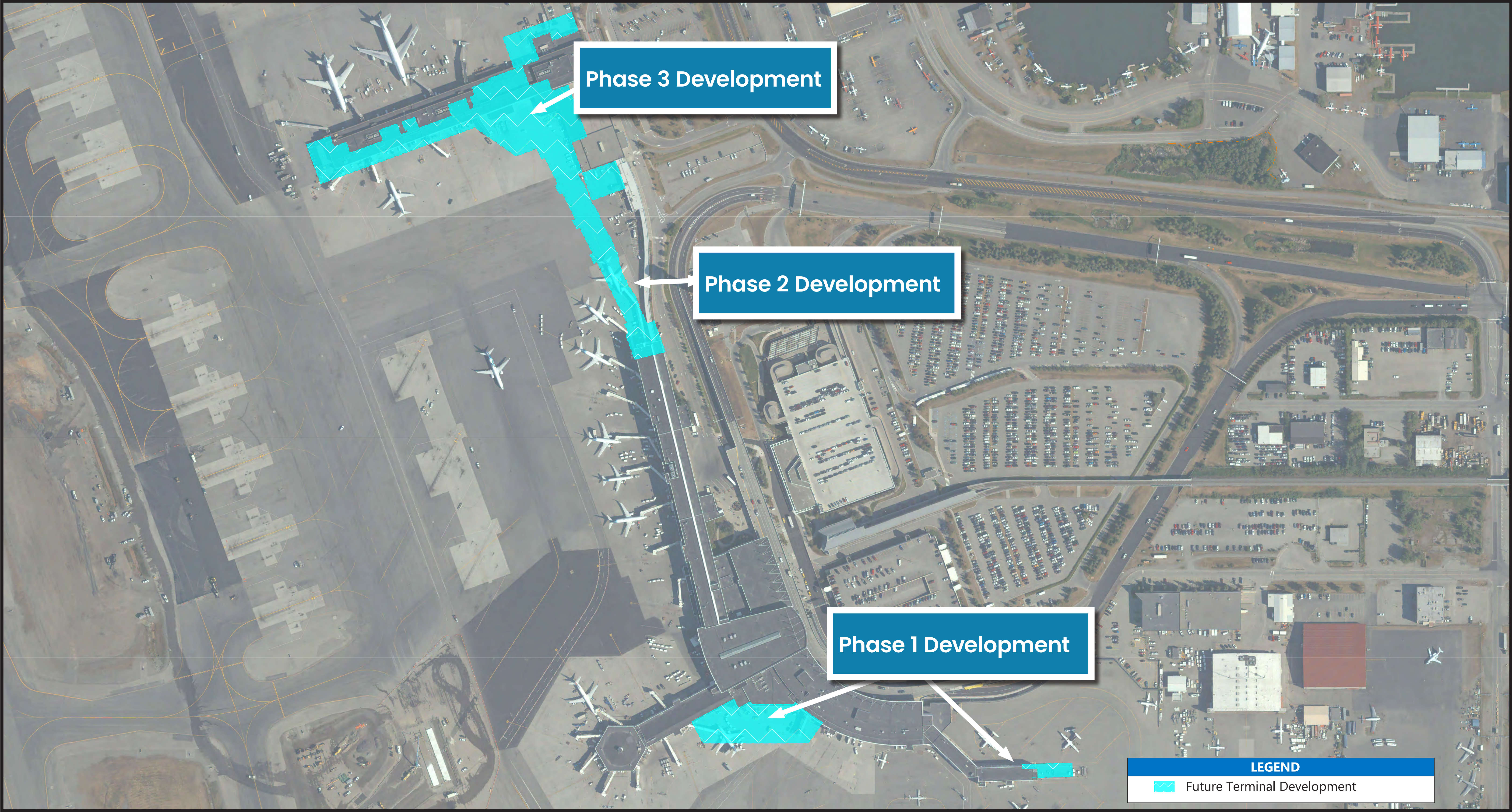
"Provide new runway capacity at ANC or at another Alaska Airport to meet highest levels of forecast demand."

