

Anchorage International

IATA/ICAO CODE: ANC/PANC
 CITY: Anchorage
 STATE: AK
 COUNTRY: USA

AIRPORT CONTACT

No changes reported by the airport in 2011
[Verify information below with the airport](#)

Name:	Theresa Maser	John Parrott
Title:	Noise Program Manager	Aviation Operations Manager
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ELEVATION: 144 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
7L/25R	10600	-	-	150
7R/25L	10900	-	-	150
14/32	11584	-	-	150

[Check FAA Airport Diagrams for current information.](#)

NOISE ABATEMENT PROCEDURES

These procedures are in compliance with the runway use preferences in the Environmental Impact Statement for the construction of the North/South runway, the Environmental Assessment for the Runway 32 Extension, the FAA approved Part 150 Noise Study, and the 2002 Comprehensive Ground Noise Study.

NOISE SENSITIVE RUNWAYS

Runways 7R, 7L and 14 are noise sensitive runways for departures.

The Airport Noise Program has indicated that departures from these runways result in the most severe noise impacts. These runways should only be used for departures when operational or safety considerations limit the use of Runways 32, 25L and 25R.

NOISE ABATEMENT PROCEDURES

Preferential Runway Use Program:

The airport has established a preferential runway use program to minimize noise impacts on nearby residential areas. The normal flow of traffic operations, contingent upon weather is as follows.

- arrivals to the east or south
- departures to the north or west.

The preferential runways selected for arrivals and departures are shown below in priority order. Daytime procedures are in effect from 0700 to 2200 hours local time. Nighttime procedures are in effect from 2200 to 0700 hours local time.

PREFERENTIAL RUNWAY USE PROGRAM		
(In Priority Order)		
	DAYTIME (0700 - 2200 hrs)	NIGHTTIME (2200 - 0700 hrs)
Departures	1. R/W 32 2. R/W 7R 3. R/W 7L 4. R/W 25L 5. R/W 25R 6. R/W 14	1. R/W 32 2. R/W 25L 3. R/W 25R 4. R/W 7R 5. R/W 7L 6. R/W 14
Arrivals	1. R/W 7R 2. R/W 7L/14 3. R/W 32 4. R/W 25L/25R	1. R/W 7R 2. R/W 7L/14 3. R/W 32 4. R/W 25L/25R

* Runway 25L should be used as the second priority departure runway during daytime hours if weather and traffic conditions allow. Runways 7R/7L are only listed as the second and third priority during daytime hours in recognition of air traffic considerations.

Air Traffic Control will issue a noise sensitive advisory message for departures from Runways 7R/7L or Runway 14 during clearance deliver or ground control departure procedures 24 hrs/day when a pilot requests a noise sensitive runway different from the ATC designated active runway.

Selection of the next preferential runway is allowed under any of the following conditions:

1. If the runway is not clear and dry, i.e., it is adversely affected by snow, slush, ice or water, or by mud, rubber, oil or other substances.
2. When winds, including gusts, as recorded by airport wind sensors exceed:
 - a. crosswind components of 28 km/hour (15 knots), or
 - b. tailwind components of 9 km/hour (5 knots).

The wind parameters cited are used by the airport to determine compliance with

the Preferential Runway Use Program. Under FAA regulations (FAR 91.3), the pilot in command is solely responsible for aircraft safety and the final decision on runway selection.

3. When windshear has been reported or forecast, or thunderstorms are expected to effect the departure or approach.
4. When the combined traffic levels at Elmendorf AFB and Ted Stevens Anchorage International Airport result in excessive airfield traffic congestion and cause unacceptable departure delays.
5. Delay alone does not constitute a reason for pilots to request a noise sensitive runway for departure.
6. When a preferred runway is closed for snow removal, construction, maintenance, or other reasons, the next priority runway should be used, if feasible, given air traffic and other considerations.

Runway 32 Extension Departure Policies:

Normally, only aircraft whose weight, stage length, or other condition necessitate an extended length departure from the runway 32 departure end may request the extension.

Aircraft requiring an extended departure will notify ATC prior to taxi.

Knik Four Departure:

Runway 7R/7L Knik Four departure is not available for use during nighttime hours. The FAA Air Traffic Control Tower shall not initiate this flight path during these hours.

Thrust Cut Back Procedures:

The designated Noise Abatement Departure Profiles (NADPs) for departures from Runways 7R/7L or 14 are the FAA Close-in NADP or ICAO Procedure 1 NADP. All turbojet/turbofan aircraft should employ either of these NADPs on departure from Runways 7R/ 7L or 14 when safety permits.

Engine Runup Policies and Procedures:

Only engine runs at idle are allowed on the ramp areas. Idle engine runs during nighttime hours (2200-0700) require notification of Airport Operations at 266-2600.

Engine run-ups (above idle) are not permitted on any apron or ramp area.

Engine run-ups are permitted only at the designated engine run-up locations.

Run-up Location	Aircraft Heading (True)	Aircraft Heading (Magnetic)
Taxiway Q	165	170
Taxiway J	090	060

Engine run-ups during nighttime hours are restricted to those aircraft that are hard scheduled for a flight prior to 0800 local time. Every effort should be made to avoid engine run-ups during quiet hours. Any violation of engine run-up policies during quiet hours will result in the aircraft being directed back to the parking apron with no further engine runs authorized until after 0700.

Run-ups during nighttime hours must be done in accordance with the following procedures.

1. The airline requiring the run-up must request prior approval from the Airport Operations Officer on duty (phone 266-2600). Approval will not be granted for run-ups in progress.

2. The airline must provide Airport Operations the following information:

Prior to run-up:

- aircraft type
- aircraft tail number
- expected power settings
- power setting
- flight number and departure time

At completion run-up:

- run-up start time
- aircraft orientation (heading used)
- actual run-up power setting

3. Upon approval. Taxiways Juliet and Quebec must be utilized as described above. Any variance in compass heading must be coordinated with Airport Operations.

Training Flight Operations:

Touch and go and other training operations are allowed contingent upon traffic conditions. Training operations should use the following guidelines.

a. Training operations should not occur during nighttime hours. (Mon-Fri/2200-0600)(Sat-Sun/2200-0800)

b. Circle to land training maneuvers should minimize noise exposure to residential areas south and east of the airport by using an approach to Runway 7R/7L and circle to Runway 32.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS

See Noise Abatement Procedures above.

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

See Noise Abatement Procedures above.

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	2005: \$5.5 million AIP grant for noise mitigation measures for residences within the 65-69 DNL contour.

NOISE MONITORING SYSTEM

The Airport is currently installing 10 remote noise monitoring stations within the Anchorage community.

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states. Alaska is not part of the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states. Alaska is not part of the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)

COMMENTS

The airport is somewhat unique in that it is bordered by ocean to the north and the west and residential development to the east and the south.

Noise sensitive residential development occurs directly adjacent to the airport boundary on the east side. To the south, noise sensitive residential development occurs within 1/4 mile or less from the boundary and at one point, homes are within 1/2 mile from the end of runway 25L.

The state of Alaska is exempt from the Stage 2 phaseout under the Airport Noise Capacity Act of 1990.