

## Turnagain Community Council Input on Proposed Airport Runway 15/33 Rehabilitation Project

### Comments include, but not limited to:

- TCC requests the project **Environmental Assessment** to include studies to determine:
  - If past and current heavy cargo plane flights (take offs and/or landings) to the north on Runway 15/33 are a contributing factor to the causation of erosion at the Point Woronzof coastal bluff area, AND,
    - If so, has the use of heavy cargo planes on Runway 15/33 contributed to the acceleration of erosion at Point Woronzof, from a historical average of two feet per year, to — more recently — six feet per year.\* and is this accelerated rate of erosion still occurring, or has it increased or decreased since 2008, AND
  - If any elements of the proposed work, including shifting RW 33 approximately 200 feet north to separate RW 15/33 and RW 7L/25R RSAs, would modify (either reduce or increase) any current potential erosion impacts at Point Woronzof that may be occurring as a result of heavy cargo flight take offs and/or landings, AND
  - If any elements of the proposed work, including shifting RW 15 approximately 100 feet north to maintain a minimum Land Distance Available safety standard of 10,000 feet, would modify (either reduce or increase) any current potential erosion impacts at Point Woronzof that may be occurring as a result of heavy cargo flight take offs and/or landings, AND
  - If any elements of the proposed work, including shifting RW 33 approximately 200 feet north and/or shifting RW 15 approximately 100 feet north, would either increase, decrease, or have no effect on current noise impacts (both air and ground noise) to the Turnagain neighborhood (both during construction and when the project is complete and the runway is fully functional), AND
  - If any elements of the proposed work, including shifting RW 33 approximately 200 feet north and/or shifting RW 15 approximately 100 feet north, would have any impacts (both during construction and when the project is complete and fully functional) on the only known fossil beds in the Anchorage area at the Point Woronzof bluffs, AND
  - If any vegetation will be removed during the rehabilitation project, and if so, what potential impacts could result in terms of noise, increased bluff erosion, wildlife, etc. (both during construction and when the project is complete and fully functional) — and if revegetation would mitigate any impacts, AND
  - If any wetlands (upland or tidal) will be disturbed or filled during the runway rehabilitation project, and if so, what potential impacts could result — and if revegetation would mitigate any identified impacts, AND
  - If any pilot flight modifications put in place after the project is complete and the runway is fully functional, as a result of new threshold locations, will have any impacts (either reduced or increased) on noise (air and ground) to the Turnagain neighborhood, and bluff erosion at Point Woronzof.

\*UAA studies concluded that from 1959 to 1997, erosion has occurred at an average rate of two feet per year, but an updated survey in 2008 showed a rate of erosion of six feet per year, higher than the historic average. (West Anchorage District Plan, page 121)