Preferred Air Cargo Alternative



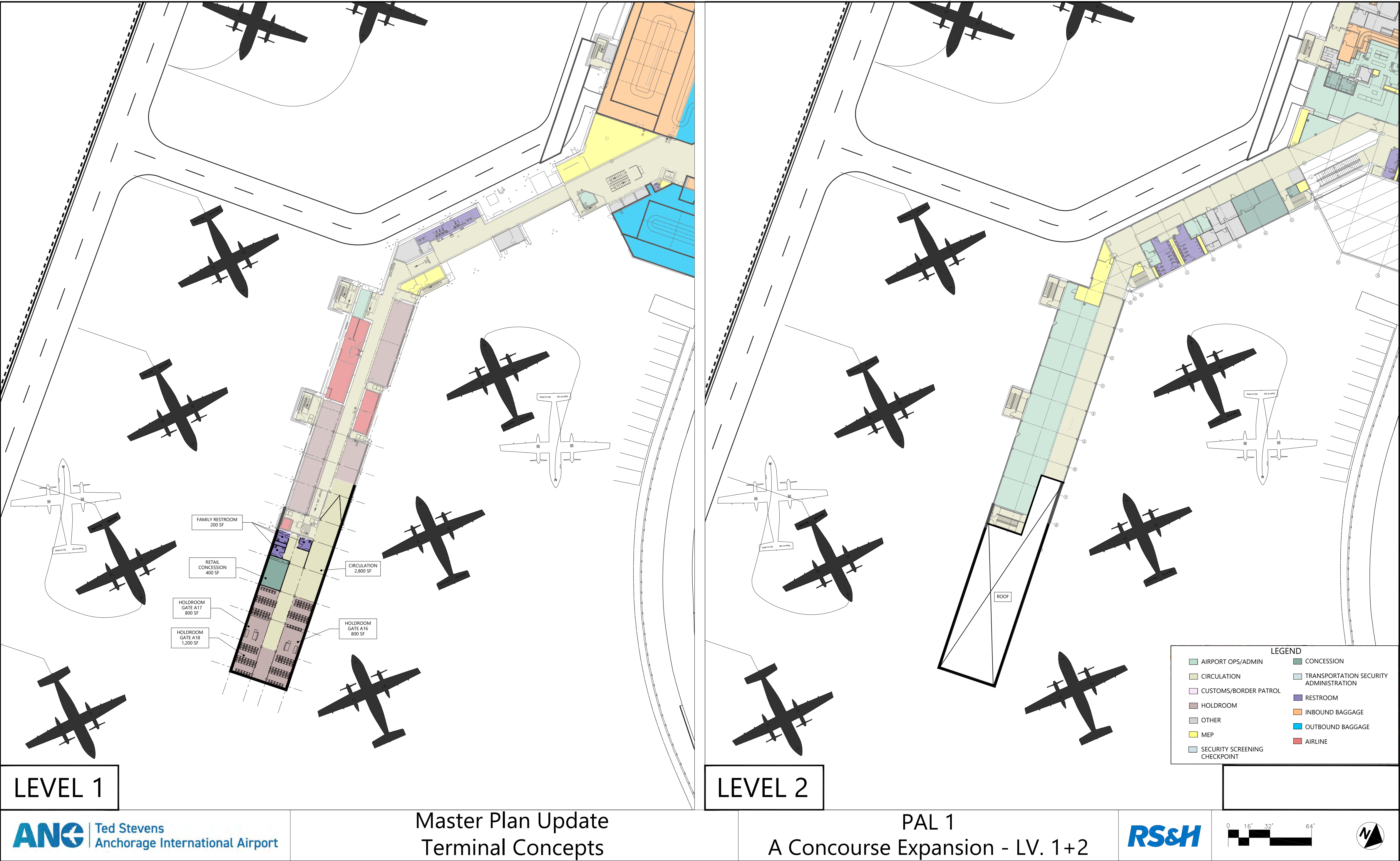
- 1) Existing “P” spots cargo parking (3 existing + 1 approved)
- 2) Existing “R” spots cargo parking (11)
- 3) Proposed tenant cargo parking in North Airpark
- 4) Proposed tenant cargo parking in South Airpark
- 5) Future West Airpark development areas
- 6) Area reserved for potential future airfield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





