

ANC Master Plan

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

Preferred Alternatives

MAY 2024

WELCOME TO THE ANC MASTER PLAN PUBLIC MEETING #4

- Activities to Date
- Planning Activity Level (PAL)
- Preferred Alternatives
- Next Steps



ANC MASTER PLAN PUBLIC MEETING #4

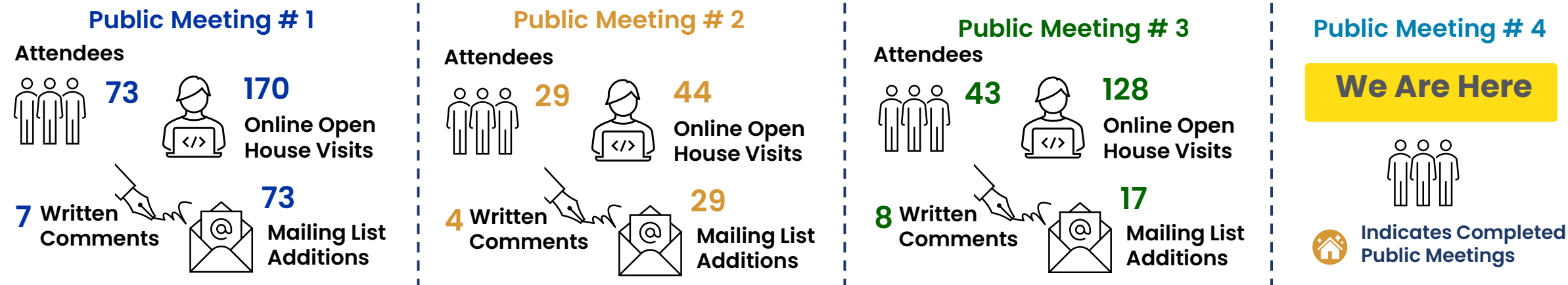
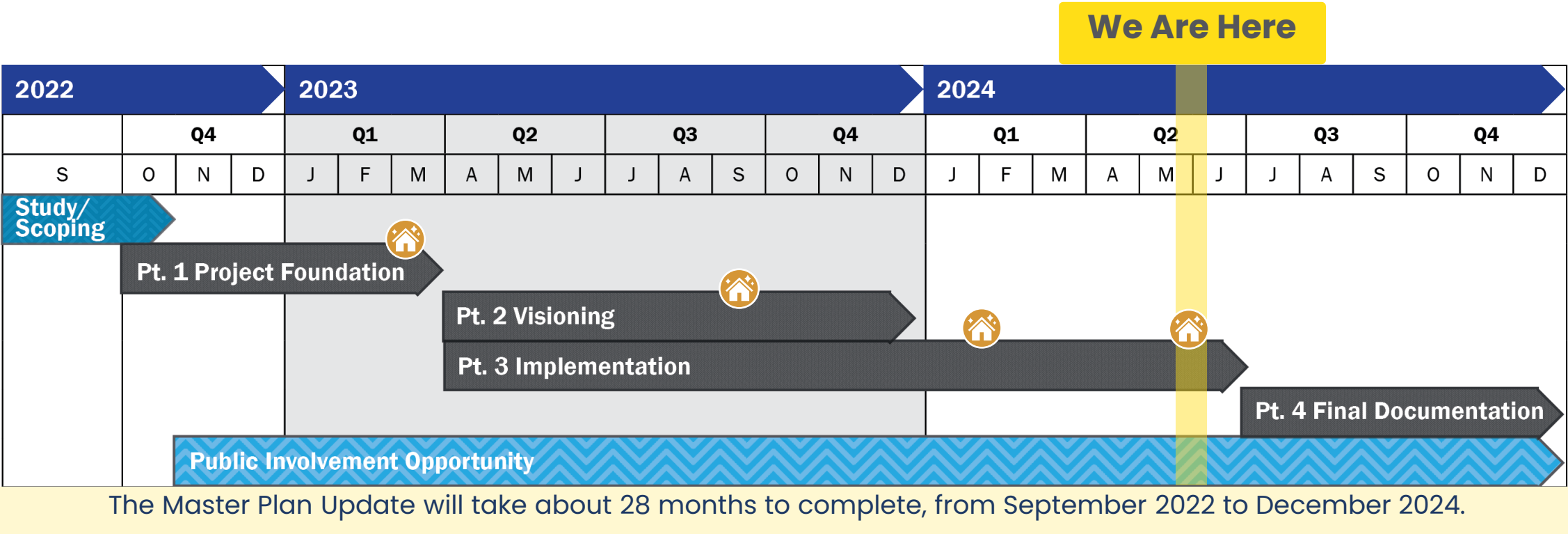
- **Activities to Date**
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MASTER PLAN PROCESS OVERVIEW



PROJECT SCHEDULE OVERVIEW + ENGAGEMENT



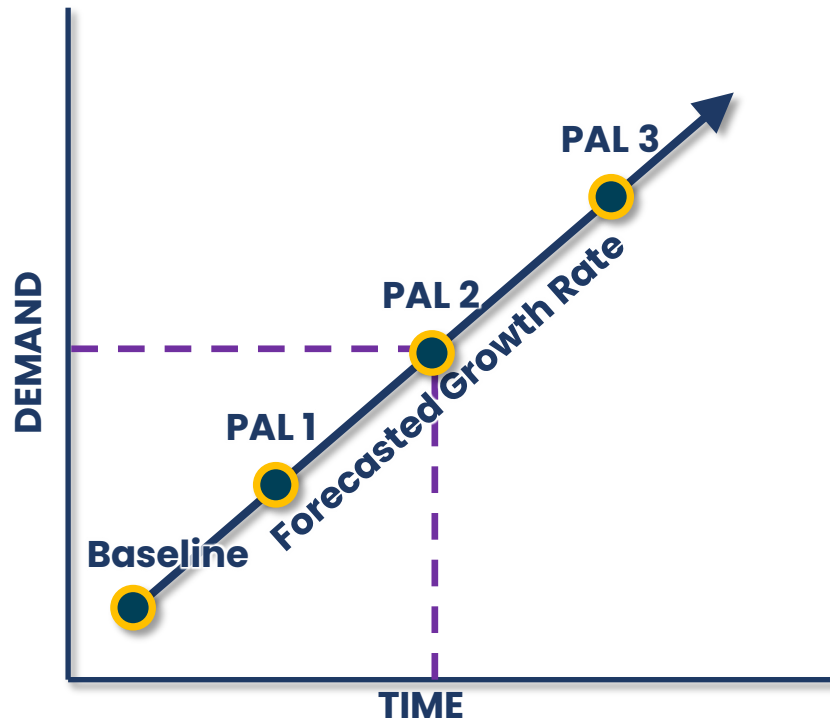
ANC MASTER PLAN PUBLIC MEETING #4

- Activities to Date
- **Planning Activity Level (PAL)**
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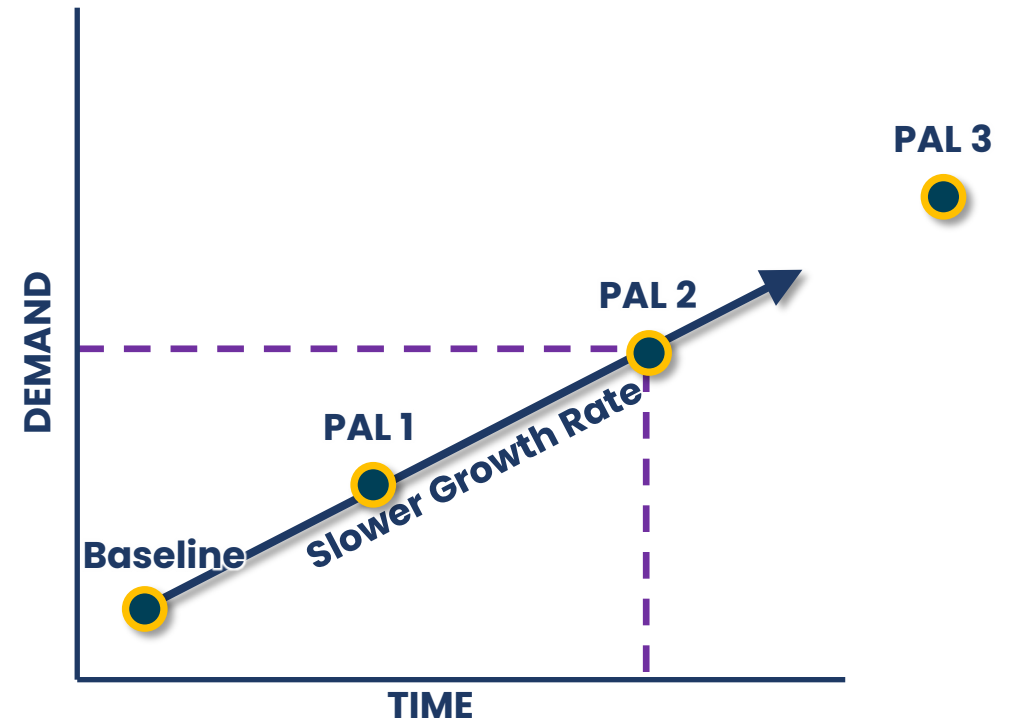


Planning Activity Level (PAL)

