

# Response to AEDC Roundtable Comments

4-2-2012

Thank-you to those of you who are reading this after participating in the roundtable discussions. We appreciate your time and effort in helping us to understand the concerns about the Ted Stevens Anchorage International Airport. We have attempted to respond to your comments in the following pages. We grouped the comments so you may not see your specific input. If we misinterpreted your comment or responded by asking for more information please follow up with us at [www.anchorageairport.com](http://www.anchorageairport.com) then select "Submit Your Comments Here". We hope this process was informative for you and want to ensure you it has been helpful to the airport. Thank-you again for your assistance in this effort.

## **Airport Governance/Role/Mission**

### **Airport Authority?**

#### **Airport authority? With or without FAI?**

#### **Should ANC be an airport authority?**

ANC Response: The governance structure of the airport is not determined by the airport. Various governance models exist and all have advantages and disadvantages. The staff and management of ANC, FAI and the Alaska International Airport System are committed to being as efficient and effective as practical working in whatever governing structure exists.

### **Need stable funding source**

The airport is funded by the rates charged and fees collected from its tenants, air carriers, vendors and concessionaires, parking, leaseholders, etc. The airport is not funded by the state of Alaska general Fund.

### **Be good steward of funds - Agree**

### **Transition to post-Sen Stevens era - Agree**

### **What is state role in development? Wait for private sector or build and hope they come?**

Not necessarily an either/or decision. Most development will need to be done by private enterprise to benefit private enterprise. Some major developments may need to be done by the State if they will benefit all or most airport users. Airport plans to pursue a combination as

needed to meet the needs of the aviation industry. Airport does work with other state agencies that have other missions such as AIDEA and DCCED.

### **Market more/ Market more locally and globally**

The airport and the AIAS have an active marketing program. If there is a specific area that you feel we are missing please contact us.

### **Run airport like a business**

The airport is attempting to operate in a business-like manner within the constraints of the state system and regulations and with the understanding that the airport does not exist just to produce revenue but also to provide a service to Alaskans.

### **Airport mission?**

To safely, effectively and efficiently operate and maintain the airport consistent with federal regulatory requirements, high customer service standards, sensitivity to user needs, and awareness of community goals.

AIAS Mission is to keep Alaska Flying and Thriving

AKDOT&PF mission is to get Alaska moving through service and infrastructure

### **Advocacy role with other industries?**

Not certain what this comment is suggesting we do but would be happy to discuss

### **Be business-like - Agree**

## **Community relations**

### **GA aircraft are noisy and annoying**

The airport is currently sponsoring an FAA Part 150 noise study. Please check the website [www.anchorageairport.com](http://www.anchorageairport.com) for details.

### **Need better Communication**

### **Communicate better with community councils**

### **Nearby neighborhoods bear brunt of negative impacts**

### **Public hears airport but does airport listen to communities**

The airport attends most community council meetings and tries to keep the communities informed about what it and its tenants are doing. There seems to be a desire for the communities to have more input or control over those activities. Airport management has the responsibility to make decisions for the airport and is held accountable for those decisions. The airport will continue to try to improve the dialogue with the communities but does understand that while there are few limits on the communication potential, there are limits to the input the communities will have on airport operations and development.

**TSA** – Comments have been passed to the TSA Federal Security Director

**TSA queue too long**

**Excess TSA employees**

**AKRR** – Comments will be passed to the AKRR which owns and operates the AKRR depot

**AKRR Depot – expand to light rail into town**

**AKRR depot is white elephant**

**Use of AKRR depot?**

## **Vehicle parking**

**Not enough short term parking/ Short term parking may be approaching capacity.**

ANC will ensure this topic is covered in the Master Plan.

**Cover long term parking**

Will investigate and get cost estimate to determine feasibility

**Plug ins in parking**

Estimate based on FAI project is \$3.5M. Will look at feasibility

**Pay by phone**

Have Credit Card lanes and pay on foot. Will look into smart phone.

**Space inventory**

Vendors that have contacted the airport have systems that cost millions of dollars. Not cost effective for our size operation. Will be happy to discuss if there is a cheaper option.

## **Kulis**

**Get someone in Kulis -Agree**

**Commercial interests in Kulis could overwhelm Raspberry**

Raspberry will require upgrade at some point in the future based on Muni projections. Type of development on Kulis could certainly change the timeline.

**Upgrade Kulis to handle heavy cargo**

Have not received any proposals from carriers that indicate they desire this.

**Be more open with Kulis planning**

Agree and believe we have been

**Turn Kulis into film campus or manufacturing center**

Definite short term potential. Must comply with FAA Grant Assurances.

**Kulis should be about econ dev and creating jobs**

Agree as long as compliant with FAA Grant Assurances

**North terminal** –North terminal future is definite topic for Master Plan

**North Terminal needs better signage, hotel, museum,...**

**North Terminal is “old”**

**Need currency exchange**

**Airport hotel at NT?**

**North Terminal future?**

## **Air Service**

**Cargo**

**Could cargo move across inlet with a bridge?**

Not economically feasible to separate types of aircraft. New airport estimated to cost \$10B plus a few years ago.

**Passenger**

### **Air Service/More domestic carriers**

Trying to get more connectivity, not just more carriers

### **More AS flights to SEA (not milk runs)**

Will pass to Alaska Airlines

### **More year round vice summer service**

Carrier business decision that airport has very limited input into

### **Competition to HI**

Carrier business decision that we have little influence over.

### **More Int'l pax routes**

Difficult to get with small population base but working on it and have some carriers interested.