Preferred Terminal Alternative Overview



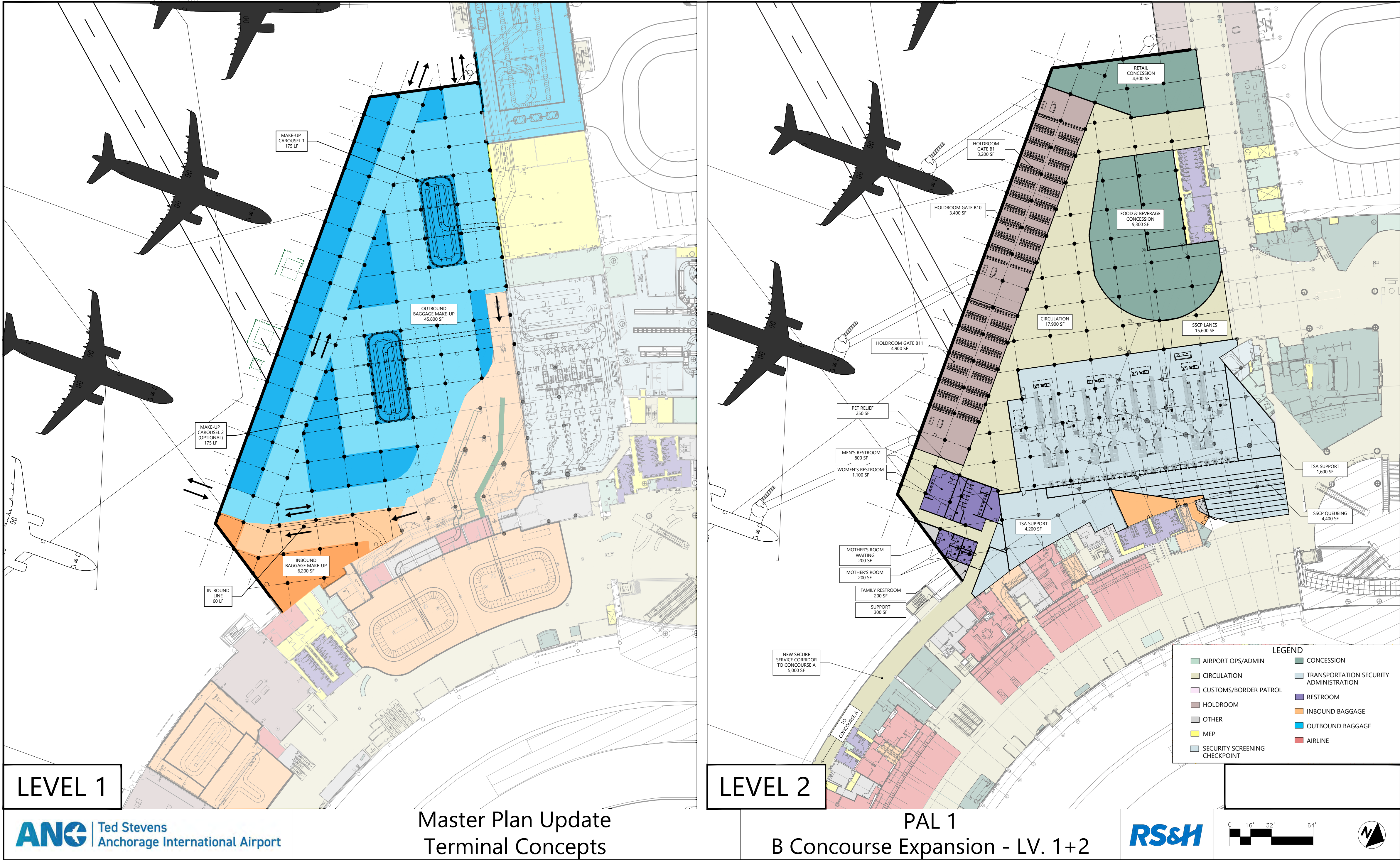


PAL 1: 3M Annual Enplanements

- **Additional Area:** 6,100 SF
- **Additional Gates:** +2 Regional Gates
- **Total Cost:** \$20.4M - \$25.1M

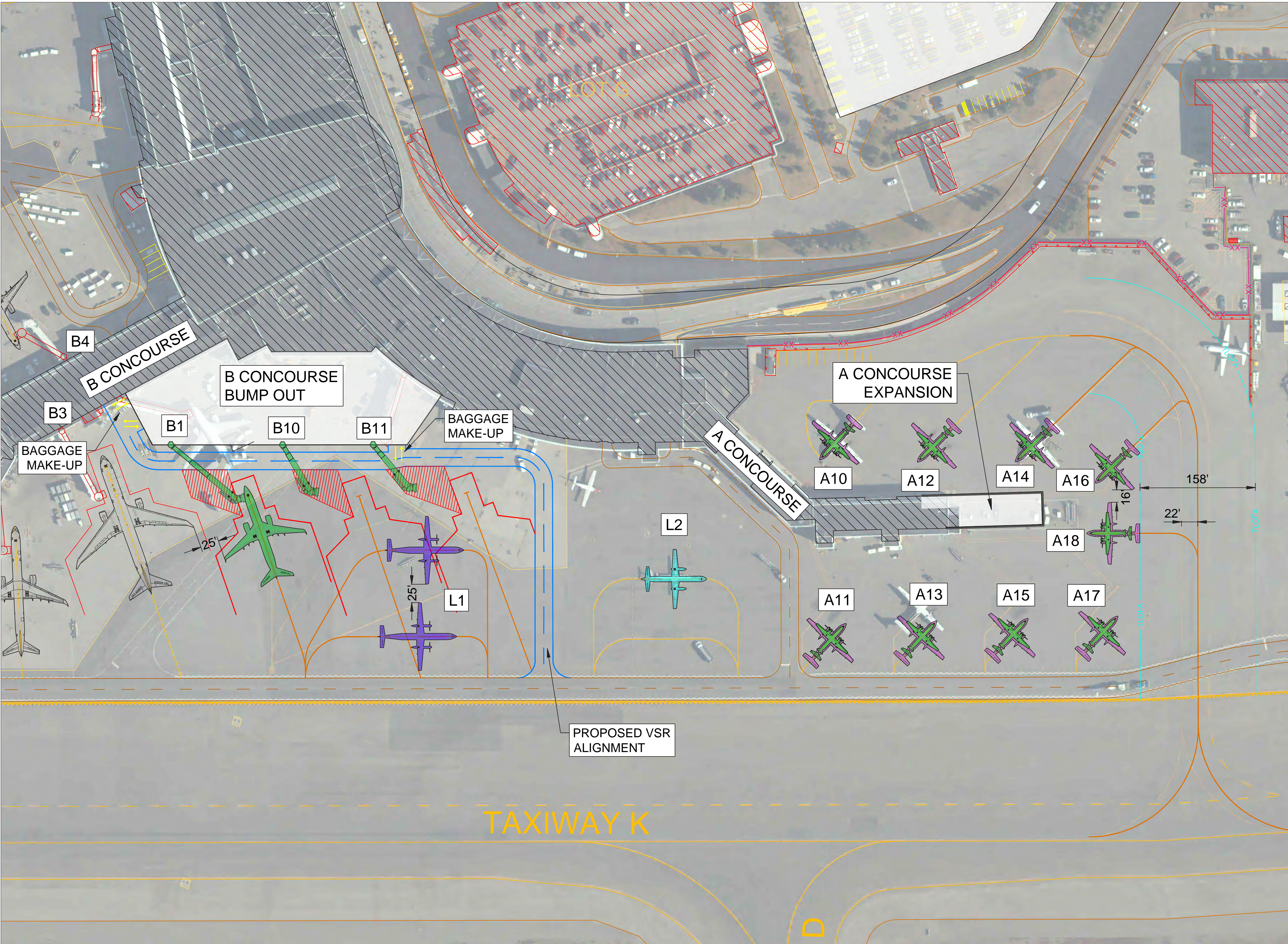
ANC MASTER PLAN
Preferred Terminal Alternative
Overview