Forecasted Growth



Slower Growth



ANC MASTER PLAN PUBLIC MEETING #4

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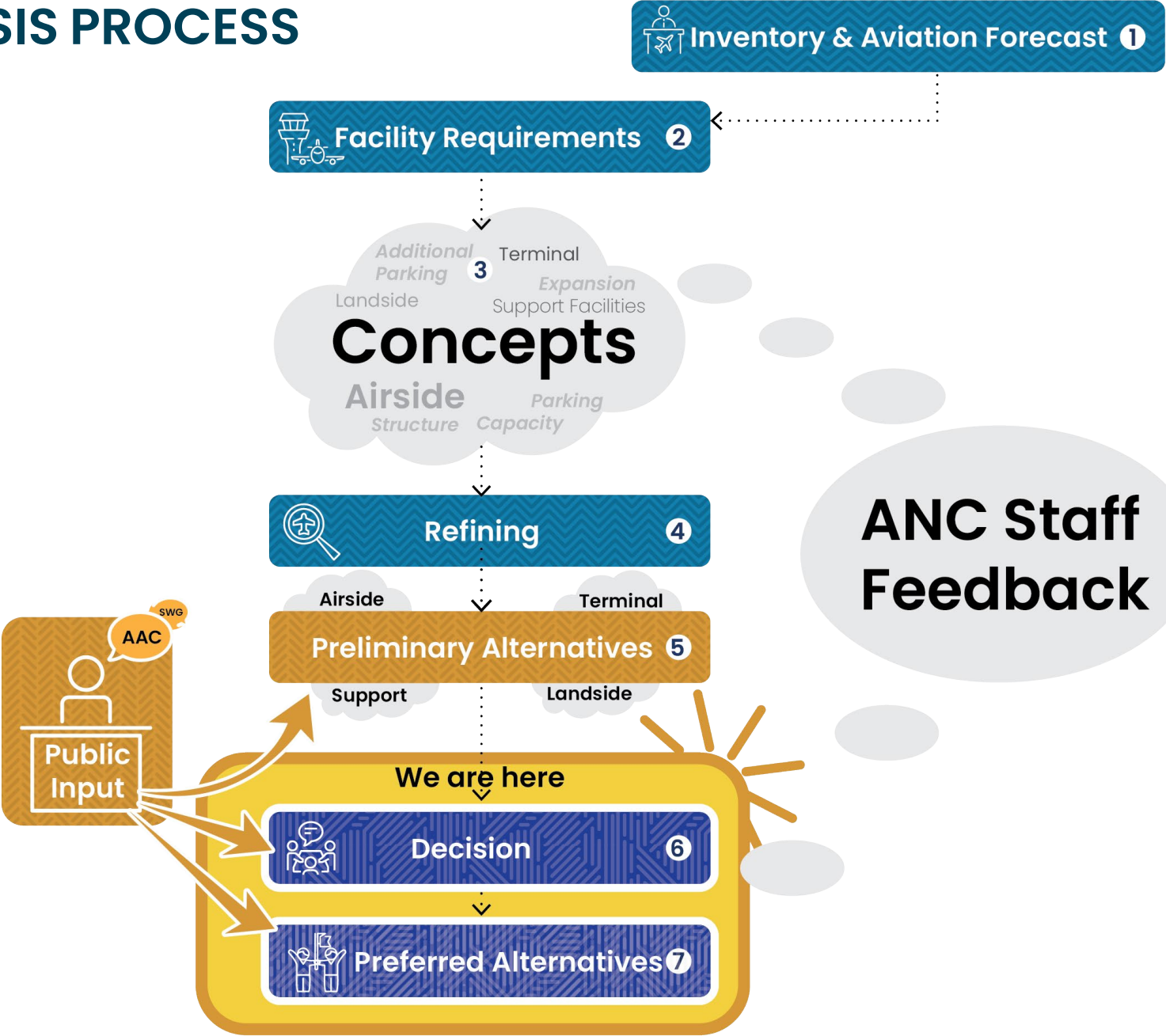


ALTERNATIVES ANALYSIS PROCESS

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.

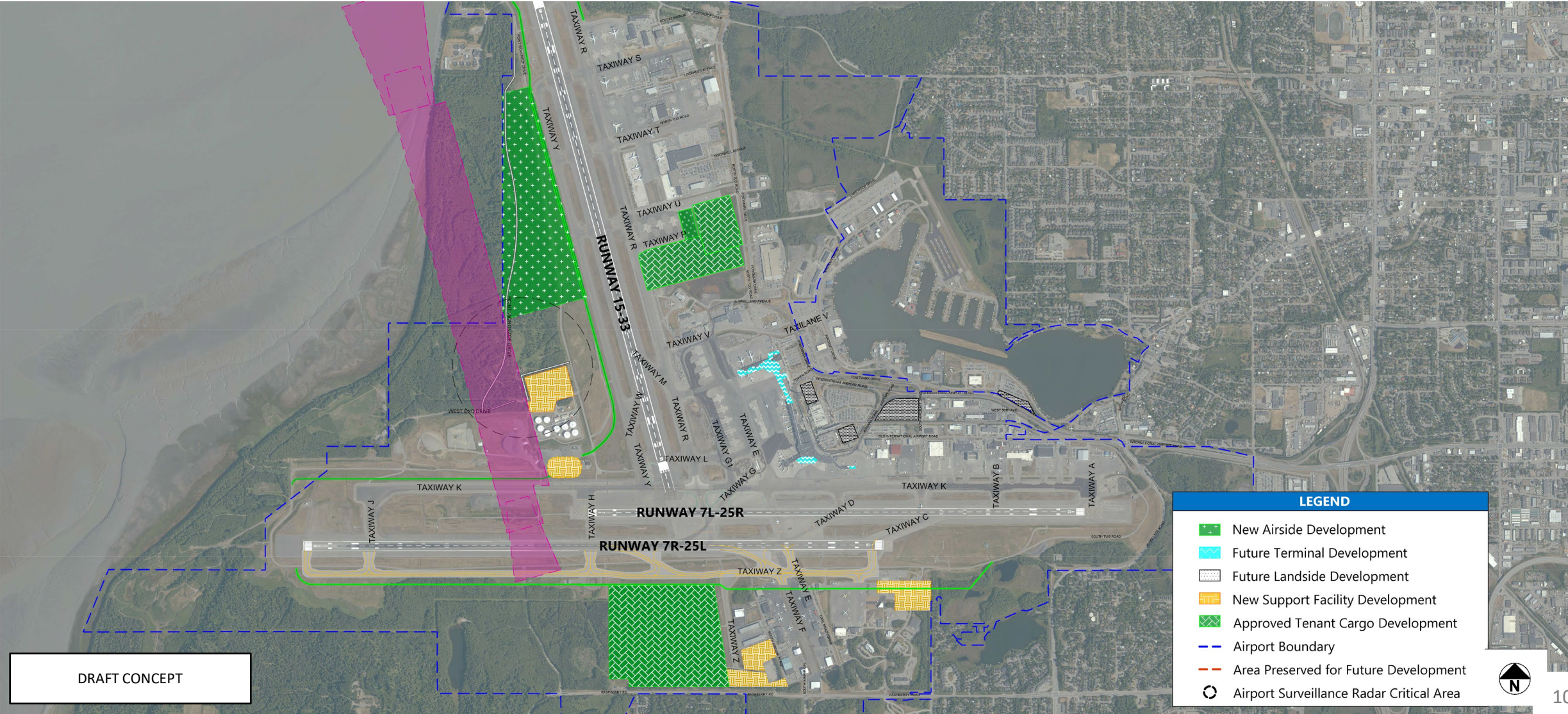
*Airport Advisory Committee (AAC)
Stakeholder Working Group (SWG)*



Airport Preferred Alternatives Overview

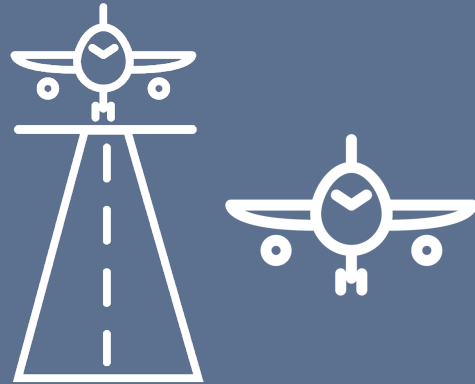
ANC MASTER PLAN

Preferred Alternatives Overview



PREFERRED ALTERNATIVES

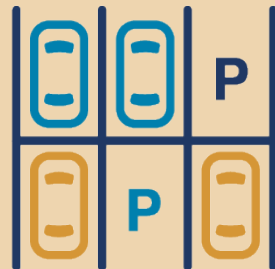
1. Airside



2. Terminal



3. Landside

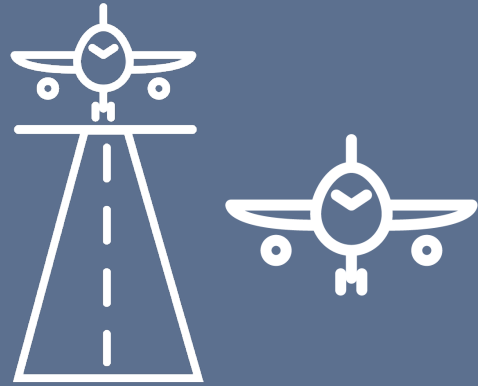


4. Support Facilities



PREFERRED ALTERNATIVES

1. Airside



2. Terminal



3. Landside



4. Support Facilities



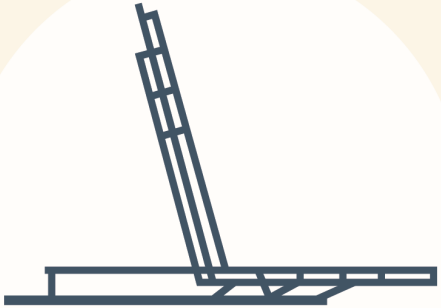
Airside – Runways

ANC MASTER PLAN

Preferred Runway Alternative

PHASE 1 Minimize Development

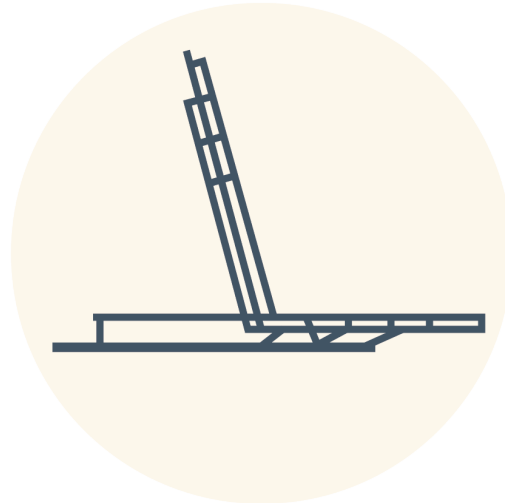
☒ Completed



"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

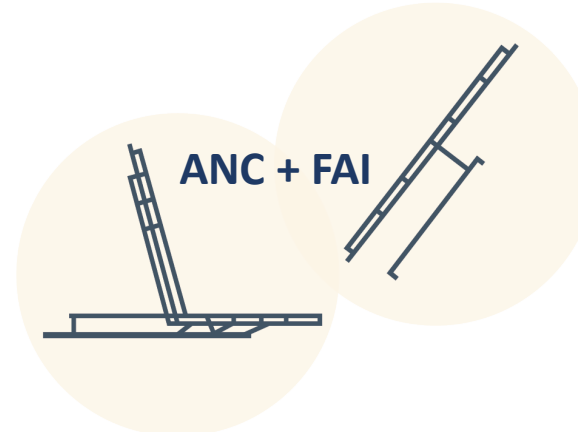
☐ Pending



"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."

