

MEETING NOTES

Project: ANC Runway 15-33 Rehabilitation Project

Location: Coast International Inn, 3450 Aviation Ave, Anchorage, AK

Subject: Public Meeting

Date and Time: June 22, 2017; 5:00-7:30

Staff/Agency Attendees:

DOT&PF

Luke Bowland
Jenelle Brinkman
Mark Boydston
Jennifer Pepin

FAA

Pat Oien
Katrina Moss
Leslie Grey

HDR

Katherine Wood
Linda Smith
Samantha Buchanon
Sasha Prewitt

ANC

John Parrott
Teri Lindseth
Mike Lee
Jennifer Carle

Mead and Hunt

Ryk Dunkelberg
Kate Andrus

Public Meeting Summary:

On Thursday, June 22, 2017, the ANC Runway 15-33 Rehabilitation Project hosted a public meeting at the Coast International Airport Inn. The purpose of this event was to inform the public about the north-south runway rehabilitation / temporary closure and the noise impacts associated with increased air traffic on the east-west runways during construction. Project team members were available to describe the project and to answer questions.

Materials

- Handouts (comment sheets, fact sheet, FAQs, mailing list sign-up sheet)
- Posters
- PPT Presentation

Advertising

- Project Website
- Project e-newsletters (May 31 [27 subscribers], June 14 [37 subscribers], June 15 [39 subscribers], and June 19 [47 subscribers])
- FCC email
- 14,500 Postcards sent to property owners within Spenard, Turnagain, Sand Lake, Midtown and Taku/Campbell Community Council boundaries
- Community Council meeting updates (5) and Listening Posts (3)
- Alaska Dispatch News Advertisements (June 4 – 18, 2017)
- State of Alaska Online Public Notice (May 31, 2017)
- GovDelivery notification to ANC mailing list (June 1, 2017)
- DOT&PF Facebook post (June 1, 2017) and meeting event

Summary

HDR Public Involvement Lead Katherine Wood welcomed meeting participants, outlined the purpose of the meeting and introduced the DOT&PF Project Manager Luke Bowland.

Luke gave an overview of the project via a Power Point presentation (see attached), which discussed the purpose and need, and outlined the project details. He discussed the anticipated construction schedule and the need to close the runway for one or two construction seasons. Kate Andrus with Mead and Hunt summarized the noise study that was completed to characterize the change in noise due to the increased use of the east-west runways, and showed participants a map of areas where the noise would exceed 65 DNL (considered incompatible land use). Luke then outlined alternatives examined and dismissed to reduce or mitigate noise impacts. Katherine described next steps in the environmental process and ways to provide comments and get more information.

Questions were fielded by the project team until approximately 7:30pm. The following notes paraphrase the open question and answer period. Italicized font indicates the response provided by the project team.

What is preventing the schedule from being extended so it is only one construction season?

Luke Bowland (LB): Pavement cannot be laid successfully in colder temperatures (beyond September/October).

Can it [the construction] be started earlier in the year?

LB: If the contractor is ready.

Did you look into vibrations? Existing airport-caused vibrations are weakening my windows.

KA: No, there is no defined method to examine vibrations.

Can you divert cargo flights to Fairbanks International Airport?

LB: As a federally funded airport, ANC cannot deny access to air carriers.

John Parrot (JP): Air carriers have been made aware of the upcoming construction plans, and that Fairbanks is an option that is open to them, if they choose to go there.

Why not approach the carriers and ask them to be good neighbors?

LB: We can discuss this issue with ANC, but the cargo carriers are unlikely to be motivated to make changes that delay or extend their schedules.

Is anything being examined in the EA regarding the issue of bluff erosion at Point Woronzof?

LB: Erosion at Pt. Woronzof has been examined by the Corps of Engineers. The study says it is due to wave action, creating unstable slopes. We looked at slopes on the south side of Point Woronzof Road and did not see any evidence of erosion. We also looked at a slope 600 feet from the RW 7R runway end and did not see any evidence of erosion as a result of aircraft activities. Runway 7R is the primary landing runway at ANC and accounts 75% of the landings according to the 2014 Airport Master Plan. If slopes near the primary landing runway are not eroding it is safe to say aircraft operations themselves are not a contributor to the base cause of the erosion. The concern, based on previous discussions, is that jet blast, wake turbulence, and vibrations from aircraft are expediting erosion of the unstable slope along the bluff. Luke Bowland offered to share more technical information after the meeting.

Erosion may not be caused by the aircraft, but it is an issue associated with climate change and needs to be examined in the EA as it will be eventually impacting community and airport facilities. Please document the analysis of erosion in the EA.