B Concourse Expansion



PAL 1: 3M Annual Enplanements

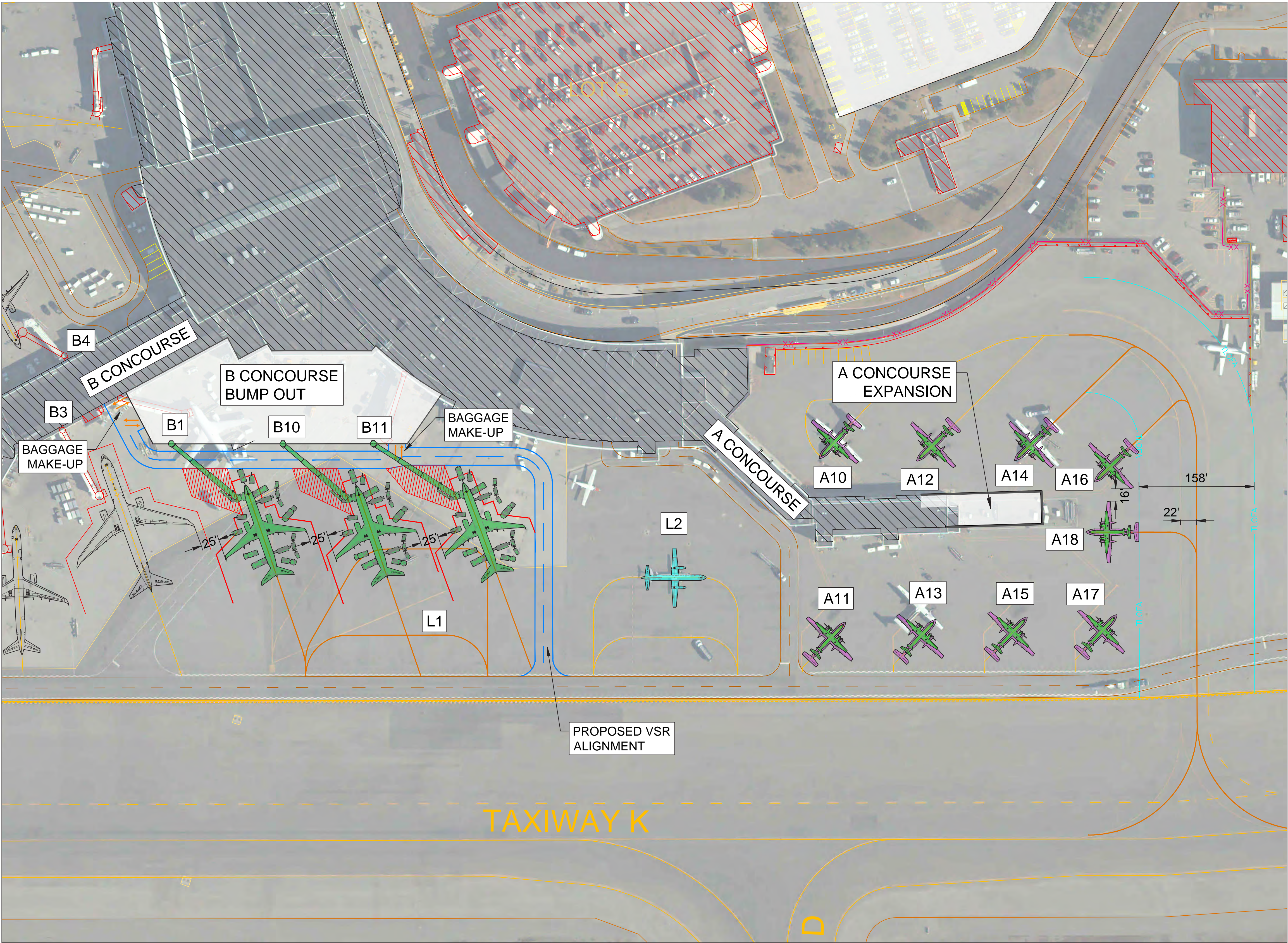
- **Additional Area:** 96,400 SF
- **Additional Gates:** +2 Jet Gates
- **Total Cost:** \$203.9M - \$249.4M



PAL 1: 3M Annual Enplanements

Legend

- Existing Taxilane
- Future Taxilane
- Existing Building
- Future Building Expansion
- Existing VSR
- Future VSR
- Boeing 737-900W (ADG-III)
- Saab-2000 (ADG-III)
- Dash-8 Series 400 (ADG-III)
- Dash-8 Series 100 (ADG-III)
- Beechcraft 1900D (ADG-II)