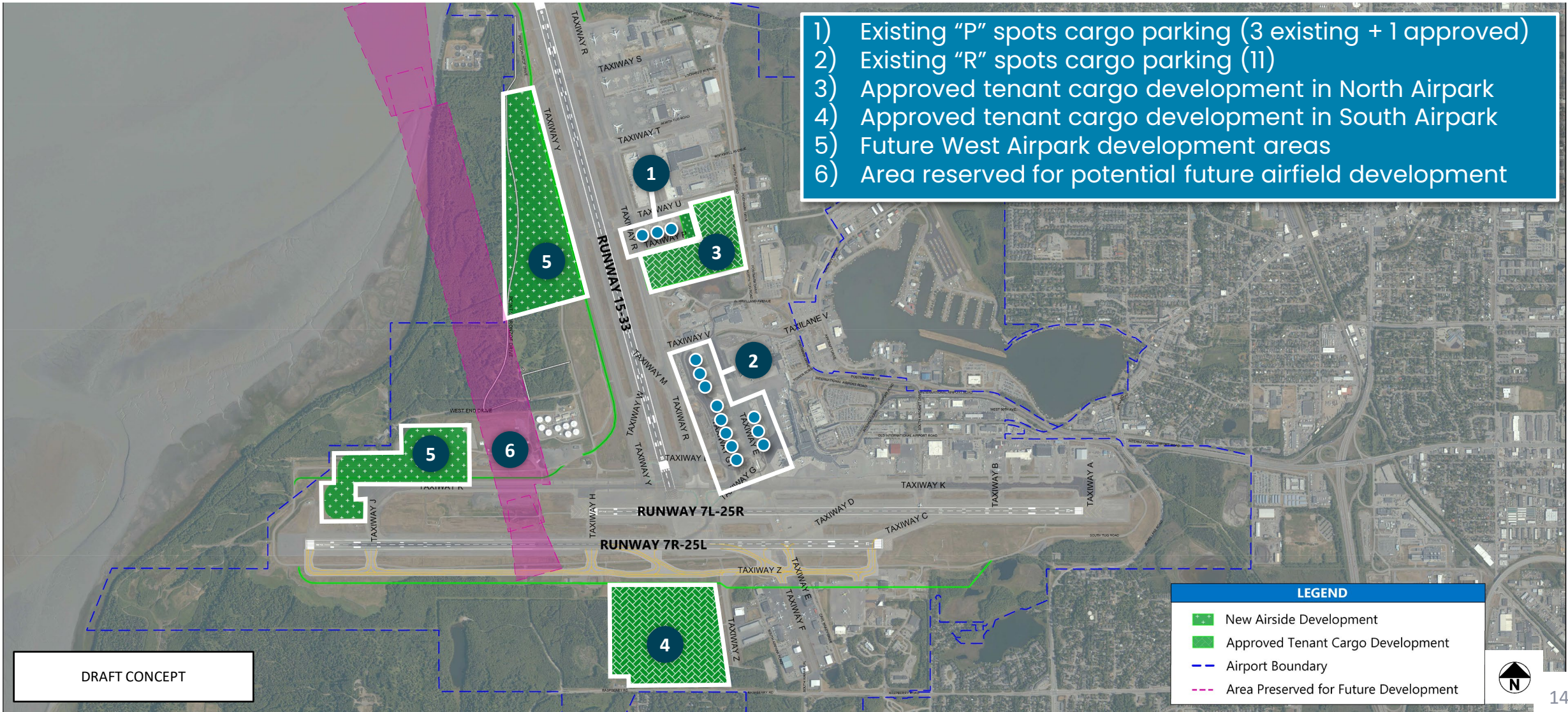
DRAFT CONCEPT

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

Airside – Cargo

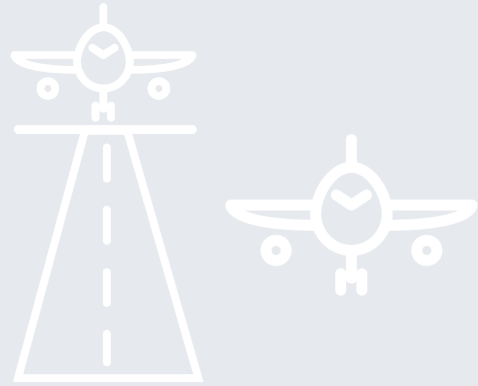
Preferred Air Cargo Alternative

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



PREFERRED ALTERNATIVES

1. Airside



2. Terminal



3. Landside

