

Notice of Availability: Anchorage Terminal Area Airspace and Procedures Study for Review and Comment Period, and Workshop Announcement for the Draft Environmental Assessment

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The FAA, in cooperation with the United States Air Force, is announcing the public review/comment period and public workshops for the ATAAPS DEA for the proposed Anchorage terminal airspace redesign. ATAAPS involves changes to the airspace, aircraft flight paths, and aircraft altitudes in the Anchorage basin and surrounding areas. The DEA evaluates the potential environmental impacts of the proposed airspace redesign (Proposed Action) and the No Action alternative. The FAA has not made a final decision on any airspace/procedure amendments related to the Proposed Action. A copy of the DEA, appendices, and the Workshop announcements will be posted to the FAA ATAAPS web page at:

https://www.faa.gov/about/office_org/headquarters_offices/ara/alaskan_region/ataaps. Early notification of the FAA's intent to prepare a DEA was published in the Federal Register on July 16, 2026 (91 FR 43723, FR Doc. 2026-14367). In accordance with the National Environmental Policy Act of 1969, 42 U.S.C. 4321 et seq., and in accordance with FAA Order 1050.1G, FAA National Environmental Policy Act Implementing Procedures, the FAA issues this notice that it has prepared a DEA for the ATAAPS project and has made it available for public review and comments. The ATAAPS Project would improve safety and efficiency of the National Airspace System (NAS) and homeland defense capabilities, by optimizing aircraft arrival and departure procedures that serve multiple airports--specifically in the Anchorage basin and surrounding areas--including: Ted Stevens Anchorage International Airport (ANC), Elmendorf Air Force Base Airport (EDF), Bryant Army Airfield Airport (FRN), Lake Hood Airport (LHD), and Merrill Field Airport (MRI). As a critical strategic gateway for homeland defense, Joint Base Elmendorf-Richardson (JBER) is currently restricted from operating at its intended capacity and fleet mix until the surrounding airspace is officially modified. The Instrument Landing System (ILS) for Runway 17 is integral to improving JBER operations, but cannot become operational under the current airspace design. (JBER runway designations are currently 16/34 and 06/24; Runway 16/34 will be updated due to Magnetic Variation changes to Runway 17/35 before completion of the Final Rule).

Agency: Transportation Department; Federal Aviation Administration.

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