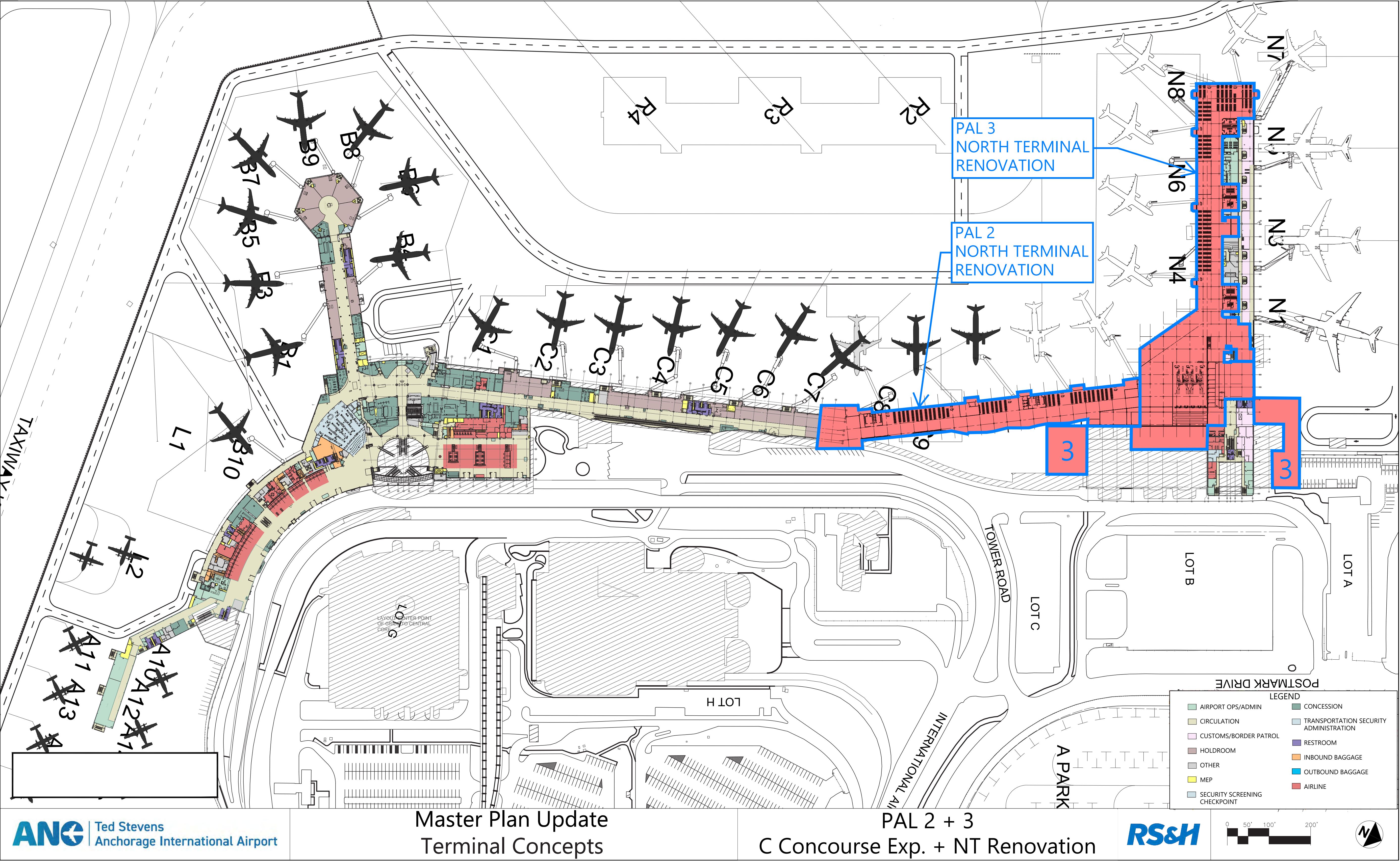
PAL 1: 3M Annual Enplanements

Legend

- Existing Taxilane
- Future Taxilane
- Existing Building
- Future Building Expansion
- Existing VSR
- Future VSR
- Boeing 737-900W (ADG-III)
- Saab-2000 (ADG-III)
- Dash-8 Series 100 (ADG-III)
- Beechcraft 1900D (ADG-II)