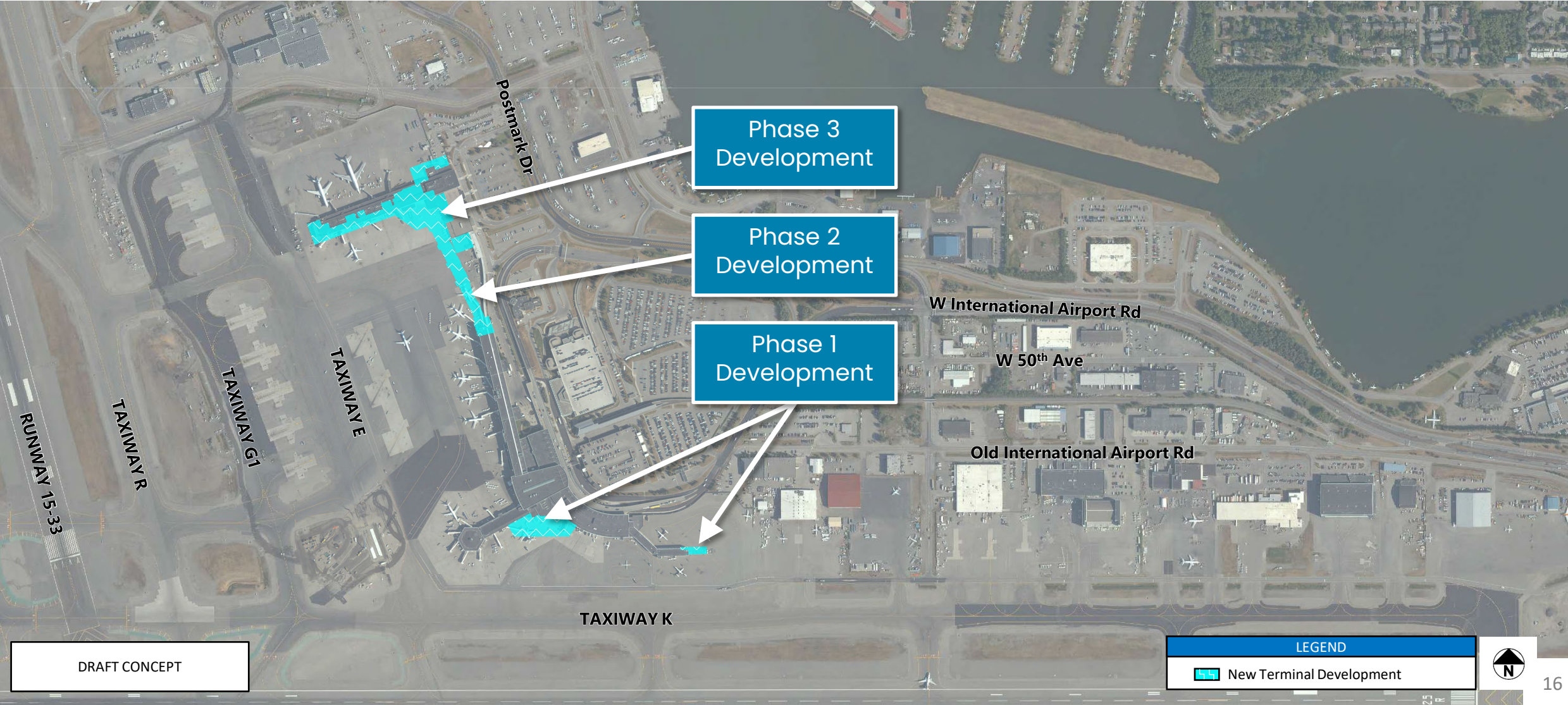


4. Support Facilities

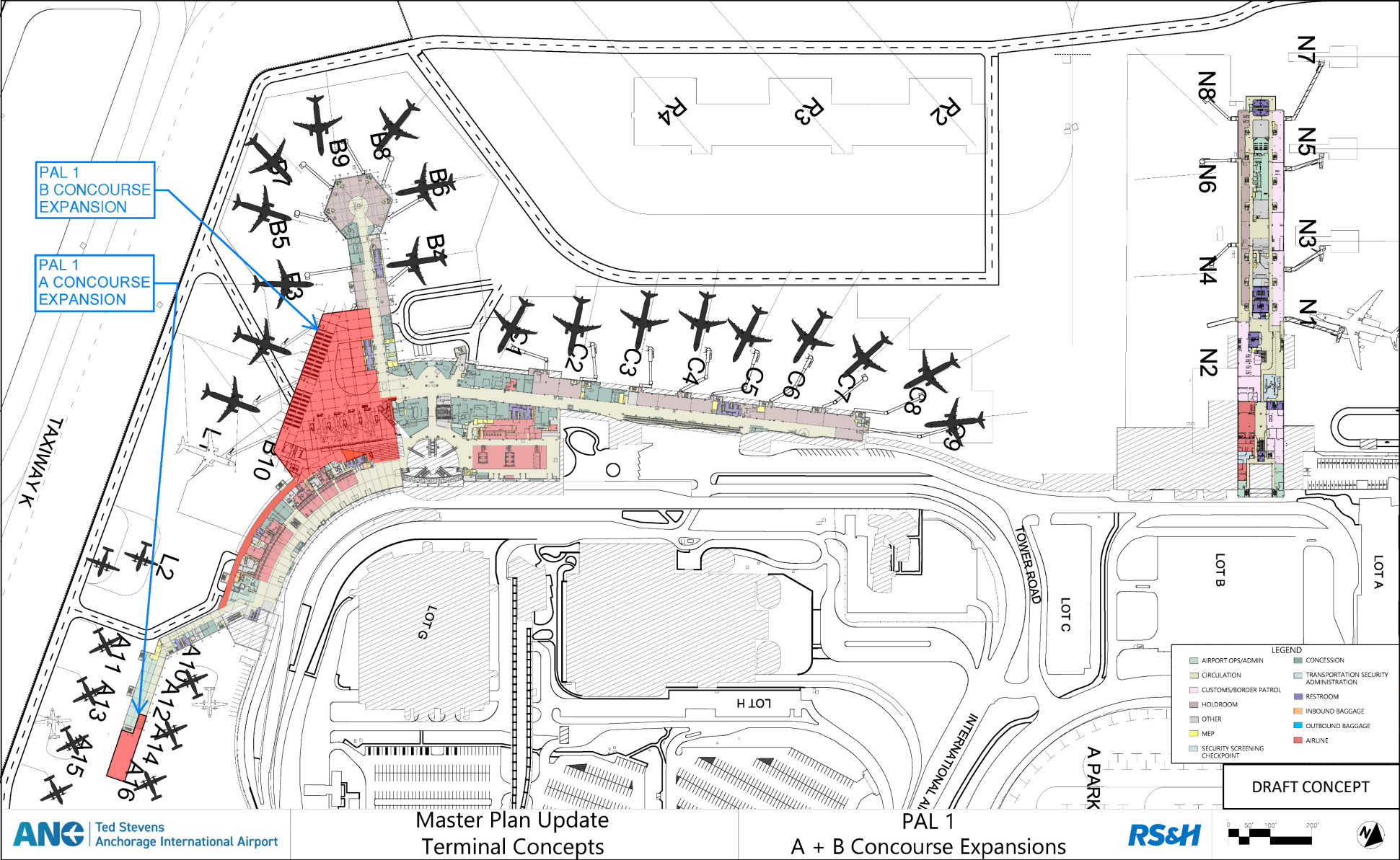


Terminal

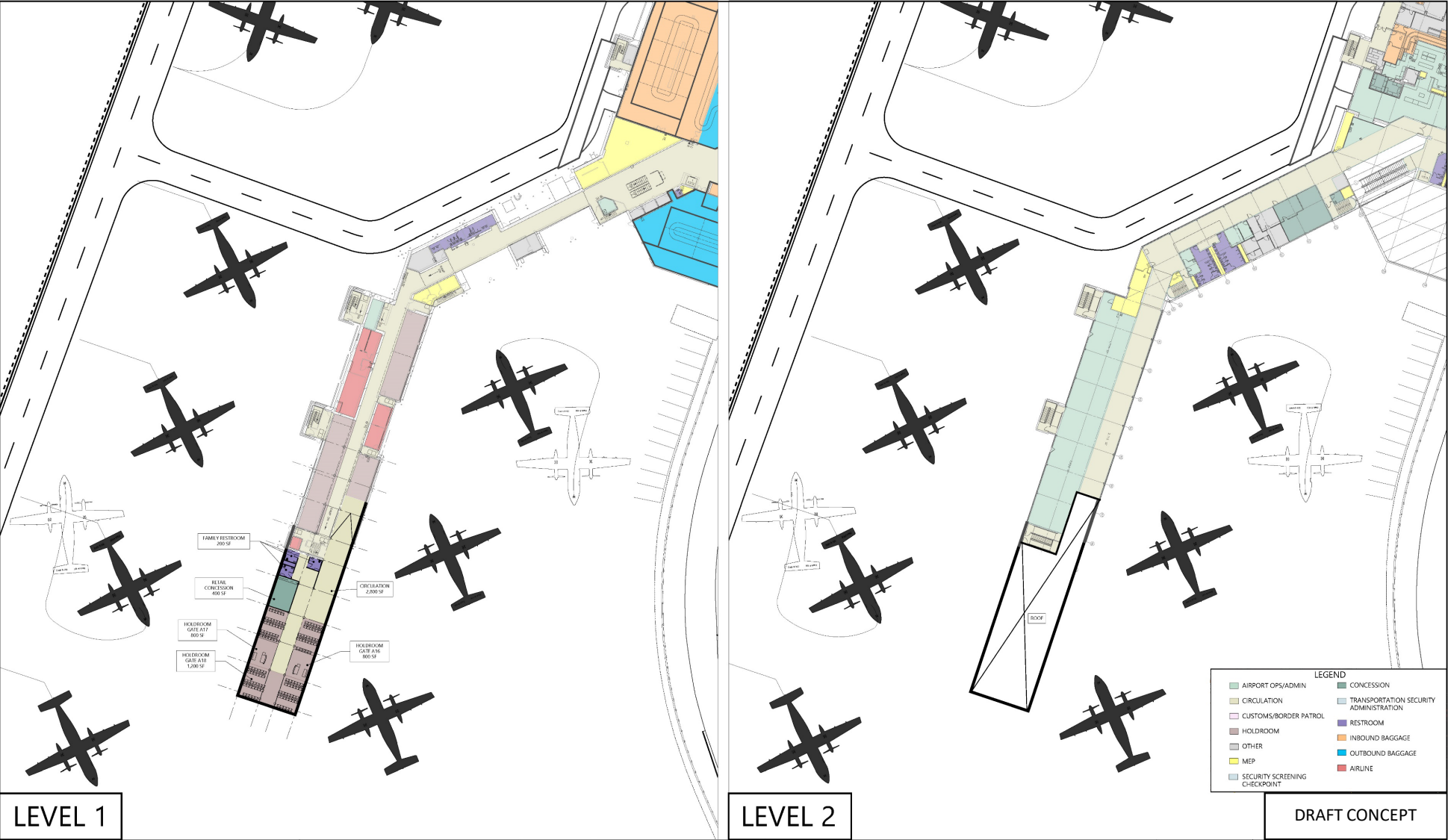
Preferred Terminal Alternative



Preferred Terminal Alternative Overview



A Concourse Expansion

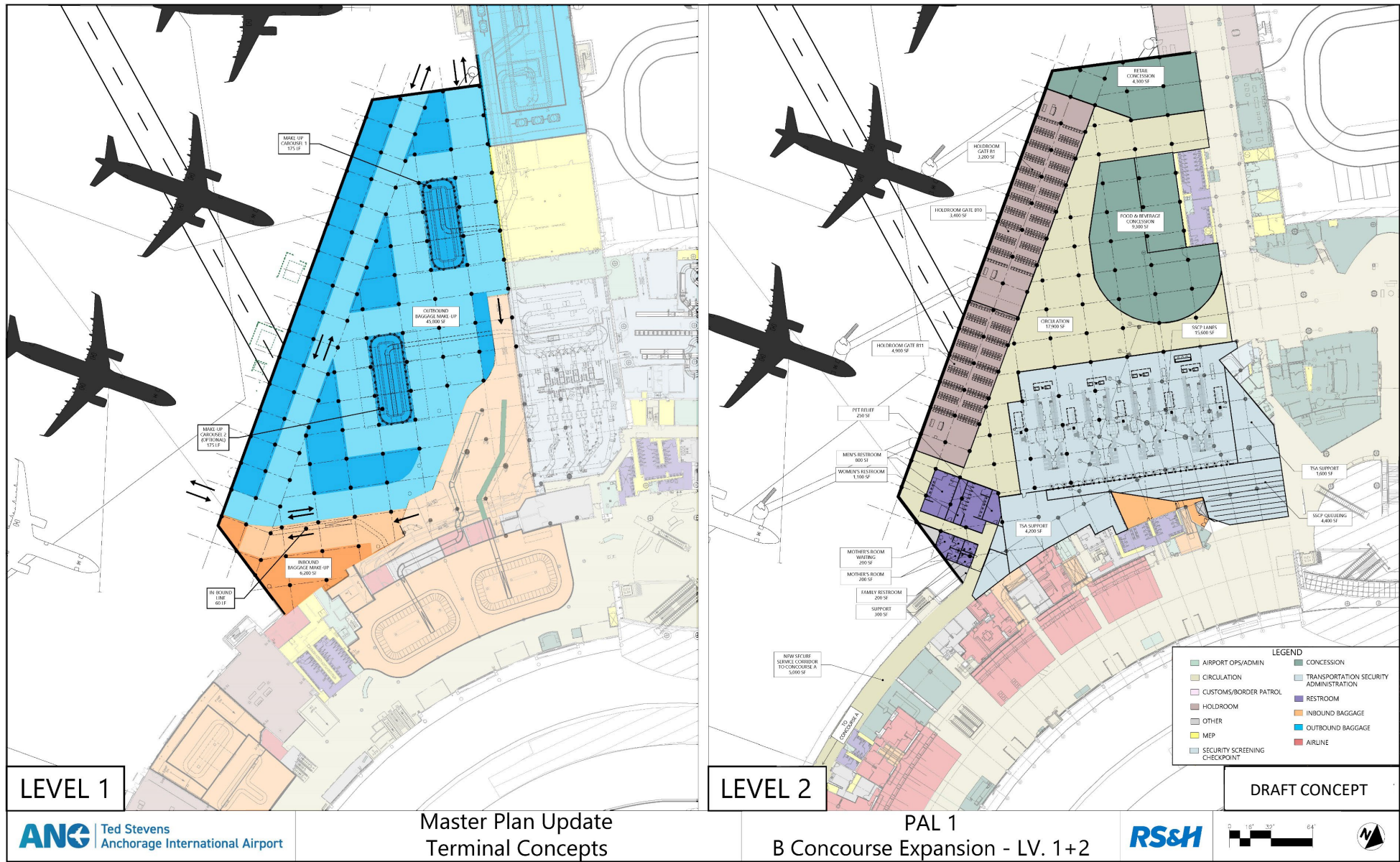


PAL 1: 3M Annual Enplanements



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