During post meeting discussions, Luke shared a Jet Engine Exhaust Velocity Contour publication from Boeing for a 747-8 aircraft. Jet blast velocities during Takeoff Thrust produce the highest

wind speeds but would aircraft would be using less thrust during landings. Takeoff Thrust velocities for the 747-8 exceed wake turbulence wind based on FAA publication AC 90-23G.5.a. Jet blast velocities drop below 35mph less than 100 feet above and below the aircraft. Aircraft approach at least 165 feet above the bluff so aircraft generated wind should be negligible. He also discussed noise increases along the bluff as a result of the 100 foot shift to the north end of the runway to see if the project will have a noticeable change to vibrations in the area. Current DNL dB readings in the area range between 74 and 77. The noise model projects increases between 0.01 and 0.09 dB in this area as a result of the 100 foot shift. The noise increase is negligible.

Noise and vibration impacts occur over my residence, as well as other areas that never received noise abatement measures. Vibration shakes things off the wall.

If 216 flights per day is annual average, what is the summer average when construction would occur?

LB: [Stated that he would need to look at the data to answer that question, and the following response reflects that research.] During daytime hours, departures/arrivals over the area to the east are expected to increase from 44 operations to 258 operations (increase of 214 takeoffs and landings). During nighttime hours, departures/arrivals over the area to the east are expected to increase from 1 operation to 71 operations. Aircraft operations will return to normal once construction is complete. These numbers are based on annual aircraft operations anticipated for the year 2020. Daily aircraft operations may vary due to air carrier schedules and weather conditions.

Why is two years considered temporary?

LB: Construction would be for a six-month duration in 2018 and potentially again in 2019. Federal regulations does not allow funding temporary impacts.

Can you please describe the existing Notice to Airmen (NOTAM)?

LB: There is a preferential use of the runways to route aircraft traffic over the water when possible.

KA: The airport uses what tools it has. An updated NOTAM may help reduce individual noise occurrences, but it's unlikely to change the overall noise impact.

Can we get more specificity regarding the NOTAMs?

Katherine Wood (KW): We can provide what the existing NOTAMs are, and what they may be during construction.

NOTAMs are notices published for pilots based on unique conditions at airports. NOTAMs are available online at <https://pilotweb.nas.faa.gov/PilotWeb/>. The NOTAM we are suggesting is a request for pilots to use noise abatement procedures to reduce noise when operating to the east of the airport. Air Carriers (Alaska Airlines, Delta, UPS, etc.) have different Noise abatement procedures based on pilot operation guidelines.

Lives at the tip of the red line (construction phase 65 DNL contour). What is the decibel level [during operations]? What is a safe level for my child (under 1 yrs old)?

KA: The noise model doesn't measure decibels, it measures DNL (day and night noise level).

The contour is an averaged, weighted level. We don't have an answer for safe levels, but it may be more comfortable to be inside your residence.

Lives next door to previous commenter (just outside the proposed contour). Wants to know whether the airport can divert takeoffs alternating north, straight or south to decrease each individual's impact by 2/3.

LB: This comment is best addressed by FAA Operations. We can look into this and see if it is feasible. Note: This was discussed with FAA Air Traffic Control after the public meeting and is typically referred to as "fanning". Fanning has been done in the past but is not common for safety

reasons. Aircraft on departure typically travel to a common waypoint miles away from the airport. Aircraft traveling different routes to the same point must be monitored closely to avoid aircraft from getting too close to one another. Aircraft departing tend to fan on their own based on differing final destinations.

When the construction completes, will there be a change in current aircraft types or traffic?

LB: No change. The project is needed to serve aircraft already using the Airport.

Diversions to Fairbanks is a cost issue. Can ANC increase their cost to land, to incent the airlines to divert?

John Parrott (JP): ANC has a long term contract (through 2023) with carriers, so we cannot change fees. In addition, there is no difference between fees at FBX and ANC. Some non-signatories can get a lower cost by going to FBX.

Were there any noise measurements taken as part of the noise modeling?

KA: No, and that is standard practice. FAA does not require noise measurements to determine noise modeling impacts. However, during the last Part 150 study, the Airport voluntarily had noise measurements taken and they validated that the Part 150 noise model was accurately portraying existing noise levels. No additional noise measurements were needed to model noise associated with this project.

When the pattern was changed in the spring, it was a "bummer." So it is highly disappointing to hear it will extend all summer.

I live by Sand Lake, and interior noise is awful. It stops conversations. When will the noise results be available?

KA: The last Part 150 study was completed in 2014. The Part 150 study is available on www.anc150study.com. Not many homes occur within the 65 DNL. The noise analysis for this runway rehabilitation project will be included in the Draft EA.

Where were the noise measurements taken?

KA: As part of the Part 150 Noise Study, about 15 stations were set up around neighborhoods to verify the model.

