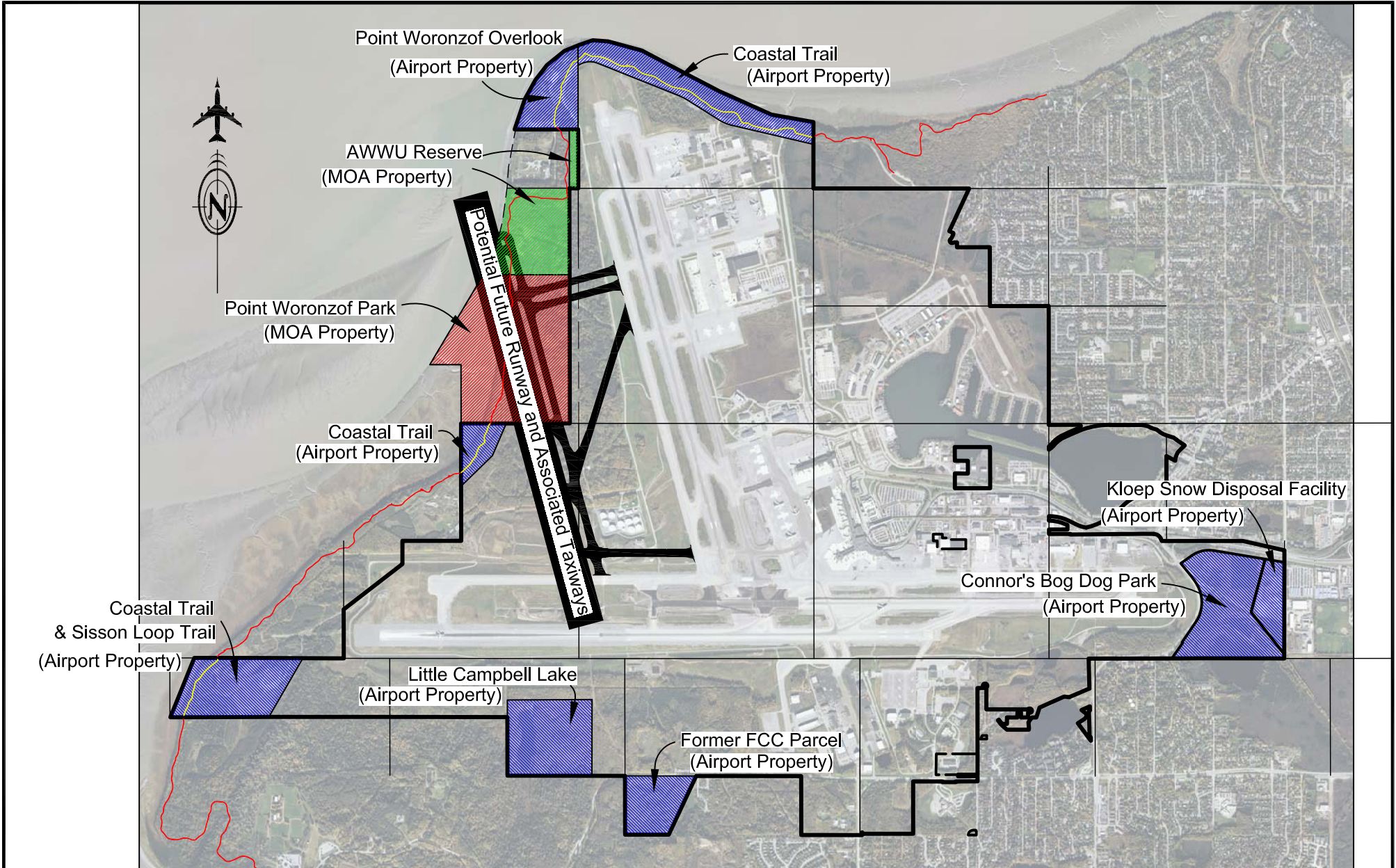


TSAIA/MOA Land Use/Ownership Fact Sheet

1. The Municipality of Anchorage's (MOA) West Anchorage District Plan (WADP) effort conducted from 2009 to 2012 recommended a Land Trade Task Force (LTTF) to examine a comprehensive land trade between the MOA and the Ted Stevens Anchorage International Airport (Airport).
2. The LTTF assembled for ten meetings and recommended a comprehensive land trade as a solution to the conflict of land ownership in and around the Airport.
3. Both the WADP and the LTTF were Municipal planning efforts and included extensive public involvement.
4. The major parcels under consideration (subject to FAA approval, including NEPA) in the land trade, and as noted on the attached MOA and Airport Property Exhibit, include all or a portion of the following parcels:
 - a. Airport owned land: Kloep Snow Disposal Facility, Connor's Bog Dog Park, Little Campbell Lake, 2 miles of the Tony Knowles Coastal Trail, Point Woronzof Overlook Parking Lot (not to be confused with the MOA-owned Point Woronzof Park), Sisson Loop Trails, Former FCC Property, etc.
 - b. MOA owned land: Point Woronzof Park and land reserved for and south and east of the Anchorage Water and Wastewater Utility (AWWU) sewage treatment plant.
5. The Airport has allowed the MOA use of airport land for recreation and snow disposal through Maintenance Agreements. Nearly all agreements between the MOA and Airport are expired and not in compliance with federal regulations.
6. The FAA requires the Airport to charge fair market rent for non-aeronautical land uses.
7. FAA Grant Assurances do provide for recreational use of airport property, under certain conditions, for less than fair market value rent.
8. If property ownership and use conflicts are not resolved the MOA will be required to pay for non-aeronautical use of Airport property in order to comply with FAA Grant Assurances.
9. Airport owned property is subject to be leased for use in support of aviation or non-aeronautical revenue generation including lands currently used for recreation. Proposed projects on Airport property that result in an Airport Layout Plan update and or use Federal Funds will be environmentally reviewed.
10. MOA acquisition of Airport land currently used for recreation would enable the MOA to retain these properties for public recreational use.
11. Through its Master Plan process, the Airport has identified a potential future need for a new north-south runway located west of the fuel farm and AWWU.
12. The potential new runway would not impact the Point Woronzof **Overlook** but would require the development of Point Woronzof Park, which would require the relocation of the Coastal Trail within the area impacted.
13. If and when a new runway is needed, Federal requirements mandate an Environmental Impact Study (EIS). An EIS would seek alternatives and measures to mitigate any negative impacts, and include various options for any affected areas of the coastal trail and cultural resources.
14. An EIS is a highly public process that would involve significant input from the community, natural resource groups, and other interested parties.
15. Until Point Woronzof Park is needed for Airport use it would remain in its current state.
16. The Airport is committed to supporting a contiguous Coastal Trail in collaboration with MOA and trail stakeholders.



Airport Property 
 MOA Property 
 AWWU Reserve 

0 1500 3000
 SCALE IN FEET
 Airport Engineering

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES

 Ted Stevens
Anchorage
 International Airport
 "AeroNexus"

EXHIBIT
 EXHIBIT DATE: August 20, 2015
 DRAFTED: CHECKED: APPROVED:

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