B Concourse Expansion

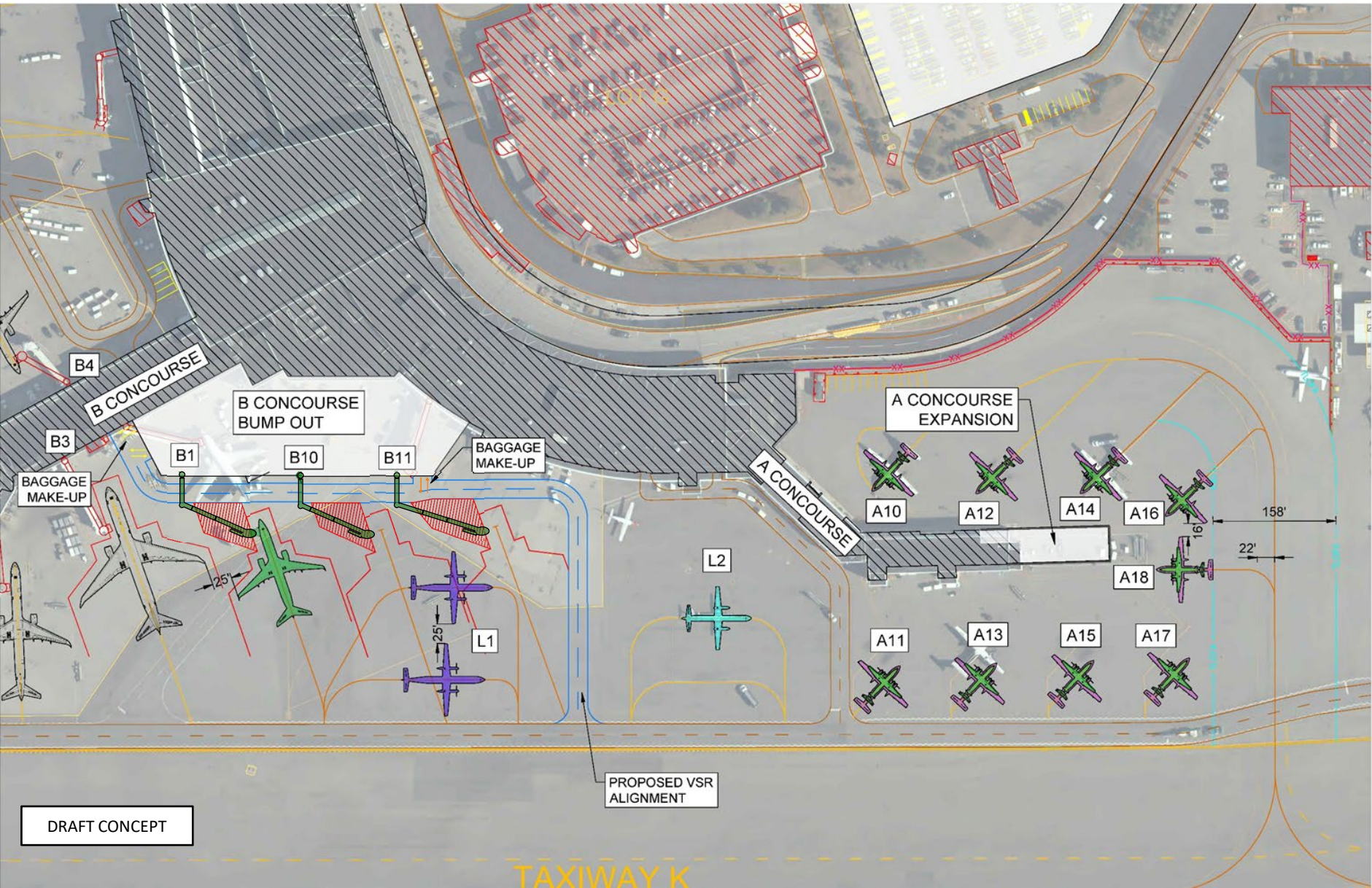


PAL 1: 3M Annual Enplanements



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

Conceptual Daytime Apron Usage



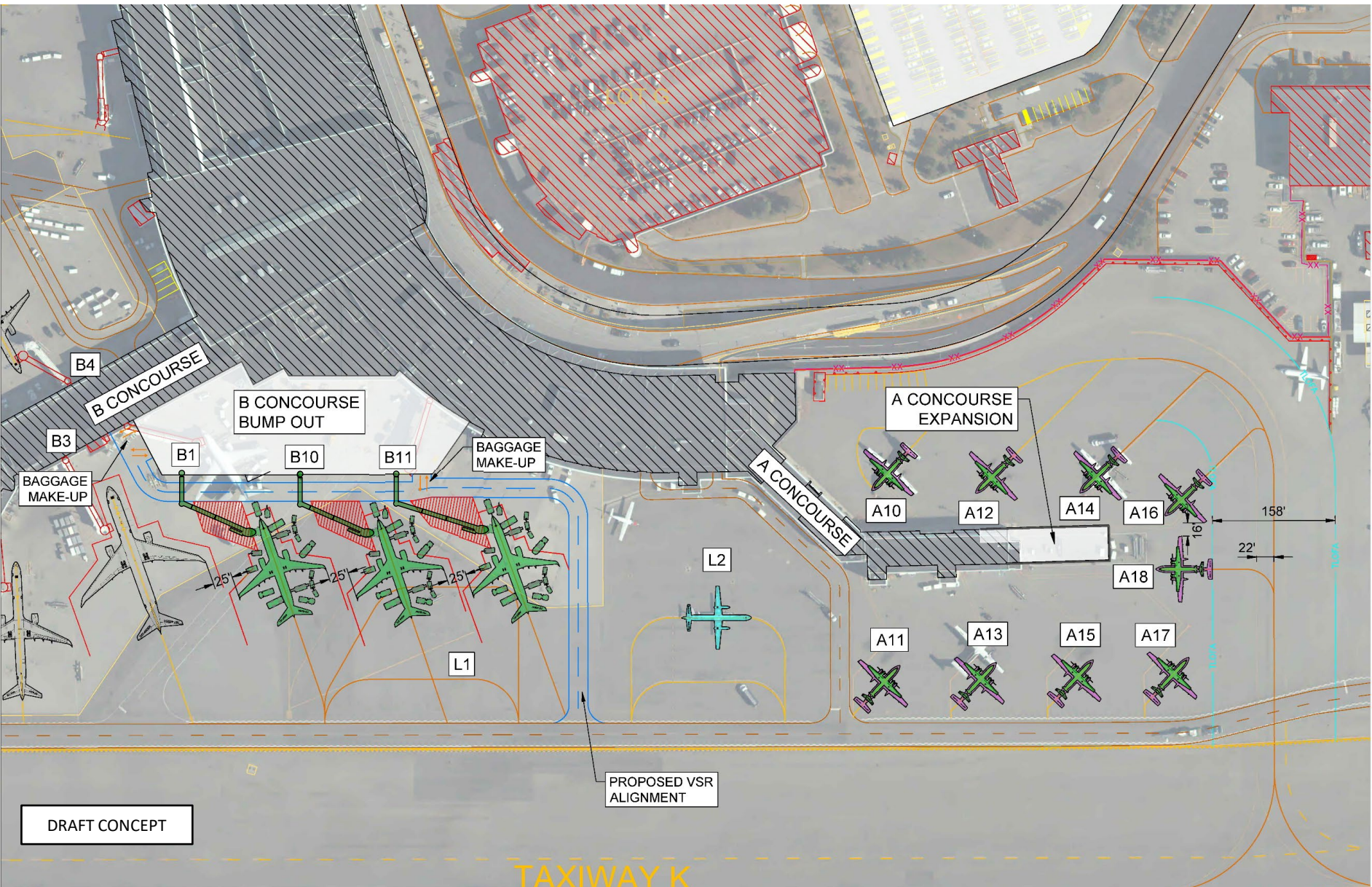
PAL 1: 3M Annual Enplanements



- 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)



