SCOMM 103:4

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* Included in all ITT committee member packets
** A portion of letters included in all ITT committee member packets

A

B

SPONSOR STATEMENT
HB 432

"An Act relating to International Airport Revenue Bonds"
Representative John J. Cowdery

This bill amends the statutory bonding limit for the State of Alaska to sell International Airport revenue bonds. The current limit is $100,825,000. This bill changes the limit to $280,000,000. The difference between the old amount and the new amount is $179,175,000, which is the amount of new debt proposed to finance passenger terminal improvements at Anchorage International Airport.

This increased bonding authority is only one component of the financing for proposed airport improvements. Another component includes federal highway funds for curbside improvements and a surface transportation access corridor. A third component is federal airport funding for ramp and airside improvements.

The bonding cap contained in this bill is $25 million less than a similar bill introduced by the governor. This bill contemplates an additional $25 million in federal funding. Consequently, we can reduce the amount the state needs to borrow. By taking the $25 million off the table, it will not be available to expand the project.

	COWDERY PLAN	GOVERNOR'S PLAN
BONDED DEBT	179,000,000	204,000,000
FEDERAL AIRPORT $	25,000,000	?
FEDERAL HWY. $	26,000,000	26,000,000

The $179 + million in proposed terminal improvements represent the single largest public works project the state has ever undertaken. The wisdom of taking on such a high amount of debt, and whether the International Airport Revenue Fund (IARF) can afford the debt, remains to be proven in the committee hearing process.

Several of the small air carriers have expressed concern that the proposed project is too big. They voted against it but they lost. Still, their concerns may be valid and we owe it to them to make the project no more expensive than is necessary.

This bill is also notable for what it does not contain. It differs from the governor's bill in that it does not change the statutes to allow for undefined brokerage fees and unspecified "obligations" to be charged against the IARF.

C

March, 19, 1998
IT&T Meeting on HB 432

I. INTRODUCTORY REMARKS:

Today is the fourth meeting of this committee on HB 432. It will be the last meeting in which we will take public testimony. I expect to have one more meeting to consider amendments, next Tuesday, March 24, 1998, after which we will move the bill.

A substantial effort has been made by many parties to analyze and digest a lot of information about his project. I have witnessed cooperation among the airport staff, their consultants, my office and this committee's consultants. I want to acknowledge Commissioner Perkins for setting the tone very early on in his department for complete disclosure and cooperation.

Nevertheless, it was reported to me that certain people may be afraid of retribution for the nature of their testimony for and against certain aspects relating to this project and to this legislation. I want the record to be loud and clear. I have checked with Speaker Phillips and Commissioner Perkins. They, nor I, will tolerate any hint of retributive behavior toward anyone who testified before this committee or participated in any way in this public process.

I urge any one who feels threatened to come to my office and meet with me or my staff about any complaint of this nature. You will find us to be very willing champions to protect you from the slightest hint of unprofessional conduct. I believe such fears to be unwarranted. However, I want to provide assurance on the record of the legislature's willingness to protect the democratic process.

HOUSE SPECIAL COMMITTEE ON INTERNATIONAL TRADE AND TOURISM

We'll now convene the House Special Committee on International Trade and Tourism on February 24, the time is 5:00 PM.

Present are members: COWDERY, Chairman
PHILLIPS
MULDER
KOTT
RYAN
JOULE and
ELTON

It is my intention today to take testimony on HOUSE BILL 432. This bill would provide authorization for the state to issue up to $280 million in revenue bond funds to pay for improvements to the Anchorage International Airport.

The amount of the bonding authorization may change depending on what we learn during the legislative process. I sponsored this bill because I support development and improvements at Anchorage International Airport. However, as the committee of first referral, it is our job to develop as complete a record as possible on the issues involved with this project.

We will try to surface as many questions about the underlying assumptions made to justify this project. We may not have time to get answers to all questions. But, we will set the stage for completion of the process by the time this bill gets to Finance Committee.

I plan to make the Department of Transportation officials, and the International Airport officials, and the Department of Revenue officials, work harder than they planned on working to justify this project. I don't believe we should be penurious about Anchorage International Airport. But, I do believe we should incur the least amount of debt consistent with developing an excellent airport.

I plan to go until ~~about~~ 7 p.m. tonight. We will resume tomorrow at 5 pm for ANOTHER a ~~shorter~~ hearing. ~~Within~~ IN ABOUT a week, after we receive a consultant report, we will meet again and DISCUSS ANY NEW QUESTIONS ABOUT ~~pass~~ the bill ~~out of committee, barring an unforeseen report.~~

For starters, I would like to have my staff, MARCO PIGNALBERI, give us some background on this bill. Then we will hear from:

- Anchorage International Airport
- The Airline Airport Affairs Committee Chairman, Mr. Cliff Argue
- The Department of Revenue
- The Federal Aviation Administration
- The AFL-CIO
- Other public members who are on our teleconference sites

Marco, please proceed.

D

STATE OF ALASKA
1998 LEGISLATIVE SESSION

FISCAL NOTE

BILL NO: HB 432

Revision Date: February 20, 1998
Title: Airport Revenue Bonds
Sponsor: Cowdery, John
Requestor: (H) ITT

Dept. Affected: Revenue
BRU: Revenue Operations
Component: Treasury
COMPONENT SERIAL NO. 121

Expenditures/Revenues: (Thousands of Dollars)

OPERATING EXPENDITURES	FY 99	FY 00	FY 01	FY 02	FY 03	FY 04
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
DEBT SERVICE			6,183.2	15,689.4	15,687.5	15,689.7
TOTAL OPERATING	**0.0**	**0.0**	**6,183.2**	**15,689.4**	**15,687.5**	**15,689.7**
CAPITAL EXPENDITURES						
CHANGE IN REVENUES ( )						

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1001 CBRF						
International Airports Revenue Fund			6,183.2	15,689.4	15,687.5	15,689.7
Other						
TOTAL	**0.0**	**0.0**	**6,183.2**	**15,689.4**	**15,687.5**	**15,689.7**

Estimate of any current year cost $ _____

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

The bill authorizes the State Bond Committee to issue an additional $179.0 million of revenue bonds to expand the Anchorage International Airport. The debt service on these bonds will be funded from the International Airport Revenue Fund. Assuming an interest rate of 7% when the bonds are sold and a 25 year term, estimated debt service is approximately $15.7 million.

See attached debt service analysis for low, mid, and high rates. The high rate was used in this fiscal note.

Prepared by: Ross A. Kinney
Division: Treasury
Approved by Commissioner: Wilson L. Condon / Ross A. Kinney
Agency: Revenue

Phone: 465-4880
Date: February 20, 1998
Date: February 20, 1998

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BOND DEBT SERVICE

Anchorage International Airport
Fiscal Note Scenario for Department of Revenue
February 6, 1998 Insured Rates
$179 MM Bond Issue Principal Amount Assumption

Period Ending	Principal	Coupon	Interest	Debt Service	Annual Debt Service
10/01/1998					
04/01/1999			4,353,876.50	4,353,876.50	
06/30/1999					4,353,876.50
10/01/1999			4,353,876.50	4,353,876.50	
04/01/2000			4,353,876.50	4,353,876.50	
06/30/2000					8,707,753.00
10/01/2000			4,353,876.50	4,353,876.50	
04/01/2001			4,353,876.50	4,353,876.50	
06/30/2001					8,707,753.00
10/01/2001	4,490,000	3.950%	4,353,876.50	8,843,876.50	
04/01/2002			4,265,199.00	4,265,199.00	
06/30/2002					13,109,075.50
10/01/2002	4,670,000	4.040%	4,265,199.00	8,935,199.00	
04/01/2003			4,170,865.00	4,170,865.00	
06/30/2003					13,106,064.00
10/01/2003	4,865,000	4.100%	4,170,865.00	9,035,865.00	
04/01/2004			4,071,132.50	4,071,132.50	
06/30/2004					13,106,997.50
10/01/2004	5,070,000	4.150%	4,071,132.50	9,141,132.50	
04/01/2005			3,965,930.00	3,965,930.00	
06/30/2005					13,107,062.50
10/01/2005	5,285,000	4.200%	3,965,930.00	9,250,930.00	
04/01/2006			3,854,945.00	3,854,945.00	
06/30/2006					13,105,875.00
10/01/2006	5,515,000	4.250%	3,854,945.00	9,369,945.00	
04/01/2007			3,737,751.25	3,737,751.25	
06/30/2007					13,107,696.25
10/01/2007	5,755,000	4.300%	3,737,751.25	9,492,751.25	
04/01/2008			3,614,018.75	3,614,018.75	
06/30/2008					13,106,770.00
10/01/2008	6,010,000	4.400%	3,614,018.75	9,624,018.75	
04/01/2009			3,481,798.75	3,481,798.75	
06/30/2009					13,105,817..
10/01/2009	6,300,000	4.900%	3,481,798.75	9,781,798.75	
04/01/2010			3,327,448.75	3,327,448.75	
06/30/2010					13,109,247.50
10/01/2010	6,615,000	4.900%	3,327,448.75	9,942,448.75	
04/01/2011			3,165,381.25	3,165,381.25	
06/30/2011					13,107,830.00
10/01/2011	6,945,000	4.900%	3,165,381.25	10,110,381.25	
04/01/2012			2,995,228.75	2,995,228.75	
06/30/2012					13,105,610.00
10/01/2012	7,295,000	4.900%	2,995,228.75	10,290,228.75	
04/01/2013			2,816,501.25	2,816,501.25	
06/30/2013					13,106,730.00
10/01/2013	7,665,000	4.900%	2,816,501.25	10,481,501.25	
04/01/2014			2,628,708.75	2,628,708.75	
06/30/2014					13,110,210.00
10/01/2014	8,055,000	5.100%	2,628,708.75	10,683,708.75	
04/01/2015			2,423,306.25	2,423,306.25	

BOND DEBT SERVICE

Anchorage International Airport
Fiscal Note Scenario for Department of Revenue
February 6, 1998 Insured Rates
$179 MM Bond Issue Principal Amount Assumption

Period Ending	Principal	Coupon	Interest	Debt Service	Annual Debt Service
06/30/2015					13,107,015.00
10/01/2015	8,480,000	5.100%	2,423,306.25	10,903,306.25	
04/01/2016			2,207,066.25	2,207,066.25	
06/30/2016					13,110,372.50
10/01/2016	8,920,000	5.100%	2,207,066.25	11,127,066.25	
04/01/2017			1,979,606.25	1,979,606.25	
06/30/2017					13,106,672.50
10/01/2017	9,390,000	5.100%	1,979,606.25	11,369,606.25	
04/01/2018			1,740,161.25	1,740,161.25	
06/30/2018					13,109,767.50
10/01/2018	9,880,000	5.100%	1,740,161.25	11,620,161.25	
04/01/2019			1,488,221.25	1,488,221.25	
06/30/2019					13,108,382.50
10/01/2019	10,400,000	5.150%	1,488,221.25	11,888,221.25	
04/01/2020			1,220,421.25	1,220,421.25	
06/30/2020					13,108,642.50
10/01/2020	10,950,000	5.150%	1,220,421.25	12,170,421.25	
04/01/2021			938,458.75	938,458.75	
06/30/2021					13,108,880.00
10/01/2021	11,530,000	5.150%	938,458.75	12,468,458.75	
04/01/2022			641,561.25	641,561.25	
06/30/2022					13,110,020.00
10/01/2022	12,135,000	5.150%	641,561.25	12,776,561.25	
04/01/2023			329,085.00	329,085.00	
06/30/2023					13,105,646.25
10/01/2023	12,780,000	5.150%	329,085.00	13,109,085.00	
06/30/2024					13,109,085.00
	179,000,000		144,248,852.00	323,248,852.00	323,248,852.00

NET DEBT SERVICE

Anchorage International Airport
Fiscal Note Scenario for Department of Revenue
February 6, 1998 Insured Rates
$179 MM Bond Issue Principal Amount Assumption

Period Ending	Total Debt Service	Capitalized Interest Fund	Net Debt Service
06/30/1999	4,353,876.50	4,353,876.50	
06/30/2000	8,707,753.00	8,707,753.00	
06/30/2001	8,707,753.00	4,353,876.50	4,353,876.50
06/30/2002	13,109,075.50		13,109,075.50
06/30/2003	13,106,064.00		13,106,064.00
06/30/2004	13,106,997.50		13,106,997.50
06/30/2005	13,107,062.50		13,107,062.50
06/30/2006	13,105,875.00		13,105,875.00
06/30/2007	13,107,696.25		13,107,696.25
06/30/2008	13,106,770.00		13,106,770.00
06/30/2009	13,105,817.50		13,105,817.50
06/30/2010	13,109,247.50		13,109,247.50
06/30/2011	13,107,830.00		13,107,830.00
06/30/2012	13,105,610.00		13,105,610.00
06/30/2013	13,106,730.00		13,106,730.00
06/30/2014	13,110,210.00		13,110,210.00
06/30/2015	13,107,015.00		13,107,015.00
06/30/2016	13,110,372.50		13,110,372.50
06/30/2017	13,106,672.50		13,106,672.50
06/30/2018	13,109,767.50		13,109,767.50
06/30/2019	13,108,382.50		13,108,382.50
06/30/2020	13,108,642.50		13,108,642.50
06/30/2021	13,108,880.00		13,108,880.00
06/30/2022	13,110,020.00		13,110,020.00
06/30/2023	13,105,646.25		13,105,646.25
06/30/2024	13,109,085.00		13,109,085.00
	323,248,852.00	17,415,506.00	305,833,346.00

BOND SUMMARY STATISTICS

Anchorage International Airport
Fiscal Note Scenario for Department of Revenue
February 6, 1998 Insured Rates
$179 MM Bond Issue Principal Amount Assumption

Dated Date	10/01/1998
Delivery Date	10/01/1998
Last Maturity	10/01/2023
Arbitrage Yield	5.106200%
True Interest Cost (TIC)	5.106200%
Net Interest Cost (NIC)	5.007224%
All-In TIC	5.252774%
Average Coupon	5.007224%
Average Life (years)	16.094
Duration of Issue (years)	10.613
Par Amount	179,000,000.00
Bond Proceeds	179,000,000.00
Total Interest	144,248,852.00
Net Interest	144,248,852.00
Total Debt Service	323,248,852.00
Maximum Annual Debt Service	13,110,372.50
Average Annual Debt Service	12,929,954.08
Underwriter's Fees (per $1000)	
Average Takedown	
Other Fee	
Total Underwriter's Discount	
Bid Price	100.000000

Bond Component	Par Value	Price	Average Coupon	Average Life
Serial Bonds	41,660,000.00	100.000	4.232%	6.719
Term Bonds	34,820,000.00	100.000	4.900%	13.098
Term 2	44,725,000.00	100.000	5.100%	18.102
Term3	57,795,000.00	100.000	5.150%	23.103
	179,000,000.00			16.094

BOND DEBT SERVICE

Anchorage International Airport
Fiscal Note Scenario for Department of Revenue
February 6, 1998 Insured Rates plus 100 basis point cushion
$179 MM Bond Issue Principal Amount Assumption

Period Ending	Principal	Coupon	Interest	Debt Service	Annual Debt Service
10/01/1998					
04/01/1999			5,269,088.75	5,269,088.75	
06/30/1999					5,269,088.75
10/01/1999			5,269,088.75	5,269,088.75	
04/01/2000			5,269,088.75	5,269,088.75	
06/30/2000					10,538,177.50
10/01/2000			5,269,088.75	5,269,088.75	
04/01/2001			5,269,088.75	5,269,088.75	
06/30/2001					10,538,177.50
10/01/2001	3,930,000	4.950%	5,269,088.75	9,199,088.75	
04/01/2002			5,171,821.25	5,171,821.25	
06/30/2002					14,370,910.00
10/01/2002	4,130,000	5.050%	5,171,821.25	9,301,821.25	
04/01/2003			5,067,538.75	5,067,538.75	
06/30/2003					14,369,360.00
10/01/2003	4,345,000	5.100%	5,067,538.75	9,412,538.75	
04/01/2004			4,956,741.25	4,956,741.25	
06/30/2004					14,369,280.00
10/01/2004	4,575,000	5.150%	4,956,741.25	9,531,741.25	
04/01/2005			4,838,935.00	4,838,935.00	
06/30/2005					14,370,676.25
10/01/2005	4,820,000	5.200%	4,838,935.00	9,658,935.00	
04/01/2006			4,713,615.00	4,713,615.00	
06/30/2006					14,372,550.00
10/01/2006	5,075,000	5.250%	4,713,615.00	9,788,615.00	
04/01/2007			4,580,396.25	4,580,396.25	
06/30/2007					14,369,011.25
10/01/2007	5,350,000	5.300%	4,580,396.25	9,930,396.25	
04/01/2008			4,438,621.25	4,438,621.25	
06/30/2008					14,369,017.50
10/01/2008	5,645,000	5.400%	4,438,621.25	10,083,621.25	
04/01/2009			4,286,206.25	4,286,206.25	
06/30/2009					14,369,827.50
10/01/2009	5,975,000	5.900%	4,286,206.25	10,261,206.25	
04/01/2010			4,109,943.75	4,109,943.75	
06/30/2010					14,371,150.00
10/01/2010	6,335,000	5.900%	4,109,943.75	10,444,943.75	
04/01/2011			3,923,061.25	3,923,061.25	
06/30/2011					14,368,005.00
10/01/2011	6,720,000	5.900%	3,923,061.25	10,643,061.25	
04/01/2012			3,724,821.25	3,724,821.25	
06/30/2012					14,367,882.50
10/01/2012	7,130,000	5.900%	3,724,821.25	10,854,821.25	
04/01/2013			3,514,486.25	3,514,486.25	
06/30/2013					14,369,307.50
10/01/2013	7,565,000	5.900%	3,514,486.25	11,079,486.25	
04/01/2014			3,291,318.75	3,291,318.75	
06/30/2014					14,370,805.00
10/01/2014	8,030,000	6.100%	3,291,318.75	11,321,318.75	
04/01/2015			3,046,403.75	3,046,403.75	

BOND DEBT SERVICE

Anchorage International Airport
Fiscal Note Scenario for Department of Revenue
February 6, 1998 Insured Rates plus 100 basis point cushion
$179 MM Bond Issue Principal Amount Assumption

Period Ending	Principal	Coupon	Interest	Debt Service	Annual Debt Service
06/30/2015					14,367,722.50
10/01/2015	8,540,000	6.100%	3,046,403.75	11,586,403.75	
04/01/2016			2,785,933.75	2,785,933.75	
06/30/2016					14,372,337.50
10/01/2016	9,075,000	6.100%	2,785,933.75	11,860,933.75	
04/01/2017			2,509,146.25	2,509,146.25	
06/30/2017					14,370,080.00
10/01/2017	9,645,000	6.100%	2,509,146.25	12,154,146.25	
04/01/2018			2,214,973.75	2,214,973.75	
06/30/2018					14,369,120.00
10/01/2018	10,250,000	6.100%	2,214,973.75	12,464,973.75	
04/01/2019			1,902,348.75	1,902,348.75	
06/30/2019					14,367,322.50
10/01/2019	10,900,000	6.150%	1,902,348.75	12,802,348.75	
04/01/2020			1,567,173.75	1,567,173.75	
06/30/2020					14,369,522.50
10/01/2020	11,590,000	6.150%	1,567,173.75	13,157,173.75	
04/01/2021			1,210,781.25	1,210,781.25	
06/30/2021					14,367,955.00
10/01/2021	12,325,000	6.150%	1,210,781.25	13,535,781.25	
04/01/2022			831,787.50	831,787.50	
06/30/2022					14,367,568.75
10/01/2022	13,110,000	6.150%	831,787.50	13,941,787.50	
04/01/2023			428,655.00	428,655.00	
06/30/2023					14,370,442.50
10/01/2023	13,940,000	6.150%	428,655.00	14,368,655.00	
06/30/2024					14,368,655.00
	179,000,000		177,843,952.50	356,843,952.50	356,843,952.50

NET DEBT SERVICE

Anchorage International Airport
Fiscal Note Scenario for Department of Revenue
February 6, 1998 Insured Rates plus 100 basis point cushion
$179 MM Bond Issue Principal Amount Assumption

Period Ending	Total Debt Service	Capitalized Interest Fund	Net Debt Service
06/30/1999	5,269,088.75	5,269,088.75	
06/30/2000	10,538,177.50	10,538,177.50	
06/30/2001	10,538,177.50	5,269,088.75	5,269,088.75
06/30/2002	14,370,910.00		14,370,910.00
06/30/2003	14,369,360.00		14,369,360.00
06/30/2004	14,369,280.00		14,369,280.00
06/30/2005	14,370,676.25		14,370,676.25
06/30/2006	14,372,550.00		14,372,550.00
06/30/2007	14,369,011.25		14,369,011.25
06/30/2008	14,369,017.50		14,369,017.50
06/30/2009	14,369,827.50		14,369,827.50
06/30/2010	14,371,150.00		14,371,150.00
06/30/2011	14,368,005.00		14,368,005.00
06/30/2012	14,367,882.50		14,367,882.50
06/30/2013	14,369,307.50		14,369,307.50
06/30/2014	14,370,805.00		14,370,805.00
06/30/2015	14,367,722.50		14,367,722.50
06/30/2016	14,372,337.50		14,372,337.50
06/30/2017	14,370,080.00		14,370,080.00
06/30/2018	14,369,120.00		14,369,120.00
06/30/2019	14,367,322.50		14,367,322.50
06/30/2020	14,369,522.50		14,369,522.50
06/30/2021	14,367,955.00		14,367,955.00
06/30/2022	14,367,568.75		14,367,568.75
06/30/2023	14,370,442.50		14,370,442.50
06/30/2024	14,368,655.00		14,368,655.00
	356,843,952.50	21,076,355.00	335,767,597.50

BOND SUMMARY STATISTICS

Anchorage International Airport
Fiscal Note Scenario for Department of Revenue
February 6, 1998 Insured Rates plus 100 basis point cushion
$179 MM Bond Issue Principal Amount Assumption

Dated Date	10/01/1998
Delivery Date	10/01/1998
Last Maturity	10/01/2023
Arbitrage Yield	6.137115%
True Interest Cost (TIC)	6.137115%
Net Interest Cost (NIC)	6.019253%
All-In TIC	6.292908%
Average Coupon	6.019253%
Average Life (years)	16.506
Duration of Issue (years)	10.038
Par Amount	179,000,000.00
Bond Proceeds	179,000,000.00
Total Interest	177,843,952.50
Net Interest	177,843,952.50
Total Debt Service	356,843,952.50
Maximum Annual Debt Service	14,372,550.00
Average Annual Debt Service	14,273,758.10
Underwriter's Fees (per $1000)	
Average Takedown	
Other Fee	
Total Underwriter's Discount	
Bid Price	100.000000

Bond Component	Par Value	Price	Average Coupon	Average Life
Serial Bonds	37,870,000.00	100.000	5.236%	6.771
Term Bonds	33,725,000.00	100.000	5.900%	13.118
Term 2	45,540,000.00	100.000	6.100%	18.122
Term3	61,865,000.00	100.000	6.150%	23.123
	179,000,000.00			16.506

BOND DEBT SERVICE

Anchorage International Airport
Fiscal Note Scenario for Department of Revenue
February 6, 1998 Insured Rates plus 200 basis point cushion
$179 MM Bond Issue Principal Amount Assumption

Period Ending	Principal	Coupon	Interest	Debt Service	Annual Debt Service
10/01/1998					
04/01/1999			6,183,107.50	6,183,107.50	
06/30/1999					6,183,107.50
10/01/1999			6,183,107.50	6,183,107.50	
04/01/2000			6,183,107.50	6,183,107.50	
06/30/2000					12,366,215.00
10/01/2000			6,183,107.50	6,183,107.50	
04/01/2001			6,183,107.50	6,183,107.50	
06/30/2001					12,366,215.00
10/01/2001	3,425,000	5.950%	6,183,107.50	9,608,107.50	
04/01/2002			6,081,213.75	6,081,213.75	
06/30/2002					15,689,321.25
10/01/2002	3,635,000	6.050%	6,081,213.75	9,716,213.75	
04/01/2003			5,971,255.00	5,971,255.00	
06/30/2003					15,687,468.75
10/01/2003	3,865,000	6.100%	5,971,255.00	9,836,255.00	
04/01/2004			5,853,372.50	5,853,372.50	
06/30/2004					15,689,627.50
10/01/2004	4,110,000	6.150%	5,853,372.50	9,963,372.50	
04/01/2005			5,726,990.00	5,726,990.00	
06/30/2005					15,690,362.50
10/01/2005	4,370,000	6.200%	5,726,990.00	10,096,990.00	
04/01/2006			5,591,520.00	5,591,520.00	
06/30/2006					15,688,510.00
10/01/2006	4,650,000	6.250%	5,591,520.00	10,241,520.00	
04/01/2007			5,446,207.50	5,446,207.50	
06/30/2007					15,687,727.50
10/01/2007	4,955,000	6.300%	5,446,207.50	10,401,207.50	
04/01/2008			5,290,125.00	5,290,125.00	
06/30/2008					15,691,332.50
10/01/2008	5,280,000	6.400%	5,290,125.00	10,570,125.00	
04/01/2009			5,121,165.00	5,121,165.00	
06/30/2009					15,691,290.00
10/01/2009	5,640,000	6.900%	5,121,165.00	10,761,165.00	
04/01/2010			4,926,585.00	4,926,585.00	
06/30/2010					15,687,750.00
10/01/2010	6,045,000	6.900%	4,926,585.00	10,971,585.00	
04/01/2011			4,718,032.50	4,718,032.50	
06/30/2011					15,689,617.50
10/01/2011	6,475,000	6.900%	4,718,032.50	11,193,032.50	
04/01/2012			4,494,645.00	4,494,645.00	
06/30/2012					15,687,677.50
10/01/2012	6,940,000	6.900%	4,494,645.00	11,434,645.00	
04/01/2013			4,255,215.00	4,255,215.00	
06/30/2013					15,689,860.00
10/01/2013	7,435,000	6.900%	4,255,215.00	11,690,215.00	
04/01/2014			3,998,707.50	3,998,707.50	
06/30/2014					15,688,922.50
10/01/2014	7,975,000	7.100%	3,998,707.50	11,973,707.50	
04/01/2015			3,715,595.00	3,715,595.00	

BOND DEBT SERVICE

Anchorage International Airport
Fiscal Note Scenario for Department of Revenue
February 6, 1998 Insured Rates plus 200 basis point cushion
$179 MM Bond Issue Principal Amount Assumption