ANC MASTER PLAN
Preferred Terminal Alternative
Overview

PAL 2/3



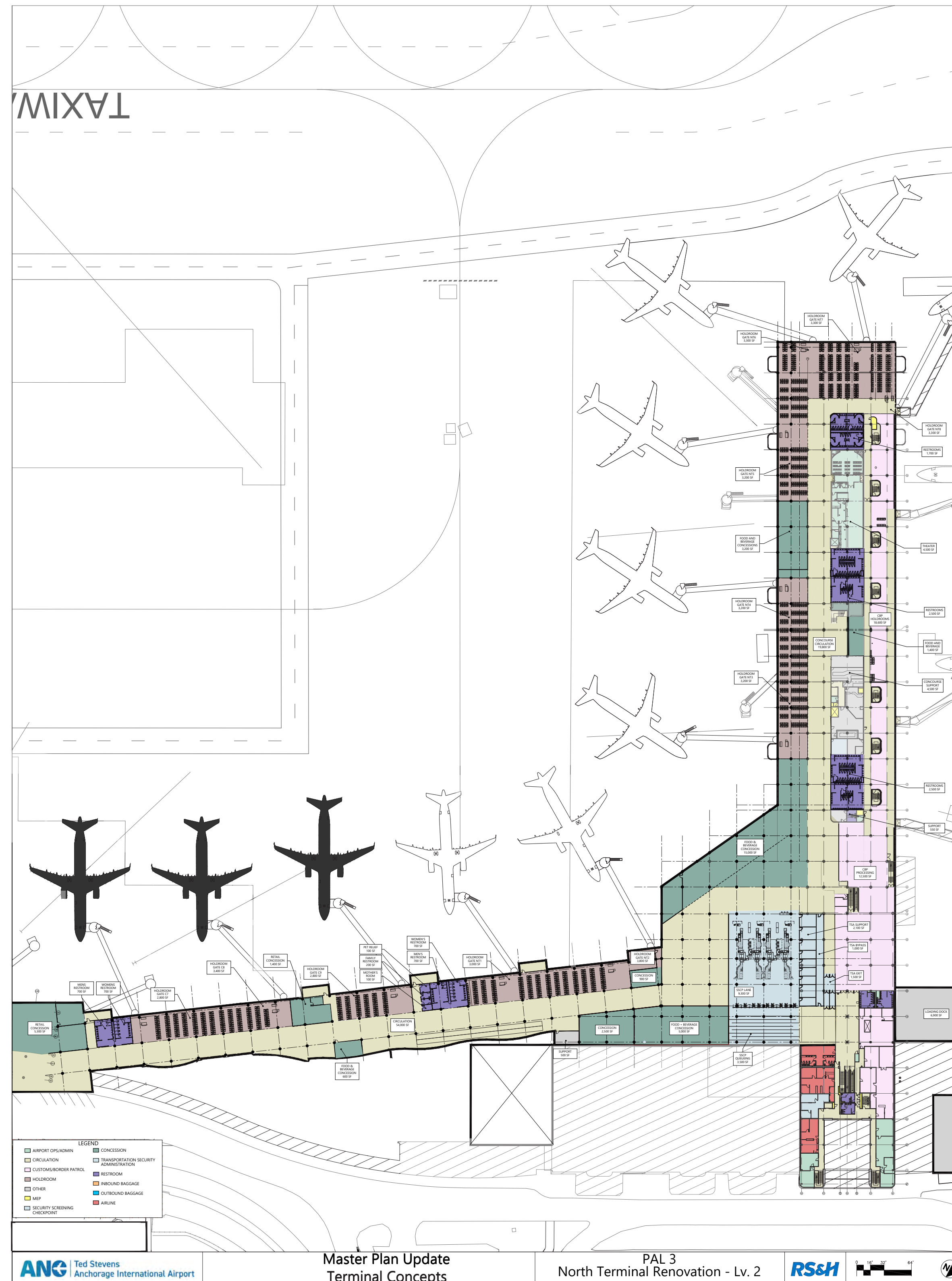


C Concourse Expansion



PAL 2: 3.4M Annual Enplanements

- **Additional Area:** 120,900 SF
- **Additional Gates:** +2 Jet Gates
- **Total Cost:** \$226.4M - \$277M



PAL 3: 4.1M Annual Enplanements

- **Additional Area:** 146,000 SF
- **Additional Gates:** +9 Jet Gates*
- **Total Cost:** \$366.2M – \$447.7M

**While there are 8 existing gates at the North Terminal, the building lacks the passenger facilities for the gates to be usable for domestic jet operations. The North Terminal Expansion Alternative provides expanded hold rooms, concessions, and passenger processing facilities which enables the North Terminal gates to function at the same Level of Service as the B and C Concourse gates. Therefore, 9 jet gates (6NB+3WB) become usable for domestic jet operations because of the North Terminal Expansion Alternative.*

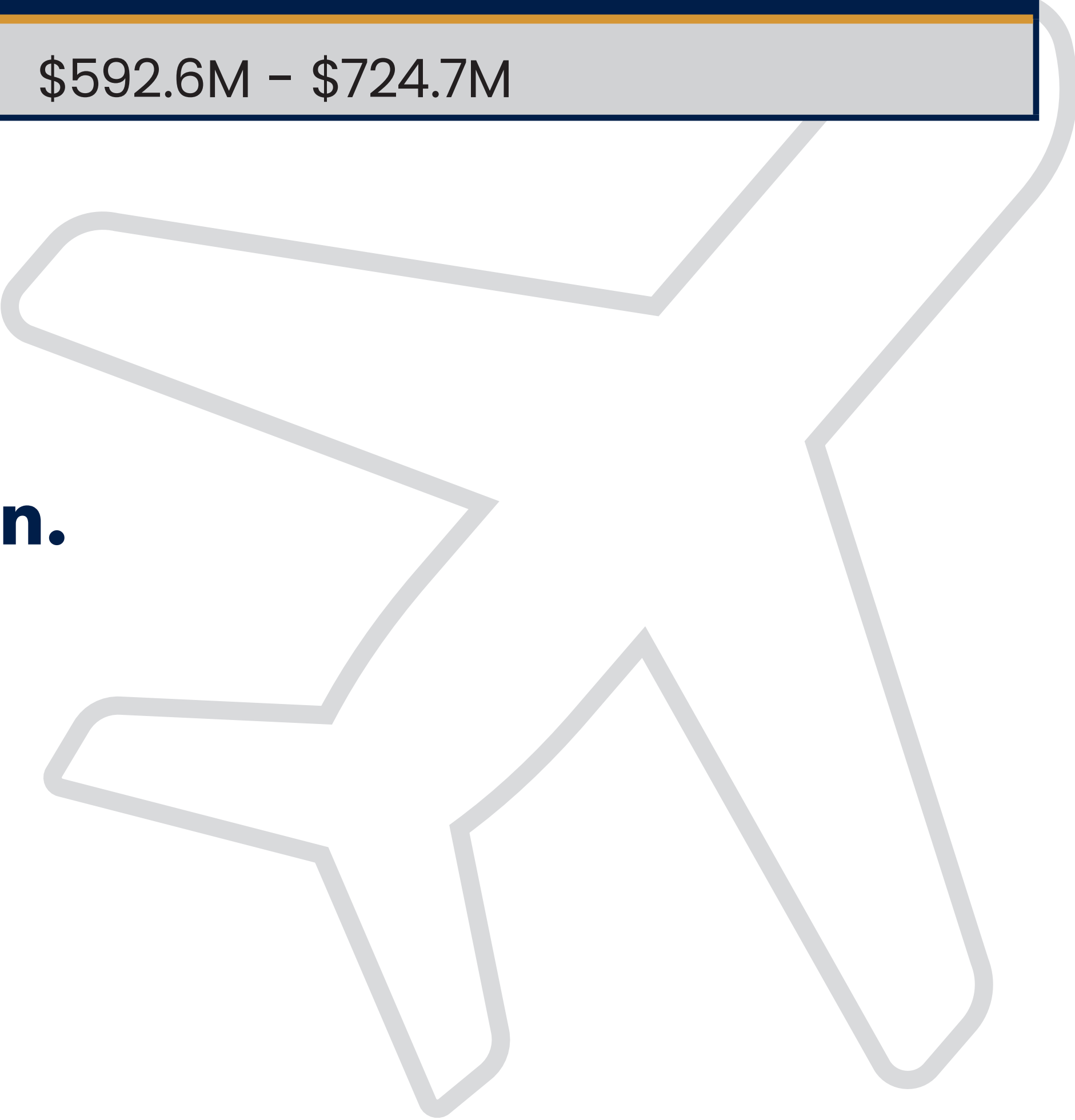
Rough Order of Magnitude (ROM) Cost Summary