Conceptual Nighttime Apron Usage



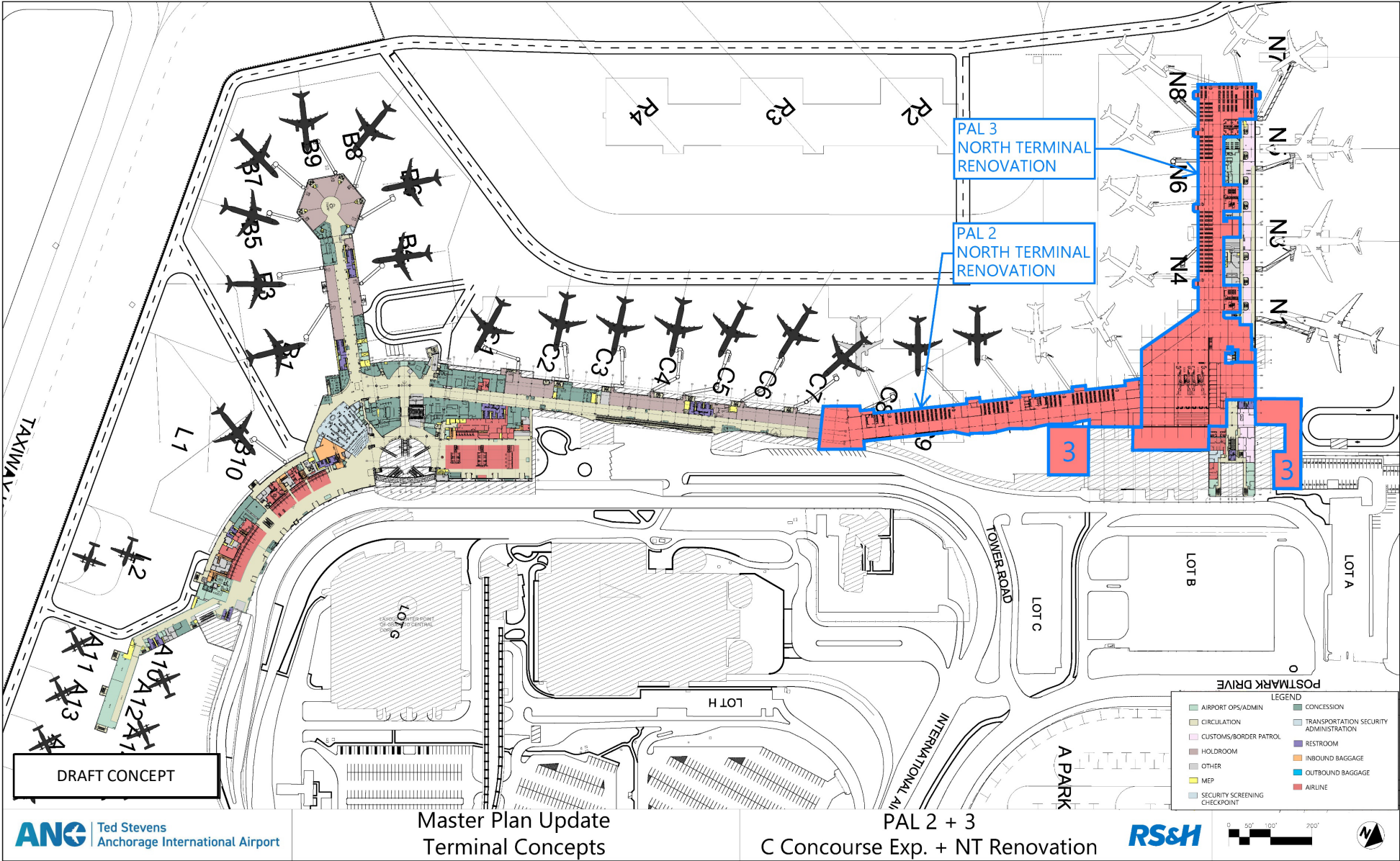
PAL 1: 3M Annual Enplanements



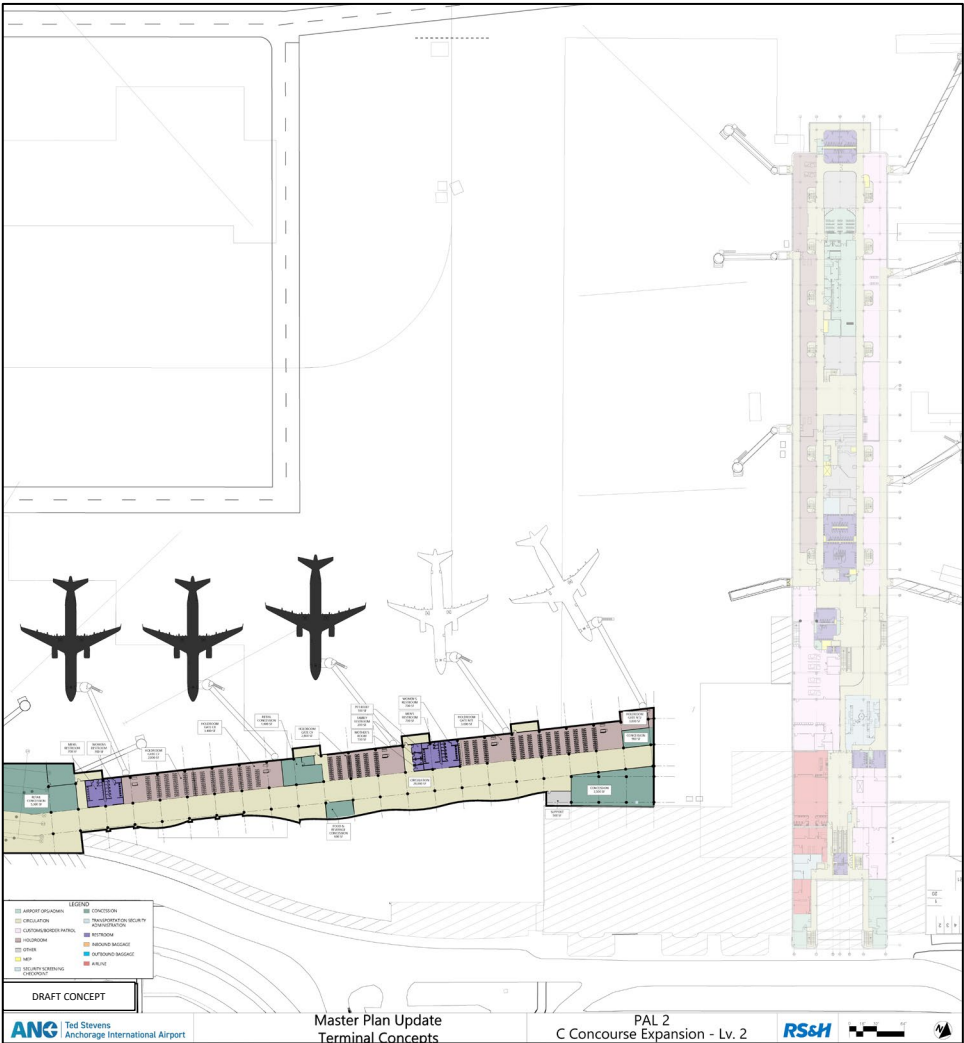
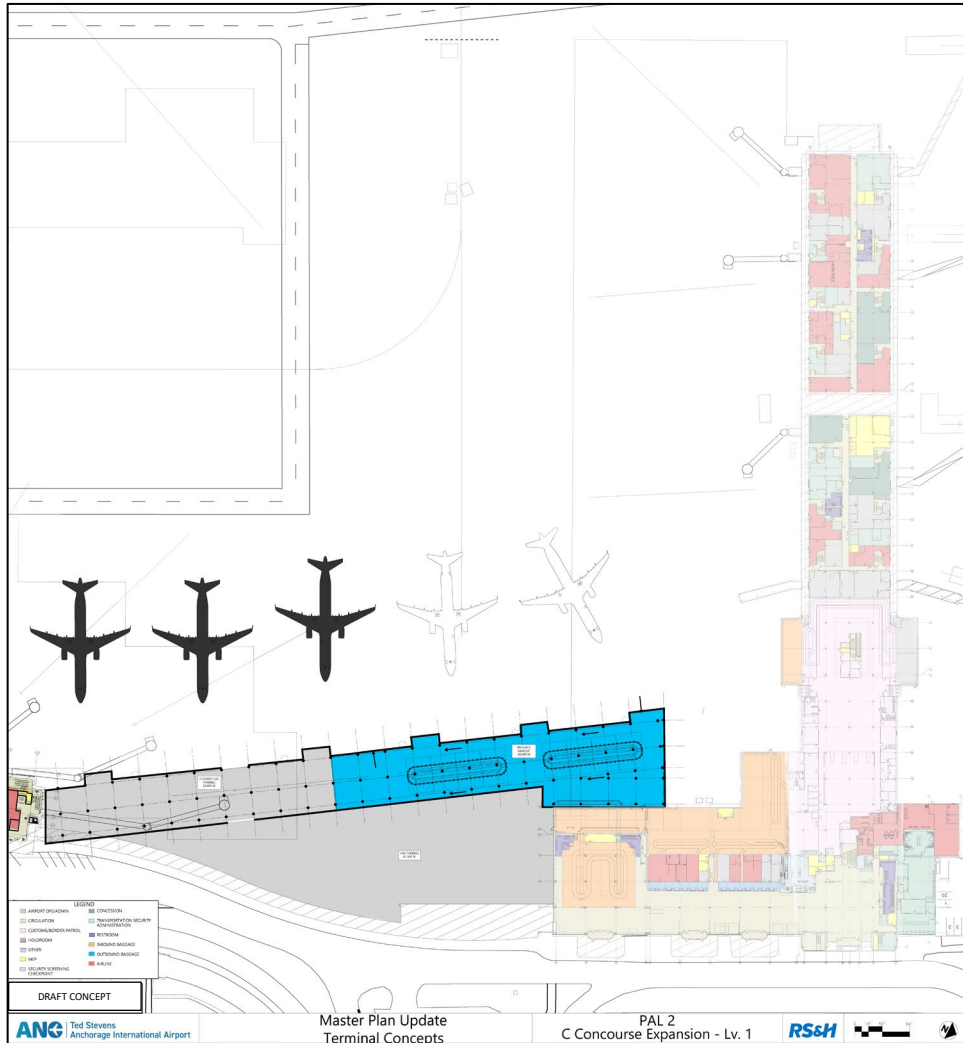
- Existing Taxilane
- Future Taxilane
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- Future Building Expansion
- Existing VSR
- Future VSR
- Boeing 737-900W (ADG-III)
- Saab-2000 (ADG-III)
- Dash-8 Series 100 (ADG-III)
- Beechcraft 1900D (ADG-II)



Preferred Terminal Alternative Overview (PAL 2/3)