Period Ending	Principal	Coupon	Interest	Debt Service	Annual Debt Service
06/30/2015					15,689,302.50
10/01/2015	8,560,000	7.100%	3,715,595.00	12,275,595.00	
04/01/2016			3,411,715.00	3,411,715.00	
06/30/2016					15,687,310.00
10/01/2016	9,195,000	7.100%	3,411,715.00	12,606,715.00	
04/01/2017			3,085,292.50	3,085,292.50	
06/30/2017					15,692,007.50
10/01/2017	9,870,000	7.100%	3,085,292.50	12,955,292.50	
04/01/2018			2,734,907.50	2,734,907.50	
06/30/2018					15,690,200.00
10/01/2018	10,595,000	7.100%	2,734,907.50	13,329,907.50	
04/01/2019			2,358,785.00	2,358,785.00	
06/30/2019					15,688,692.50
10/01/2019	11,380,000	7.150%	2,358,785.00	13,738,785.00	
04/01/2020			1,951,950.00	1,951,950.00	
06/30/2020					15,690,735.00
10/01/2020	12,220,000	7.150%	1,951,950.00	14,171,950.00	
04/01/2021			1,515,085.00	1,515,085.00	
06/30/2021					15,687,035.00
10/01/2021	13,130,000	7.150%	1,515,085.00	14,645,085.00	
04/01/2022			1,045,687.50	1,045,687.50	
06/30/2022					15,690,772.50
10/01/2022	14,100,000	7.150%	1,045,687.50	15,145,687.50	
04/01/2023			541,612.50	541,612.50	
06/30/2023					15,687,300.00
10/01/2023	15,150,000	7.150%	541,612.50	15,691,612.50	
06/30/2024					15,691,612.50
	179,000,000		212,769,972.50	391,769,972.50	391,769,972.50

NET DEBT SERVICE

Anchorage International Airport
Fiscal Note Scenario for Department of Revenue
February 6, 1998 Insured Rates plus 200 basis point cushion
$179 MM Bond Issue Principal Amount Assumption

Period Ending	Total Debt Service	Capitalized Interest Fund	Net Debt Service
06/30/1999	6,183,107.50	6,183,107.50	
06/30/2000	12,366,215.00	12,366,215.00	
06/30/2001	12,366,215.00	6,183,107.50	6,183,107.50
06/30/2002	15,689,321.25		15,689,321.25
06/30/2003	15,687,468.75		15,687,468.75
06/30/2004	15,689,627.50		15,689,627.50
06/30/2005	15,690,362.50		15,690,362.50
06/30/2006	15,688,510.00		15,688,510.00
06/30/2007	15,687,727.50		15,687,727.50
06/30/2008	15,691,332.50		15,691,332.50
06/30/2009	15,691,290.00		15,691,290.00
06/30/2010	15,687,750.00		15,687,750.00
06/30/2011	15,689,617.50		15,689,617.50
06/30/2012	15,687,677.50		15,687,677.50
06/30/2013	15,689,860.00		15,689,860.00
06/30/2014	15,688,922.50		15,688,922.50
06/30/2015	15,689,302.50		15,689,302.50
06/30/2016	15,687,310.00		15,687,310.00
06/30/2017	15,692,007.50		15,692,007.50
06/30/2018	15,690,200.00		15,690,200.00
06/30/2019	15,688,692.50		15,688,692.50
06/30/2020	15,690,735.00		15,690,735.00
06/30/2021	15,687,035.00		15,687,035.00
06/30/2022	15,690,772.50		15,690,772.50
06/30/2023	15,687,300.00		15,687,300.00
06/30/2024	15,691,612.50		15,691,612.50
	391,769,972.50	24,732,430.00	367,037,542.50

BOND SUMMARY STATISTICS

Anchorage International Airport
Fiscal Note Scenario for Department of Revenue
February 6, 1998 Insured Rates plus 200 basis point cushion
$179 MM Bond Issue Principal Amount Assumption

Dated Date	10/01/1998
Delivery Date	10/01/1998
Last Maturity	10/01/2023
Arbitrage Yield	7.170652%
True Interest Cost (TIC)	7.170652%
Net Interest Cost (NIC)	7.030360%
All-In TIC	7.336204%
Average Coupon	7.030360%
Average Life (years)	16.908
Duration of Issue (years)	9.497
Par Amount	179,000,000.00
Bond Proceeds	179,000,000.00
Total Interest	212,769,972.50
Net Interest	212,769,972.50
Total Debt Service	391,769,972.50
Maximum Annual Debt Service	15,692,007.50
Average Annual Debt Service	15,670,798.90
Underwriter's Fees (per $1000)	
Average Takedown	
Other Fee	
Total Underwriter's Discount	
Bid Price	100.000000

Bond Component	Par Value	Price	Average Coupon	Average Life
Serial Bonds	34,290,000.00	100.000	6.238%	6.824
Term Bonds	32,535,000.00	100.000	6.900%	13.138
Term 2	46,195,000.00	100.000	7.100%	18.142
Term3	65,980,000.00	100.000	7.150%	23.143
	179,000,000.00			16.908

FISCAL NOTE

STATE OF ALASKA
1998 LEGISLATIVE SESSION

BILL NO. HB 432

Revision Date
Title: Airport Revenue Bonds
Sponsor: Representative Cowdery
Requester: (H) ITT

Dept. Affected: DOT&PF
BRU: Commissioners Office
Component: Office of the Commissioner
Component Serial No.: 530

Expenditures/Revenues (Thousands of Dollars)

OPERATING EXPENDITURES	FY 99	FY 00	FY 01	FY 02	FY 03	FY 04
Personal Services	0.0	0.0	0.0	0.0	0.0	0.0
Travel	0.0	0.0	0.0	0.0	0.0	0.0
Contractual	0.0	0.0	0.0	0.0	0.0	0.0
Supplies	0.0	0.0	0.0	0.0	0.0	0.0
Equipment	0.0	0.0	0.0	0.0	0.0	0.0
Land & Structures	0.0	0.0	0.0	0.0	0.0	0.0
Grants & Claims	0.0	0.0	0.0	0.0	0.0	0.0
Miscellaneous	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL OPERATING	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
CAPITAL EXPENDITURES	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
CHANGE IN REVENUES ( )	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts	0.0	0.0	0.0	0.0	0.0	0.0
1003 GF Match	0.0	0.0	0.0	0.0	0.0	0.0
1004 GF	0.0	0.0	0.0	0.0	0.0	0.0
1005 GF/Program Receipts	0.0	0.0	0.0	0.0	0.0	0.0
1037 GF/Mental Health	0.0	0.0	0.0	0.0	0.0	0.0
Other (Specify Type)	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

Estimate of any current year (FY98) cost: 0.0

POSITIONS

Full-time	0	0	0	0	0	0
Part-time	0	0	0	0	0	0
Temporary	0	0	0	0	0	0

ANALYSIS: *(Attach a separate page if necessary)*

Prepared by: Dennis Poshard, Special Assistant — Phone: 465-3900
Division: Commissioners Office — Date: 2/20/98
Approved by: Joseph L. Perkins, Commissioner — Date: 2/20/98
Agency: Department of Transportation and Public Facilities

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E

AMENDMENT

OFFERED IN THE _____ BY: _____

TO: HB 432

Page 1, line 1:

Delete "the bond authorization for"

Page 1, following line 3:

Insert a new bill section to read:

"* **Section 1.** AS 37.15.120 is amended to read:

Sec. 37.15.120. Regulations. The state bond committee may adopt regulations for the performance of its duties and, **except as otherwise provided in this chapter,** may designate by resolution one of its members to perform any act necessary to effectuate its duties not required by statute to be performed by the state bond committee in meeting or by resolution, or by another officer of the state."

Renumber the following bill section accordingly.

Page 1, following line 14:

Insert new bill sections to read:

"* **Sec. 3.** AS 37.15.420(a) is amended to read:

(a) There is established a capital project fund known as the "International Airports Construction Fund," into which shall be paid the proceeds of the sale of the bonds (except

any accrued interest paid on them **or capitalized interest**, which shall be paid into the bond redemption fund) and grant or other money that is legally provided for the same purposes for which the bonds are authorized. The money in the construction fund shall be used to pay the costs of acquiring, equipping, constructing, and installing additions and improvements to and extensions of and facilities for the airports and costs incidental thereto, including costs of the authorization, issuance, and sale of the bonds, **and the costs of underwriting, credit enhancement, and payments required under federal tax law**. To the extent provided in the bond resolution, money in the construction fund may also be used for the payment of interest on the bonds during the period of actual construction, and for a further period, not exceeding one year after the period of construction, that may be provided in the bond resolution. Money in the construction fund may also be transferred to the bond redemption fund, to the extent provided in the bond resolution, to establish a reserve for the payment of the principal of and interest on the bonds.

*** Sec. 4.** AS 37.15.430(a) is amended to read:

(a) There is established an enterprise fund known as the "International Airports Revenue Fund," into which shall be paid all revenue, fees, charges, and rentals derived by the state from the ownership, lease, use, and operation of the airports and all of the facilities and improvements of them and facilities and improvements used in connection with them. The revenue, charges, fees, and rentals may not include the proceeds of any state tax or license. The money in the revenue fund may only be used for the purpose of

(1) paying or securing the payment of the principal, **redemption**

premiums, [OF AND] interest, and other payment obligations with respect to [ON] the bonds and of and on any other revenue bonds issued by authorization of the legislature to provide money to acquire, equip, construct, and install additions and improvements to, and extensions of and facilities for, the airports, and to be payable out of the revenue fund;

(2) paying the normal and necessary costs of maintaining and operating the airports and all of the improvements and facilities of them;

(3) paying the costs of renewals, replacements, and extraordinary repairs to the airports and all of the improvements and facilities of them;

(4) redeeming before their fixed maturities any and all revenue bonds issued for the purposes of the airports;

(5) providing money to acquire, construct, and install necessary additions and improvements to and extensions of and facilities for the airports and all of their facilities;

(6) making payments required under federal tax law and bond administration expenses; and

(7) [(6)] providing money to pay any and all other costs relating to the ownership, use, and operation of the airports.

* Sec. 5. AS 37.15.450(a) is amended to read:

(a) The bonds may be sold at public or private sale in the manner, in the amounts or series, and at the time or times that the committee determines. However, the bonds, or each series of them, shall be sold at such a price so that the effective interest rate over the life of the bonds does not exceed 11 percent per year or that rate of interest that is

125 percent of the rate of the Bond Buyer Index of 20 Municipal Bond Average Yields for the week previous to the date of sale of the bonds, whichever is higher. Interest shall be payable **for the period determined by the committee** [ANNUALLY OR SEMIANNUALLY].

*** Sec. 6.** AS 37.15.450(b) is amended to read:

(b) The bonds mature at the time or times fixed by the committee. The bonds may be subject to redemption before their fixed maturities as determined by the committee and with a premium or premiums fixed by the committee[, BUT A BOND IS NOT SUBJECT TO REDEMPTION BEFORE ITS FIXED MATURITY DATE UNLESS THE RIGHT SO TO REDEEM THAT BOND IS EXPRESSLY MENTIONED ON THE FACE OF THE BOND]. The bonds may be in denominations determined by the committee; may be issued in coupon form or in fully registered form, and may be registrable as to principal or both principal and interest, all under regulations and conditions that the committee shall provide; shall be payable as to principal and interest at such place or places as may be determined by the committee; shall be signed on behalf of the state by the governor and shall be attested by the lieutenant governor, both of which signatures may be facsimile signatures; shall have the seal of the state impressed, printed, or lithographed on them, and each of the interest coupons attached to them shall be signed by the facsimile signatures of these officials; shall be issued under and subject to such terms, conditions, and covenants providing for the payment of the principal of them and interest on them and such other terms, conditions, covenants, and protective features safeguarding this payment and relating to the maintenance, operation, and improvement

of the airports as found necessary by the committee, which covenants may include a provision requiring the setting aside and maintenance of certain reserves to secure the payment of this principal and interest. The committee may provide that any additional bonds authorized after June 27, 1972 by the legislature to be payable out of the same source or sources as the bonds authorized as of that date may later be issued on a parity with the bonds authorized as of that date upon compliance with any conditions which the committee may prescribe. **The committee may provide for credit enhancement to secure bonds issued under AS 37.15.410 - 37.15.550 and may enter into agreements with the issuer of the credit enhancement under terms considered advisable by the committee.**

* **Sec. 7.** AS 37.15.460 is amended to read:

Sec. 37.15.460. Bond resolution. The committee shall adopt the bond resolution and prepare all other documents and proceedings necessary for the issuance, sale, and delivery of the bonds or any part or series of them. The bond resolution must fix the **maximum** principal amount, denomination, [DATE,] **maximum** maturities, **maximum interest rates,** place or places of payment, [RIGHTS OF REDEMPTION, IF ANY, TERMS, FORM,] conditions, and covenants of the bonds or each series of them **and may authorize a designee to execute a trust agreement with respect to the bonds**. The committee shall also determine and provide for the [DATE AND] manner of sale of the bonds, and shall provide whether the notice of sale is to be published elsewhere in addition to [THE] publication **as described in AS 37.15.040** [REQUIRED BY AS 37.15.450].

*** Sec. 8.** AS 37.15.550(7) is amended to read:

(7) "committee" means the state bond committee created by AS 37.15.110, **staff of the committee acting under authority delegated by the committee,** or any other committee, body, department or officer of the state which or who succeeds to the rights, powers, duties and obligations of the state bond committee by lawful Act of the legislature."

Renumber the remaining bill section accordingly.

February 9. 1998

Section by Section Analysis

HB 382 - relating to international airports revenue bonds

Section 1. This section amends existing law to conform with an amendment made in secs. 7 and 8 of the bill which permits the state bond committee to delegate certain responsibilities necessary to implement a bond sale to an employee of the Department of Revenue. (Page 1, line 6). Under existing law, these responsibilities may only be delegated to a member of the committee. Because committee members are principal department heads, it is more realistic to delegate these tasks to a staff person rather than a high ranking public officer who is occupied with many other duties.

Section 2. This section increases the authorization for the issuance and sale of $204,000,000 of international airport revenue bonds (page 1, line 14). The proceeds from the sale of the bonds would be used to cover capital construction costs and certain costs of issuance of the bonds, additional security to bond holders and other costs required by federal tax law.

Section 3. This section permits any amounts calculated in the bond proceeds to cover capitalized interest to be deposited in the bond redemption fund. (Page 2, line 9). The section would also make it clear that bond proceeds in the international airports construction fund could be used to pay for certain costs of issuing the revenue bonds. These costs include amounts paid to bond underwriters and insurance or letter of credit issuers who provide additional security to bondholders. (Page 2, lines 15 and 16).

February 9, 1998

Section by Section Analysis
HB 382 - relating to international airports revenue bonds

Section 4. This amendment permits use of amounts in the international airports revenue fund for costs of refinancing and to cover rebate requirements that are included in covenants to bondholders. (Page 3, line 1). It would also permit payments to trustees. These proposed amendments complement other sections of the bill which would permit advance refunding transactions.

Section 5. This section of the bill would permit the committee to agree to an interval for the payment of interest that would be different than the annual or semi-annual period permitted by existing law. (Page 3, line 26, 27).

Section 6. This section of the bill deletes a limitation on the committee's power to redeem bonds issued after the effective date of the bill. (Page 3, line 31 - page 4, line 3). This would permit a defeasance of the bonds through an advance refunding transaction to save interest costs. It allows the state to take advantage of favorable market conditions without having to retire the bonds at the time of refunding. The section would also permit the committee to use a broader range of sources to provide security to bondholders which could result in a lower interest rate on the bonds. (Page 4, lines 22-25).

Section 7. This section would permit a resolution capping the authority granted for the issuance of bonds. (Page 4, lines 30, 31). If interest rates are in a state of flux or if it makes sense to

February 9. 1998

Section by Section Analysis
HB 382 - relating to international airports revenue bonds

increase or decrease the principal amount of the bonds, the sale could proceed without having to adopt a new resolution. It permits the committee to adapt to changing market conditions. The section also permits the designation of a staff person to execute an agreement with the bond trustee. (Page 5, lines 2-3). This frees up committee members from general administrative tasks. The section also permits the committee to provide a general notification of the manner of sale so that there would be no need to renotice the sale if market conditions dictate that the date of sale be rescheduled. (Page 5, line 4). The section also would broaden the type of publications in which the notice of sale must appear. (Page 5, lines 5-6).

Section 8. This section permits the committee to delegate statutory powers to a staff person so that it is not necessary for the committee to formally meet and act on each element of a bond sale. This change would ease the administration of bond sales and free members of the committee from involvement in administrative and ministerial tasks.

Section 9. The effective date would be immediately after the governor signs the bill into law to permit the committee to issue a bond resolution as soon as possible so that certain preparatory costs can be reimbursed out of bond proceeds.

JLB:jn

AMENDMENT

OFFERED IN THE _____ BY: _____

TO: HB 432

Page 1, line 1:

Delete "the bond authorization for"

Page 1, following line 3:

Insert a new bill section to read:

"* Section 1. AS 37.15.120 is amended to read:

Sec. 37.15.120. Regulations. The state bond committee may adopt regulations for the performance of its duties and, except as otherwise provided in this chapter, may designate by resolution one of its members to perform any act necessary to effectuate its duties not required by statute to be performed by the state bond committee in meeting or by resolution, or by another officer of the state."

Renumber the following bill section accordingly.

Page 1, following line 14:

Insert new bill sections to read:

"* Sec. 3. AS 37.15.420(a) is amended to read:

(a) There is established a capital project fund known as the "International Airports Construction Fund," into which shall be paid the proceeds of the sale of the bonds (except

any accrued interest paid on them or capitalized interest, which shall be paid into the bond redemption fund) and grant or other money that is legally provided for the same purposes for which the bonds are authorized. The money in the construction fund shall be used to pay the costs of acquiring, equipping, constructing, and installing additions and improvements to and extensions of and facilities for the airports and costs incidental thereto, including costs of the authorization, issuance, and sale of the bonds, and the costs of underwriting, credit enhancement, and payments required under federal tax law. To the extent provided in the bond resolution, money in the construction fund may also be used for the payment of interest on the bonds during the period of actual construction, and for a further period, not exceeding one year after the period of construction, that may be provided in the bond resolution. Money in the construction fund may also be transferred to the bond redemption fund, to the extent provided in the bond resolution, to establish a reserve for the payment of the principal of and interest on the bonds.

* Sec. 4. AS 37.15.430(a) is amended to read:

(a) There is established an enterprise fund known as the "International Airports Revenue Fund," into which shall be paid all revenue, fees, charges, and rentals derived by the state from the ownership, lease, use, and operation of the airports and all of the facilities and improvements of them and facilities and improvements used in connection with them. The revenue, charges, fees, and rentals may not include the proceeds of any state tax or license. The money in the revenue fund may only be used for the purpose of

(1) paying or securing the payment of the principal, redemption

premiums, [OF AND] interest, and other payment obligations with respect to [ON] the bonds and of and on any other revenue bonds issued by authorization of the legislature to provide money to acquire, equip, construct, and install additions and improvements to, and extensions of and facilities for, the airports, and to be payable out of the revenue fund:

(2) paying the normal and necessary costs of maintaining and operating the airports and all of the improvements and facilities of them;

(3) paying the costs of renewals, replacements, and extraordinary repairs to the airports and all of the improvements and facilities of them;

(4) redeeming before their fixed maturities any and all revenue bonds issued for the purposes of the airports;

(5) providing money to acquire, construct, and install necessary additions and improvements to and extensions of and facilities for the airports and all of their facilities;

(6) making payments required under federal tax law and bond administration expenses; and

(7) [(6)] providing money to pay any and all other costs relating to the ownership, use, and operation of the airports.

* Sec. 5. AS 37.15.450(a) is amended to read:

(a) The bonds may be sold at public or private sale in the manner, in the amounts or series, and at the time or times that the committee determines. However, the bonds, or each series of them, shall be sold at such a price so that the effective interest rate over the life of the bonds does not exceed 11 percent per year or that rate of interest that is

125 percent of the rate of the Bond Buyer Index of 20 Municipal Bond Average Yields for the week previous to the date of sale of the bonds, whichever is higher. Interest shall be payable for the period determined by the committee [ANNUALLY OR SEMIANNUALLY].

* Sec. 6. AS 37.15.450(b) is amended to read:

(b) The bonds mature at the time or times fixed by the committee. The bonds may be subject to redemption before their fixed maturities as determined by the committee and with a premium or premiums fixed by the committee[, BUT A BOND IS NOT SUBJECT TO REDEMPTION BEFORE ITS FIXED MATURITY DATE UNLESS THE RIGHT SO TO REDEEM THAT BOND IS EXPRESSLY MENTIONED ON THE FACE OF THE BOND]. The bonds may be in denominations determined by the committee; may be issued in coupon form or in fully registered form, and may be registrable as to principal or both principal and interest, all under regulations and conditions that the committee shall provide; shall be payable as to principal and interest at such place or places as may be determined by the committee; shall be signed on behalf of the state by the governor and shall be attested by the lieutenant governor, both of which signatures may be facsimile signatures; shall have the seal of the state impressed, printed, or lithographed on them, and each of the interest coupons attached to them shall be signed by the facsimile signatures of these officials; shall be issued under and subject to such terms, conditions, and covenants providing for the payment of the principal of them and interest on them and such other terms, conditions, covenants, and protective features safeguarding this payment and relating to the maintenance, operation, and improvement

of the airports as found necessary by the committee, which covenants may include a provision requiring the setting aside and maintenance of certain reserves to secure the payment of this principal and interest. The committee may provide that any additional bonds authorized after June 27, 1972 by the legislature to be payable out of the same source or sources as the bonds authorized as of that date may later be issued on a parity with the bonds authorized as of that date upon compliance with any conditions which the committee may prescribe. **The committee may provide for credit enhancement to secure bonds issued under AS 37.15.410 - 37.15.550 and may enter into agreements with the issuer of the credit enhancement under terms considered advisable by the committee.**

* **Sec. 7.** AS 37.15.460 is amended to read:

Sec. 37.15.460. Bond resolution. The committee shall adopt the bond resolution and prepare all other documents and proceedings necessary for the issuance, sale, and delivery of the bonds or any part or series of them. The bond resolution must fix the **maximum** principal amount, denomination, [DATE,] **maximum** maturities, **maximum interest rates,** place or places of payment, [RIGHTS OF REDEMPTION, IF ANY. TERMS, FORM,] conditions, and covenants of the bonds or each series of them **and may authorize a designee to execute a trust agreement with respect to the bonds**. The committee shall also determine and provide for the [DATE AND] manner of sale of the bonds, and shall provide whether the notice of sale is to be published elsewhere in addition to [THE] publication **as described in AS 37.15.040** [REQUIRED BY AS 37.15.450].

* **Sec. 8.** AS 37.15.550(7) is amended to read:

(7) "committee" means the state bond committee created by AS 37.15.110, staff of the committee acting under authority delegated by the committee, or any other committee, body, department or officer of the state which or who succeeds to the rights, powers, duties and obligations of the state bond committee by lawful Act of the legislature."

Renumber the remaining bill section accordingly.

F

Article 03. INTERNATIONAL AIRPORTS REVENUE BONDS

Sec. 37.15.410. Bond authorization.

For the purpose of providing part or all of the money to be used, with or without any grants or other money that may become available, the issuance and sale of revenue bonds of the state in the total principal sum of not to exceed $100,825,000 is authorized to acquire, equip, construct, and install the additions, improvements, extensions, and facilities authorized in AS 37.15.510 . The principal of and interest on these bonds shall be paid out of and secured by the gross revenue derived by the state from the ownership, lease, use, and operation of the airports, and of all the facilities of them and out of any other revenue or money that the state legislature may provide exclusive of any state tax or license.

Sec. 37.15.415. Continuing revenue bond debt service appropriation.

The amounts required annually to pay the principal, interest, and redemption premium on all issued and outstanding international airports revenue bonds of the state are appropriated each fiscal year from the international airports revenue fund to the state bond committee to make all required payments of principal, interest, and redemption premium.

Sec. 37.15.420. Construction fund.

(a) There is established a capital project fund known as the "International Airports Construction Fund," into which shall be paid the proceeds of the sale of the bonds (except any accrued interest paid on them, which shall be paid into the bond redemption fund) and grant or other money that is legally provided for the same purposes for which the bonds are authorized. The money in the construction fund shall be used to pay the costs of acquiring, equipping, constructing and installing additions and improvements to and extensions of and facilities for the airports and costs incidental thereto, including costs of the authorization, issuance and sale of the bonds. To the extent provided in the bond resolution, money in the construction fund may also be used for the payment of interest on the bonds during the period of actual construction, and for a further period, not exceeding one year after the period of construction, that may be provided in the bond resolution. Money in the construction fund may also be transferred to the bond redemption fund, to the extent provided in the bond resolution, to establish a reserve for the payment of the principal of and interest on the bonds.

(b) The bond resolution may provide for the investment of money in the construction fund in a manner that the committee may determine. The interest earned upon or any profits derived from the sale of this investment shall be deposited in and become a part of the construction fund.

Sec. 37.15.430. Revenue fund.

(a) There is established an enterprise fund known as the "International Airports Revenue Fund," into which shall be paid all revenue, fees, charges, and rentals derived by the state from the ownership, lease, use, and operation of the airports and all of the facilities and improvements of them and facilities and improvements used in connection with them. The revenue, charges, fees, and rentals may not include the proceeds of any state tax or license. The money in the revenue fund may only be used for the purpose of

(1) paying or securing the payment of the principal of and interest on the bonds and of and on any other revenue bonds issued by authorization of the legislature to provide money to acquire, equip, construct, and install additions and improvements to, and extensions of and facilities for, the airports, and to be payable out of the revenue fund;

(2) paying the normal and necessary costs of maintaining and operating the airports and all of the improvements and facilities of them;

(3) paying the costs of renewals, replacements, and extraordinary repairs to the airports and all of the improvements and facilities of them;

(4) redeeming before their fixed maturities any and all revenue bonds issued for the purposes of the airports;

(5) providing money to acquire, construct and install necessary additions and improvements to and extensions of and facilities for the airports and all of their facilities; and

(6) providing money to pay any and all other costs relating to the ownership, use, and operation of the airports.

(b) The investment of money in the revenue fund may be made in the manner that the committee may determine. The interest earned upon or any profits derived from the sale of this investment shall be deposited in and become a part of the revenue fund.

Sec. 37.15.440. Redemption fund.

There is another special fund of the state, known as the "International Airports Revenue Bond Redemption Fund," which is a trust fund for paying and securing the payment of the principal of and interest and redemption premium, if any, on the bonds and which shall be at all times completely segregated and set apart from all other funds of the state. The committee, on behalf of the state, shall obligate and bind the state to set aside and pay into the bond redemption fund any part or parts of, or all of, or a fixed proportion of, or a fixed amount of the money in the revenue fund sufficient to pay the principal of and interest and redemption premium, if any, on the bonds as the payments become due and, if it considers it necessary, to set aside and maintain reserves for this purpose. The bond redemption fund shall be drawn upon for the purpose of paying the principal of and interest and redemption premium, if any, on the bonds, and the bonds do not constitute a general obligation of the state.

Sec. 37.15.450. Bond terms.

