

Turnagain Community Council comments on the Ted Stevens Anchorage International Airport Master Plan Facility Requirement Alternatives

The Turnagain Community Council appreciates the opportunity to have a representative on the Citizen Advisory Committee for the update of the Ted Stevens Anchorage International Airport (TSAIA) Master Plan. We are submitting the following comments on the TSAIA Master Plan Facility Requirement Alternatives.

Planning Activity Levels (PAL)

The relationship between forecasted growth at the airport, the thresholds of activity that represent a degradation in service that require a change in facilities, and the basis for improvements to facilities that meet short-term and long-term needs are fundamental to understanding and commenting on facility requirements alternatives. The public needs more detail and information on this relationship in order to make informed comment, and TCC would like to see some of that detail sooner than later.

Airside Facility Requirements – Runways

TCC appreciates the emphasis in PAL 3 and PAL 4 to optimize use of the AIAS system and the Fairbanks Airport to meet future demand, particularly for air cargo operations and as an alternative to a second north-south (N/S) runway at TSAIA. The impacts of a second N/S runway at the location that is proposed would have unacceptable impacts to the dedicated Woronzof Park and the Tony Knowles Coastal Trail, and we continue to oppose that alternative.

Airside Facility Requirements – Taxiways and Air Cargo

We note that alternatives that relocate the existing P and R air cargo parking spots to a new West Airpark at location 5 or 6 will take a significant amount of aircraft and vehicle access improvements to develop the West Airpark. There are tradeoffs between moving cargo aircraft further west away from Turnagain residential neighborhoods to the east of the Airport and recreational use that takes place at Woronzof Park and the coastal trail. Additional information is needed on the nature of these improvements. We note that the choice of terminal expansion alternative will also influence the need to move existing P and R air cargo parking. Construction of a new D terminal would eliminate some of those spots, whereas use of the existing North Terminal repurposes that facility and does not displace air cargo parking spots.

Airside Facility Requirements - Terminal

In order to minimize the need for developing a new concourse D terminal and displacing existing air cargo parking to a West Airpark, TCC prefers using the existing North Terminal to meet the need for new gates, including eight existing and 3 new. While we recognize that there may be challenges in renovating the North Terminal, it eliminates additional site preparation/construction activities and disruption to existing aircraft and airside operations, and delays the need for new West Airpark development.

Airside Facility Requirements - Land Side Vehicle Parking

We question the basis of the forecasts that 600 new parking spaces are needed to meet PAL -1, and 6000 new spaces to meet PAL – 3, and would like to see the detailed assumptions. It seems that use of offsite parking; Uber/Lyft/taxi services, and perhaps revitalizing use of the rail connection from downtown could reduce the need for new parking spaces at the airport. TCC is supportive of any activity that

reduces the volume and speed of traffic using West Northern Light Boulevard, creating safety and noise issues for our residential neighborhoods. We note that many large airports have one major access route into their facilities, and we would prefer to see airport-related industrial, construction, and passenger traffic use International Airport Boulevard.

Thank you for the opportunity to comment, and we look forward to your response.