C Concourse Expansion



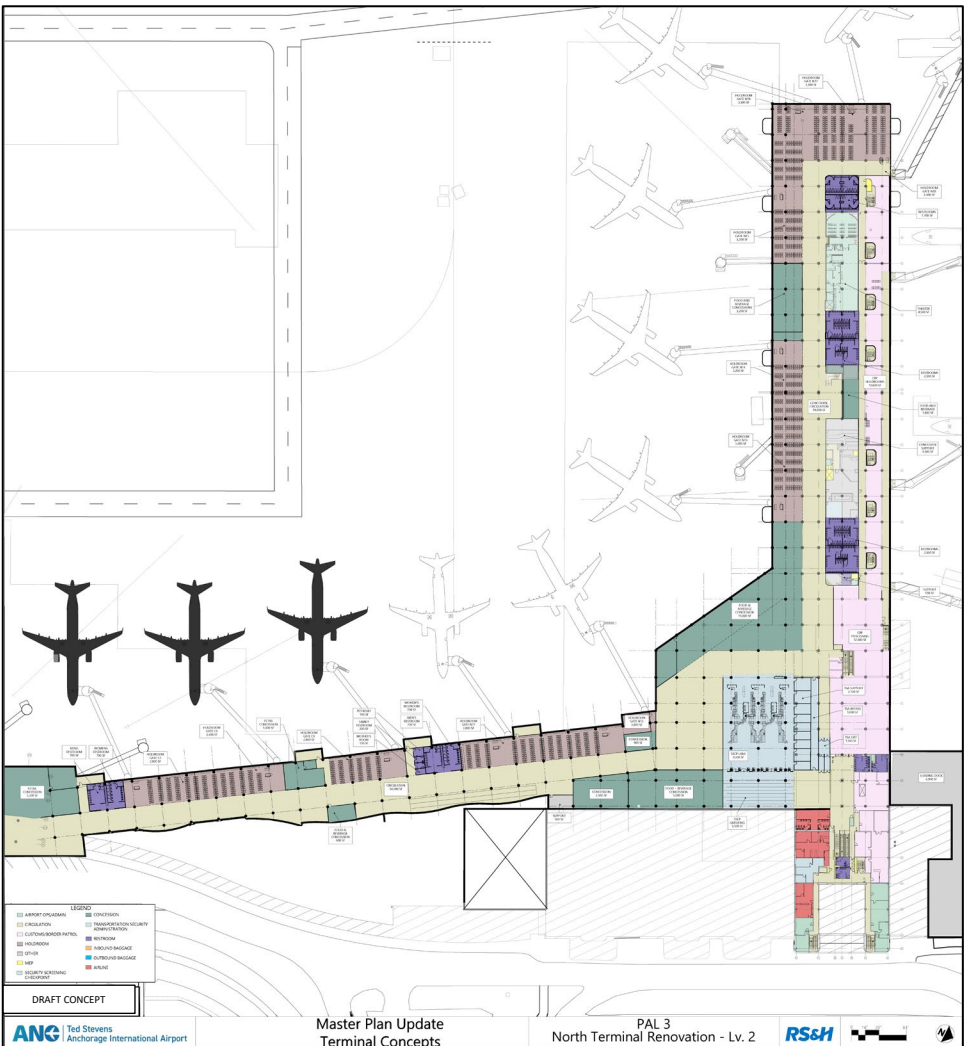
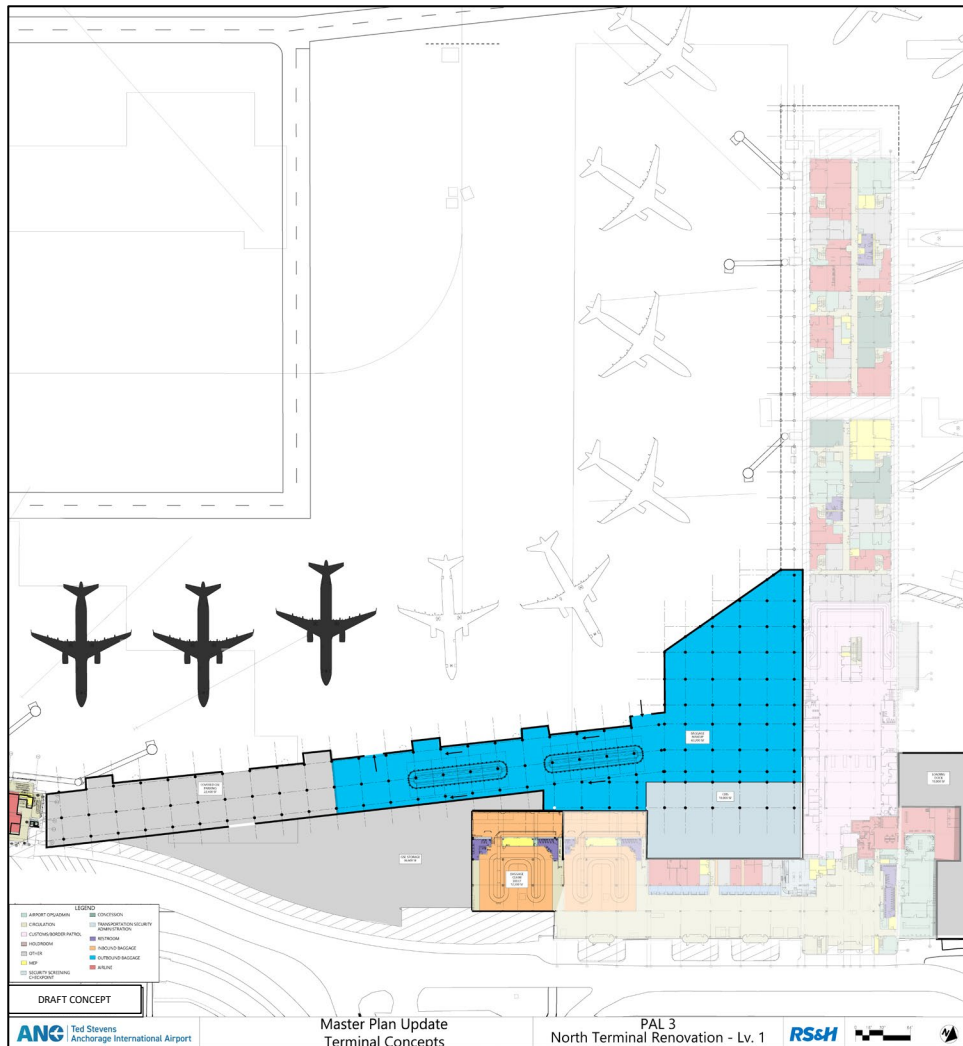
PAL 2: 3.4M Annual Enplanements



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

Preferred Terminal Alternative Overview

North Terminal Expansion



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.*

Preferred Alternative Drafts Rough Order of Magnitude (ROM) Cost Summary

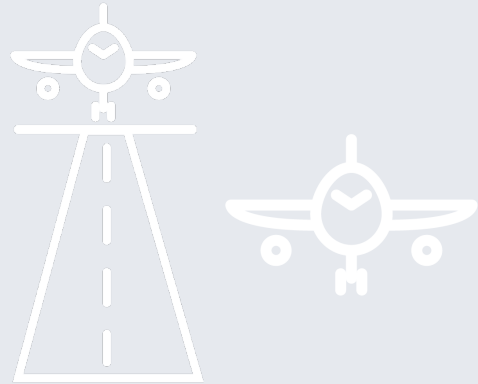
	A Concourse Expansion	B Concourse Expansion	C Concourse Expansion	North Terminal Expansion
Construction Items	\$11.4M - \$14.0M	\$122.1M - \$149.4M	\$132.7M - \$162.3M	\$190.6M - \$233.0M
Soft Costs	\$9.0M - \$11.1M	\$81.8M - \$100.0M	\$93.7M - \$114.7M	\$175.6M - \$214.7M
Total Cost	\$20.4M - \$25.1M	\$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.

PREFERRED ALTERNATIVES

1. Airside



2. Terminal



3. Landside



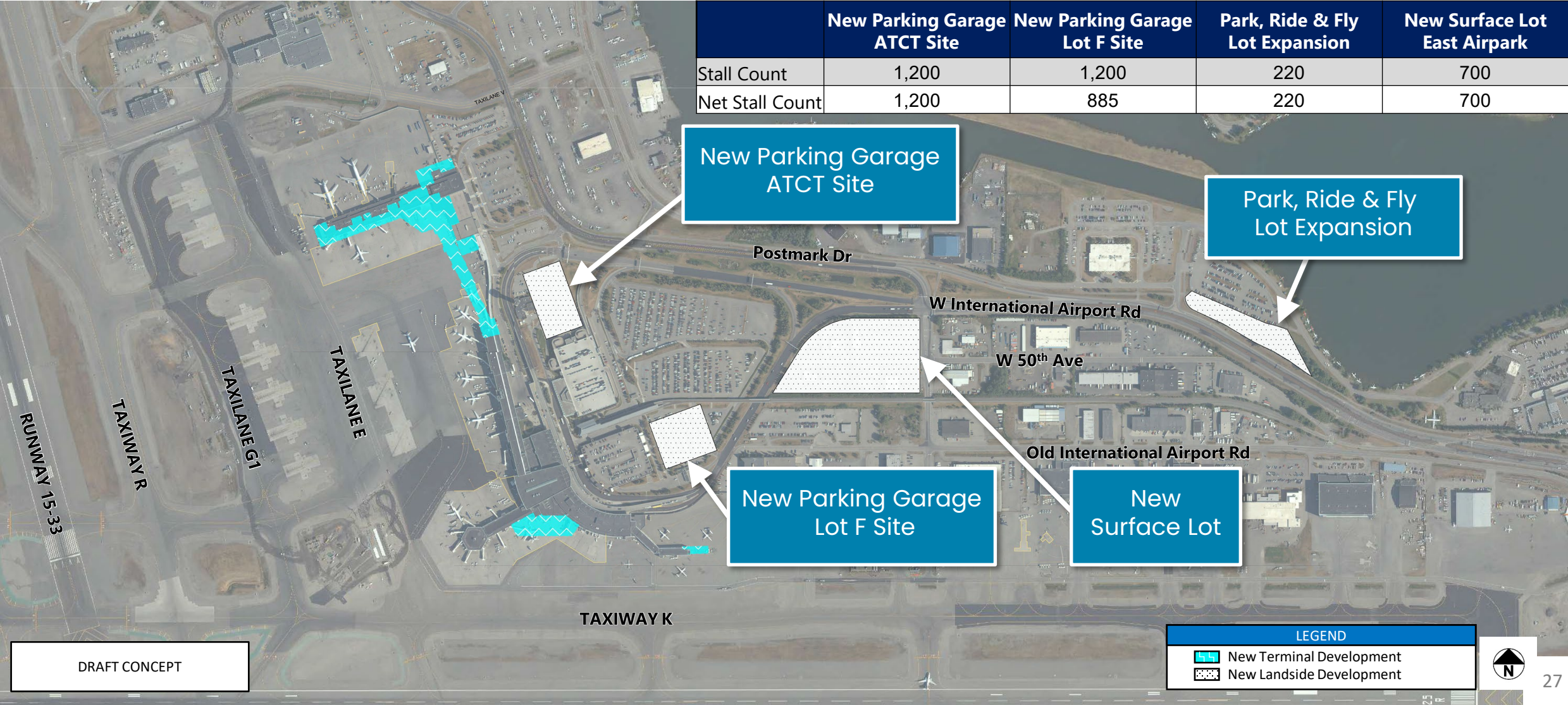
4. Support Facilities



Landside

Preferred Landside Alternative

	New Parking Garage ATCT Site	New Parking Garage Lot F Site	Park, Ride & Fly Lot Expansion	New Surface Lot East Airpark
Stall Count	1,200	1,200	220	700
Net Stall Count	1,200	885	220	700