(a) The bonds may be sold at public or private sale in the manner, in the amounts or series, and at the time or times that the committee determines. However, the bonds, or each series of them, shall be sold at such a price so that the effective interest rate over the life of the bonds does not exceed 11 percent per year or that rate of interest that is 125 percent of the rate of the Bond Buyer Index of 20 Municipal Bond Average Yields for the week previous to the date of sale of the bonds, whichever is higher. Interest shall be payable annually or semiannually.

(b) The bonds mature at the time or times fixed by the committee. The bonds may be subject to redemption before their fixed maturities as determined by the committee and with a premium or premiums fixed by the committee, but a bond is not subject to redemption before its fixed maturity date unless the

right so to redeem that bond is expressly mentioned on the face of the bond. The bonds may be in denominations determined by the committee; may be issued in coupon form or in fully registered form, and may be registrable as to principal or both principal and interest, all under regulations and conditions that the committee shall provide; shall be payable as to principal and interest at such place or places as may be determined by the committee; shall be signed on behalf of the state by the governor and shall be attested by the lieutenant governor, both of which signatures may be facsimile signatures; shall have the seal of the state impressed, printed or lithographed on them, and each of the interest coupons attached to them shall be signed by the facsimile signatures of these officials; shall be issued under and subject to such terms, conditions and covenants providing for the payment of the principal of them and interest on them and such other terms, conditions, covenants and protective features safeguarding this payment and relating to the maintenance, operation and improvement of the airports as found necessary by the committee, which covenants may include a provision requiring the setting aside and maintenance of certain reserves to secure the payment of this principal and interest. The committee may provide that any additional bonds authorized after June 27, 1972 by the legislature to be payable out of the same source or sources as the bonds authorized as of that date may later be issued on a parity with the bonds authorized as of that date upon compliance with any conditions which the committee may prescribe.

(c) If found reasonably necessary, the committee may select a trustee or trustees for the holders of the bonds or any series of them, for the safeguarding and disbursement of any of the money in any of the funds created by AS 37.15.420 , 37.15.430 and 37.15.440, or for duties with respect to the authentication, delivery, and registration of the bonds as the committee may determine, and shall fix the rights, duties, powers, and obligations of the trustee or trustees.

(d) In its determination of all of the matters and questions relating to the issuance and sale of the bonds and the fixing of the maturities, terms, conditions, and covenants of them as provided in (a), (b), and (c) of this section, the decisions of the committee shall be those found to be reasonably necessary for the best interests of the state and its inhabitants, and those that will accomplish the most advantageous sale of the bonds, with due regard, however, to necessary or normal costs of maintenance and operation, renewals, and replacements of and repairs to the airports and to all improvements to them and facilities of them owned, used, operated, or leased in connection with them, the future growth and expansion of the airports and all of such facilities, and the possibility of additional revenue bond financing for airports purposes. Any such decisions of the committee, as expressed in any bond resolution, are final and conclusive when any bonds have been issued pursuant to the bond resolution.

(e) A bond resolution may provide that the bonds issued must contain a recital that they are issued under AS 37.15.410 - 37.15.550, and a bond containing this recital shall be conclusively considered to be valid and to have been issued in conformity with AS 37.15.410 - 37.15.550.

(f) The validity of the authorization and issuance of bonds is not affected by any proceedings for the acquisition or construction of the additions, improvements, extensions, or facilities for which the bonds have been issued or by any contracts in connection with the acquisition or construction.

Sec. 37.15.460. Bond resolution.

The committee shall adopt the bond resolution and prepare all other documents and proceedings necessary for the issuance, sale and delivery of the bonds or any part or series of them. The bond resolution must fix the principal amount, denomination, date, maturities, place or places of payment, rights of redemption, if any, terms, form, conditions and covenants of the bonds or each series of them. The committee shall also determine and provide for the date and manner of sale of the bonds, and shall

provide whether the notice of sale is to be published elsewhere in addition to the publication required by AS 37.15.450.

Sec. 37.15.470. Enforcement by holder.

The holder of any bonds or the trustee for the holders of the bonds or any series of them may, by appropriate proceedings in the courts of record of the state, require and compel the transfer, setting aside and payment of money and the enforcement of all of the terms, conditions and covenants as required and provided in AS 37.15.410 - 37.15.550 and in the bond resolution.

Sec. 37.15.480. Amounts required for payments.

The committee shall, before December 31 of each year, commencing with the year in which the bonds are issued, certify to the commissioners of revenue and transportation and public facilities the amounts required in the next ensuing calendar year by the bond resolution or resolutions to be paid out of the revenue fund into the bond redemption fund and to be paid into and maintained in any reserve fund or account or any other fund or account created by the bond resolution or resolutions, and shall also certify to the commissioners the last date or dates upon which payments may be made.

Sec. 37.15.490. Bond negotiability.

The bonds and the coupons attached to them are fully negotiable instruments under the laws of the state.

Sec. 37.15.500. Airport charges.

As provided in AS 02.15.090 (a), the commissioner of transportation and public facilities shall fix and collect the fees, charges, and rentals derived by the state from the ownership, lease, use, and operation of the airports and all of the facilities and improvements that will provide revenue sufficient to comply with all of the covenants of the bond resolution.

Sec. 37.15.510. State improvements to airports.

The state is authorized to acquire, equip, construct, and install additions and improvements to and extensions of the airports, facilities for the landing, parking, loading, storing, repairing, safety, and utility of aircraft at the airports and passenger, freight, and terminal facilities, including safety equipment and devices at the airports, found to be necessary by the commissioner of transportation and public facilities.

Sec. 37.15.520. Refunding.

(a) The bonds or any part of them may be refunded at or before their maturity by the issuance of refunding revenue bonds of the state if in the opinion of the committee refunding is advantageous to and in the best interests of the state and its inhabitants.

(b) The issuance of refunding bonds need not be authorized by an Act of the legislature, and the committee shall adopt the resolution or resolutions and prepare all other documents and proceedings necessary for the issuance, exchange or sale, and delivery of such bonds. All provisions of AS 37.15.410 - 37.15.550 applicable to revenue bonds are applicable to the refunding bonds and to the issuance, sale or exchange of them, except as otherwise provided in this section.

(c) Refunding bonds may be issued in a principal amount sufficient to provide funds for the payment of all bonds to be refunded by them, and, in addition, for the payment of all expenses incident to the calling, retiring or paying of the outstanding bonds, and the issuance of the refunding bonds. These expenses include the difference in amount between the par value of the refunding bonds and any amount less than par for which the refunding bonds are sold, any amount necessary to be made available for the payment of interest upon the refunding bonds from the date of sale of them to the date of payment of the bonds to be refunded or to the date upon which the bonds to be refunded will be paid pursuant to the call of them or agreement with the holders of them, and the premium, if any, necessary to be paid in order to call or retire the outstanding bonds and the interest accruing on them to the date of the call or retirement.

Sec. 37.15.530. Bonds as legal investments.

The bonds are legal investments for all banks, trust companies, savings banks, savings and loan associations and other persons carrying on a banking business, all insurance companies and other persons carrying on an insurance business, and all executors, administrators, trustees and other fiduciaries. The bonds may be accepted as security for deposits of all funds of the state and its political subdivisions.

Sec. 37.15.540. Statutory construction.

AS 37.15.410 - 37.15.550 shall be liberally construed in order to carry out the purposes for which they were enacted, and all existing laws in conflict with any of these sections are superseded insofar as necessary to accomplish the purposes of and carry out the provisions of these sections.

Sec. 37.15.550. Definitions.

In AS 37.15.410 - 37.15.550, unless the context otherwise requires:

(1) "airports" means the international airports owned and operated by the state and located at or near the cities of Anchorage and Fairbanks;

(2) "bond redemption fund" means the International Airports Revenue Bond Redemption Fund created by AS 37.15.440 , including any accounts that are created in that fund after June 27, 1972;

(3) "bond resolution" means the resolution or resolutions authorizing the issuance of bonds, adopted by the committee under AS 37.15.460 ;

(4) "bonds" means the international airports revenue bonds authorized by AS 37.15.410 - 37.15.550;

(5) "commissioner of revenue" means the principal executive officer of the Department of Revenue of the state as provided in AS 44.25.010 , or a successor;

(6) "commissioner of transportation and public facilities" means the principal executive officer of the Department of Transportation and Public Facilities of the state as provided in AS 44.42.010 , or a successor;

(7) "committee" means the state bond committee created by AS 37.15.110, or any other committee, body, department or officer of the state which or who succeeds to the rights, powers, duties and obligations of the state bond committee by lawful Act of the legislature;

(8) "construction fund" means the International Airports Construction Fund created by AS 37.15.420;

(9) "revenue fund" means the International Airports Revenue Fund created by AS 37.15.430.

Article 04. ALASKA CLEAN WATER FUND BONDS

Sec. 37.15.560. Bond authorization.

(a) For purposes of providing part of the money to be used to provide financial assistance to municipalities and other qualified entities for the purposes stated in AS 46.03.032 (d), including the costs of bond issuance and administration, the issuance and sale of revenue bonds of the state is authorized subject to (b) of this section. The bonds are to be issued by the state bond committee, as provided in AS 37.15.560 - 37.15.605, as part of the Alaska clean water fund revolving loan fund program (AS 46.03.032), a public enterprise of the state. The net proceeds of the sale of the bonds, remaining after any payment of costs of issuance and administration, shall be paid into the Alaska clean water fund. Accrued interest paid on the bonds shall be paid into the Alaska clean water fund for transfer to the Alaska clean water fund revenue bond redemption fund (AS 37.15.565).

(b) The state bond committee may not issue more than $15,000,000 in revenue bonds under AS 37.15.560 - 37.15.605 during a fiscal year, excluding refunding bonds. The total unpaid principal amount of revenue bonds, including refunding bonds, but excluding refunded bonds, issued under AS 37.15.560 - 37.15.605, may not exceed $150,000,000.

(c) The bonds do not constitute a general obligation of the state. Authorization by the voters of the state or the legislature is not required.

(d) The state bond committee may enter into agreements with other state agencies as necessary or convenient to implement AS 37.15.560 - 37.15.605.

(e) The state bond committee may contract for the services of underwriters, paying agents, trustees, bond printers, rating agencies, bond insurance, credit enhancement providers, accountants, financial advisors, and bond counsel, and other services as are necessary to accomplish the bond issuance and sale.

Sec. 37.15.565. Bond redemption fund.

(a) There is established a special fund of the state, known as the "Alaska clean water fund revenue bond redemption fund," which is a trust fund for paying and securing the payment of the principal of and interest and redemption premium, if any, on the bonds and which shall be at all times completely segregated and set apart from all other funds of the state. The committee, on behalf of the state, may obligate and bind the state to set aside and pay into the bond redemption fund, on a monthly or other periodic basis, any part or parts of, or all of, or a fixed proportion of, or a fixed amount of the money in the Alaska clean water fund (AS 46.03.032) sufficient to pay the principal of and interest and redemption premium, if any, on the bonds and, if it considers it necessary, to set aside and maintain reserves for this purpose. The bond redemption fund shall be drawn upon only for the purpose of paying the principal of and interest and redemption premium, if any, on the bonds, together with related trustee fees, if any.

(b) Money in the bond redemption fund may be invested in the same manner and on the same conditions as permitted for investment of money belonging to the state or held in the treasury under AS

.070 ; however, the committee may agree with the bondholders to further limit these investments. Earnings on investments must be retained in the bond redemption fund.

(c) Separate accounts may be created in the bond redemption fund for the purposes of paying and securing the bonds. The accounts may be combined for purposes of investment.

A

NR: Norm Rokeberg
Questions from
3-5-98

3-19-98

NR: Did you look at actually expanding bag pick up area in new concourse C area and not really reworking the baggage area in existing area?

NR: Why did you use a 45 angle, when you could go down a perpendicular line from concourse B to concourse C and then your 40 ft expansion, it creates a triangle shape, expands a significant amount of square ft in cost, but it seems like you did not pick up a lot in an efficiency standpoint.

NR: In terms of overall concept again, extending beyond the jet way area of new concourse C redevelopment wing and out into the regional commuter parking area, the way the conceptual design is, it narrows down sign and then narrows down again and extends all the way as a walking area to the International terminal. This seems like an unusual design, particularly as it is less square feet and volume area what are the reasons:
1)for going all the way to the International terminal?
2)is the design going to accommodate the expansion if you had to put another pier out there to add additional gates later?

NR: Construction of Pier in 2005 or 2015?

NR: How much is that going to cost us in today's dollars?

NR: Today's dollars, and how many square feet for an 8 gate pier? How much would that be?

NR: The extension of the International Terminal that right now, as indicated, well there is currently no relationship, are there any domestic flights using the International Terminal right now?

NR: How much will be lopped off the connection from the end of the passenger terminal used for the regional carriers over at the International terminal?

NR: Corn shell verses the finish work cost for the fit out of premises? Particularly related to office space for the operations administration of the airport. How far in preliminary designs for Baggage system and how that all fits together to be able to come up with the dollar figures needed for the project?

NR: Are we talking corn shell or finished work detail costs?

NR: Mr. Halford indicated he was looking at preliminary project costs with extensions.

NR: How much is allocated to the finish work cost of the office space?

From the office of . . . **Representative John J. Cowdery**

716 West 4th Ave., Suite 320
Anchorage, AK 99517
907-258-8188 phone
907-258-8727 fax

faxed on 2/26/98 5:05 pm

MEMORANDUM

TO: Mort Plumb

FROM: Representative Cowdery, Chairman International Trade & Tourism JC

DATE: February 1998

RE: HB 432 – International Airport Revenue Bonds

We would like written responses to the following questions.

1. What is the total debt capacity of the International Airport System?
2. Is the borrowing capacity for Anchorage legally separate from Fairbanks, i.e., does debt incurred for AIA projects affect the borrowing capacity for FIA?
3. After the proposed project is completed, what will be the plane/passenger capacity at AIA and how long will this capacity satisfy anticipated demand?
4. What is the long range capital improvement plan, and accompanying cost estimates, for AIA and FIA?
5. Please match the funding sources to the projects in the above long range CIP and compare to debt capacity?
6. How does funding for the present proposal that is the object of HB 382, differ from funding methods used for past terminal projects at AIA or FIA?
7. What are the historical balances of the IARF? Please show which major capital projects were funded in which years?
8. How long is the proposed project's life and how long is the amortization period?
9. Under the current proposal, how long will it be before AIA will need to be expanded again?
10. In light of AIA traffic growth projections, has the building of new terminal been seriously evaluated?
11. Why are we incurring a 25-year debt for a remedy that may only be adequate for one or two years after completion?
12. Anchorage's international terminal sits empty through most of the high congestion hours experienced at the domestic terminal. Has the international terminal been seriously reviewed as a short-term, low cost alternative to expensive expansion?

13. How will AIA's landing fees compare nationally after the proposed $165 million in debt is incurred?
14. How will those higher tariffs affect AIA's and FIA's ability to finance future expansion and attract new carriers?
15. Additional improvements will be proposed in a separate Cargo Master Plan.
    - What is the scope of these additional improvements?
    - What is their ballpark cost?
    - Have we always has a separate Cargo Master Plan?
    - How are the Cargo Master Plan and the Airport Master Plan related?
    - How will they be funded?
16. How much money is in the International Airport Revenue Fund at this point?
17. How much debt is against the IARF at this point?
18. Please explain how the Passenger Facility Charge system works now, and then how it would work if we adopted it for the Anchorage Airport. How much would it reduce the bonding needed for this project?
19. How will reduction in the requested bond authorization from $304 million to $280 million affect the project?

Questions for ITT Committee HB 432

faxed to Mark Plumb on 2/26/98

Mr. Plumb	I understand you have a correction you'd like to make in the record about the cost of taxiway construction.
Mr. Plumb Mr. Selkregg	You told us that a 100 basis point rise in interest rates would cost in excess of $40 million. If this happens, you would have to scale back the project. What prioritization have you done to achieve a scale back scenario.
Mr. Plumb Mr. Eberle	How many square feet in the proposed new terminal.? What is the estimated cost per square foot? How does this cost compare with similar airports around the U.S.?
Mr. Eberle	What percentage of the budget will be for "contingency"? How much for Planning? How much for Design? How much for Engineering? How much for Construction?
Mr. Plumb Mr. Selkreg	What is the cost of the total CIP program for Fairbanks and Anchorage Airports over the next 10 years.
Mr. Plumb Mr. Selkreg	Why did this project escalate from $33 million in 9 months ago, to its present cost of $204 million?
Mr.	Cargo is the largest growth component at the airport. How can

Parkan	the legislature, or the governor, make spending decisions about the International Aiport System if we don't know the whole picture, including cargo CIP requirements?
Mr. King	Concerning the Finance Plan: How much is in there to pay to Investment Bankers, brokers, bond counsel and others? How much are you being paid and does your compensation increase with the project size? Did your contract come about by competitive bid or proposal?
Mr. Selkreg	Same question: How much is your contract? Who are your subcontractors? Do you get paid more if the project is bigger? Did your contract come about by way of competitive bid or proposal?
Mr. King	The Finance Plan in November showed a bonding requirement of $177 million. What caused the increase up to $204 million?
Mr Plumb	Your booklet shows 717.000 sq. ft. in the new terminal. How much of that have the airlines and other parties agreed to rent? Do you have firm commitments from the airlines or others to rent this space? How much will rent per sq.ft. increase? Will preference be given to existing tenants? How much will be used for yours and other airport offices?
Followup	Will you have to increase airport leasing staff, or do you plan to use private sector brokers?
FAA - Mr.	I understand that Alaskans are already paying a Passenger Facility Charge but that it's going to Seattle and other airports

Simpson	instead of Anchorage or Fairbanks? Please tell me how PFC works. How much money is presently going to outside airports that could be coming here.
Mr. Parkan	Why is Governor Knowles ignoring Passenger Facilities Charges as part of the finance plan for this project, and, what did your financial consultant, Mr. King, say about the advisability of having PFC's?
Mr. Plumb	Why did EVA Airlines recently stop service at AIA?
Mr. King	What binds the airlines that voted to pay for this project to stick around until it is paid off? What happens if they quit servicing Anchorage, or if they go out of business?

Questions for ITT Committee HB 432

What does a 100 point change mean in terms of interest cost for this project?

Since future interest rates are unknown, you must have contingencies for higher interest costs. We have heard testimony that a 100 point rise in interest rates would cost in excess of $40 million, in the event that interest rates rise, what aspects of the project would be scaled back?

If this bill goes through as drafted, what part or parts of the project will be reduced to make up for the $25 million in savings?

What is the estimated cost per square foot of office and terminal space? 100-125-150?

Is this cost per square foot comparable to other airports nationwide?

How much latitude for contingencies does your plan include? 10-15%

Will your Cargo expansion plan also require extensive bonding authority? When will those bonds be required?

In July of 1997, just seven months ago, you presented a 33 million dollar project for consideration by the airlines. What did the $33 million dollar project consist of, and why has the scope of work increased six fold in just seven months?

In your presentation yesterday, it was mentioned that Delta airlines would be temporarily relocated to the International Terminal. Why is this alternative not being employed now? Why is this not a long-term solution?

From the office of . . . Representative Jonn J. Cowdery
State Capitol Bldg., Room 416
Juneau, AK 99801
907-465-3879 phone
907-465-2069 fax

MEMORANDUM

TO: Kurt Parkan, Deputy Commissioner DOT

FROM: Representative Cowdery J.C.

DATE: February 25, 1998

RE: HB 432

CC:

faxed to Kurt 2/25/98
faxed to Murt 2/26/98

Notes:

Please provide bibliography information for all documents created pursuant to the International Airport Expansion Program.

From the office of . . . Representative John J. Cowdery
State Capitol Bldg., Room 416
Juneau, AK 99801
907-465-3879 phone
907-465-2069 fax

MEMORANDUM

TO: Mort Plumb 243-0663

FROM: Representative Cowdery

DATE: February 24, 1998 10:30 am

RE: HB 432

CC:

Notes:

In addition to your testimony and presentation this evening, I would like to have the following questions, which I believe you have already received a copy of, answered in written form.

Thank you.

From the office of . . . **Representative John J. Cowdery**
State Capitol Building, Room 416
Juneau, AK 99801
907-465-3879 phone
907-465-2069 fax

MEMORANDUM

TO:

FROM:

DATE:

RE:

---

1. What is the total debt capacity of the International Airport System?
2. Is the borrowing capacity for Anchorage legally separate from Fairbanks, i.e., does debt incurred for AIA projects affect the borrowing capacity for FIA?
3. After the proposed project is completed, what will be the capacity of AIA and how long will this capacity satisfy anticipated demand?
4. What is the long range capital improvement plan, and accompanying cost estimates, for AIA and FIA?
5. Please match the funding sources to the projects in the above long range CIP and compare to debt capacity?
6. How does funding for the present proposal that is the object of HB 382, differ from funding methods used for past terminal projects at AIA or FIA?
7. What are the historical balances of the IARF. Please show which major capital projects were funded in which years?
8. How long is the proposed project's life and how long is the amortization period?
9. Under the current proposal, how long will it be before AIA will need to be expanded again?
10. In light of AIA traffic growth projections, has the building of new terminal been seriously evaluated?
11. Why are we incurring a 25-year debt for a remedy that may only be adequate for one or two years after completion?
12. Anchorage's international terminal sits empty through most of the high congestion hours experienced at the domestic terminal. Has the international terminal been seriously reviewed as a short-term, low cost alternative to expensive expansion?
13. How will AIA's landing fees compare nationally after the proposed $165 million in debt is incurred?
14. How will those higher tariffs affect AIA's and FIA's ability to finance future expansion and attract new carriers?

HB 432

AIRPORT EXPANSION PROJECT
QUESTIONS for IT&T HEARING ON FEB 24, 1998

1. Please explain how the vote approval process works among the members of the Airline Airport Affairs Committee. How many airlines participated in the vote. What was the outcome of the vote?

2. The Project Proposal contains highway improvements totaling about $26 million. Would these projects go forward anyway without the terminal expansion projects?

3. My office received information that about $25 million in FAA funding is available for "ramp and airside" improvements as part of this proposed project. Is the $25 million tied to a certain level of expenditure from the state, or, could any of that money be available without the project as proposed?

4. Your brochure says that additional improvements will be proposed in a separate CARGO MASTERPLAN.

   - What is the scope of these additional improvements.
   - What is their ballpark cost.
   - Have we always had a separate CARGO MASTERPLAN.
   - How are the cargo masterplan and the airport master plan related.
   - How will they be funded?

5. How much money is in the International Airport Revenue Fund, now?

6. How much debt is against the IARF, now?

7. How much annual debt service can the IARF afford to pay?

8. The Fiscal Note includes three interest rate scenarios, 5%, 6%, and 7%. Would you assign a likelihood to which of these rates we might get if the project goes forward this year? How about next year?

9. The Airport received letters in opposition to this project from ERA Aviation, Northern Air Cargo, and PennAir. These letters raised different arguments against the project. I'd like to see written replies to these letters.

10. Please explain how the Passenger Facility Charge system works now, and then how it would work if we adopted it for the Anchorage Airport. How much would it reduce the bonding needed for this project?

11. SNOW — [illegible]
12 Rent-A-Car — [illegible] — condemnation
13. How much [illegible] spend for [illegible]
14 How much [illegible] spend? why?

Representative John Cowdery

Airport -
Unit. CO

Getting Started

When you have to small increments of Project you Just Add To The Admid Bourocy cost To Administer.

25-50 Mill Range ok.

? How much of The 175m will go For Admid. Contracts

How much For Design

How Much FOR Consulting

Time Frame First Phase

2 - 3 -

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STATE OF ALASKA

TONY KNOWLES, GOVERNOR

DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

3132 CHANNEL DRIVE
JUNEAU, ALASKA 99801-7898

TEXT: (907) 465-3652
FAX: (907) 586-8365
PHONE: (907) 465-3900

March 4, 1998

The Honorable John J. Cowdery
International Trade & Tourism Committee
Alaska State Legislature
State Capitol, Room 416
Juneau, AK 99801-1182

Dear Representative Cowdery:

Enclosed are responses to questions outlined in your February 26 memo, additional questions that were faxed to Mort Plumb on February 27, and several questions posed during the committee meeting on February 26. Also enclosed is additional supporting documentation related to various questions.

For the benefit of clarity and to minimize duplication of responses to similar questions, we have grouped the questions by topic and responded accordingly.

The Department will be available for tomorrow's scheduled meeting to answer any remaining questions the committee may have. Please let me know if you require any additional information on any of these issues.

Sincerely,

Kurt Parker for
Joseph L. Perkins, P.E.
Commissioner

Enclosures

cc: International Trade & Tourism Committee Members

printed on recycled paper by C.D.

House Special Committee on International Trade & Tourism
Response to questions 3/5/98

NEED/PROGRAM QUESTIONS AND ANSWERS

After the proposed project is completed, what will be the plane/passenger capacity at AIA and how long will this capacity satisfy anticipated demand?

Under the current proposal, how long will it be before AIA will need to be expanded again?

The project is designed to accommodate 3,000,000 enplanements or 6 million passengers, which are projected for the year 2005. The ability of the project to meet airline needs is dependent on airline schedules and their ability or willingness to share gates or distribute daily gate use schedules more evenly.

The project will add five new jet gates for a total of 24. and seven new regional aircraft parking positions for a total of 20, along with associated gate lounges, ticket lobby, baggage claim facilities, and an extended curbside road. It is anticipated that some cross-use of apron will be required by regional and jet airlines.

Future domestic terminal expansions will depend on a number of factors:

- Rate of passenger growth
- Distribution of peak operation periods
- Ability of airlines to share or cross-use gates
- Level of service to the traveling public

According to the forecast of passenger traffic growth, an additional four jet gates may be needed in about 2010 with another four jet gates in about 2015.

In light of AIA traffic growth projections, has the building of the new terminal been seriously evaluated?

Yes. The growth projections used on this project were the result of an in-depth aviation forecast conducted by TAMS Consultants. The forecast considered historical passenger growth, input from airlines, national aviation growth, local demographics, tourism, and other factors.

Looking at historical growth patterns, growth at Anchorage International Airport has been irregular with an overall trend in the range of 4.6% annual growth since 1990. Some year's growth has been flat or negative, while other years growth has been over 8%.

In 1993, Leigh Fisher prepared an enplanement forecast with results consistent with the TAMS forecast results.

Very serious consideration has been given to the forecast data, as this information forms a basis for the needs assessment and therefore the design and construction program.

Your booklet shows 717,000 sq. ft. in the new terminal. How much of that have the Airlines and other parties agreed to rent?

Do you have firm commitments from the Airlines or others to rent this space?

When the new Concourse C comes on line in late 2001, 93% of the available airline leasable space will be occupied. This is based on interviews with individual airlines and written requests for terminal space. Upon completion of all construction for the project in 2004 this percentage will be 80%. The Financial Model maintains a 10% vacancy rate for the life of the bonds.

