

Frequently Asked Questions
From Public Notice on
Unauthorized Aircraft Parking at Ted Stevens Anchorage International Airport

Created May 9, 2022

The Alaska International Airport System (AIAS) offers the below responses to frequently asked questions concerning the [public notice on fees for unauthorized aircraft parking](#). In consideration of the public comments received, the AIAS and Ted Stevens Anchorage International Airport (ANC) Operations are reviewing the public noticed proposal as well as current policies and practices. Responses provided below may not be the AIAS' final position.

1. What happens if an airline cannot give 48hr notice to obtain a PPR (prior permission required) due to maintenance, crew illness, weather, or other circumstance not within the control of the airline?

ANC currently treats any delay over 4 hours without a PPR as unauthorized, thus the fee would apply. In the case of force majeure events or events that affect all airlines equally, ANC may make exceptions to this policy.

2. If a PPR is obtained by the airline 48 hours prior to departure from the previous airport, as is the current policy, will the parking fee remain the same rate as now?

Yes, for the period established in the PPR.

3. Would a charge per hour over 4hrs be a better solution?

No, because the PPR Program and associated fee is intended to provide the airport advance visibility into airlines' needs to park longer than 4 hours and to discourage unannounced, long ground times. The Program and Fee is applicable at ANC only.

In contrast, increasing the fees for parking over 4 hours would impact all airlines *regardless of the reason for remaining over 4 hours*. All airlines would be impacted, because the regular parking fee is structured for cost recovery of parking area maintenance. The formula for calculating the regular parking fee is agreed by the Alaska International Airport System and Signatory Carriers in the Operating Agreement and Passenger Terminal Lease.

4. How about extending the window before the rate applies?

ANC experiences as many as 2-4 peak parking conditions per day. Any delay beyond 4 hours increases the chance that the delayed aircraft will impact the next peak period.

5. How did the fee get to \$4000 and \$3000? Where did these numbers come from?

Comparisons with other airports were made ([Seattle](#), [Los Angeles](#), [San Francisco](#), and [Halifax](#)) to determine what level would most likely influence the carriers' behavior.

6. Will this new charge apply to aircraft parked on a tenant leasehold?

No, the proposed fee does not apply to aircraft parking on tenant leaseholds.

These charges are proposed for aircraft use of 1) ANC-managed Remote Aircraft Parking Positions that do not enplane or deplane revenue passengers and 2) an Adjacent Aircraft Parking Position by a non-passenger flight that has not obtained a prior permission required (PPR) permit from ANC Ops.