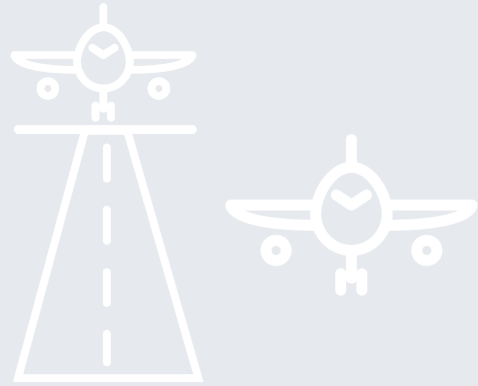
Preferred Landside Alternative Draft Rough Order of Magnitude (ROM) Cost Summary

	New Parking Garage ATCT Site	New Parking Garage Lot F Site	Park, Ride & Fly Lot Expansion	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 per stall - \$161K per stall	\$184K per stall - \$225K per stall	\$32K per stall - \$41K per stall	\$32K per stall - \$40K 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 ALTERNATIVE

1. Airside



2. Terminal



3. Landside



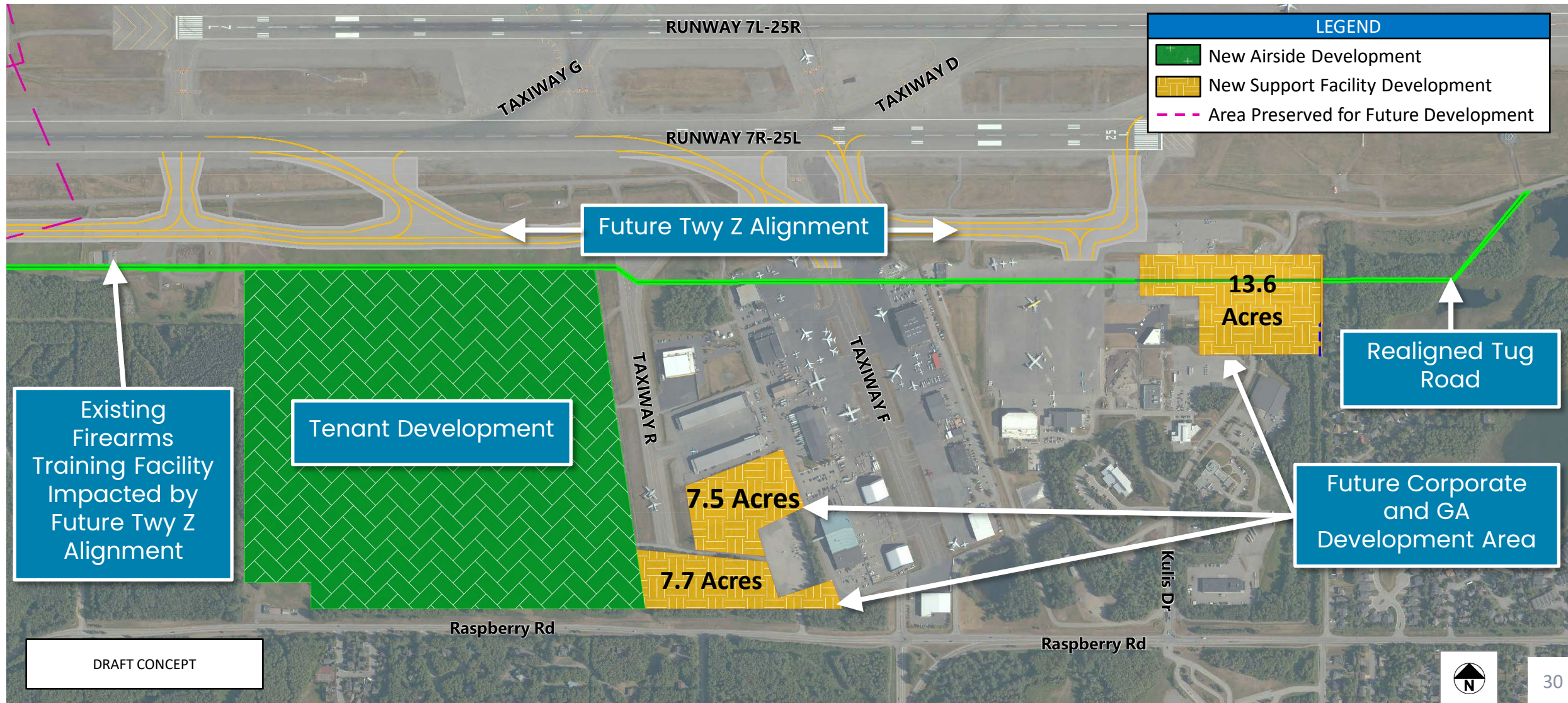
4. Support Facilities



Support Facilities

ANC MASTER PLAN

Preferred Support Facilities Alternative



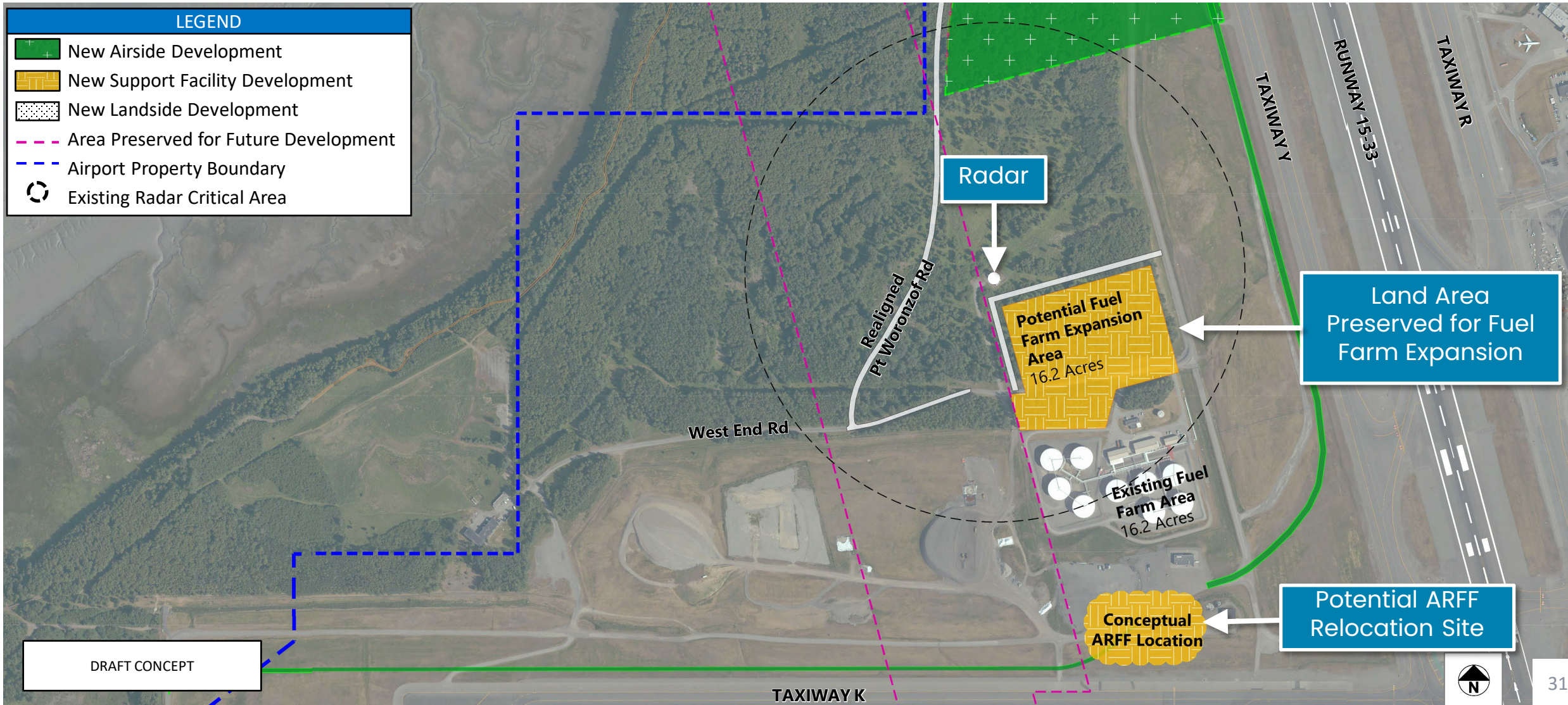
Support Facilities

ANC MASTER PLAN

Preferred Support Facilities Alternative

LEGEND

-  New Airside Development
-  New Support Facility Development
-  New Landside Development
-  Area Preserved for Future Development
-  Airport Property Boundary
-  Existing Radar Critical Area



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Next Steps

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

- Final Documentation (including Capital Plan)
- FAA Approval of Airport Layout Plan

Q&A



Q&A

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