How much will rent per sq. ft. increase?
Terminal rent at AIA will increase from $32.97 in 1999 to $41.75 in 2010 as compared to todayis AIA rate of $32.46. Comparable terminal rents at other medium hub airports in 1999 is $40.63 and $56.24 in the year 2010. See financial model addendum dated November 5, 1997, page 5.

Will preference be given to existing tenants?

Current tenants will be given an opportunity for equal space for the duration of their contract term. AIA will make every effort to accommodate requests for leased space.

How much will be used for your and others airport offices?

AIA administration area currently utilizes approximately 18,000 sq. ft. and expects to occupy a similar amount of space at the time of project completion. Conference room areas and potential consolidation will be considered in schematic design.

What binds the Airlines that voted to pay for this project to stick around until it is paid off?

What happens if they quit servicing Anchorage, or if they go out of business?

The project is being constructed in response to a real market based need on passenger traffic today and projected growth for the near future. Demand dictates the level of actual usage. When an Airline leaves or goes out of business, other Airlines capture that share of the market (For example, when Pan Am and National left Washington National Airport, US Air filled the void. In Anchorage, MarkAir left and Reno and American West moved in. This is no different than any other improvement made at the airport. Airlines using the facilities pay rental fees for its use regardless of whether

they were operating at the airport when the individual project was constructed.

Glycol disposal areas

AIA Environmental is presently working with an Airline Task Force to evaluate alternatives for addressing glycol disposal and recycling. Final recommendations are scheduled for January 1999.

CONCEPT/PLANNING QUESTIONS AND ANSWERS

Has the International Terminal been seriously reviewed as a short term, low cost alternative to expensive expansion?

Why not use the international terminal? Doesn't domestic terminal demand occur during hours that the international terminal is relatively quiet?

Near the low point in international passenger traffic in 1994, AIA Planning conducted a study to evaluate the use of the International Terminal for domestic operations. The study concluded that certain design features of the building were specific to larger international aircraft and the interior configuration of the building would have to be significantly changed to accommodate domestic operations. Correction of these problems was estimated to cost more than the building's original construction cost.

The conversion of the International Terminal to domestic operations at that time would have provided a domestic terminal which did not work well and today would have required a new international terminal to accommodate today's traffic. International passenger traffic is growing at a faster rate than domestic traffic. Last summer international passenger flights exceeded the terminal's ability to provide power-in parking due to larger aircraft sizes.

During construction of the new Domestic Terminal area Delta will temporarily operate out of the International Terminal However,federal security requirements (Customs and Immigrations) make it difficult to accomodate domestic passengers in a building designed for uncleared International passengers. As International passenger traffic increases the ability to accommodate domestic passengers will become more difficult.

The International Terminal now serves over 70 International flights per week. Domestic services such as food service, retail, rental cars, gift shops, etc. are minimal. Parking is limited and the curbside access is single level. There is only one domestic baggage claim device.

Since the International Terminal was constructed in 1982 more than $100 million has been generated in revenue to the Alaska International Airport

System in duty fee operations alone. Additional revenue is received from terminal rent, gate use fees, and landing fees.

Will the baggage system for the new Domestic Terminal be like Denveris?

No, the baggage system for this project will be designed by Cook Newhouse Associates (CNA). CNA designed the baggage belt systems for the International Terminal and the North Terminal Baggage Addition. CNA is a nationally recognized designer of baggage systems and was not involved in the new Denver airport project.

Rep Cowdery wants to know if the project will be broken into small enough contracts to accommodate Alaskan firms.

Specific efforts will identify logical pieces of work to provide maximum opportunities for Alaskan contractors. Alaska firms should be active on all elements of work.

CARGO QUESTIONS AND ANSWERS

How can the legislature or the governor make spending decisions about AIAS if we don't know the whole picture, including cargo CIP requirements?

What is scope of additional improvements?

The Master Plan for the airport does include cargo CIP requests. This Master Plan is being updated in the areas of cargo and airfield capacity. Improvements in the current Master Plan will be revalidated and additional projects considered. The Airlines will assist in the update of the Master Plan over the next two years.

What are their ballpark costs?

The updated Master Plan will prepare a cost estimate for each proposed improvement, which will be voted on by the Airlines and reviewed by the legislature. Cargo projects are included in the current 6 year CIP.

Have we always had a separate Cargo Master Plan?

How are Cargo Master Plan and Airport Master Plan related?

No. The Master Plan for the Airport has always included a cargo component. Because of the growth in cargo activity at AIA the cargo and airfield component of the Master Plan are being updated.

How will Master Plan be funded?

The Cargo Master Plan is being funded with federal Moines from FAA and IARF..

Why did EVA Airlines recently stop service at AIA?

EVA has not stopped passenger service at AIA but has rescheduled their activity to reflect the seasonal nature of passenger travel. They will have three flights a week through the summer of 1998.

Is FedEx and UPS using AIA to breakdown loads and redistribute?

Yes. FedEx is just finishing the $38 million Phase 4 of their expansion program which has doubled the size of their operation. UPS is also completing another large expansion program. These increased facilities demonstrate FedEx and UPS commitment to AIA as a strategic location for breaking down loads and redistribution.

BUDGET/COST ESTIMATING QUESTIONS AND ANSWERS

How many feet in the new Terminal and what is the estimated cost per square foot? How does this compare with similar airports and US?

The total additional terminal area provided 367,000 SF. The raw construction cost is $142. SF in 1997 dollars which compares favorably to similar airports around the US where raw construction costs range from $135 sq. ft. at LAX to $190 sq. ft. in Miami.

What percentage of the budget will be for Contingency, Planning, Design, Engineering and Construction?

Contingency	10 %
Planning, Environmental & Permitting	02 %
Design & Engineering & Construction Admin.	10 %
Project Administration	02 %
Construction	76 %
Total	100 %

This percentage distribution of costs is consistent with major project planning practices.

Why did this project escalate from $33 million 9 months ago to its present cost of $204 million?

There has never been $33 million project. On July 1, 1997 Planning Progress Report #7 was presented to the Airlines for review and discussion. Within that report we identified a 1999 CIP request of $33 million for the first year of the project. The total project identified as Option 4 at that time was estimated at $198.3 million. The Airlines revised Option 4 to create a fifth option which is the one being developed for $190.8 million (1997 dollars). The $205.3 million adds $14.5 million in inflation to the mid-point of construction.

Will you have to increase airport leasing staff, or do you plan to use private sector brokers?

The Airport does not intend to increase permanent leasing staff as a result of this project, nor will we need private sector brokers

Identify use of funds to date for the $14.5 million of appropriations for Concourse C and the Terminal Project.

A total of $14.7 million has been appropriated in FY94 and FY97. Please see Attachment #8 for a breakdown of the use of these funds to date

FINANCIAL QUESTIONS AND ANSWERS

What is debt capacity of AIAS?

How much debt is against the IARF at this point?

Presently, there are two sets of bond issues with approximately $33 million of outstanding debt. One is paid off in FY2000 and the other in FY2015.

AIAS is a self-supporting enterprise fund with no general fund support. Each year, AIAS sets its airline rates and fees (landing fee, terminal rental rate, etc.) at levels high enough to ensure sufficient revenues will be generated to cover that years' operating, capital and debt service costs. Therefore, AIAS' debt capacity only becomes an issue when proposed debt would raise rates and fees to levels where they are no longer competitive for operators at Anchorage International Airport. Even after issuing $204 million of new debt, AIAS' projected rates and fees will still be below the national average when compared to other airports. Debt capacity increases as volume of activity increases.

Is borrowing power capacity for Anchorage legally separate from Fairbanks?

No. The Anchorage and Fairbanks International Airports comprise the AIAS and are treated like a single entity for financial purposes.

What is the long range capital improvement plan, and accompanying cost estimates, for AIA and FIA?

Please match the funding sources to the projects in the above long range CIP and compare to debt capacity?

(Please see Attachment #5 which is the latest approved 6 year CIP)

How does funding for present proposal differ from funding proposals used for past terminal projects at AIA and FIA?

Bonds have always been issued in the past to help finance the construction of the AIA & FIA terminal projects. The last time AIAS issued debt was in 1986 in the amount of $38 million for the AIA parking garage. It should be noted that the bonds issued in 1975 to construct the AIA International Terminal were defeased when it was determined that the AIAS had sufficient cash in the IARF to complete this terminal project without the use of outside financing.

What are historical balances of the IARF? Please show which major projects were funded in which year.

(See Attachment #6 - Tables, which show AIAS' capital projects and their funding sources from FY91 to FY98)

How long is the proposed project's life and how long is the amortization period?

- Industry Standard Building design life - 30 years
- Bond Amortization period - 25 years

Why are we incurring 25-year debt for a remedy, which will last only 1 or 2 years?

As discussed and agreed with the Airlines, the Plan of Finance allows the Airlines to pay for the redevelopment project over the next 25 years. This flattens the annual cost to the Airlines, and avoids a sharp spike to annual CIP requirements.

Anchorage has seen passenger traffic grow almost 60% since our last terminal expansion in 1983. This growth has caused extensive deficiencies particularly on the public side of the terminal. Ticketing and baggage claim have less than half the space required to provide an adequate level of service today. About 40% of the cost of this project corrects deficiencies that exist today.

This project supports long-term activity at AIA.

How will AIA's landings fees compare nationally after the proposed debt is incurred?

AIA landing fees at the highest point of our 25-year period will still be on the low end of landing fees for medium hub and large hub airports nationally. (See Attachment #3).

How will those higher tariffs affect AIA's and FIA's ability to finance future expansion and attract new carriers?

AIA's landing fees will remain in the low to moderate range when compared with other medium hub passenger airports and large hub cargo airports. The Airport will be able to continue a prudent capital improvements program at the same time as the terminal project. Alaska remains an extremely attractive market as evidenced by its high number of jet interstate passenger carriers: Alaska, America West, Delta, Northwest, Reno, United, and TWA. Every year for the past three years (including this year), Anchorage has gained a new passenger carrier for seasonal service: Reno, America West, and TWA. Cargo
activity is expected to continue growing thanks to Alaska's strategic location and favorable business climate

How much money is in the International Airport Revenue Fund at this point?

At 6/30/97, there was approx. $78 million in the IARF. Approx. $36 million was in reserves required by the AIAS bond resolutions and operating agreement; approx. $37 million was set aside to complete prior year capital appropriations that are in various stages of completion; and the remaining $5 million was refunded back to the Airlines in the FY98 landing fee calculation.

How will reduction in the requested bond authorization from $304 million to $280 million affect this project?
If the Airport is successful in obtaining FAA funding, a reduction in bond authorization will have little effect on the project. If we are unsuccessful in securing additional federal funds we may need to request additional bonding authority or secure alternative, yet to be identified, funds.

What prioritization have you done to achieve a scaled back scenario if there was a 100 basis point rise in interest rates?

The Plan of Finance provides for a 100 basis point cushion in the sizing of the bond. No scale back scenario would be required for a 100 basis point rise.

What is the cost of the total CIP program for Fairbanks and Anchorage Airports over the next 10 years?

See Attachment #5 for the latest approved 6-year CIP.

Concerning the Finance Plan: How much is in there to pay to Investment Bankers, brokers, bond counsel and others?

$4.7 million is estimated for all financing costs and bond insurance. See page 2 of the November 5, 1997 addendum to the Plan of Finance (in gray briefing booklet).

Please explain how the Passenger Facility Charge system works now, and then how it would work if we adopted it for the Anchorage Airport. How much would it reduce the bonding needed for this project?

I understand that Alaskans are already paying a Passenger Facility Charge but that it's going to Seattle and other Airports instead of Anchorage or Fairbanks? Please tell me how PFC works. How much money is presently going to outside Airports that could be coming here?

In recognition that airports' capital needs are far outpacing available federal AIP funds, Congress passed legislation in 1990 which allows airports to charge passengers using their facilities a $3 passenger facility charge (PFC). A $3 PFC is added to passenger's ticket price at the first 2 airports that the passenger boards a plane on a one-way trip and the first 2 and last 2 airports that a passenger boards a plane on a round trip. Thus, the maximum amount a passenger can get charged for PFC's on a one-way trip is $6 and $12 on a round trip.

Although, it is possible to estimate how much our airports could earn from PFC's per year if PFC's were implemented (AIA – approx. $5.5 million and FIA approx. - $1 million), information showing passengers' itineraries are not readily available from the FAA, the Airlines, or the airport's records which would allow AIA calculate the amount of money that is presently going to outside airports that could be remaining in Alaska..

If PFC's were implemented, the bonding requirement would not be reduced but the PFC revenues could be used to pay off some of the annual debt service each year reducing the amount that would be passed onto the Airlines in their rates and fees

Why is Governor Knowles ignoring Passenger Facilities Charges as part of the Finance Plan for this project and what did your financial consultant, Mr. King, say about the advisability of having PFC's?

Governor Knowles has stated that he will not support PFCs unless they are part of a publicly acceptable program that takes into consideration the unique nature of Alaska, particularly since many Alaskans have no alternative to air transportation . We are working with the FAA to develop a program that addresses the governor's concerns

Mr. King advised that if PFC's were adopted at AIA, the bond resolutions would be broad enough so PFC revenues could be used to pay some of the proposed debt payments.

Can you provide a list of unexpended CIP appropriations?

See as attachment #9 - AIAS Unexpended CIP Appropriations dated 6/30/97.

ATTACHMENT #1

AIRLINE BALLOTS

ANCHORAGE/FAIRBANKS,
AIRLINES AIRPORT AFFAIRS COMMITTEE
P. O. Box 68900
Seattle, WA 98168

October 16, 1997

To: ANC/FAI AAAC Signatory Airlines

Subject: ANC Terminal Expansion Ballot

Ladies and Gentlemen:

Enclosed is a ballot to record your company's position on the request by Anchorage International Airport to include the proposed Domestic Terminal Expansion in the FY 1999 Capital Improvement Program. This project was discussed in detail at our October 15, 1997 AAAC meeting in Anchorage and in various previous meetings of the Airline Technical Committee, Executive Committee, and AAAC. In addition, a number of reports relating to relating to the technical and financial aspects of the project have been distributed to all Signatory Airlines.

This is a large and complex project with significant impact on the airport and its users. I urge that you study the materials you have been provided very carefully. If you have questions or concerns, please contact ANC Airport Director Mort Plumb or the airport's Project Manager Donn Kettner.

As noted on the ballot, all responses are due to me no later than Noon, PST, Monday, November 17, 1997. I will then provide the airport with a consolidated response on behalf of the Signatory Airlines. In accordance with the Operating Agreement, failure to respond is considered approval.

Also enclosed are a written summary of Mr. Plumb's forecast of possible future additional capital projects for ANC Airport and a report on the airports plan for complying with the Year 2000 computer date issue.

Thank you for your attention to this important matter. If you have any questions, please contact me. Thanks.

Sincerely,

Cliff Argue

Clifford T. Argue
Chairman, ANC/FAI AAAC

ANCHORAGE/FAIRBANKS
AIRLINES AIRPORT AFFAIRS COMMITTEE
P. O. Box 68900
Seattle, WA 98168

TO:	AIRLINE:	FAX NUMBER:
P. Baschnonga	Air France	212/830-4431
R. Faust	America West	602/693-2859
M. Y. Park	Asiana Airlines	907/248-1960
J. Joyce	Cargolux Airlines	650/877-0984
J. R. Fortson	Cathay Pacific Airways	907/243-3683
C. Lung	China Airlines	907/248-4176
R. Holman	Delta Air Lines	404/715-2548
J. Birmingham	ERA Aviation	907/266-8383
D. Tsai	EVA Airways	907/245-1739
K. Sorenson	Evergreen Aviation	503/434-4215
T. Kerichenko	Federal Express	901/395-4873
F. Tomuro	Japan Air Lines	907/243-1712
Y. Hyun	Korean Air	907/243-1231
W. Hinrichs	Lufthansa German Airlines	907/474-8138
M. Hart	Lynden Air Freight	907/245-0213
T. Hanada	Nippon Cargo Airlines	907/243-1619
B. Hallford	Northern Air Cargo	907/249-5190
J. Treanor	Northwest Airlines	612/727-6041
R. Harding	Peninsula Airways	907/243-6848
T. Fielding	Polar Air Cargo	907/243-1631
D. Jensen	Reeve Aleutian Airways	907/249-2317
J. Albrecht	Reno Air	702/686-3806
M. Buchholz	United Airlines	847/700-6662
C. Bearden	UPS	502/329-3995

FROM:

Clifford T. Argue	Alaska Airlines, Inc.	206/431-7031

IF YOU DO NOT RECEIVE FOUR PGS. PLEASE CONTACT MELODEE @ 206/433-3179

ANCHORAGE/FAIRBANKS
AIRLINES AIRPORT AFFAIRS COMMITTEE
P. O. Box 68900
Seattle, WA 98168

November 17, 1997 VIA FAX 907 243-0663

Mr. Morton Plumb
Airport Director
Anchorage International Airport
P.O. Box 196960
Anchorage, AK 99519-6960

Re: FY99 Capital Improvement Request - ANC Terminal Expansion 2005

Dear Mort:

This letter will serve to provide certification of certain signatory airline votes on the above captioned project. In accordance with your request at our October 15, 1997 Airlines Airport Affairs Committee in Anchorage, a vote was taken among the signatory carriers on adding the proposed expansion and renovation of the Domestic Terminal at Anchorage to the previously approved FY99 International Airports Revenue Fund Capital Improvement Program.

Ballots were received from 22 of the 25 signatory airlines at Anchorage and Fairbanks International Airports. A ballot showing approval was received from Polar Air Cargo shortly after the deadline. The individual votes received by me are listed on the attached report. According to the Airline Lease and Operating Agreement, a project must receive 67 percent disapproval votes (17 or more) to be deleted from the airport's capital program. You will note that 12 disapproval votes were submitted, but 10 airlines voted to approve the project. Therefore, the terminal expansion is approved by the signatory airlines.

Although the ballot listed the project cost at $191 million, the airline approval is based on the revised cost of $164.5 million as set forth in Commissioner Perkins' letter to the airlines dated October 24, 1997. Further, the approval is based on the financial plan and revenue bond analysis presented at the October 15 meeting and as amended November 5.

However, given the size and financial impact of this project, the airlines expect the airport and the State of Alaska to aggressively pursue and obtain additional sources of non-airline revenue as promised in Commissioner Perkins' letter. We hereby request periodic reports on these efforts.

The expansion of the Domestic Terminal is an important project for Anchorage and the entire state, and the airlines serving the airport. We look forward to working closely with you, your staff, and the consultant team throughout the design, construction, and financing process, in the same spirit of cooperation and partnership that was evident in the studies and concept development to date.

Copies of each ballot as received from the signatory airlines are being sent to you with the mailed original of this letter. If you have any questions, please contact me.

Sincerely,

Cliff Argue /mso

Clifford T. Argue
Chairman, ANC/FAI AAAC

c: J. Perkins, Commissioner DOTPF
K. Parkan, Deputy Commissioner DOTPF
J. Ungar, Controller, IARF
ANC/FAI AAAC

ANCHORAGE / FAIRBANKS
AIRLINES AIRPORT AFFAIRS COMMITTEE
ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

		(000)	
Airport	**Project**	**IARF**	**Total**
ANCHORAGE	TERMINAL EXPANSION 2005	$191,000*	$191,000*

AIRLINES	**APPROVE**	**DISAPPROVE**
Air France	X	
Alaska Airlines, Inc.	X	
America West	X	
Asiana Airlines		X
Cathay Pacific Airways		X
China Airlines		X
Delta Air Lines	X	
ERA Aviation, Inc.		X
Evergreen International		X
Federal Express	X	
Japan Airlines		X
Korean Air		X
Lynden Air Cargo	X	
Lufthansa Cargo		X
Nippon Cargo Airlines		X
Northern Air Cargo		X
Northwest Airlines	X	
Pen Air		X
Reeve Aleutian Airways		X**
Reno Air	X	
United Air Lines Inc.	X	
United Parcel Service	X	
TOTALS:	**10**	**12**

No ballots received from Cargolux Airlines or EVA Airways. A ballot showing approval was received from Polar Air Cargo shortly after the deadline.

* This amount was reduced to $164.5 million per Commissioner Perkins' October 24, 1997 letter. All signatory airline votes are based on the $164.5 million amount and the revised financial impact model dated November 5, 1997.

** With PFC's included in financing Reeve Aleutian will change to approve project.

Above ballots received as of Noon, PST, November 17, 1997.

Clifford T. Argue
Chairman, ANC-FAI AAAC

P & F November 17, 1997

BALLOT

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

In accordance with Article 4, Section 4.02 A&B Anchorage and Fairbanks International Airports Airline Operating Agreement and Terminal Building leases dated November, 1990 and extended in June, 1995, the Signatory Airline identified below approves or disapproves the Capital Improvement listed below as indicated. The Signatory Airline's vote takes into consideration, among other things, the Terminal Concept Package Report #8 dated 10/1/97, Plan of Finance (Volume I & II) dated 10/2/97, and previous reports, the discussions at the October 15, 1997 Airlines Airport Affairs Committee meeting in Anchorage and preceding Airline Executive Committee and Technical Committee meetings.

FY 99					FUNDING X $1,000	
AIRPORT	PROJECT	AIP	IARF	TOTAL	APPROVE	DISAPPROVE
ANC	TERMINAL EXPANSION 2005		191,000*	191,000*	X	

* Project costs identified in 1997 dollars. Approval authorizes AIAS to issue up to $235 million in airport revenue bonds, which includes escalation and financing costs. AIAS pledges to use its best efforts to obtain alternate sources of funding/financing to reduce airline cost exposure.

SIGNATORY AIRLINE NAME AIR FRANCE

SIGNATURE OF AUTHORIZED REPRESENTATIVE

DATE 11/16/97 TITLE DIRECTOR AIRPORT CONTRACTS & PROCEDURES

Cliff Argue has agreed to serve as designated representative and collect and tally votes and provide the requisite written certification within the required time. He requests Ballots sent to him arrive by 12:00 noon, PST, November 17, 1997 at Alaska Airlines, P.O. Box 68900, Seattle WA 98168, FAX (206)431-7031 or TTY SEAPZAS.

RECEIVED

BALLOT

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

In accordance with Article 4, Section 4.02 A&B Anchorage and Fairbanks International Airports Airline Operating Agreement and Terminal Building leases dated November, 1990 and extended in June, 1995, the Signatory Airline identified below approves or disapproves the Capital Improvement listed below as indicated. The Signatory Airline's vote takes into consideration, among other things, the Terminal Concept Package Report #8 dated 10/1/97, Plan of Finance (Volume I & II) dated 10/2/97, and previous reports, the discussions at the October 15, 1997 Airlines Airport Affairs Committee meeting in Anchorage and preceding Airline Executive Committee and Technical Committee meetings.

FY 99		FUNDING X $1,000				
AIRPORT	PROJECT	AIP	IARF	TOTAL	APPROVE	DISAPPROVE
ANC	TERMINAL EXPANSION 2005		191,000*	191,000*	X	

* Project costs identified in 1997 dollars. Approval authorizes AIAS to issue up to $235 million in airport revenue bonds, which includes escalation and financing costs. AIAS pledges to use its best efforts to obtain alternate sources of funding/financing to reduce airline cost exposure.

SIGNATORY AIRLINE NAME Alaska Airlines, Inc.

SIGNATURE OF AUTHORIZED REPRESENTATIVE Clifford T. Argue

DATE 10/31/97 TITLE Staff VP - Properties & Facilities

Cliff Argue has agreed to serve as designated representative and collect and tally votes and provide the requisite written certification within the required time. He requests Ballots sent to him arrive by 12:00 noon, PST, November 17, 1997 at Alaska Airlines, P.O. Box 68900, Seattle WA 98168, FAX (206)431-7031 or TTY SEAPZAS.

CTA 00

BALLOT

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

In accordance with Article 4, Section 4.02 A&B Anchorage and Fairbanks International Airports Airline Operating Agreement and Terminal Building leases dated November, 1990 and extended in June, 1995, the Signatory Airline identified below approves or disapproves the Capital Improvement listed below as indicated. The Signatory Airline's vote takes into consideration, among other things, the Terminal Concept Package Report #8 dated 10/1/97, Plan of Finance (Volume I & II) dated 10/2/97, and previous reports, the discussions at the October 15, 1997 Airlines Airport Affairs Committee meeting in Anchorage and preceding Airline Executive Committee and Technical Committee meetings.

FY 99					FUNDING X $1,000	
AIRPORT	PROJECT	AIP	PFC	TOTAL	APPROVE	DISAPPROVE
ANC	TERMINAL EXPANSION 2005		191,000*	191,000*	XXXXXXX	

* Project costs identified in 1997 dollars. Approval authorizes AIAS to issue up to $235 million in airport revenue bonds, which includes escalation and financing costs. AIAS pledges to use its best efforts to obtain alternate sources of funding/financing to reduce airline cost exposure.

SIGNATORY AIRLINE NAME AMERICA WEST AIRLINES

SIGNATURE OF AUTHORIZED REPRESENTATIVE

Richard A. Faust

DATE October 21, 1997 TITLE Manager Properties and Facilities

Cliff Argue has agreed to serve as designated representative and collect and tally votes and provide the requisite written certification within the required time. He requests Ballots sent to him arrive by 12:00 noon, PST, November 17, 1997 at Alaska Airlines, P.O. Box 68900, Seattle WA 98168, FAX (206)431-7031 or TTY SEAPZAS.

PROPERTIES/FACILITIES

NOV 17 1997

RECEIVED

BALLOT

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

In accordance with Article 4, Section 4.02 A&B Anchorage and Fairbanks International Airports Airline Operating Agreement and Terminal Building leases dated November, 1990 and extended in June, 1995, the Signatory Airline identified below approves or disapproves the Capital Improvement listed below as indicated. The Signatory Airline's vote takes into consideration, among other things, the Terminal Concept Package Report #8 dated 10/1/97, Plan of Finance (Volume I & II) dated 10/2/97, and previous reports, the discussions at the October 15, 1997 Airlines Airport Affairs Committee meeting in Anchorage and preceding Airline Executive Committee and Technical Committee meetings.

FY 99					FUNDING X $1,000	
AIRPORT	PROJECT	AIP	IARF	TOTAL	APPROVE	DISAPPROVE
ANC	TERMINAL EXPANSION 2005		191,000*	191,000*		X

* Project costs identified in 1997 dollars. Approval authorizes AIAS to issue up to $235 million in airport revenue bonds, which includes escalation and financing costs. AIAS pledges to use its best efforts to obtain alternate sources of funding/financing to reduce airline cost exposure.

SIGNATORY AIRLINE NAME ASIANA AIRLINES

SIGNATURE OF AUTHORIZED REPRESENTATIVE Kyou-BoK, Kang

DATE 17 NOV. 1997 TITLE Station Manager

CIHT Argus has agreed to serve as designated representative and collect and tally votes and provide the requisite written certification within the required time. He requests Ballots sent to him arrive by 12:00 noon, PST, November 17, 1997 at Alaska Airlines, P.O. Box 68900, Seattle WA 98168, FAX (206)431-7031 or TTY SEAPZAS.

