



Ted Stevens
Anchorage
International Airport

P.O. Box 196960
Anchorage, Alaska 99519-6960

December 30, 2009

Senator Hollis French
Alaska State Legislature
716 W. 4th Ave. Suite 200
Anchorage, AK. 99502

Dear Senator French,

Thank you and Kristen for taking the time to meet with myself and airport staff earlier this month. We appreciated the opportunity to discuss aviation in our state, Anchorage airport operations and local community concerns.

We do recognize the importance of keeping communication channels open between the airport and its neighbors and understand that there has been frustration on the part of some. I encourage our airport management team to be proactive in communicating with neighbors by attending community council meetings and holding public meetings regarding key development issues such as the Kulis Army National Guard Facility and South Airpark. In addition, Airport Manager John Parrott and his staff members have actively attended community council meetings, bi-monthly West Anchorage Development and Airport Plan, Airport Stakeholders Group, and the Airport Communication and Collaboration Committee recently organized by Assemblyman Matt Claman.

Recently there was a request by the Turnagain Community Council to have the Alaska State Senate Transportation Committee monitor four specific on-going airport issues. I've attached information about those items and concerns.

Thanks again for your interest in the Ted Stevens Anchorage International Airport. We look forward to continuing an open dialogue with you regarding aviation issues.

Sincerely,

Christine Klein, AAE
Deputy Commissioner Airports & Aviation
and Acting Airport Director

Attachment

cc: Senate Transportation Committee:
Senator Albert Kookesh, Chair
Senator Linda Menard, Vice Chair
Senator Bettye Davis
Senator Kevin Meyer
Senator Joe Paskvan
Breck Tostevin, President, Turnagain Community Council
John Parrott AAE, Airport Manager

1) *The Airport's cooperation in the Municipality of Anchorage's West Anchorage District Plan and whether the Airport addresses and resolves neighborhood concerns through the plan.*

The Airport has two staff on the West Anchorage District Plan Planning Group and is actively involved in the meetings and plan development. We have additional staff providing information for the plan and comments on the draft parts of the plan. The Airport is hopeful the plan will be a tool to guide future development of the airport and the surrounding community in a manner that improves compatibility between the two.

2) *The Airports update of its 1997 noise study.*

The Airport will be advertising for and selecting a consultant in the first half of 2010 to begin an update of the Airport's Part 150 Study.

3) *The Airports funding of the noise mitigation measures called for by the 1997 noise study.*

The Airport has received \$34 million for Noise Compatibility Purposes since the last Part 150 update was approved by the FAA in January 2000. The funds were spent on the following items: Aircraft Noise and Operations Monitoring System, Ground Noise Study, Residential Sound Insulation Program, and a Land Acquisition Program. In addition, the Airport team worked with the Real Estate Commission to adopt changes to the Residential Property Transfer Disclosure Statement requiring homeowners to report if airplane noise affects the property.

4) *The Airports efforts to address new EPA de-icing fluid best management practices, including the proposed private sector initiatives to build an infrared de-icing facility at the airport.*

The airport has actively worked with our tenants since the mid 1990's to address water quality issues associated with aircraft deicing fluids (ADF). We are monitoring the recently proposed US EPA's rule for airport and aircraft deicing rule. We will submit comments on the rules to attempt to ensure that the rule meets its goals for cleaner stormwater discharges while still allowing the airport and air carriers to operate in a safe and efficient manner.

The airport has worked with various tenants and manufacturers to reduce glycol discharges including a local company that desires to install a radiant deicing facility. We also have had discussions with others regarding the installation and operations of a glycol collection and recycling facility. There are currently companies doing business at the airport that have invested in more advance deicing equipment to reduce glycol usages. These type of equipment include such things as proportional mix nozzles, forced air nozzles, glycol assist air nozzles, and enclosed cabs for operators.