Airport claims they have no control on airplane flight paths? Does the FAA?

LB: Yes, the FAA controls flight paths, and safety is the primary driver for where they go, not noise.

What is the FAA regulation's definition of "temporary"? Can you provide a citation in regulations?

Leslie Grey, FAA (LG): The definition is 6 months on an annual basis. The 6 month requirement is defined in FAA Order 1051.1F CATEX 5-6.5(m) Page 5 of 15 and states: "Short-term changes in air traffic control procedures, not to exceed six months, conducted under 3,000 feet above ground level (AGL) to accommodate airport construction."

Does DOT&PF have any leverage with the airlines on scheduling?

JP: Because we are a federally funded airport, ANC must be open to traffic at all times. We cannot dictate schedules to the air carriers.

DOT&PF could allay these concerns if you used the N/S taxiway as an alternate runway. I would like to see more information about why this alternative was dismissed.

LB: More information will be provided in the Draft EA.

The Airport has operated with deviations from regulations for many years associated with Design Group VI. Why not continue?

LB: In order to obtain federal funding we must meet FAA requirements. The current fleet mix serving the airport requires we widen the runway from 150 feet to 200 feet for ADG VI aircraft. ADG VI aircraft are permitted to operate on the existing 150 foot wide runway based on an FAA approved Modification to Standards (MOS). This MOS is temporary and needs to be corrected with the next major project; i.e. this project.

The project team needs to get more notifications out. You are going to be slammed with complaints. There will be thousands of people impacted by this project.

KW: We have been attempting to get the information out, using postcards, advertisements in print news, listening posts, email, etc. We are open to any suggestions of alternative ideas to get project information disseminated.

Master Plan Update included the pavement rehabilitation component and the need to separate the runway safety areas, but did not include the RW end shift.

LB: You are correct. As the project progressed in design, we realized the need for certain aircraft to maintain the runway length, and therefore the official runway end needed to shift. However, this is all within the existing paved footprint. After the meeting we looked at the Airport Master Plan, and the shift to the north end of the runway was included in the plan and was described as "removal of the displacement". Removing the displacement would shift the north end of the runway 200 feet to the north instead of the 100 feet currently proposed. The 100 foot shift meets the project's needs, allows us to upgrade the approach light tower in its current location, reduces hill excavation/tree clearing/fencing adjacent to TW R/TW Q, and allows aircraft to maintain a higher altitude on approach.

The biggest noise impact is at night. Single impacts are our concern, not the overall average as reflected in the DNL number. Have you looked at just reducing the nighttime impact? Can you influence carriers to come during the day?

KW: No, the Airport cannot control air carrier schedules.

The recent airport maintenance this spring was only during daytime hours. No one experienced nighttime runway changes. This is going to be very bad.

If the definition of temporary impact is 6 months, what happens at 7 months?

LG: The timing is roughly 6 months; It doesn't mean that if construction goes one day, one week, or one month over six months it is no longer temporary. The extension of the time period would not free up federal funds for sound insulation, if that is what you are asking.

What about noise hour restrictions, like other airports? [cited examples of a search for "Noise Abatement Procedures" shown on cellphone from an online search, including National, San Diego, San Francisco, etc.]

KA: The Airport already uses a Noise Abatement Procedure—that is the Preferential Runway Use plan that directs most aircraft operations over water, and that is highly effective. By law, we cannot restrict hours. To do so requires a Part 161 study that examines closing the airport for certain hours. It requires proof that the closure would not impact the airport financials. The existing US airports with curfews (about 2) are grandfathered as exceptions.

Other countries, including those that the cargo carriers fly into, have curfews. Is FAA working with other countries to change their hours?

KA: There is an international aircraft board that is looking into the Asian and European airport curfews and how they impact American airports.

JP: Most international and cargo flights are during the daytime. The nighttime flights are typically the domestic passenger flights (Alaska Air, Delta, United, etc.)

Can we get more information on the issue of the temporary time frame?

LG: It is six months, on an annual basis. We will continue to look into opportunities to minimize the project duration.

Every tree counts. Specifically near the safety lighting and near taxiway Q and taxiway R. Loss of trees also seems to impact erosion. I want to see conditions and restrictions on vegetation removal as part of the bidding document. It doesn't matter what noise experts say, trees buffer noise and noise increases every time the airport cuts down trees. I will be looking for these issues in the draft EA.

Written Comments:

"Thank you for all of the speakers for sharing good information tonight."

"I am interested in having the EA process evaluate any efforts that could be made to incentivize fly-through air traffic to use Fairbanks during the temporary construction period so as to reduce noise impacts in Anchorage."

"I don't want any part of the coastal trail compromised or moved."