BALLOT

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

In accordance with Article 4, Section 4.02 A&B Anchorage and Fairbanks International Airports Airline Operating Agreement and Terminal Building leases dated November, 1990 and extended in June, 1995, the Signatory Airline identified below approves or disapproves the Capital Improvement listed below as indicated. The Signatory Airline's vote takes into consideration, among other things, the Terminal Concept Package Report #8 dated 10/1/97, Plan of Finance (Volume I & II) dated 10/2/97, and previous reports, the discussions at the October 15, 1997 Airlines Airport Affairs Committee meeting in Anchorage and preceding Airline Executive Committee and Technical Committee meetings.

FY 99					FUNDING X $1,000	
AIRPORT	PROJECT	AIP	IARF	TOTAL	APPROVE	DISAPPROVE
ANC	TERMINAL EXPANSION 2005		191,000*	191,000*		X

* Project costs identified in 1997 dollars. Approval authorizes AIAS to issue up to $235 million in airport revenue bonds, which includes escalation and financing costs. AIAS pledges to use its best efforts to obtain alternate sources of funding/financing to reduce airline cost exposure.

SIGNATORY AIRLINE NAME CATHAY PACIFIC AIRWAYS

SIGNATURE OF AUTHORIZED REPRESENTATIVE J Russ Fortson

DATE 14NOV97 TITLE AIRPORT SERVICES MANAGER

Cliff Argue has agreed to serve as designated representative and collect and tally votes and provide the requisite written certification within the required time. He requests Ballots sent to him arrive by 12:00 noon, PST, November 17, 1997 at Alaska Airlines, P.O. Box 68900, Seattle WA 98168, FAX (206)431-7031 or TTY SEAPZAS.

Post-it® Fax Note 7671	Date 14NOV97	# of pages ▶ 1
To CLIFF ARGUE	From RUSS FORTSON	
Co./Dept. ALASKA AIRLINES	Co. CATHAY PACIFIC	
Phone #	Phone # 907-243-3916	
Fax # 206-431-7031	Fax # 907-243-3683	

RECEIVED

CW

BALLOT

PROCESSED
NOV 13 1997
RECEIVED

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

In accordance with Article 4, Section 4.02 A&B Anchorage and Fairbanks International Airports Airline Operating Agreement and Terminal Building leases dated November, 1990 and extended in June, 1995, the Signatory Airline identified below approves or disapproves the Capital Improvement listed below as indicated. The Signatory Airline's vote takes into consideration, among other things, the Terminal Concept Package Report #8 dated 10/1/97, Plan of Finance (Volume I & II) dated 10/2/97, and previous reports, the discussions at the October 15, 1997 Airlines Airport Affairs Committee meeting in Anchorage and preceding Airline Executive Committee and Technical Committee meetings.

FY 99					FUNDING X $1,000	
AIRPORT	PROJECT	AIP	IARF	TOTAL	APPROVE	DISAPPROVE
ANC	TERMINAL EXPANSION 2005		191,000*	191,000*		✓

* Project costs identified in 1997 dollars. Approval authorizes AIAS to issue up to $235 million in airport revenue bonds, which includes escalation and financing costs. AIAS pledges to use its best efforts to obtain alternate sources of funding/financing to reduce airline cost exposure.

SIGNATORY AIRLINE NAME: CHINA AIRLINES

SIGNATURE OF AUTHORIZED REPRESENTATIVE: Lee Chih-Chiang

DATE: 13 NOV 97 TITLE: Customer Services Manager

Cliff Argue has agreed to serve as designated representative and collect and tally votes and provide the requisite written certification within the required time. He requests Ballots sent to him arrive by 12:00 noon, PST, November 17, 1997 at Alaska Airlines, P.O. Box 68900, Seattle WA 98168, FAX (206)431-7031 or TTY SEAPZAS.

Please ammend China Airlines vote to show dissaprove. After further discussion with our head office in Taipei, we feel this change is needed.

Thank you,

Jerry Lee

Jerry Lee
Customer Service Manager

BALLOT

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

In accordance with Article 4, Section 4.02 A&B Anchorage and Fairbanks International Airports Airline Operating Agreement and Terminal Building leases dated November, 1990 and extended in June, 1995, the Signatory Airline identified below approves or disapproves the Capital Improvement listed below as indicated. The Signatory Airline's vote takes into consideration, among other things, the Terminal Concept Package Report #8 dated 10/1/97, Plan of Finance (Volume I & II) dated 10/2/97, and previous reports, the discussions at the October 15, 1997 Airlines Airport Affairs Committee meeting in Anchorage and preceding Airline Executive Committee and Technical Committee meetings.

	FY 99				FUNDING X $1,000	
AIRPORT	PROJECT	AIP	IARF	TOTAL	APPROVE	DISAPPROVE
ANC	TERMINAL EXPANSION 2005		191,000*	191,000*	X 1)	

* Project costs identified in 1997 dollars. Approval authorizes AIAS to issue up to $235 million in airport revenue bonds, which includes escalation and financing costs. AIAS pledges to use its best efforts to obtain alternate sources of funding/financing to reduce airline cost exposure.

1) SUBJECT TO STATE OF ALASKA CAPITAL CONTRIBUTION OF $26.3M RESULTING IN A NET FUNDING APPROVAL OF $165M

SIGNATORY AIRLINE NAME DELTA

SIGNATURE OF AUTHORIZED REPRESENTATIVE Kathryn Holmes

DATE 11/11/97 TITLE REGIONAL DIRECTOR PROPERTIES & FACILITIES

Cliff Argue has agreed to serve as designated representative and collect and tally votes and provide the requisite written certification within the required time. He requests Ballots sent to him arrive by 12:00 noon, PST, November 17, 1997 at Alaska Airlines, P.O. Box 68900, Seattle WA 98168, FAX (206)431-7031 or TTY SEAPZAS.

RECEIVED
NOV 17 1997
PROPERTIES/FACILITIES

BALLOT

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

In accordance with Article 4, Section 4.02 A&B Anchorage and Fairbanks International Airports Airline Operating Agreement and Terminal Building leases dated November, 1990 and extended in June, 1995, the Signatory Airline identified below approves or disapproves the Capital Improvement listed below as indicated. The Signatory Airline's vote takes into consideration, among other things, the Terminal Concept Package Report #5 dated 10/1/97, Plan of Finance (Volume I & II) dated 10/2/97, and previous reports, the discussions at the October 15, 1997 Airlines Airport Affairs Committee meeting in Anchorage and preceding Airline Executive Committee and Technical Committee meetings.

FY 99					FUNDING X $1,000	
AIRPORT	PROJECT	AIP	IARF	TOTAL	APPROVE	DISAPPROVE
ANC	TERMINAL EXPANSION 2005		191,000*	191,000*		X

* Project costs identified in 1997 dollars. Approval authorizes AIAS to issue up to $235 million in airport revenue bonds, which includes escalation and financing costs. AIAS pledges to use its best efforts to obtain alternate sources of funding/financing to reduce airline cost exposure.

SIGNATORY AIRLINE NAME Era Aviation, Inc.

SIGNATURE OF AUTHORIZED REPRESENTATIVE

DATE November 17, 1997 TITLE President

Cliff Argue has agreed to serve as designated representative and collect and tally votes and provide the requisite written certification within the required time. He requests Ballots sent to him arrive by 12:00 noon, PST, November 17, 1997 at Alaska Airlines, P.O. Box 68900, Seattle WA 98168, FAX (206)431-7031 or TTY SEAPZAS.

PROPERTIES/FACILITIES
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RECEIVED

BALLOT

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

In accordance with Article 4, Section 4.02 A&B Anchorage and Fairbanks International Airports Airline Operating Agreement and Terminal Building leases dated November, 1990 and extended in June, 1995, the Signatory Airline identified below approves or disapproves the Capital Improvement listed below as indicated. The Signatory Airline's vote takes into consideration, among other things, the Terminal Concept Package Report #8 dated 10/1/97, Plan of Finance (Volume I & II) dated 10/2/97, and previous reports, the discussions at the October 15, 1997 Airlines Airport Affairs Committee meeting in Anchorage and preceding Airline Executive Committee and Technical Committee meetings.

FY 99					FUNDING X $1,000	
AIRPORT	PROJECT	AIP	IARF	TOTAL	APPROVE	DISAPPROVE
ANC	TERMINAL EXPANSION 2005		191,000*	191,000*		X

* Project costs identified in 1997 dollars. Approval authorizes AIAS to issue up to $235 million in airport revenue bonds, which includes escalation and financing costs. AIAS pledges to use its best efforts to obtain alternate sources of funding/financing to reduce airline cost exposure.

SIGNATORY AIRLINE NAME EVERGREEN INTERNATIONAL

SIGNATURE OF AUTHORIZED REPRESENTATIVE Kai Sorenson

DATE 10/28/97 TITLE VICE PRESIDENT SYSTEM OPERATIONS

Cliff Argue has agreed to serve as designated representative and collect and tally votes and provide the requisite written certification within the required time. He requests Ballots sent to him arrive by 12:00 noon, PST, November 17, 1997 at Alaska Airlines, P.O. Box 68900, Seattle WA 98168, FAX (206)431-7031 or TTY SEAPZAS.

PROPERTIES/FACILITIES

CTA GA

BALLOT NOV 10 1997

RECEIVED

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

In accordance with Article 4, Section 4.02 A&B Anchorage and Fairbanks International Airports Airline Operating Agreement and Terminal Building leases dated November, 1990 and extended in June, 1995, the Signatory Airline identified below approves or disapproves the Capital Improvement listed below as indicated. The Signatory Airline's vote takes into consideration, among other things, the Terminal Concept Package Report #8 dated 10/1/97, Plan of Finance (Volume I & II) dated 10/2/97, and previous reports, the discussions at the October 15, 1997 Airlines Airport Affairs Committee meeting in Anchorage and preceding Airline Executive Committee and Technical Committee meetings.

FY 99					FUNDING X $1,000	
AIRPORT	PROJECT	AIP	IARF	TOTAL	APPROVE	DISAPPROVE
ANC	TERMINAL EXPANSION 2005		191,000*	191,000*	X	

* Project costs identified in 1997 dollars. Approval authorizes AIAS to issue up to $235 million in airport revenue bonds, which includes escalation and financing costs. AIAS pledges to use its best efforts to obtain alternate sources of funding/financing to reduce airline cost exposure.

SIGNATORY AIRLINE NAME Federal Express

SIGNATURE OF AUTHORIZED REPRESENTATIVE [signature]

DATE 11/7/97 TITLE Regional Airport Properties Mgr.

Cliff Argue has agreed to serve as designated representative and collect and tally votes and provide the requisite written certification within the required time. He requests Ballots sent to him arrive by 12:00 noon, PST, November 17, 1997 at Alaska Airlines, P.O. Box 68900, Seattle WA 98168, FAX (206)431-7031 or TTY SEAPZAS.

LTA 002

BALLOT

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

In accordance with Article 4, Section 4.02 A&B Anchorage and Fairbanks International Airports Airline Operating Agreement and Terminal Building leases dated November, 1990 and extended in June, 1995, the Signatory Airline identified below approves or disapproves the Capital Improvement listed below as indicated. The Signatory Airline's vote takes into consideration, among other things, the Terminal Concept Package Report #8 dated 10/1/97, Plan of Finance (Volume I & II) dated 10/2/97, and previous reports, the discussions at the October 15, 1997 Airlines Airport Affairs Committee meeting in Anchorage and preceding Airline Executive Committee and Technical Committee meetings.

	FY 99				FUNDING X $1,000	
AIRPORT	PROJECT	AIP	IARF	TOTAL	APPROVE	DISAPPROVE
ANC	TERMINAL EXPANSION 2005		191,000*	191,000*		XXX

* Project costs identified in 1997 dollars. Approval authorizes AIAS to issue up to $235 million in airport revenue bonds, which includes escalation and financing costs. AIAS pledges to use its best efforts to obtain alternate sources of funding/financing to reduce airline cost exposure.

SIGNATORY AIRLINE NAME Japan Airlines

SIGNATURE OF AUTHORIZED REPRESENTATIVE

DATE Nov. 13, 1997 TITLE Director, Administration & Traffic

Cliff Argue has agreed to serve as designated representative and collect and tally votes and provide the requisite written certification within the required time. He requests Ballots sent to him arrive by 12:00 noon, PST, November 17, 1997 at Alaska Airlines, P.O. Box 68900, Seattle WA 98168, FAX (206)431-7031 or TTY SEAPZAS.

BALLOT

PROPERTIES/FACILITIES

NOV 17 1997

RECEIVED

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

In accordance with Article 4, Section 4.02 A&B Anchorage and Fairbanks International Airports Airline Operating Agreement and Terminal Building leases dated November, 1990 and extended in June, 1995, the Signatory Airline identified below approves or disapproves the Capital Improvement listed below as indicated. The Signatory Airline's vote takes into consideration, among other things, the Terminal Concept Package Report #8 dated 10/1/97, Plan of Finance (Volume I & II) dated 10/2/97, and previous reports, the discussions at the October 15, 1997 Airlines Airport Affairs Committee meeting in Anchorage and preceding Airline Executive Committee and Technical Committee meetings.

FY 99					FUNDING X $1,000	
AIRPORT	PROJECT	AIP	IARF	TOTAL	APPROVE	DISAPPROVE
ANC	TERMINAL EXPANSION 2005		191,000*	191,000*		X

* Project costs identified in 1997 dollars. Approval authorizes AIAS to issue up to $235 million in airport revenue bonds, which includes escalation and financing costs. AIAS pledges to use its best efforts to obtain alternate sources of funding/financing to reduce airline cost exposure.

SIGNATORY AIRLINE NAME KOREAN AIR

SIGNATURE OF AUTHORIZED REPRESENTATIVE [signature]

DATE 11/17/97 TITLE Station Manager.

Cliff Argue has agreed to serve as designated representative and collect and tally votes and provide the requisite written certification within the required time. He requests Ballots sent to him arrive by 12:00 noon, PST, November 17, 1997 at Alaska Airlines, P.O. Box 68900, Seattle WA 98168, FAX (206)431-7031 or TTY SEAPZAS.

BALLOT

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

In accordance with Article 4, Section 4.02 A&B Anchorage and Fairbanks International Airports Airline Operating Agreement and Terminal Building leases dated November, 1990 and extended in June, 1995, the Signatory Airline identified below approves or disapproves the Capital Improvement listed below as indicated. The Signatory Airline's vote takes into consideration, among other things, the Terminal Concept Package Report #8 dated 10/1/97, Plan of Finance (Volume I & II) dated 10/2/97, and previous reports, the discussions at the October 15, 1997 Airlines Airport Affairs Committee meeting in Anchorage and preceding Airline Executive Committee and Technical Committee meetings.

FY 99					FUNDING X $1,000	
AIRPORT	PROJECT	AIP	IARF	TOTAL	APPROVE	[redacted]
ANC	TERMINAL EXPANSION 2005		191,000*	191,000*	X	

* Project costs identified in 1997 dollars. Approval authorizes AIAS to issue up to $235 million in airport revenue bonds, which includes escalation and financing costs. AIAS pledges to use its best efforts to obtain alternate sources of funding/financing to reduce airline cost exposure.

SIGNATORY AIRLINE NAME LYNDEN AIR CARGO

SIGNATURE OF AUTHORIZED REPRESENTATIVE [signature]

DATE 11/3/97 TITLE PRESIDENT

Cliff Argue has agreed to serve as designated representative and collect and tally votes and provide the requisite written certification within the required time. He requests Ballots sent to him arrive by 12:00 noon, PST, November 17, 1997 at Alaska Airlines, P.O. Box 68900, Seattle WA 98168, FAX (206)431-7031 or TTY SEAPZAS.

THIS BALLOT RESCINDS ALL PRIOR BALLOTS.

[signature]

CTA DAS

BALLOT

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

In accordance with Article 4, Section 4.02 A&B Anchorage and Fairbanks International Airports Airline Operating Agreement and Terminal Building leases dated November, 1990 and extended in June, 1995, the Signatory Airline identified below approves or disapproves the Capital Improvement listed below as indicated. The Signatory Airline's vote takes into consideration, among other things, the Terminal Concept Package Report #8 dated 10/1/97, Plan of Finance (Volume I & II) dated 10/2/97, and previous reports, the discussions at the October 15, 1997 Airlines Airport Affairs Committee meeting in Anchorage and preceding Airline Executive Committee and Technical Committee meetings.

	FY 99			FUNDING X $1,000	
AIRPORT	PROJECT	AIP	IARF	TOTAL	APPROVE	DISAPPROVE
ANC	TERMINAL EXPANSION 2005		191,000*	191,000*		X

* Project costs identified in 1997 dollars. Approval authorizes AIAS to issue up to $235 million in airport revenue bonds, which includes escalation and financing costs. AIAS pledges to use its best efforts to obtain alternate sources of funding/financing to reduce airline cost exposure.

SIGNATORY AIRLINE NAME LUFTHANSA CARGO AG.

SIGNATURE OF AUTHORIZED REPRESENTATIVE [signature]

DATE 12 NOV 97 TITLE STATION MANAGER

Cliff Argue has agreed to serve as designated representative and collect and tally votes and provide the requisite written certification within the required time. He requests Ballots sent to him arrive by 12:00 noon, PST, November 17, 1997 at Alaska Airlines, P.O. Box 68900, Seattle WA 98168, FAX (206)431-7031 or TTY SEAPZAS.

PROPERTIES/FACILITIES

NOV 17 1997

RECEIVED

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

In accordance with Article 4, Section 4.02 A&B Anchorage and Fairbanks International Airports Airline Operating Agreement and Terminal Building leases dated November, 1990 and extended in June, 1995, the Signatory Airline identified below approves or disapproves the Capital Improvement listed below as indicated. The Signatory Airline's vote takes into consideration, among other things, the Terminal Concept Package Report #8 dated 10/1/97, Plan of Finance (Volume I & II) dated 10/2/97, and previous reports, the discussions at the October 15, 1997 Airlines Airport Affairs Committee meeting in Anchorage and preceding Airline Executive Committee and Technical Committee meetings.

	FY 99				FUNDING X $1,000	
AIRPORT	PROJECT	AIP	IARF	TOTAL	APPROVE	DISAPPROVE
ANC	TERMINAL EXPANSION 2005		191,000*	191,000*		X

* Project costs identified in 1997 dollars. Approval authorizes AIAS to issue up to $235 million in airport revenue bonds, which includes escalation and financing costs. AIAS pledges to use its best efforts to obtain alternate sources of funding/financing to reduce airline cost exposure.

SIGNATORY AIRLINE NAME NIPPON CARGO AIRLINES

SIGNATURE OF AUTHORIZED REPRESENTATIVE T. Hanada

DATE 11-16-97 TITLE STATION MANAGER

Cliff Argue has agreed to serve as designated representative and collect and tally votes and provide the requisite written certification within the required time. He requests Ballots sent to him arrive by 12:00 noon, PST, November 17, 1997 at Alaska Airlines, P.O. Box 68900, Seattle WA 98168, FAX (206)431-7031 or TTY SEAPZAS.

CTA

BALLOT

PROPERTIES/FACILITIES
OCT 31 1997
RECEIVED

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

In accordance with Article 4, Section 4.02 A&B Anchorage and Fairbanks International Airports Airline Operating Agreement and Terminal Building leases dated November, 1990 and extended in June, 1995, the Signatory Airline identified below approves or disapproves the Capital Improvement listed below as indicated. The Signatory Airline's vote takes into consideration, among other things, the Terminal Concept Package Report #8 dated 10/1/97, Plan of Finance (Volume I & II) dated 10/2/97, and previous reports, the discussions at the October 15, 1997 Airlines Airport Affairs Committee meeting in Anchorage and preceding Airline Executive Committee and Technical Committee meetings.

FY 99					FUNDING X $1,000	
AIRPORT	PROJECT	AIP	IARF	TOTAL	APPROVE	DISAPPROVE
ANC	TERMINAL EXPANSION 2005		191,000*	191,000*	✓	

* Project costs identified in 1997 dollars. Approval authorizes AIAS to issue up to $235 million in airport revenue bonds, which includes escalation and financing costs. AIAS pledges to use its best efforts to obtain alternate sources of funding/financing to reduce airline cost exposure.

SIGNATORY AIRLINE NAME Northwest Airlines

SIGNATURE OF AUTHORIZED REPRESENTATIVE James Treanor

DATE October 31, 1997 TITLE Regional Director, Airport Affairs

Cliff Argue has agreed to serve as designated representative and collect and tally votes and provide the requisite written certification within the required time. He requests Ballots sent to him arrive by 12:00 noon, PST, November 17, 1997 at Alaska Airlines, P.O. Box 68900, Seattle WA 98168, FAX (206)431-7031 or TTY SEAPZAS.

PROPERTY
NOV 13 1997
RECEIVED

BALLOT

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

In accordance with Article 4, Section 4.02 A&D Anchorage and Fairbanks International Airports Airline Operating Agreement and Terminal Building leases dated November, 1990 and extended in June, 1995, the Signatory Airline identified below approves or disapproves the Capital Improvement listed below as indicated. The Signatory Airline's vote takes into consideration, among other things, the Terminal Concept Package Report #8 dated 10/1/97, Plan of Finance (Volume I & II) dated 10/2/97, and previous reports, the discussions at the October 15, 1997 Airlines Airport Affairs Committee meeting in Anchorage and preceding Airline Executive Committee and Technical Committee meetings.

	FY 99				FUNDING X $1,000	
AIRPORT	PROJECT	AIP	IARF	TOTAL	APPROVE	DISAPPROVE
ANC	TERMINAL EXPANSION 2005		191,000*	191,000*		XXX

* Project costs identified in 1997 dollars. Approval authorizes AIAS to issue up to $235 million in airport revenue bonds, which includes escalation and financing costs. AIAS pledges to use its best efforts to obtain alternate sources of funding/financing to reduce airline cost exposure.

SIGNATORY AIRLINE NAME NORTHERN AIR CARGO

SIGNATURE OF AUTHORIZED REPRESENTATIVE R J Hallford

DATE 11/13/97 TITLE VICE PRESIDENT

Cliff Argue has agreed to serve as designated representative and collect and tally votes and provide the requisite written certification within the required time. He requests Ballots sent to him arrive by 12:00 noon, PST, November 17, 1997 at Alaska Airlines, P.O. Box 68900, Seattle WA 98168, FAX (206)431-7031 or TTY SEAPZAS.

11/17/97 11:56 FAX 3248[illegible] PENAIR

BALLOT

PROPERTIES/FACILITIES

NOV 17 1997

RECEIVED

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

In accordance with Article 4, Section 4.02 A&B Anchorage and Fairbanks International Airports Airline Operating Agreement and Terminal Building leases dated November, 1990 and extended in June, 1995, the Signatory Airline identified below approves or disapproves the Capital Improvement listed below as indicated. The Signatory Airline's vote takes into consideration, among other things, the Terminal Concept Package Report #8 dated 10/1/97, Plan of Finance (Volume I & II) dated 10/2/97, and previous reports, the discussions at the October 15, 1997 Airlines Airport Affairs Committee meeting in Anchorage and preceding Airline Executive Committee and Technical Committee meetings.

FY 99					FUNDING X $1,000	
AIRPORT	PROJECT	AIP	IARF	TOTAL	APPROVE	DISAPPROVE
ANC	TERMINAL EXPANSION 2005		191,000*	191,000*		✓

* Project costs identified in 1997 dollars. Approval authorizes AIAS to issue up to $235 million in airport revenue bonds, which includes escalation and financing costs. AIAS pledges to use its best efforts to obtain alternate sources of funding/financing to reduce airline cost exposure.

SIGNATORY AIRLINE NAME PEN AIR

SIGNATURE OF AUTHORIZED REPRESENTATIVE R. [illegible]

DATE 11/17/97 TITLE Vice President

Cliff Argue has agreed to serve as designated representative and collect and tally votes and provide the requisite written certification within the required time. He requests Ballots sent to him arrive by 12:00 noon, PST, November 17, 1997 at Alaska Airlines, P.O. Box 68900, Seattle WA 98168, FAX (206)431-7031 or TTY SEAPZAS.

BALLOT

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

In accordance with Article 4, Section 4.02 A&B Anchorage and Fairbanks International Airports Airline Operating Agreement and Terminal Building leases dated November, 1990 and extended in June, 1995, the Signatory Airline identified below approves or disapproves the Capital Improvement listed below as indicated. The Signatory Airline's vote takes into consideration, among other things, the Terminal Concept Package Report #8 dated 10/1/97, Plan of Finance (Volume I & II) dated 10/2/97, and previous reports, the discussions at the October 15, 1997 Airlines Airport Affairs Committee meeting in Anchorage and preceding Airline Executive Committee and Technical Committee meetings.

FY 99					FUNDING X $1,000		
AIRPORT	PROJECT	AIP	IARF	TOTAL	APPROVE	DISAPPROVE	
ANC	TERMINAL EXPANSION 2005		191,000*	191,000*		X	*

* Project costs identified in 1997 dollars. Approval authorizes AIAS to issue up to $235 million in airport revenue bonds, which includes escalation and financing costs. AIAS pledges to use its best efforts to obtain alternate sources of funding/financing to reduce airline cost exposure.

SIGNATORY AIRLINE NAME REEVE ALEUTIAN AIRWAYS

SIGNATURE OF AUTHORIZED REPRESENTATIVE David Jensen

DATE Oct 23 TITLE VICE PRESIDENT

Cliff Argue has agreed to serve as designated representative and collect and tally votes and provide the requisite written certification within the required time. He requests Ballots sent to him arrive by 12:00 noon, PST, November 17, 1997 at Alaska Airlines, P.O. Box 68900, Seattle WA 98168, FAX (206)431-7081 or TTY SEAPZAS.

* WITH PFC'S INCLUDED IN FINANCING REEVE ALEUTIAN WILL CHANGE TO APPROVE PROJECT

BALLOT

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

In accordance with Article 4, Section 4.02 A&B Anchorage and Fairbanks International Airports Airline Operating Agreement and Terminal Building leases dated November, 1990 and extended in June, 1995, the Signatory Airline identified below approves or disapproves the Capital Improvement listed below as indicated. The Signatory Airline's vote takes into consideration, among other things, the Terminal Concept Package Report #8 dated 10/1/97, Plan of Finance (Volume I & II) dated 10/2/97, and previous reports, the discussions at the October 15, 1997 Airlines Airport Affairs Committee meeting in Anchorage and preceding Airline Executive Committee and Technical Committee meetings.

FY 99		FUNDING X $1,000				
AIRPORT	PROJECT	AIP	IARF	TOTAL	APPROVE	DISAPPROVE
ANC	TERMINAL EXPANSION 2005		191,000*	191,000*	Yes	

* Project costs identified in 1997 dollars. Approval authorizes AIAS to issue up to $235 million in airport revenue bonds, which includes escalation and financing costs. AIAS pledges to use its best efforts to obtain alternate sources of funding/financing to reduce airline cost exposure.