	A CONCOURSE EXPANSION	B CONCOURSE EXPANSION	C CONCOURSE EXPANSION	NORTH TERMINAL EXPANSION
Construction Items	\$11.4M – \$14.0M	\$122.1M – \$149.4M	\$132.7M – \$162.3M	\$190.6M – \$233.0M
Soft Costs	\$9.0M – \$11.1M	\$81.8M – \$100.0M	\$93.7M – \$114.7M	\$175.6M – \$214.7M
Total Cost	\$20.4M – \$25.1M	\$203.9M – \$249.4M	\$226.4M – \$277.0M	\$366.2M – \$447.7M

	A CONCOURSE + B CONCOURSE TOTAL	C CONCOURSE + NORTH TERMINAL TOTAL
Total Cost	\$224.3M – \$274.5M	\$592.6M – \$724.7M

- **Costs include vertical building work and apron civil work.**
- **Contingency included to account for planning-level ROM cost.**
- **Soft costs include design, permitting, and construction administration.**
- **Costs escalated to 2027 dollars.**





	NEW PARKING GARAGE ATCT SITE	NEW PARKING GARAGE LOT F SITE	LOT EXPANSION PARK, RIDE & FLY	NEW SURFACE LOT EAST AIRPARK
Stall Count	1,200	1,200	220	700
Net Stall Count	1,200	885	220	700



Rough Order of Magnitude (ROM)
Cost Summary



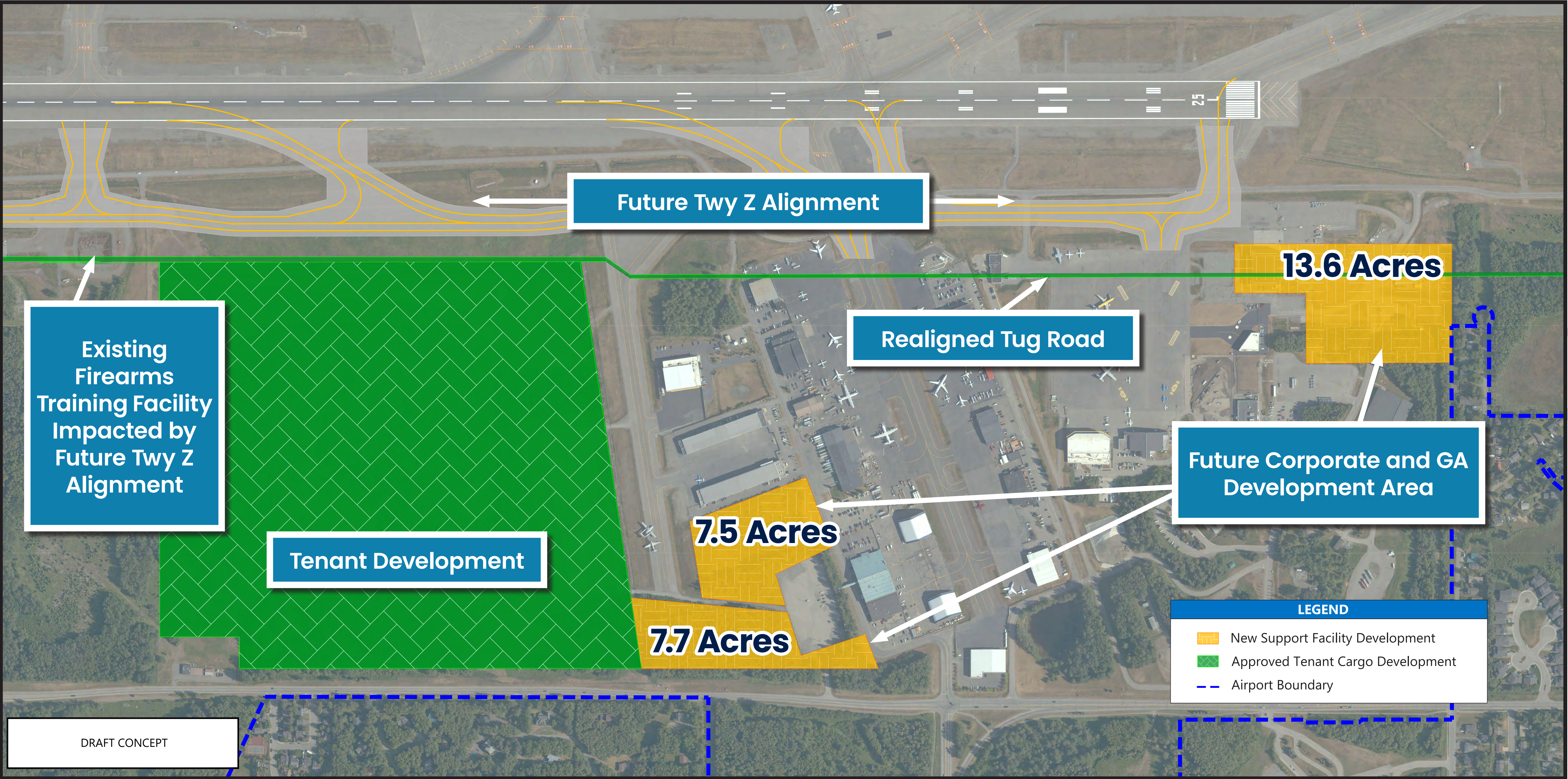
	NEW PARKING GARAGE ATCT SITE	NEW PARKING GARAGE LOT F SITE	LOT EXPANSION PARK, RIDE & FLY	NEW LOT IN EAST AIRPARK
Construction Items	\$112.5M – \$137.6M	\$115.8M – \$141.6M	\$5.1M – \$6.4M	\$17.2M – \$21.1M
Soft Costs	\$45.4M – \$55.6M	\$46.7M – \$57.2M	\$2.0M – \$2.6M	\$5.3M – \$6.6M
Total Cost	\$157.9M – \$193.2M	\$162.5M – \$198.8M	\$7.1M – \$9.0M	\$22.5M – \$27.7
Net Stall Count	1,200	885	220	700
Cost/Stall	\$132K * – \$161K *	\$184K * – \$225K *	\$32K * – \$41K *	\$32K * – \$40K *

