

Frequently Asked Questions

ANC North/South Runway Renewal

What is the ANC North/South Runway Renewal project?

The ANC North/South Runway Renewal project will rehabilitate the North/South Runway, widen the runway, and update taxiway geometry to meet Federal Aviation Administration (FAA) standards. The project will also separate the North/South Runway from the East/West Runway Safety Areas (RSAs). The project will occur on airport property and includes:

- Rehabilitate the pavement on the North/South Runway and interconnecting taxiways
- Widen the runway (from 150 feet to 200 feet) to meet Airplane Design Group VI standards
- Update the interconnecting taxiway geometry to Taxiway Design Group 7 standards
- Shift the south end of the Runway approximately 200 feet north to separate the North/South Runway from the East/West Runway RSAs
- Shift the north end of the Runway approximately 100 feet north to maintain a minimum Land Distance Available of 10,000 feet required by air carriers
- Reconstruct Taxiway Q to coincide with the newly shifted North Runway
- Replace runway and taxiway lighting
- Replace and upgrade the approach lighting system, including one lighting tower near the Coastal Trail

Why is the ANC North/South Runway Renewal project needed?

The ANC North/South Runway Renewal project is needed to improve airport efficiency and safety by replacing its aging pavement. Runway pavement deteriorates over time. The runway pavement was last updated in 2004, and inspections indicate that the pavement needs to be replaced. In order to meet FAA standards, the runway must be widened to accommodate large aircraft already serving the airport and the intersecting taxiways geometry revised to meet current requirements.

The North/South Runway is critical infrastructure for the Ted Stevens Anchorage International Airport (ANC). It supports the world's 5th busiest cargo airport as well as supports air travel for Alaskans. The North/South Runway reduces noise impact to communities by allowing most departures and landings to occur over water.

When will construction start and end?

Construction is planned for two construction seasons: 2018 and 2019.

During the 2018 summer, the runway will be partially closed, and it will be fully closed during the 2019 summer. Modified operations will occur throughout the two construction seasons; during these time periods operations will require heavier cargo aircraft to be shifted to the east-west runways. For 2018, construction is scheduled to start June 18, 2018, and anticipated to end October 2018. During this 2018 season, the runway will be partially closed, and occasionally, it will be fully closed for brief durations. The north end of the runway will remain operational except during these full closure periods.

The runway will be reopened between October 2018 and April 2019 to allow normal aircraft operations for the winter.

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In 2019 the runway will be fully closed 7 days per week, 24 hours per day, April through October.

Will there be more aircraft noise?

A noise study was completed and identified a temporary increase in aircraft noise over properties to the east of the airport when the runway is closed during construction. When the project is complete, noise levels will be nearly identical to pre-construction conditions. Visit the website to view the noise maps at www.anc15-33.com.

Who is paying for this project?

Improvements are anticipated to cost \$75M and are funded by FAA with a 12% match paid using International Airport Revenue Funds. No government funding is required for this project.

Will the project create more jobs?

Yes. This project is anticipated to provide hundreds of jobs over the life of the project.

Is the ANC North/South Runway going to be extended?

No, the runway will not be extended. However, the project will shift the runway to the north within the current pavement limits. The runway will be widened from 150 feet to 200 feet to meet FAA standards. All improvements will be made on existing airport property and will not physically impact the Coastal Trail, Point Woronzof Road, or Point Woronzof Overlook.

Will the project affect Point Woronzof or the Coastal Trail?

There will be no physical changes to the Coastal Trail or Point Woronzof Road. Additionally, the noise modeling research indicated that, between construction seasons and once construction is complete, the noise is expected to be similar to the current level.

Will land need to be cleared north and south of the runway?

Replacing the approach lighting system will require some clearing to install the new light tower between the Tony Knowles Coastal Trail and Point Woronzof Road. Additional clearing on airport property may be required near the intersection of Taxiway R and Taxiway Q to accommodate changes to taxiway geometry.

Will there be travel delays during construction?

Airline passengers are not expected to experience any construction-related delays as a result of the planned, temporary runway closures. However, there may be impacts due to reduced operational capacity or certain weather conditions. Every effort is being made to minimize and address potential project impacts.

Will the changes affect aircraft operations?

There will be minor amendments to the existing Instrument Flight Procedures (IFP) for the North/South Runway at the completion of the project. The Alaska Department of Transportation and Public Facilities is coordinating with the FAA to assure that amended IFP are in place when the North/South Runway is reopened and construction is complete in 2019.

Is the new approach lighting tower using LEDs?

The new approach lighting will be incandescent instead of LED. The technical name for the approach lighting system is the Medium-intensity Approach Lighting System with Sequenced Flashers (MALSF). This system is the responsibility of the Federal Aviation Administration (FAA), not the airport. Currently, the MALSF is only FAA-approved for incandescent technology. The FAA is researching the nationwide feasibility, reliability, sustainability, long-term availability, and maintainability of using LED technology in the MALSF. This research, testing and review process is significant and can be lengthy, as the new LED technology must be able to meet operational requirements for the safe use in approach lighting systems located at airports across the country.

Will there be any change to the location of the perimeter fencing?

There will be changes to the perimeter fencing north of Taxiway R and Taxiway Q. This work is included in the Taxiway R Group VI project and will be constructed in 2018.

What is the status of the Environmental Assessment document?

The Final Environmental Assessment is posted on the project web site at www.anc15-33.com.

Will there be additional trucks on the road near Point Woronzof?

Construction traffic is anticipated to access the airport via Point Woronzof Road, Postmark Drive, and Jewel Lake Road.