SIGNATORY AIRLINE NAME Reno Air, Inc.

SIGNATURE OF AUTHORIZED REPRESENTATIVE Luis Navarro

DATE November 7, 97 TITLE Director P & F

Cliff Argue has agreed to serve as designated representative and collect and tally votes and provide the requisite written certification within the required time. He requests Ballots sent to him arrive by 12:00 noon, PST, November 17, 1997 at Alaska Airlines, P.O. Box 68900, Seattle WA 98168, FAX (206)431-7031 or TTY SEAPZAS.

PROPERTIES/FACILITIES CTA 5

NOV 04 1997

RECEIVED

BALLOT

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

In accordance with Article 4, Section 4.02 A&B Anchorage and Fairbanks International Airports Airline Operating Agreement and Terminal Building leases dated November, 1990 and extended in June, 1995, the Signatory Airline identified below approves or disapproves the Capital Improvement listed below as indicated. The Signatory Airline's vote takes into consideration, among other things, the Terminal Concept Package Report #8 dated 10/1/97, Plan of Finance (Volume I & II) dated 10/2/97, and previous reports, the discussions at the October 15, 1997 Airlines Airport Affairs Committee meeting in Anchorage and preceding Airline Executive Committee and Technical Committee meetings.

	FY 99				FUNDING X $1,000	
AIRPORT	PROJECT	AIP	IARF	TOTAL	APPROVE	DISAPPROVE
ANC	TERMINAL EXPANSION 2005		191,000*	191,000*	✓	

* Project costs identified in 1997 dollars. Approval authorizes AIAS to issue up to $235 million in airport revenue bonds, which includes escalation and financing costs. AIAS pledges to use its best efforts to obtain alternate sources of funding/financing to reduce airline cost exposure.

SIGNATORY AIRLINE NAME UNITED AIR LINES, INC.

SIGNATURE OF AUTHORIZED REPRESENTATIVE Mark Buchholz

DATE October 29, 1997 TITLE Regional Manager
International Properties & Facilities

Cliff Argue has agreed to serve as designated representative and collect and tally votes and provide the requisite written certification within the required time. He requests Ballots sent to him arrive by 12:00 noon, PST, November 17, 1997 at Alaska Airlines, P.O. Box 68900, Seattle WA 98168, FAX (206)431-7031 or TTY SEAPZAS.

LTA

BALLOT

PROPERTIES/FACILITIES

NOV 06 1997

RECEIVED

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

In accordance with Article 4, Section 4.02 A&B Anchorage and Fairbanks International Airports Airline Operating Agreement and Terminal Building leases dated November, 1990 and extended in June, 1995, the Signatory Airline identified below approves or disapproves the Capital Improvement listed below as indicated. The Signatory Airline's vote takes into consideration, among other things, the Terminal Concept Package Report #8 dated 10/1/97, Plan of Finance (Volume I & II) dated 10/2/97, and previous reports, the discussions at the October 15, 1997 Airlines Airport Affairs Committee meeting in Anchorage and preceding Airline Executive Committee and Technical Committee meetings.

FY 99					FUNDING X $1,000	
AIRPORT	PROJECT	AIP	IARF	TOTAL	APPROVE	DISAPPROVE
ANC	TERMINAL EXPANSION 2005		191,000*	191,000*	X	

* Project costs identified in 1997 dollars. Approval authorizes AIAS to issue up to $235 million in airport revenue bonds, which includes escalation and financing costs. AIAS pledges to use its best efforts to obtain alternate sources of funding/financing to reduce airline cost exposure.

SIGNATORY AIRLINE NAME UNITED PARCEL SERVICE

SIGNATURE OF AUTHORIZED REPRESENTATIVE Christopher R Beardsley

DATE OCTOBER 31, 1997 TITLE AIRPORT PROPERTIES MANAGER

Cliff Argue has agreed to serve as designated representative and collect and tally votes and provide the requisite written certification within the required time. He requests Ballots sent to him arrive by 12:00 noon, PST, November 17, 1997 at Alaska Airlines, P.O. Box 68900, Seattle WA 98168, FAX (206)431-7031 or TTY SEAPZAS.

BALLOT

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY98-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

In accordance with Article 4, Section 4.02 Anchorage and Fairbanks International Airports Airline Operating Agreement and Terminal Building Lease dated November, 1988 and amended in June, 1995, the Signatory Airline identified below approves or disapproves the Capital Improvements listed below as indicated. The Signatory Airline's vote takes into consideration, among other things, the Terminal Concept Package Report #5 dated 10/1/97, Plan of Finance (Volume I & II) dated 10/3/97, and previous reports, the discussions at the October 15, 1997 Airlines Airport Affairs Committee meeting in Anchorage and preceding Airline Executive Committee and Technical Committee meetings.

AIRPORT	PROJECT	FY 98 AIP	FY 98 AASF	TOTAL	FUNDING X $1,000 APPROVE	FUNDING X $1,000 DISAPPROVE
ANC	TERMINAL EXPANSION 2000		191,000*	191,000*	X	

* Project costs identified in 1997 dollars. Approval authorizes AIAS to issue up to $236 million in airport revenue bonds, which includes escalation and financing costs. AIAS pledges to use its best efforts to obtain alternate sources of funding/financing to reduce airline cost exposure.

SIGNATORY AIRLINE NAME: POLAR AIR CARGO

SIGNATURE OF AUTHORIZED REPRESENTATIVE: [signature]

DATE: 17 NOV 97 TITLE: President

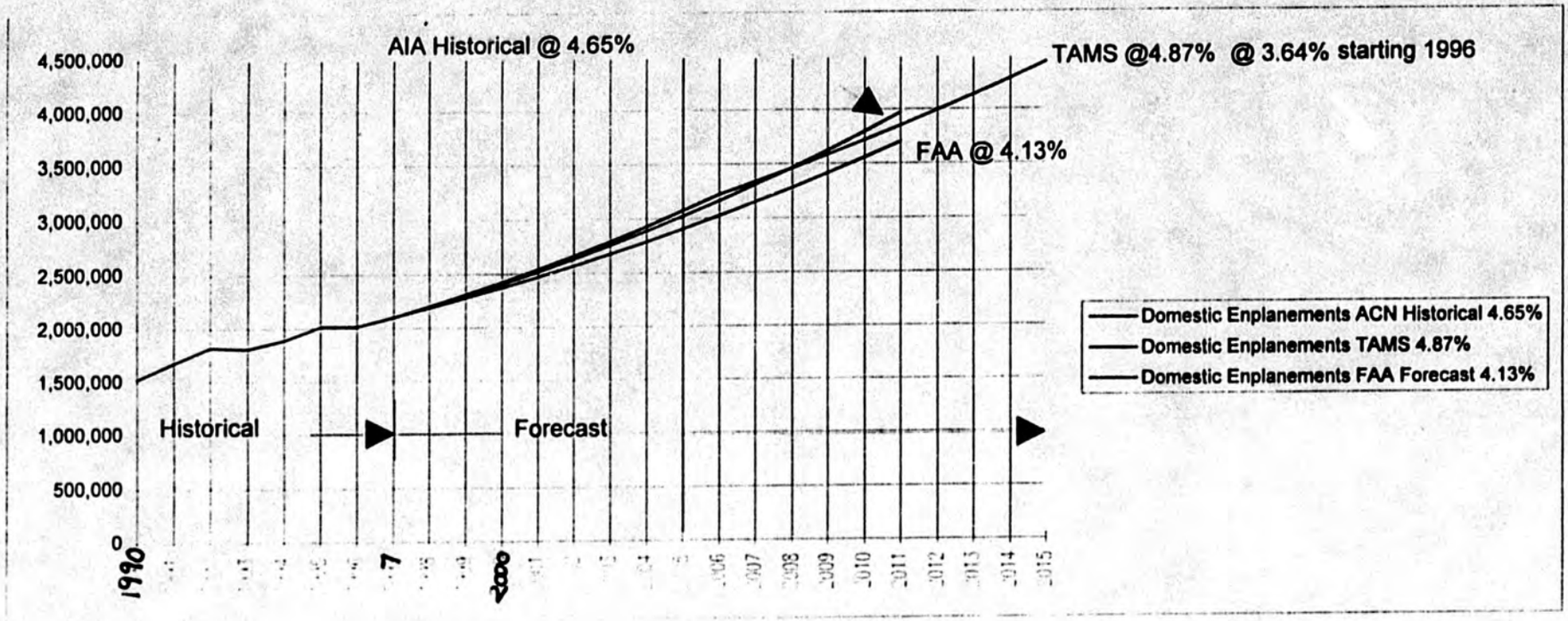
Cliff Angus has agreed to serve as designated representative and collect and tally votes and provide the requisite written certification within the required time. He requests Ballots sent to him arrive by 12:00 noon, PST, November 17, 1997 at Airline Airlease, P.O. Box 68900, Seattle WA 98168, FAX (206)431-1681 or TTY SEAFAX.

*Note: ballot not counted because it was submitted at 2:48PM. Deadline was noon.

ATTACHMENT #2

ENPLANEMENT FORECAST CHARTS

ANCHORAGE INTERNATIONAL AIRPORT
ENPLANEMENT FORECAST



Note: The last terminal expansion was in 1983 which added A Concourse.
Since that time, fifteen years ago, passenger traffic has increased over 60%.

FORECAST.VAR

2/23/98

ATTACHMENT #3

COMPARISON OF LANDING FEES

COMPARISON OF LANDING FEES

Medium Hub Airports - Average Landing Fees (1995-96 AAAE statistics)

Passenger Signatory	Passenger Non-Signatory	Cargo Signatory	Cargo Non-Signatory
$1.19	$1.42	$1.25	$1.46

Large Hub Airports - Average Landing Fees (1995-96 AAAE statistics)

Passenger Signatory	Passenger Non-Signatory	Cargo Signatory	Cargo Non-Signatory
$1.79	$2.00	$1.85	$1.96

Anchorage International Airport
Projected Equivalent Landing Fee for Year 2002 (factored from takeoff weight)
$1.16 ◀---- (Equivalent to $.92 take off weight fee)

Note: Landing fees shown for other airports are **1995 - 1996** statistics. Landing fees shown for Anchorage represent the financial model's **highest annual landing fee over 25 years** which occurs in 2002.

QUESTION 13.

ATTACHMENT #4

BIBLIOGRAPHY

AIA Terminal Redevelopment Project

Document Log

03-Mar-98

Record of Meeting

Item Name: **A/lines Tech. Committee Mtg. - AIA - Needs Assmnt. & Term. Planning Briefing**

Item Type: Record of Meeting **Organization Name:** AIA
DatePublished: 3/26/97 **File:** **CopiesOnShelf:** 16 **CopiesInFile:** 0
Location: Cabinet 2 **Description:** White Spiral Binder

Item Name: **A/lines Tech. Committee Mtg. - AIA - Needs Assmnt. & Term. Planning Record of Mtg.**

Item Type: Record of Meeting **Organization Name:** AIA
DatePublished: 3/26/97 **File:** **CopiesOnShelf:** 1 **CopiesInFile:** 0
Location: Cabinet 2 **Description:** Wht. Spiral Binder

Item Name: **AIA - 3-Master Plan Term. Exp. Concepts & Term. Needs Assmnt. Record of Mtg. #4 A/lines Workshop**

Item Type: Record of Meeting **Organization Name:** AIA
DatePublished: 5/14/97 **File:** **CopiesOnShelf:** 15 **CopiesInFile:** 0
Location: Cabinet 2 **Description:** Wht. Spiral Binder

Item Name: **AIA - 3-Short Listed Term. Exp. Concepts & Term. Needs Assmnt. Record of Mtg. #3 A/lines Workshop**

Item Type: Record of Meeting **Organization Name:** LSA
DatePublished: 5/1/97 **File:** **CopiesOnShelf:** 6 **CopiesInFile:** 0
Location: Cabinet 2 **Description:** Wht. Spiral Binder

Item Name: **AIA - Intro of A/port Term. Exp. Concepts - Record of Mtg. #2 A/lines Workshop**

Item Type: Record of Meeting **Organization Name:** AIA
DatePublished: 4/9/97 **File:** **CopiesOnShelf:** 2 **CopiesInFile:** 1
Location: Cabinet 2 **Description:** Wht. Spiral Binder

Item Name: **AIA - Term. Concept Pkg. - Tech. Mtg. Progress Rpt. #8**

Item Type: Record of Meeting **Organization Name:** AIA
DatePublished: 10/1/97 **File:** **CopiesOnShelf:** 15 **CopiesInFile:** 0
Location: Cabinet 2 **Description:** Wht. Spiral Binder

AIA Terminal Redevelopment Project

Document Log

03-Mar-98

Item Name: **AIA - Term. Exp. Concept - Preferred 2005 Concept Construction Sequencing & Cost Est. - Progress Rpt. #7 Affairs Committee**

Item Type: Record of Meeting **Organization Name:** AIA

DatePublished: 7/1/97 **File:** **CopiesOnShelf:** 5 **CopiesInFile:** 0

Location: Cabinet 2 **Description:** Wht. Spiral Binder

Item Name: **AIA - Term. Exp. Concepts Phasing & Cost Evaluation Progress Rpt. #6**

Item Type: Record of Meeting **Organization Name:** AIA

DatePublished: 6/11/97 **File:** **CopiesOnShelf:** 5 **CopiesInFile:** 0

Location: Cabinet 2 **Description:** Wht. Spiral Binder

Item Name: **AIA - Term. Exp. Concepts Refinement & Evaluation Progress Rpt. #5**

Item Type: Record of Meeting **Organization Name:** AIA

DatePublished: 6/5/97 **File:** **CopiesOnShelf:** 8 **CopiesInFile:** 0

Location: Cabinet 2 **Description:** Wht. Spiral Binder

AIA Terminal Redevelopment Project

Document Log

03-Mar-98

Financial Plan

Item Name: **Plan of Finance - Organizational Overview of Briefing Process Aug. '97 to Oct. '97**

Item Type: Financial Plan **Organization Name:** Hudson AIPF, LLC
DatePublished: 8/13/97 **File:** TTT-018 **CopiesOnShelf:** 0 **CopiesInFile:** 1
Location: File System **Description:** Blue & Wht. Spiral B

Item Name: **Plan of Finance Presentation to the A/line Affairs Committee - AIA Pass. Term. Exp. Program - 10/15/97 Summary of Recommendation**

Item Type: Financial Plan **Organization Name:** LSA
DatePublished: 10/15/97 **File:** **CopiesOnShelf:** 9 **CopiesInFile:** 0
Location: Cabinet 2 **Description:** Copies

Item Name: **Plan of Finance Presentation to the A/line Affairs Committee - AIA Pass. Term. Exp. Program - 10/2/97 Vol. I**

Item Type: Financial Plan **Organization Name:** LSA
DatePublished: 10/2/97 **File:** **CopiesOnShelf:** 8 **CopiesInFile:** 0
Location: Cabinet 2 **Description:** Wht. Spiral Binders

Item Name: **Plan of Finance Presentation to the A/line Affairs Committee - AIA Pass. Term. Exp. Program - 11/5/97 Addendum to the 10/15/97 Summary Presentation**

Item Type: Financial Plan **Organization Name:** LSA
DatePublished: 11/5/97 **File:** **CopiesOnShelf:** 12 **CopiesInFile:** 0
Location: Cabinet 2 **Description:** Copies

Item Name: **Plan of Finance Presentation to the A/line Affairs Committee - AIA Pass. Term. Exp. Program -10/2/97 Vol. II - Financial Models**

Item Type: Financial Plan **Organization Name:** LSA
DatePublished: 10/2/97 **File:** **CopiesOnShelf:** 7 **CopiesInFile:** 0
Location: Cabinet 2 **Description:** Wht. Spiral Binders

Forecast

Item Name: **Draft Enplanement F/cast - Appendex D - Current & F/cast Peaks**

Item Type: Forecast **Organization Name:** LSA
DatePublished: 2/24/97 **File:** **CopiesOnShelf:** 12 **CopiesInFile:** 0
Location: Cabinet 2 **Description:** Copies

AIA Terminal Redevelopment Project

Document Log

03-Mar-98

Management Plan

Item Name: **AIA - Management Plan Draft**

Item Type: Management Plan **Organization Name:** AIA
DatePublished: 4/1/96 **File:** **CopiesOnShelf:** 2 **CopiesInFile:** 0
Location: Cabinet 1 **Description:** Blue Binders

Item Name: **AIA - Management Plan Final Draft**

Item Type: Management Plan **Organization Name:** AIA
DatePublished: 2/15/96 **File:** **CopiesOnShelf:** 1 **CopiesInFile:** 0
Location: Cabinet 1 **Description:** Blue Binder

Item Name: **AIA Term. Redevelopment Project 'Management Plan'**

Item Type: Management Plan **Organization Name:** LSA
DatePublished: 1/14/98 **File:** **CopiesOnShelf:** 1 **CopiesInFile:** 0
Location: Cabinet 1 **Description:** Wht. Binder

Item Name: **Program Mgmt. Plan - Procedures Manual**

Item Type: Management Plan **Organization Name:** LSA
DatePublished: **File:** **CopiesOnShelf:** 1 **CopiesInFile:** 0
Location: Cabinet 1 **Description:** Wht. Binder

Item Name: **Program Mgmt. Plan Draft**

Item Type: Management Plan **Organization Name:** LSA
DatePublished: 1/6/97 **File:** **CopiesOnShelf:** 1 **CopiesInFile:** 0
Location: Cabinet 1 **Description:** Wht. Binder

AIA Terminal Redevelopment Project

Document Log

03-Mar-98

Master Plan

Item Name: **Draft Final Rpt. - Master Pan Update - AIA**

Item Type: Master Plan
Organization Name: Leigh Fisher Assocs.
DatePublished: 7/1/95 **File:**
CopiesOnShelf: 1 **CopiesInFile:** 0
Location: Cabinet 2
Description: Wht. Spiral Binder

AIA Terminal Redevelopment Project

Document Log

03-Mar-98

Report

Item Name: **A/port Information Systems**

Item Type: Report **Organization Name:** Osgood and Associates
DatePublished: **File:** **CopiesOnShelf:** 1 **CopiesInFile:** 0
Location: Cabinet 1 **Description:** Wht. Binder

Item Name: **AIA - Roadway Plan - Final Rpt.**

Item Type: Report **Organization Name:** USKH/KPMG
DatePublished: 2/1/92 **File:** **CopiesOnShelf:** 1 **CopiesInFile:** 0
Location: Cabinet 2 **Description:** Grey Spiral Binder

Item Name: **AIA - Subsurface Investigation & Foundation Recommendations**

Item Type: Report **Organization Name:** DOWL
DatePublished: 5/1/79 **File:** **CopiesOnShelf:** 1 **CopiesInFile:** 0
Location: Cabinet 2 **Description:** Blue Spiral Binder

Item Name: **AIA - Term. Exp. Prog. Prelim Assessment of Retail Program Rqmts. - Draft Rpt.**

Item Type: Report **Organization Name:** Unisson Consultants
DatePublished: 5/28/97 **File:** TTT-017 **CopiesOnShelf:** 1 **CopiesInFile:** 3
Location: Cabinet 2/File System **Description:** Wht. Spiral Binder

Item Name: **AIA - Term. Exp. Prog. Prelim Assessment of Retail Program Rqmts. Draft Rpt. #2**

Item Type: Report **Organization Name:** Unisson Consultants
DatePublished: 6/6/97 **File:** TTT-017 **CopiesOnShelf:** 1 **CopiesInFile:** 3
Location: Cabinet 2/File System **Description:** Copies

Item Name: **AIA Passenger Market Survey**

Item Type: Report **Organization Name:** P & D Aviation
DatePublished: 8/1/97 **File:** **CopiesOnShelf:** 2 **CopiesInFile:** 0
Location: Cabinet 2 **Description:** Multi-Color Spiral Bi

AIA Terminal Redevelopment Project

Document Log

03-Mar-98

Item Name: **AIA Term. Exp. Concept - Concept Narrative, Plan & Schedule of Planning Activities - Supplement to Progress Rpt. #7 - Tech. Affairs Committees**

Item Type: Report **Organization Name:** AIA
DatePublished: 7/15/97 **File:** **CopiesOnShelf:** 15 **CopiesInFile:** 0
Location: Cabinet 2 **Description:** Copies

Item Name: **AIA Term. Exp. Prog. Sketch Planning Process Technical Report**

Item Type: Report **Organization Name:** McCool Carlson Green
DatePublished: 1/2/98 **File:** **CopiesOnShelf:** 3 **CopiesInFile:** 0
Location: Cabinet 1 **Description:** Wht. Binder

Item Name: **AIA Term. Exp. Prog. Terminal Plan Landside Analysis Technical Report**

Item Type: Report **Organization Name:** McCool Carlson Green
DatePublished: 1/2/98 **File:** **CopiesOnShelf:** 2 **CopiesInFile:**
Location: Cabinet 1 **Description:** Wht. Spiral Binder

Item Name: **AIA Tunnel Ext. Prelim Geotechnical Recommendation - Lobby Imprvmnts.**

Item Type: Report **Organization Name:** Duane Miller & Assocs.
DatePublished: 12/9/87 **File:** **CopiesOnShelf:** 1 **CopiesInFile:** 0
Location: Cabinet 2 **Description:** Pink Spiral Binder

Item Name: **ANC - AIA - Term. Concept Planning Phase Access Control Sec. Syst. Rpt. - Initial Findings**

Item Type: Report **Organization Name:** Securacom Inc.
DatePublished: 5/1/97 **File:** **CopiesOnShelf:** 1 **CopiesInFile:** 0
Location: Cabinet 2 **Description:** Wht. Spiral Binder

Item Name: **Bradley Lake Hydroelectric Project - Project Documents - Progress Report #58 & Cost Report**

Item Type: Report **Organization Name:** Bechtel Corporation
DatePublished: 4/1/91 **File:** **CopiesOnShelf:** 1 **CopiesInFile:** 0
Location: Cabinet 1 **Description:** Wht. Binder

AIA Terminal Redevelopment Project

Document Log

03-Mar-98

Item Name: **Final AIA Needs Assmt. Rpt. - Enplanement & Passenger A/craft F/casts**

Item Type: Report **Organization Name:** LSA/TAMS
DatePublished: 7/1/97 **File:** **CopiesOnShelf:** 7 **CopiesInFile:** 0
Location: Cabinet 2 **Description:** Wht. Spiral Binders

Item Name: **Final Draft - AIA - Prelim Needs Assmnt. Rpt. - Transition Doc. Vol. II**

Item Type: Report **Organization Name:** LSA
DatePublished: 3/5/97 **File:** **CopiesOnShelf:** 1 **CopiesInFile:** 0
Location: Cabinet 2 **Description:** Wht. Spiral Binder

Item Name: **Final Draft - AIA - Prelim Needs Assmnt. Rpt. - Vol. I - Enplanement F/casts**

Item Type: Report **Organization Name:** LSA/TAMS
DatePublished: 2/24/97 **File:** **CopiesOnShelf:** 9 **CopiesInFile:** 0
Location: Cabinet 2 **Description:** Wht. Spiral Binders

Item Name: **Final Report AIA Term. Exp. Study - Domestic Term. Facilities Requirements**

Item Type: Report **Organization Name:** Hirsh Assocs./MCG/L&B
DatePublished: 12/22/97 **File:** **CopiesOnShelf:** 4 **CopiesInFile:** 0
Location: Cabinet 2 **Description:** Grey Spiral Binders

Item Name: **Geotechnical Exploration for the AIA N. Terminal Expansion**

Item Type: Report **Organization Name:** CMH Consultants
DatePublished: 4/1/87 **File:** **CopiesOnShelf:** 1 **CopiesInFile:** 0
Location: Cabinet 2 **Description:** Pink Spiral Binder

Item Name: **Geotechnical Investigation & Foundation Recommendations for AIA Safety Bldg.**

Item Type: Report **Organization Name:** DOWL
DatePublished: 7/1/85 **File:** **CopiesOnShelf:** 1 **CopiesInFile:** 0
Location: Cabinet 2 **Description:** Ylw. Spiral Binder

AIA Terminal Redevelopment Project

Document Log

03-Mar-98

Item Name: **Interim Progress Presentation & Work Session of Prog. Mgmt. Svcs. Tasks 1 & 2 - AIA Passenger Term. Exp.**

Item Type: Report **Organization Name:** LSA/TAMS/Cambridge
DatePublished: 11/15/96 **File:** **CopiesOnShelf:** 9 **CopiesInFile:** 0
Location: Cabinet 2 **Description:** Tan Spiral Binders

Item Name: **Master Plan Study - Final Report - AIA**

Item Type: Report **Organization Name:** DOT PF
DatePublished: 4/1/81 **File:** **CopiesOnShelf:** 1 **CopiesInFile:** 0
Location: Cabinet 2 **Description:** Ylw. Spiral Binder

Item Name: **Prelim Needs Assmnt. Rpt. Draft - Volume I, II & III**

Item Type: Report **Organization Name:** LSA
DatePublished: 1/6/97 **File:** **CopiesOnShelf:** 1 **CopiesInFile:** 0
Location: Cabinet 1 **Description:** Wht. Binder

Item Name: **Review of AIA Auto Ramp Study to Upgrade Seismic Resistance**

Item Type: Report **Organization Name:** Imbsen & Assocs.
DatePublished: 2/1/91 **File:** **CopiesOnShelf:** 1 **CopiesInFile:** 0
Location: Cabinet 2 **Description:** Orange Spiral Binder

Item Name: **Soil Investigation Concourse C Mechanical - AIA**

Item Type: Report **Organization Name:** USKH
DatePublished: 6/21/90 **File:** **CopiesOnShelf:** 1 **CopiesInFile:** 0
Location: Cabinet 2 **Description:** Purple Spiral Binder

AIA Terminal Redevelopment Project

Document Log

03-Mar-98

Item Name: **Request for Proposals Package - Design**

Item Type: RFP **Organization Name:** AIA
DatePublished: 3/1/96 **File:** **CopiesOnShelf:** 2 **CopiesInFile:** 0
Location: Cabinet 2 **Description:** Blue Binder

Submittal

Item Name: **AIA Term. Exp. Project #52346 - DESIGN Pre-Negotiation Audit Report**

Item Type: Submittal **Organization Name:** McCool Carslon Green
DatePublished: 2/10/77 **File:** **CopiesOnShelf:** 1 **CopiesInFile:** 0
Location: Cabinet 1 **Description:** Blue Binder

Item Name: **Presentation of Prelim Needs Assmnt. Rpt. Findings - Prog. Mgmt. Svcs. - Tasks 1 & 2 - AIA**

Item Type: Submittal **Organization Name:** LSA/TAMS/Cambridge
DatePublished: 12/20/96 **File:** **CopiesOnShelf:** 1 **CopiesInFile:** 0
Location: Cabinet 2 **Description:** Blue Spiral Binder