* Indicates Per Stall

- **Parking garage construction costs (prior to soft costs) assume \$75,000/stall.**
- **Contingency included to account for planning-level ROM cost.**
- **Soft costs include design, permitting, and construction administration.**
- **Costs escalated to 2027 dollars.**

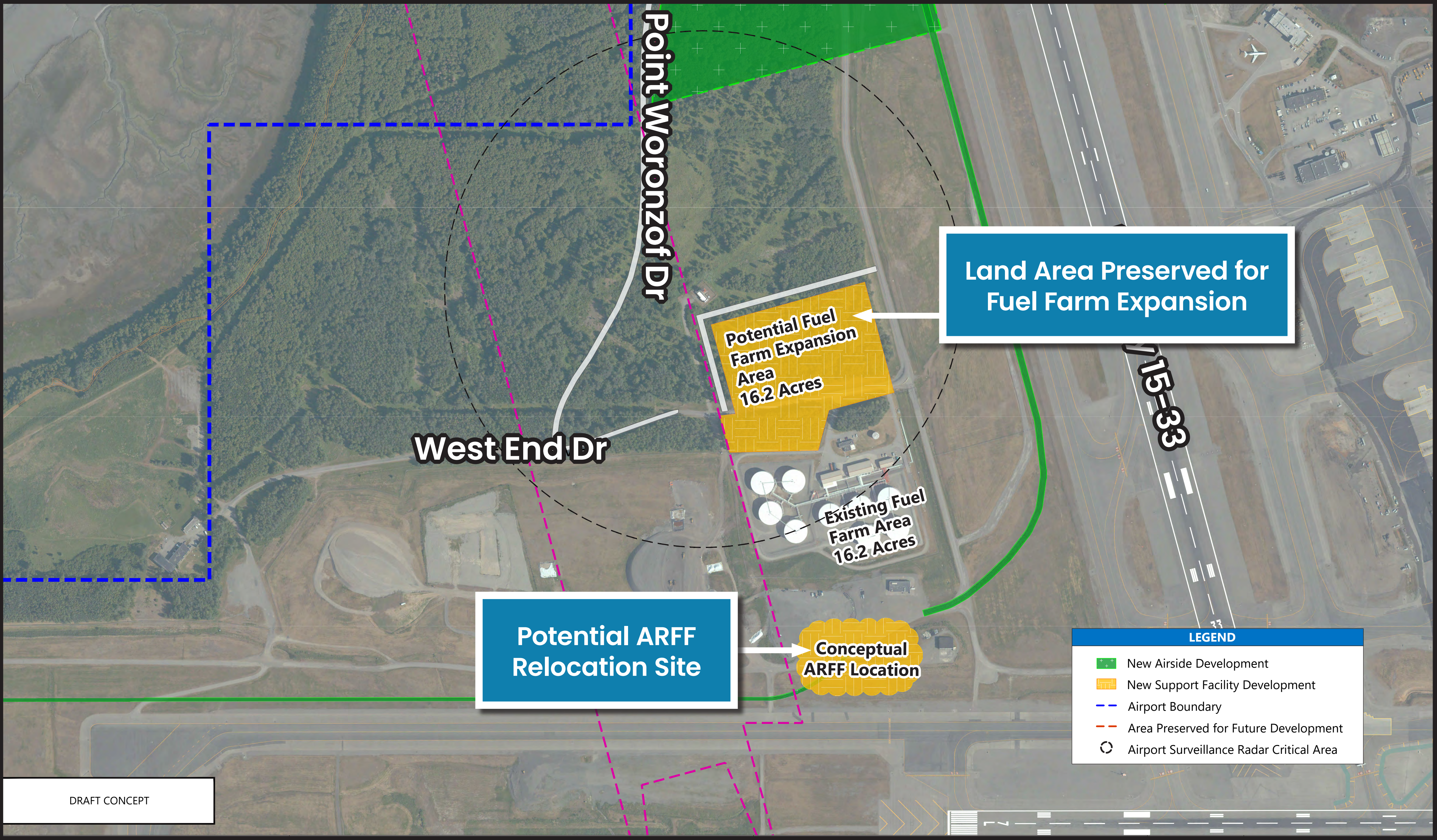


Preferred Support Facilities
Alternative



Preferred Support Facilities
Alternative

Support Facilities





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.