### **Concentrate on pax v cargo traffic. More benefits and fewer negatives**

Both passenger and cargo traffic benefits the airport, Anchorage and Alaska by creating jobs.

### **Need more carriers**

More connectivity and more flights bring the benefit to the airport. This may be accomplished with new or existing carriers.

## **4<sup>th</sup> runway at ANC**

### **Need to plan before need is obvious**

### **Can't imagine ever needing. Would have to give up too much.**

Additional runway at ANC remains a focal point although its need is unlikely in the near future due to the global recession. At some point in time the airport will need additional capacity. How to provide that capacity will be one of the focuses of the Master Plan.

## **Future**

### **FTZ's**

The airport has Foreign Trade Zones and is quite willing to explore the activation of more. Need to have a business produce a plan for their use. Use of FTZ's will be by business, not airport.

## **Manufacturing**

Manufacturing can benefit by being close to the airport. Location on the airport may be difficult to reconcile with the FAA Grant Assurances. Ready to discuss with business. Work with AEDC, FEDC, DCCED and AIDEA.

## **Bypass mail**

Bypass mail is very important to rural Alaska and the carriers that serve it. Not an airport issue but being pursued by AK DOT&PF.

## **Remain Global cargo hub**

Fully intend to use all resources at airport's disposal to do just that. Goal is to become a Global Aviation Nexus.

## **Tourism**

Collaborate with ATIA, Visit Anchorage, and FCVB.

## **Independent tourist**

Airport appears to meet their needs. Have not received negative feedback.

## **Fairbanks role**

Fairbanks and ANC are partners. Each can and does serve as an alternate for the other. If/when peak demand exceeds capacity at either airport, the other could serve as a relief valve until additional infrastructure can be provided.

## **Protect and expand land base**

Working to do that through West Anchorage District Plan, Title 21 and Master Plan

## **Some large private infrastructure (hangar) may need \$\$ assistance from ANC**

Happy to discuss. More likely to refer to AIDEA for financial assistance.

## **Long range aircraft will erode ANC advantage**

Certainly a threat. That is why we are trying to grow into more than a technical (gas and go) stop. Cargo transfer and value added operations can help anchor cargo carriers.

## **Prepare for the next big user (FedEx/UPS) how will it impact communities?**

Excellent issue for the Master Plan to explore. Who/Where/When need to be explored. Specifics determine impact on community.

### **Utilities backbone could use improved master plan??**

Not sure there are deficiencies except for limited utilities on the west side of the airport. Will explore in master plan.

### **Plan ahead for deicing regulations**

Have been working in collaboration with the carriers and ground handlers to explore solutions to future regulatory constraints.

### **How does GA impact Commercial Aviation in the future?**

Will need to investigate during the alternatives analysis of the Master Plan. Any specific concerns?

## **Opportunities**

### **Incentivize carriers and businesses**

Airport is legally restricted from using current customer revenue to incentivize new customers. City, state and businesses are not restricted. Incentives have a poor history of success. Normally they bring in business until the incentive ends then the business leaves. Must be used carefully.

### **Create value added business at airport**

Airport will support and is looking for such a business

### **Empty space on aircraft departing to the west**

Yes. An opportunity for Alaskans.

## **Capacity**

### **Grow at ANC or FAI. Which can handle?**

Either/both. May depend on what type of traffic needs additional capacity, passenger, intrastate, international cargo,...?

### **Will technology increase capacity (NextGen?)**

Unknown at this time but hopefully it will

### **Plan better to use capacity?**

Please provide details of how we can improve

### **Slots not a problem at ANC**

True

## **Miscellaneous Areas for improvement**

### **Rental cars hard to find**

Have not heard this complaint before. Will review signage. Is this from inside terminal or when returning?

### **Hard to get badges**

TSA requirements are intended to ensure security, not facilitate commerce. We try to be as responsive as we can while complying with the regulations.

### **Admin offices hard to get to**

Can we make it easier with better signage or parking?

### **Need better truck access for freight**

Where? Deliveries or offloading aircraft? Please provide specifics.

### **Better signage to airport**

Please provide specific needs.

### **Hard to get to taxis**

Is the issue the location or the number of taxis? Airport does not control the number of taxis, that is set by the Muni. It is impossible to have enough cabs for the peak demand times as there is not enough business for more taxis during the off peak times.

### **Employee shuttle inadequate**

Data shows that the shuttle runs within the advertised every 15 minutes. Do you feel we need service more often, to more locations or is there some other issue?

### **Need better People Mover service**

We will pass this comment to the Municipality, they control the People Mover

### **Need charging stations**

Will look into cost. Will also pass on to carriers who control their gate lounges in many cases. Would fee charging stations be acceptable?

### **Work with POA and AKRR to reduce costs of getting goods to rural AK.**

Cost of transportation is set by transportation companies, not Port, Railroad or airport.

### **Why do we pay extra for shipping to AK?**

Not sure but not an issue the airport can solve.

### **Need warm storage facilities**

Please provide specific need. If benefit is not limited to one or a few tenants the airport may be able to assist.

### **Snow removal plan too focused on runways and taxiways. Poorly communicated.**

Please provide contact info so that you can be invited to the annual snow plan review meeting with airport tenants.

### **AIAS planning is being done piece-meal**

Current planning effort is probably the most comprehensive effort attempted to date. The AIAS consists of the Fairbanks International Airport and the Ted Stevens Anchorage International Airport. Other airports are not part of the system but are obviously impacted by and impact the AIAS. Prudent planning by any airport would take into account known plans at other related airports.

### **Need fish coolers**

The airport has freezer space that a vendor makes available for rent. Is there an additional need that we are unaware of?