Item Name: **Professional Services Agmnt. (PSA) - Schematic Design Phase AIA Term. Exp. Project, Vol. I**

Item Type: Submittal **Organization Name:** McCool Carlson Green
DatePublished: 2/2/98 **File:** **CopiesOnShelf:** 1 **CopiesInFile:** 0
Location: D.K. **Description:** Wht. Binder

Item Name: **Supplemental Information PM, LSA, Team**

Item Type: Submittal **Organization Name:** LSA
DatePublished: **File:** **CopiesOnShelf:** 1 **CopiesInFile:** 0
Location: Cabinet 1 **Description:** Wht. Binder

AIA Terminal Redevelopment Project

Document Log

03-Mar-98

Survey

Item Name: **AIA Roof Inventory Survey**

Item Type: Survey **Organization Name:** Cash Barner Usher
DatePublished: 11/18/93 **File:** **CopiesOnShelf:** 1 **CopiesInFile:** 0
Location: Cabinet 1 **Description:** Blue Binder

Item Name: **Anchorage International Structural Evaluation of the South Terminal (Excluding Concourse C)**

Item Type: Survey **Organization Name:** McCool Carlson Green
DatePublished: 9/1/97 **File:** TTT- 036 **CopiesOnShelf:** 0 **CopiesInFile:** 1
Location: File System **Description:** Grey Spiral Binder

Item Name: **Architectural Condition Survey & Rpt. - AIA - Main (South) Passenger 'Concourse' C**

Item Type: Survey **Organization Name:** Cash Barner Usher
DatePublished: 3/31/94 **File:** **CopiesOnShelf:** 1 **CopiesInFile:** 0
Location: Cabinet 2 **Description:** Tan Spiral Binder

ATTACHMENT #5

LATEST APPROVED 6-YEAR CIP

ANCHORAGE INTERNATIONAL AIRPORT
FY 99-2004 AIRLINE CAPITAL IMPROVEMENT REPORT
7/1/97

FY 99		FUNDING X $1,000			
AIRPORT	PROJECTS	AIP FUNDS		IARF	TOTAL FUNDS
ANC	RUNWAY 06L/24R RECONSTRUCTION & LIGHTING	15,300		1,700	17,000
ANC	LAKE HOOD SEWER AND WATER			2,500	2,500
ANC	EQUIPMENT			650	650
ANC	AIRFIELD BLAST PROTECTION RECONSTRUCT PH I	1,530		370	1,900
ANC	TAXIWAY S TUG ROAD			300	300
ANC	ANNUAL IMPROVEMENTS			650	650
ANC	ADVANCE PROJECT DESIGN			600	600
ANC	ESCALATOR REPLACEMENT			350	350
ANC	FLIGHT TRACKING/NOISE MONITORING SYSTEM	1,080	**	120	1,200
	TOTAL	17,910		7,240	25,150

** AIP Noise Discretionary Funds

DOES NOT INCLUDE TERMINAL REDEVELOPMENT PROGRAM

ANCHORAGE INTERNATIONAL AIRPORT
FY 99-2004 AIRLINE CAPITAL IMPROVEMENT REPORT
7/1/97

FY 2000		FUNDING X $1,000		
AIRPORT	PROJECTS	AIP FUNDS	IARF/PFC FUNDS	TOTAL FUNDS
ANC	RESURFACE TAXIWAYS "L" & "M"	1,800	200	2,000
ANC	STORM DRAIN CONSTRUCTION PHASE 2	2,700	300	3,000
ANC	CARGO RAMP RECONSTRUCTION PHASE 2	2,700	300	3,000
ANC	FIRE PIT SITE REMEDIATION		1,000	1,000
ANC	ADVANCE PROJECT DESIGN		1,000	1,000
ANC	ANNUAL IMPROVEMENTS		650	650
ANC	TERMINAL ROOFS PH IV	1,000	1,000	2,000
ANC	ENVIRONMENTAL ASSESSMENT & CLEANUP		1,500	1,500
ANC	EQUIPMENT		750	750
ANC	DEICING COLLECTION FACILITY	1,350	150	1,500
ANC	COMPUTER HARDWARE/COMM UPGRADE		250	250
ANC	FIELD MNTC. RECONSTRUCT/EXPANSION	2,700	300	3,000
ANC	ACCESS CONTROL UPGRADES	3,150	350	3,500
	TOTAL	$15,400	$7,750	$23,150

ANCHORAGE INTERNATIONAL AIRPORT
FY 99-2004 AIRLINE CAPITAL IMPROVEMENT REPORT
7/1/97

FY 2001		FUNDING X $1,000		
AIRPORT	PROJECTS	AIP FUNDS	IARF/PFC FUNDS	TOTAL FUNDS
ANC	AIRFIELD LIGHTING UPGRADES	1,350	150	1,500
ANC	STORM DRAIN CONSTRUCTION PHASE 3		2,000	2,000
ANC	AIRPORT SECURITY UPGRADES	900	100	1,000
ANC	ANNUAL IMPROVEMENTS		650	650
ANC	ENVIRONMENTAL ASSESSMENT & CLEANUP		1,000	1,000
ANC	SNOW STORAGE AREA CONSTRUCTION		1,500	1,500
ANC	EQUIPMENT		750	750
ANC	ROADS/UTILITIES RECONSTRUCTION/UPGRADE		2,000	2,000
ANC	SOUTH AIRPARK TAXIWAY EXPANSION		3,200	3,200
ANC	G. A. PARKING & TAXIWAY RELOCATION	4,050 *	450	4,500
ANC	PART 150 NOISE PROGRAM IMPLEMENTATION	2,700 **	300	3,000
ANC	ADVANCE PROJECT DESIGN		1,000	1,000
	TOTAL	9,000	13,100	22,100

* Lake Hood Entitlements

** Noise Discretionary Funds

ANCHORAGE INTERNATIONAL AIRPORT
FY 99-2004 AIRLINE CAPITAL IMPROVEMENT REPORT
7/1/97

FY 2002		FUNDING X $1,000		
AIRPORT	PROJECTS	AIP FUNDS	IARF/PFC FUNDS	TOTAL FUNDS
ANC	TERMINAL RAMP RECONSTRUCTION	2,160	240	2,400
ANC	PAVEMENT REHABILITATION	1,800	200	2,000
ANC	STORM DRAIN CONSTRUCTION PHASE 4		1,000	1,000
ANC	AIRFIELD BLAST PROTECTION PHASE 2	1,350	150	1,500
ANC	SOUTH POSTMARK DRIVE REALIGNMENT		6,100	6,100
ANC	ENVIRONMENTAL ASSESSMENT & CLEANUP		1,000	1,000
ANC	ANNUAL IMPROVEMENTS		650	650
ANC	EQUIPMENT		750	750
ANC	ADVANCE PROJECT DESIGN		1,000	1,000
	TOTAL	5,310	11,090	16,400

ANCHORAGE INTERNATIONAL AIRPORT
FY 99-2004 AIRLINE CAPITAL IMPROVEMENT REPORT
7/1/97

FY 2003		FUNDING X $1,000		
AIRPORT	PROJECTS	AIP FUNDS	IARF/PFC FUNDS	TOTAL FUNDS
ANC	PAVEMENT REHABILITATION	1,800	200	2,000
ANC	TERMINAL REHABILITATION		2,000	2,000
ANC	ROADS/UTILITIES RECONSTRUCTION/UPGRADE		2,000	2,000
ANC	ANNUAL IMPROVEMENTS		650	650
ANC	ENVIRONMENTAL ASSESSMENT & CLEANUP		1,000	1,000
ANC	EQUIPMENT		750	750
ANC	OLD INTL. AIRPORT ROAD RECONSTRUCTION		7,500	7,500
ANC	STORM DRAIN CONSTRUCTION PHASE 5		4,300	4,300
ANC	MASTER PLAN/NOISE PROGRAM UPDATE	1,000	100	1,100
ANC	SAFETY/OPS BUILDING EXPANSION		3,000	3,000
ANC	LAKE SYSTEM DREDGING		3,250	3,250
ANC	ADVANCE PROJECT DESIGN		1,000	1,000
ANC	PART 150 NOISE PROGRAM IMPLEMENTATION	2,700 **	300	3,000
ANC	SOUTH AIRPARK/ANG TAXIWAY	3,150	350	3,500
	TOTAL	8,650	26,400	35,050

** Noise Discretionary Funds

ANCHORAGE INTERNATIONAL AIRPORT
FY 99-2004 AIRLINE CAPITAL IMPROVEMENT REPORT
7/1/97

FY 2004		FUNDING X $1,000		
AIRPORT	PROJECTS	AIP FUNDS	IARF FUNDS	TOTAL FUNDS
ANC	PAVEMENT REHABILITATION	1,800	200	2,000
ANC	INTL AIRPORT ROAD SERVICE ROAD		2,100	2,100
ANC	NORTH AIRPARK TAXIWAY		6,000	6,000
ANC	ADVANCE PROJECT DESIGN		1,000	1,000
ANC	ENVIRONMENTAL ASSESSMENT & CLEANUP		1,000	1,000
ANC	ANNUAL IMPROVEMENTS		650	650
ANC	EQUIPMENT		750	750
ANC	RUNWAY 14-32 OVERLAY AND GROOVE	2,700	300	3,000
ANC	TERMINAL RAMP RECONSTRUCTION	2,160	240	2,400
ANC	SNOW STORAGE AREA		1,500	1,500
	TOTAL	6,660	13,740	20,400

FAIRBANKS INTERNATIONAL AIRPORT
FY 99-2004 AIRLINE CAPITAL IMPROVEMENT REPORT
JULY, 1997

FY 99 — **FUNDING X 1000**

AIRPORT	EXPECTED PROJECTS	AIP FUNDS	IARF FUNDS	TOTAL FUNDS	ANNUAL IMPACT OF AMORTIZATION ON LANDING FEES	ANNUAL IMPACT OF AMORTIZATION ON TERMINAL RENT
FAI	TERMINAL AREA ROADS & PARKING CONSTRUCTION	710 0	2,840 0	3,550 0	$0 001	$0 252
FAI	TERMINAL IMPROVEMENT PHASE I CONSTRUCTION	1,565 7	464 3	2,030 0	0 000	0 041
FAI	ANNUAL IMPROVEMENTS		200 0	200 0	0 001	
FAI	EQUIPMENT		579 0	579 0	0 003	
		2,275 7	4,083 3	6,359 0	$0 005	$0 293

FAIRBANKS INTERNATIONAL AIRPORT
FY 99-2004 AIRLINE CAPITAL IMPROVEMENT REPORT
JULY, 1997

FY 00		FUNDING X 1000		
AIRPORT	EXPECTED PROJECTS	AIP FUNDS	IARF FUNDS	TOTAL FUNDS
FAI	TERMINAL IMPROVEMENTS PHASE II DESIGN	280.0	20.0	300.0
FAI	MAINTENANCE FACILITY CONSTRUCTION	675.0	4,325.0	5,000.0
FAI	DRAINAGE IMPROVEMENTS PHASE II CONSTRUCTION	465.0	35.0	500.0
FAI	MASTER PLAN/PART 150 NOISE PLAN UPDATE	400.0		400.0
FAI	AIRFIELD PAVEMENT EVALUATION & MANAGEMENT PLAN	250.0		250.0
FAI	ENVIRONMENTAL ASSESSMENT & CLEANUP		500.0	500.0
FAI	ANNUAL IMPROVEMENTS		200.0	200.0
FAI	EQUIPMENT		900.0	900.0
		2,070.0	5,980.0	8,050.0

FAIRBANKS INTERNATIONAL AIRPORT
FY 99-2004 AIRLINE CAPITAL IMPROVEMENT REPORT
JULY, 1997

FY 01	FUNDING X 1000

AIRPORT	EXPECTED PROJECTS	AIP FUNDS	IARF FUNDS	TOTAL FUNDS
FAI	1R/19L RUNWAY EXTENSION CONSTRUCTION	3,200.0	1,000.0	4,200.0
FAI	NORTH PERIMETER ROAD DESIGN & CONSTRUCTION	1,300.0		1,300.0
FAI	TERMINAL ROOF REPLACEMENT CONSTRUCTION	550.0	550.0	1,100.0
FAI	ANNUAL IMPROVEMENTS		200.0	200.0
FAI	EQUIPMENT		568.0	568.0
		5,050.0	2,318.0	7,368.0

FAIRBANKS INTERNATIONAL AIRPORT
FY 99-2004 AIRLINE CAPITAL IMPROVEMENT REPORT
JULY, 1997

FY 02 FUNDING X 1000

AIRPORT	EXPECTED PROJECTS	AIP FUNDS	IARF FUNDS	TOTAL FUNDS
FAI	EAST SIDE UTILITIES CONSTRUCTION		1,750.0	1,750.0
FAI	TERMINAL IMPROVEMENTS PHASE II CONSTRUCTION	2,095.0	980.0	3,075.0
FAI	ENVIRONMENTAL ASSESSMENT & CLEANUP		500.0	500.0
FAI	ANNUAL IMPROVEMENTS		200.0	200.0
FAI	EQUIPMENT		412.0	412.0
		2,095.0	3,842.0	5,937.0

FAIRBANKS INTERNATIONAL AIRPORT
FY 99-2004 AIRLINE CAPITAL IMPROVEMENT REPORT
JULY, 1997

FY 03		FUNDING X 1000		
AIRPORT	EXPECTED PROJECTS	AIP FUNDS	IARF FUNDS	TOTAL FUNDS
FAI	FLOAT POND EXPANSION DESIGN & CONSTRUCTION	1,300.0		1,300.0
FAI	DRAINAGE IMPROVEMENTS PHASE III CONSTRUCTION	1,000.0		1,000.0
FAI	ANNUAL IMPROVEMENTS		200.0	200.0
FAI	EQUIPMENT		720.0	720.0
		2,300.0	920.0	3,220.0

FAIRBANKS INTERNATIONAL AIRPORT
FY 99-2004 AIRLINE CAPITAL IMPROVEMENT REPORT
JULY, 1997

FY 04 **FUNDING X 1000**

AIRPORT	EXPECTED PROJECTS	AIP FUNDS	IARF FUNDS	TOTAL FUNDS
FAI	TAXILANE "D" EXTENSION PHASE II DESIGN AND CONSTRUCTION	1,125.0	75.0	1,200.0
FAI	ENVIRONMENTAL ASSESSMENT & CLEANUP		500.0	500.0
FAI	ANNUAL IMPROVEMENTS		200.0	200.0
FAI	EQUIPMENT		300.0	300.0
		1,125.0	1,075.0	2,200.0

ATTACHMENT #6

SUMMARY OF PROJECT COST & FUNDING

Exhibit B
SUMMARY OF PROJECT COSTS AND FUNDING
Capital Improvement Program
Anchorage and Fairbanks International Airports
For Fiscal Years Ending June 30
(in thousands)

This exhibit is based on information from the sources indicated and assumptions provided by, or reviewed with and adopted by, DOT/PF management, as described in the accompanying text. Inevitably, some assumptions used to develop the projections will not be realized and unanticipated events and circumstances could occur. Therefore, the actual results will vary from those projected, and the variations could be material.

	1991	1992	1993	1994	1995	Total
Estimated project costs						
System Office (a)	$0	$0	$1,755	$1,350	$0	3,105
Anchorage International Airport (b)	11,250	19,458	8,940	32,094	5,956	77,698
Fairbanks International Airport (c)	2,865	4,950	1,691	2,925	3,842	16,273
Total estimated project costs	$14,115	$24,408	$12,386	$36,369	$9,798	$97,076
Less: AIP grants-in-aid						
System Office (a)	$0	$0	$348	$0	$0	$348
Anchorage International Airport (b)	1,710	11,098	5,840	19,249	2,631	40,528
Fairbanks International Airport (c)	225	3,500	518	1,357	2,880	8,480
	$1,935	$14,598	$6,706	$20,606	$5,511	$49,356
Net project costs	$12,180	$9,810	$5,680	$15,763	$4,287	$47,720
Sources of funding						
Revenue bonds (Constr. Fund)						
Surplus revenues (IARF)	$12,180	$9,810	$5,680	$15,763	$4,287	$47,720
	$12,180	$9,810	$5,680	$15,763	$4,287	$47,720

a. Exhibit B-1.
b. Exhibit B-2.
c. Exhibit B-3
Source: Alaska Department of Transportation and Public Facilities.

Exhibit B-1
SUMMARY OF PROJECT COSTS AND FUNDING
Capital Improvement Program
System Office
For Fiscal Years Ending June 30
(in thousands)

This exhibit is based on information from the sources indicated and assumptions provided by, or reviewed with and adopted by, DOT/PF management, as described in the accompanying text. Inevitably, some assumptions used to develop the projections will not be realized and unanticipated events and circumstances could occur. Therefore, the actual results will vary from those projected, and the variations could be material.

						Assumed source of funding		Allocation of project costs funded with revenue bonds			
	Project costs	Project program year	Escalated project costs	AIP grants-in-aid(a)	Net project cost	Surplus revenues (IARF)	Revenue bonds (Constr. Fund)	Airfield Area	Main Terminal Area	International Terminal Area	Buildings And Grounds Area
1993											
Advance Project Design	$1,005	1993	$1,005	$348	$657	$657					
Environmental Assessment & Cleanup	750	1993	750		750	750					
Total 1993 Project Costs	$1,755		$1,755	$348	$1,407	$1,407	$0	$0	$0	$0	$0
1994											
Environmental Assessment & Cleanup	$1,000	1994	$1,000		$1,000	$1,000					
UNIX Computer Equipment	350	1,994	350		350	350					
Total 1994 Project Costs	$1,350		$1,350	$0	$1,350	$1,350	$0	$0	$0	$0	$0
Total project costs	$3,105		$3,105	$348	$2,757	$2,757	$0	$0	$0	$0	$0

a. Consists of entitlement and discretionary AIP funds.

Source: Alaska Department of Transportation and Public Facilities.

Exhibit B-2
SUMMARY OF PROJECT COSTS AND FUNDING
Capital Improvement Program
Anchorage International Airport
For Fiscal Years Ending June 30
(In thousands)

This exhibit is based on information from the sources indicated and assumptions provided by, or reviewed with and adopted by, DOT/PF management, as described in the accompanying text. Inevitably, some assumptions used to develop the projections will not be realized and unanticipated events and circumstances could occur. Therefore, the actual results will vary from those projected, and the variations could be material.

						Assumed source of funding		Allocation of project costs funded with revenue bonds			
	Project costs	Project program year	Escalated project costs	AIP grants-in-aid(a)	Net project cost	Surplus revenues (IARF)	Revenue bonds onstr. Fun	Airfield Area	Main Terminal Area	International Terminal Area	Buildings nd Grounds Area
1991											
Annual Improvements	$650	1991	$650		$650	$650					
Maintenance Equipment	1,200	1991	1,200		1,200	1,200					
Ramp Area Reconstruction	1,000	1991	1,000		1,000	1,000					
Taxiways I & R Resurfacing	1,900	1991	1,900	$1,710	190	190					
Terminal Roof Repair	1,500	1991	1,500		1,500	1,500					
Environmental Assessment & Cleanup	2,000	1991	2,000		2,000	2,000					
Terminal Code Upgrade	3,000	1991	3,000		3,000	3,000					
Total 1991 Project Costs	$11,250		$11,250	$1,710	$9,540	$9,540	$0	$0	$0	$0	$0
1992											
Annual Improvements	$650	1992	$650		$650	$650					
Maintenance Fac. Roof Upgrade	385	1992	385		385	385					
Ramp Area Reconstruction	1,000	1992	1,000		1,000	1,000					
Maintenance Equipment	605	1992	605		605	605					
Taxiway H & Link Reconstruction	2,790	1992	2,790	$2,511	279	279					
Taxiway T Extension	1,475	1992	1,475	1,327	148	148					
Access System Upgrade	2,000	1992	2,000	1,500	500	500					
Environmental Assessment & Cleanup	2,000	1992	2,000		2,000	2,000					
Satellite Drive Design	200	1992	200		200	200					
Roadway Reconstruction	7,503	1,992	7,503	5,760	1,743	1,743					
N. Terminal Modification Design	350	1,992	350		350	350					
Remote Ramp Shuttle Buses	500	1,992	500		500	500					
Total 1992 Project Costs	$19,458		$19,458	$11,098	$8,360	$8,360	$0	$0	$0	$0	$0
1993											
Annual Improvements	$650	1993	$650		$650	$650					
Taxiway N Pavement Overlay	300	1993	300		300	300					
Conveyor System Renovation & Upgrade	500	1993	500		500	500					
Terminal Rehab & Remodel	1,000	1993	1,000		1,000	1,000					
Taxiway K Safety Area Widening	2,890	1993	2,890	$2,600	290	290					
Terminal Auto Ramp Deck Repair	2,500	1993	2,500	2,250	250	250					
FAA Sign System Compliance	600	1993	600	540	60	60					
Master Plan/Noise Study Update	500	1993	500	450	50	50					
Total 1993 Project Costs	$8,940		$8,940	$5,840	$3,100	$3,100	$0	$0	$0	$0	$0

Exhibit B-2 Continued
Capital Improvement Program
Anchorage International Airport

	Project costs	Project program year	Escalated project costs	AIP grants-in-aid(a)	Net project cost	Assumed source of funding: Surplus revenues (IARF)	Assumed source of funding: Revenue bonds onstr. Fun	Allocation of project costs funded with revenue bonds: Airfield Area	Allocation of project costs funded with revenue bonds: Main Terminal Area	Allocation of project costs funded with revenue bonds: Internationa Terminal Area	Allocation of project costs funded with revenue bonds: Buildings nd Grounds Area
1994											
Annual Improvements	$650	1994	$650		$650	$650					
Maintenance Equipment	779	1994	779	$469	310	310					
Terminal Auto Ramp Support Column	1,000	1994	1,000	900	100	100					
Garage Rehab. & Improvements	415	1994	415		415	415					
S. Airpark Water Line Constr.	900	1994	900		900	900					
6R Lighting Reconstruction	2,760	1994	2,760	2,520	240	240					
Old Int'l Airport Rd Recons Ph I	6,000	1994	6,000	5,400	600	600					
G.A. Improvements Ph I & II	2,000	1994	2,000	1,800	200	200					
Lake Hood Water/Sewer Ext.	325	1994	325		325	325					
Terminal Design	4,500	1994	4,500	1,690	2,810	2,810					
Domestic Term Floor Covering	400	1994	400		400	400					
C Concourse Repair/Rehab/Replacement	3,000	1994	3,000		3,000	3,000					
CFR Boat House Replacement	100	1994	100		100	100					
Terminal Reroofing	1,500	1994	1,500		1,500	1,500					
N. Term Modification	4,000	1994	4,000	3,000	1,000	1,000					
Taxiway Romeo Ext & Interlinks	2,265	1994	2,265	2,120	145	145					
Airfield De-Icing Storage Bldg	500	1994	500	450	50	50					
W. Air Park Development	1,000	1994	1,000	900	100	100					
Total 1994 Project Costs	$32,094		$32,094	$19,249	$12,845	$12,845	$0	$0	$0	$0	$0
1995											
Annual Improvements	$650	1995	$650		$650	$650					
Maintenance Equipment	394	1995	394		394	394					
Environmental Assessment & Cleanup	2,000	1995	2,000		2,000	2,000					
Aircraft Terminal Ramp Reconstruction	1,212	1995	1,212	1,091	121	121					
Airport Radio Trunking System	1,000	1995	1,000	930	70	70					
Advance Project Design	350	1995	350	315	35	35					
Part 150 Program Amendments	250	1995	250	225	25	25					
Rescue/Firefighting Residential Conversion	100	1995	100	70	30	30					
Total 1995 Project Costs	$5,956		$5,956	$2,631	$3,325	$3,325	$0	$0	$0	$0	$0
Total project costs	$77,698		$77,698	$40,528	$37,170	$37,170	$0	$0	$0	$0	$0

a Consists of entitlement and discretionary AIP funds.

Source: Alaska Department of Transportation and Public Facilities.

Exhibit B-3
SUMMARY OF PROJECT COSTS
Capital Improvement Program
Fairbanks International Airport
For Fiscal Years Ending June 30
(in thousands)

This exhibit is based on information from the sources indicated and assumptions provided by, or reviewed with and adopted by, DOT/PF management, as described in the accompanying text. Inevitably, some assumptions used to develop the projections will not be realized and unanticipated events and circumstances could occur. Therefore, the actual results will vary from those projected, and the variations could be material.

						Assumed source of funding		Allocation of project costs funded with revenue bonds		
	Project costs	Project program year	Escalated project costs	AIP grants-in-aid(a)	Net project costs	Surplus revenues (IARF)	Revenue bonds (Constr. Fund)	Airfield Area	Main Terminal Area	Buildings And Grounds Area
1991										
Annual Improvements	$300	1991	$300		$300	$300				
Terminal Bldg Repairs	700	1991	700		700	700				
FIA Master Plan Update	250	1991	250	$225	25	25				
Maintenance Equipment	600	1991	600		600	600				
Hardstand Area Improvements	370	1991	370		370	370				
LUST Assessment & Mitigation	500	1991	500		500	500				
FIA Noise Zoning Implementation	75	1991	75		75	75				
Runway O1R-19L Vasi	70	1991	70		70	70				
Total 1991 Project Costs	$2,865		$2,865	$225	$2,640	$2,640	$0	$0	$0	$0
1992										
Annual Improvements	$300	1992	$300		$300	$300				
NW Apron & Taxiway Ext., Phase II	2,000	1992	2,000	$1,700	300	300				
Maintenance Equipment	400	1992	400		400	400				
Access Control/Security Req.	2,000	1992	2,000	1,800	200	200				
DEC Approved Fire Trng Area	250	1992	250		250	250				
Total 1992 Project Costs	$4,950		$4,950	$3,500	$1,450	$1,450	$0	$0	$0	$0
1993										
Annual Improvements	$300	1993	$300		$300	$300				
FAA Sign System Compliance	300	1993	300	$270	30	30				
Maintenance Equipment	272	1993	272		272	272				
Airport Drainage Study	65	1993	65		65	65				
West Industrial Road Utilities	479	1993	479		479	479				
ARFF Drainage Construction	275	1993	275	248	27	27				
Total 1993 Project Costs	$1,691		$1,691	$518	$1,173	$1,173	$0	$0	$0	$0
1994										
Annual Improvements	$300	1994	$300		$300	$300				
Maintenance Equipment	785	1994	785	$197	588	588				
Field Lighting Repairs	990	1994	990	890	100	100				
W. Industrial Road Utility Ph II	550	1994	550		550	550				
Safety Area Stabilization	300	1994	300	270	30	30				
Total 1994 Project Costs	$2,925		$2,925	$1,357	$1,568	$1,568	$0	$0	$0	$0

Exhibit B-3 Concluded
Capital Improvement Program
Fairbanks International Airport

	Project costs	Project program year	Escalated project costs	AIP grants-in-aid(a)	Net project costs	Assumed source of funding: Surplus revenues (IARF)	Assumed source of funding: Revenue bonds (Constr. Fund)	Allocation of project costs funded with revenue bonds: Airfield Area	Allocation of project costs funded with revenue bonds: Main Terminal Area	Allocation of project costs funded with revenue bonds: Buildings And Grounds Area
1995										
Annual Improvements	$300	1995	$300		$300	$300				
Safety Area Improvements	1,912	1995	1,912	$1,720	192	192				
Advance Project Design	450	1995	450	405	45	45				
University Ave Ext	387	1995	387	348	39	39				
Maintenance Equipment	507	1995	507	407	100	100				
Terminal Carpet Replacement	286	1995	286		286	286				
Total 1995 Project Costs	$3,842		$3,842	$2,880	$962	$962	$0	$0	$0	$0
Total Project Costs	$16,273		$16,273	$8,480	$7,793	$7,793	$0	$0	$0	$0

a. Consists of entitlement and discretionary AIP funds.

Source: Alaska Department of Transportation and Public Facilities.

Exhibit B
SUMMARY OF PROJECT COSTS AND FUNDING
Capital Improvement Program
Anchorage and Fairbanks International Airports
For Fiscal Years Ending June 30
(in thousands)

	1996	1997	1998	Total
Estimated project costs				
System Office (a)	$0	$0	$4,000	$4,000
Anchorage International Airport (b)	18,073	28,125	21,446	67,644
Fairbanks International Airport (c)	12,325	742	1,922	14,989
Total estimated project costs	$30,398	$28,867	$27,368	$86,633
Less: AIP grants-in-aid				
System Office (a)	$0	$0	$0	$0
Anchorage International Airport (b)	9,625	8,325	13,995	31,945
Fairbanks International Airport (c)	9,385	0	512	9,897
	$19,010	$8,325	$14,507	$41,842
Net project costs	$11,388	$20,542	$12,861	$44,791
Sources of funding				
Revenue bonds (Constr. Fund)	$0	$0	$0	$0
Surplus revenues (IARF)	11,388	20,542	12,861	44,791
	$11,388	$20,542	$12,861	$44,791

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a. Exhibit B-1.
b. Exhibit B-2.
c. Exhibit B-3
Source: Alaska Department of Transportation and Public Facilities.

Exhibit B-1
SUMMARY OF PROJECT COSTS
Capital Improvement Program
System Office
For Fiscal Years Ending June 30
(in thousands)

This exhibit is based on information from the sources indicated and assumptions provided by, or reviewed with and adopted by, DOT/PF management, as described in the accompanying text. Inevitably, some assumptions used to develop the projections will not be realized and unanticipated events and circumstances could occur. Therefore, the actual results will vary from those projected, and the variations could be material.

						Assumed source of funding		Allocation of project costs funded with revenue bonds			
	Project costs	Project program year	Escalated project costs	AIP grants-in-aid(a)	Net project cost	Surplus revenues (IARF)	Revenue bonds (Constr. Fund)	Airfield Area	Main Terminal Area	International Terminal Area	Buildings And Grounds Area
1996											
Total 1996 Project Costs	$0		$0	$0	$0	$0	$0	$0	$0	$0	$0
1997											
Total 1997 Project Costs	$0		$0	$0	$0	$0	$0	$0	$0	$0	$0
1998											
Development Fund	$4,000	1998	$4,000	$0	$4,000	$4,000	$0	$0	$0	$0	$0
Total 1998 Project Costs	$4,000		$4,000	$0	$4,000	$4,000	$0	$0	$0	$0	$0
Total project costs	$4,000		$4,000	$0	$4,000	$4,000	$0	$0	$0	$0	$0

a. Consists of entitlement and discretionary AIP funds.

Source: Alaska Department of Transportation and Public Facilities.

Exhibit B-2
SUMMARY OF PROJECT COSTS
Capital Improvement Program
Anchorage International Airport
For Fiscal Years Ending June 30
(in thousands)

						Assumed source of funding		Allocation of project costs funded with revenue bonds			
	Project costs	Project program year	Escalated project costs	AIP grants-in-aid(a)	Net project cost	Surplus revenues (IARF)	Revenue bonds (Constr. Fund)	Airfield Area	Main Terminal Area	International Terminal Area	Buildings nd Grounds Area
1996											
Runway 32 Extension	$4,000	1996	$4,000	$3,600	$400	$400					
Runway 14/32 Overlay & Groove	2,500	1996	2,500	2,250	250	250					
Ramp Area Reconstruction	2,400	1996	2,400	2,100	300	300					
Storm Drain System	2,250	1996	2,250		2,250	2,250					
Airport Pavement Assessment	500	1996	500		500	500					
Terminal Reroofing - Ph III	1,500	1996	1,500	1,000	500	500					
Annual Improvements	650	1996	650		650	650					
Environmental Assessment & Cleanup	1,000	1996	1,000		1,000	1,000					
Equipment	673	1996	673		673	673					
North Terminal Fire Alarm Upgrade	300	1996	300		300	300					
ADA Compliance	250	1996	250		250	250					
North Terminal Escalator	400	1996	400		400	400					
Field Maintenance Building Feasibility & Design	250	1996	250		250	250					
South Terminal Bagwell Rehabilitation	650	1996	650		650	650					
Centerline Lights for Taxiways E&R	750	1996	750	675	75	75					
Total 1996 Project Costs	$18,073		$18,073	$9,625	$8,448	$8,448	$0	$0	$0	$0	$0
1997											
Storm Drain Construction Ph I	$1,200	1997	$1,200		$1,200	$1,200					
Runway 6L Safety Area Extension	1,900	1997	1,900	$1,710	190	190					
Annual Improvements	650	1997	650		650	650					
Environmental Assessment & Cleanup	1,000	1997	1,000		1,000	1,000					
Equipment	625	1997	625		625	625					
Garage Renovation & Repair	1,250	1997	1,250		1,250	1,250					
Advanced Project Design	950	1997	950	405	545	545					
South Terminal Ramp Reconstruction	2,200	1997	2,200	1,980	220	220					
Terminal Electrical Upgrades	3,250	1997	3,250		3,250	3,250					
Terminal Health & Safety	750	1997	750		750	750					
Roads/Grounds Upgrade & Reconstruction	750	1997	750		750	750					
Tug Road Extension & Rebuild	1,200	1997	1,200		1,200	1,200					
Runway 32 Queing Taxiway Construction	3,700	1997	3,700	3,330	370	370					
Wetland Development Ph I	500	1997	500		500	500					
Concourse C Relocation	7,200	1197	7,200		7,200	7,200					
General Aviation Improvements Ph 3	1,000	1997	1,000	900	100	100					
Total 1997 Project Costs	$28,125		$28,125	$8,325	$19,800	$19,800	$0	$0	$0	$0	$0

Exhibit B-2 Continued
Capital Improvement Program
Anchorage International Airport

	Project costs	Project program year	Escalated project costs	AIP grants-in-aid(a)	Net project cost	Assumed source of funding: Surplus revenues (IARF)	Assumed source of funding: Revenue bonds (Constr. Fund)	Allocation of project costs funded with revenue bonds: Airfield Area	Main Terminal Area	International Terminal Area	Buildings nd Grounds Area
1998											
South Terminal Ramp Reconstruction	$2,400	1998	$2,400	$2,160	$240	$240					
Snow Storage Area Construction	1,500	1998	1,500		1,500	1,500					
Annual Improvements	650	1998	650		650	650					
Environmental Assessment & Cleanup	1,500	1998	1,500		1,500	1,500					
Equipment	796	1998	796		796	796					
Runway 6R/24L Rehabilitation	5,400	1998	5,400	4,860	540	540					
Cargo Ramp Reconstruction Ph I	2,200	1998	2,200	1,800	400	400					
Cargo Fueling Apron Expansion	5,200	1998	5,200	4,680	520	520					
Terminal Rehabilitation	750	1998	750		750	750					
Advanced Project Design	1,050	1998	1,050	495	555	555					
Total 1998 Project Costs	$21,446		$21,446	$13,995	$7,451	$7,451	$0	$0	$0	$0	$0
Total project costs	$67,644		$67,644	$31,945	$35,699	$35,699	$0	$0	$0	$0	$0

a. Consists of entitlement and discretionary AIP funds.
Source: Alaska Department of Transportation and Public Facilities.

Exhibit B-3
SUMMARY OF PROJECT COSTS
Capital Improvement Program
Fairbanks International Airport
For Fiscal Years Ending June 30
(in thousands)

						Assumed source of funding		Allocation of project costs funded with revenue bonds		
	Project costs	Project program year	Escalated project costs	AIP grants-in-aid(a)	Net project costs	Surplus revenues (IARF)	Revenue bonds (Constr. Fund)	Airfield Area	Main Terminal Area	Buildings And Grounds Area
1996										
Runway 1L/19R Extension Design	$750	1996	$750	$700	$50	$50				
Runway 1L/19R Extension Construction	7,890	1996	7,890	7,395	495	495				
East Side Utilities Development Design	100	1996	100		100	100				
Terminal Area Roads/Parking Design	150	1996	150		150	150				
Maintenance Facility Design	465	1996	465		465	465				
East Side Lease Lot Improvements	900	1996	900	840	60	60				
Drainage Improvements Construction	500	1996	500	450	50	50				
Environmental Assessment & Cleanup	500	1996	500		500	500				
Annual Improvements	300	1996	300		300	300				
Equipment	770	1996	770		770	770				
Total 1996 Project Costs	$12,325		$12,325	$9,385	$2,940	$2,940	$0	$0	$0	$0
1997										
Annual Improvements	$200	1997	$200		$200	$200				
Equipment	542	1997	542		542	542				
Total 1997 Project Costs	$742		$742	$0	$742	$742	$0	$0	$0	$0
1998										
Terminal Reroof Design	$100	1998	$100	$69	$31	$31				
Terminal Improvements Design, Ph I	400	1998	400	400	0	0				
Terminal Area Roads/Parking, Ph II	130	1998	130	43	87	87				
Environmental Assessment & Cleanup	500	1998	500		500	500				
Annual Improvements	200	1998	200		200	200				
Equipment	592	1998	592		592	592				
Total 1998 Project Costs	$1,922		$1,922	$512	$1,410	$1,410	$0	$0	$0	$0
Total Project Costs	$14,989		$14,989	$9,897	$5,092	$5,092	$0	$0	$0	$0

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a. Consists of entitlement and discretionary AIP funds.

Source: Alaska Department of Transportation and Public Facilities.

ATTACHMENT #7

PLAN OF FINANCE ADDENDUM

PLAN OF FINANCE

DISTRIBUTION TO THE AIRLINE AFFAIRS COMMITTEE

NOVEMBER 5, 1997

ADDENDUM TO OCTOBER 15, 1997 PRESENTATION

November 5, 1997

Leif Selkregg Associates Program Management Team
by Hudson AIPF, LLC *Aviation, Infrastructure & Project Finance*

Purpose of Addendum

- Incorporate State of Alaska Capital Contribution of $26.3 million into Financial Model of terminal rents and landing fees
- Incorporate an assumption of less than 100% occupancy of the Airline Rentable area of the Terminal when the project comes on line in Fiscal Year 2002
- Incorporate updated concession revenues work based on the October 15th Design Presentation to the Airline Affairs Committee
- Incorporate higher operating assumptions in the areas of Custodial, Maintenance and Utility
- Update fuel flowage fee assumptions
- See pages 7 - 11 for details of assumption updates

Project Components

Note: This chart is included for illustration purposes and uses the Example of the revised Financial Model A (2001 Completion of Concourse C and 2003 Project Completion).

	Additions in $	Subtractions in $	Net in $
Total Cost of Project in 1997 Dollars	190,800,000		
State Capital Contribution		26,300,000	
AIRPORT COST OF PROJECT IN 1997 DOLLARS			**164,500,000**
Fiscal Year 1998 Allocated Funds		6,100,000	
3% Escalation per Cash Flows	14,500,000		
24 Months Capitalized Interest	20,000,000		
Credit Construction Fund Earnings		21,000,000	
Financing Costs Including Bond Insurance	4,700,000		
CORE FINANCING	**Total Additions**	**Sub-Total Subtractions**	
	230,000,000	**53,400,000**	**176,600,000**
Optional Adjustment: Take Out Capitalized Interest		20,000,000	
ADJUSTED WITHOUT CAPITALIZED INTEREST		**Total Subtractions**	
		73,400,000	**156,600,000**

November 5, 1997

Leif Selkregg Associates Program Management Team
by Hudson AIPF, LLC ***Aviation, Infrastructure & Project Finance***

Total Debt Service Level Each Year

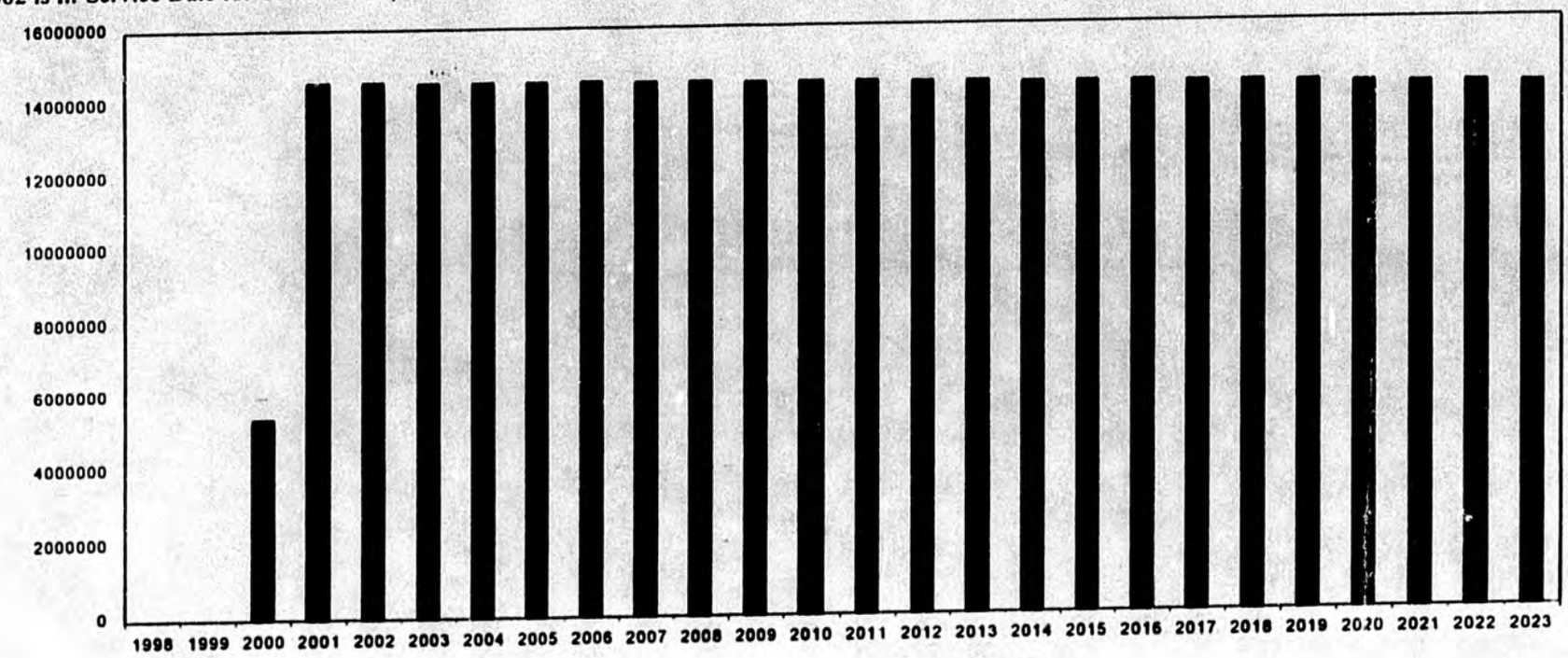
$173,000,000 Project Fund from Bond Proceeds Amortized Over 25 Years

Par Amount of Bonds	**$177,205,000**
Maximum Full Year Debt Service	**$14,583,284**
Average Life of Bonds	**16.51 years**

Recommendation for Level Debt Service

- Level Debt Service facilitates long-term planning because it creates a consistent base
- Average Life of debt is substantially less than face term of bonds
- Effect of inflation is to reduce the fixed debt as percentage of total operating costs over time
- Level debt service makes project a gradually decreasing impact on various airport and airline financial rates, charges and ratios

FY 1998 and FY 1999 are zero because of capitalized interest
FY 2000 includes one semi-annual interest payment
FY 2002 is In-Service Date for Concourse C, which is scheduled for completion during FY 2001



Summary of Rates and Charges

- FY 2001 Completion for Concourse C Replacement
- FY 2002 In-Service Date for Concourse C Replacement
- 24 Months Capitalized Interest
- Chart begins with FY 1999 because Rates and Charges for FY 1998 were set prior to July 1, 1997 using assumptions which are different from the November 5 Scenario of Model A.

Terminal Rents November 5 Scenario A	Terminal Rents October 15 Scenario A	Year	Landing Fees November 5 Scenario A	Landing Fees October 15 Scenario A
32.97	32.97	1999	0.70	0.69
33.24	33.24	2000	0.68	0.68
37.81	38.65	2001	0.76	0.77
39.71	39.08	2002	0.93	0.95
40.19	39.36	2003	0.89	0.93
40.70	39.63	2004	0.86	0.91
40.72	39.92	2005	0.83	0.89
40.44	40.21	2006	0.82	0.87
40.75	40.51	2007	0.80	0.85
41.07	40.81	2008	0.79	0.84
41.41	41.12	2009	0.77	0.82
41.75	41.43	2010	0.75	0.80

Summary of Rates and Charges (cont.)

Terminal Rents November 5 Scenario A	Terminal Rents October 15 Scenario A	Year	Landing Fees November 5 Scenario A	Landing Fees October 15 Scenario A
42.16	41.82	2011	0.75	0.80
42.59	42.22	2012	0.75	0.79
43.03	42.63	2013	0.75	0.79
43.48	43.05	2014	0.75	0.79
43.93	43.47	2015	0.75	0.79
44.42	43.92	2016	0.75	0.78
42.36	41.86	2017	0.71	0.74
42.79	42.33	2018	0.71	0.74
43.31	42.80	2019	0.71	0.74
43.84	43.29	2020	0.71	0.74
44.38	43.80	2021	0.71	0.74
44.93	44.32	2022	0.71	0.73
45.52	44.85	2023	0.71	0.73
46.10	45.40	2024	0.71	0.73
33.14	30.91	2025	0.54	0.55

State Contribution

- October 24, 1997 Letter from Commissioner of Department of Transportation and Public Facilities to the Chairman of the Airline Airport Affairs Committee
- $26.3 million commitment of federal highway funds to be received by the State which will be used to fund terminal access roads
- Clear demonstration of the State's good faith in committing non-airline funding sources
- October 24th letter refers to additional $15 million in non-airline funds:

  "The State has also identified a minimum of $15 million in airside development which is eligible for FAA Discretionary Funds. We commit to aggressively pursue these funds to further reduce the airline share of the project costs."

- October 24th letter joins the State with the airlines in pursuing lower rates and charges to make Anchorage International Airport more competitive in the aviation market
- The most explicit value of the State contribution is the lowering of annual debt service on the bond issue (see following chart)

	October 15 Bond Issue	November 5 Bond Issue
Par Amount of Bonds	$199,130,000	$177,205,000
Project Fund from Bond Proceeds	177,207,788	152,000,031
Project Fund from Airport Capital Allocation	6,400,000	6,100,000
Project Fund from State Capital Allocation	0	26,300,000
Capitalized Interest Fund Deposit	22,477,655	20,002,796
Maximum Annual Debt Service (Level Debt Structure)	16,388,159	14,583,284

Update of Other Assumptions

- New Project Fund bonding requirement based on 1997 Dollars and 3% Escalation is as follows:

Cash Flow Line	1998	1999	2000	2001	2002	2003	
6.1	6.1						
18.4	18.4	19.0					
41.9	41.9	43.2	44.5				
42.3	42.3	43.6	44.9	46.2			
42.1	42.1	43.4	44.7	46.0	47.4		
13.7	13.7	14.1	14.5	15.0	15.4	15.9	
164.5	6.1	19.0	44.5	46.2	47.4	15.9	179.0 TOTAL

Note 1: $6.1 million in FY 1998 is not included in the 172.9 million Project Fund bonding requirement.

Note 2: prior 1997 dollars were $190.9 million, escalating to a total of $207.5 million.

- Incorporate an assumption of less than 100% occupancy of the Airline Rentable area of the Terminal when the project comes on line in Fiscal Year 2002

Fiscal Year	Total Usable Square Feet	Total Available Airline Rentable Square Feet	Actual Rented as % of Available Rentable (rounded)	Total RENTED Airline Rentable Square Feet	Total VACANT Airline Rentable Square Feet
2002	591,565	232,256	80.51%	187,000	45,256
2003	631,863	257,357	80.43%	207,000	50,357
2004	631,863	257,357	83.54%	215,000	42,357
2005	631,863	257,357	89.37%	230,000	27,357
Thereafter	631,863	257,357	89.37%	230,000	27,357

- Update fuel flowage fee assumption to tie to takeoff weight assumption rather than 3% straight line growth

- Incorporate updated concession revenues work based on the October 15th Design Presentation to the Airline Affairs Committee; concession consultant has identified several additional design factors which strengthen the outlook for concession revenues, including, for example, location, size, configuration, and store content

Fiscal Year	Food & Beverage Per Enplaned Passenger	News, Gifts & Specialty Per Enplaned Passenger
1997	0.39	0.27
1998 to 2001	increase at 1.5% per annum	increase at 1.5% per annum
2002 (New Program)	0.64	0.58
2003 and thereafter	increase at 1.5% per annum	increase at 1.5% per annum

- Incorporate higher operating assumptions in the areas of Custodial and Building Maintenance for the AIA Main Terminal only

Custodial	One time step up of 10% in FY 2002; then resume 3% escalation
Building Maintenance	Includes two components: Maintenance one time step up of 5% in FY 2002; then resume 3% escalation Utilities one time step up of 15% in FY 2002; then resume 3% escalation

ATTACHMENT #8

STATUS REPORT

Concourse C Funding

Appropriations:	Description	AR YR	AMOUNT
A[redacted]837	O/AIA CONCOURSE C	1994	$3,000,000
A[redacted]898	O/AIA CONCOURSE C RELOCATION	1997	$7,200,000
AIR63836	O/AIA TERMINAL EXPANSION	1994	$4,500,000
			$14,700,000

Projects:	Spent	Encumbered	Balance	Project Total
Concouse C Repair, Rehabilitation, Replace				
Design & Construction of Safety Repairs	$210,000			
Seismic / Code Evaluations	$235,000			
Misc	$43,534			
	$488,534	$10,107	$302,536	$801,177
PPO Office Addition				
Design and Admin	$338,499			
	$338,499	$88,169	$23,332	$450,000
PPO Warehouse / Maintenance Shops / Office				
Design and Admin	$317,762			
Utilities & Civil	$67,562			
Construction	$2,733,963			
	$3,119,287	$31,051	$449,662	$3,600,000
Concourse C Tenant Relocations				
[redacted] Program analysis, design, and Force Account	$29,264			
	$29,264	$37,079	$1,261,050	$1,327,393
1% for Art (Warehouse / Maint Facility)	$0			
	$0	$21,430	$0	$21,430
AIA Terminal Redevelopment				
Terminal Assessment				
Aviation Forecast	$217,966			
Needs Assessment	$265,185			
Masterplan	$148,658			
Concept Design	$884,408			
Environmental Planning	$122,074			
Financial Planning	$282,862			
Program Management	$478,847			
	$2,400,000	**$0**	**$0**	**$2,400,000**
Terminal Schematic Design				
Schematic Design and Admin.	$605,878			
	$605,878	**$4,089,510**	**$604,612**	**$5,300,000**
Landside Design				
Landside Design and Admin.	$0			
	$0	**$314,316**	**$85,684**	**$400,000**
[redacted]**ironmental Assessment**				
Environmental Assessment	$0			
	$0	**$316,232**	**$83,768**	**$400,000**
	$6,981,462	**$4,907,894**	**$2,810,644**	**$14,700,000**

UNEXPENDED

ATTACHMENT #9

AIAS
UNEXPENDED CIP APPROPRIATIONS
AS OF 03/06/97

A I A S
UNEXPENDED CIP APPROPRIATIONS
as of 06/30/97

AR FY	APPROPRIATION DESCRIPTION	TOTAL AUTHORIZATION IARF	AIP	TOTAL	EXPENDITURES TO DATE IARF	AIP	TOTAL	ENCUMBERED IARF	AIP	TOTAL	LAPSED PRE FY97 IARF	AIP	TOTAL	LAPSED FY97 IARF	AIP	TOTAL	UNEXPENDED BALANCE IARF	AIP	TOTAL
	AIA																		
1988	TERMINAL RENOVATION	5,000	0	5,000	4,819	0	4,819	26	0	26	-11	0	-11	-20	0	-20	124	0	124
1988	RECONSTRUCTION OF RAMP	1,200	0	1,200	1,049	0	1,049	0	0	0	0	0	0	-40	0	-40	111	0	111
1989	EXPAND SAND STORAGE	300	0	300	16	0	16	0	0	0	0	0	0	0	0	0	284	0	284
1990	AIAS MAINT EQUIP	1,997	0	1,997	1,995	0	1,995	0	0	0	1,997	0	1,997	0	0	0	2	0	2
1990	AIA INTERNAL RDS/TUG	2,500	0	2,500	2,496	0	2,496	1	0	1	2,500	0	2,500	-3	0	-3	0	0	0
1991	AIA: CODE UPGRADE	3,000	0	3,000	1,799	0	1,799	0	0	0	-1,136	0	-1,136	-1	0	-1	64	0	64
1991	AIA: ENVIR ASS/CLNUP	2,000	0	2,000	1,881	0	1,881	4	0	4	0	0	0	0	0	0	114	0	114
1991	AIA: TERMINAL ROOF R	1,500	0	1,500	1,255	0	1,255	12	0	12	0	0	0	0	0	0	233	0	233
1992	AIA POSTMARK DRIVE	0	1,000	1,000	0	640	640	0	0	0	0	0	0	0	-314	-314	0	46	46
1992	AIA NO TERMINAL MODI	350	0	350	317	0	317	2	0	2	0	0	0	0	0	0	30	0	30
1992	AIA ACCESS CONTROL	500	1,092	1,592	70	146	216	28	398	422	0	0	0	0	0	0	404	550	954
1992	AIA ENVIR ASSMNT & C	2,000	0	2,000	1,273	0	1,273	91	0	91	0	0	0	0	0	0	635	0	635
1992	AIA ROADWAY RECONSTR	1,743	5,760	7,503	557	5,601	6,158	0	0	0	0	0	0	-1,174	-159	-1,333	12	0	12
1993	AIAS ADVANCE PRJ DES	556	203	759	429	203	632	13	0	13	0	0	0	-75	0	-75	39	0	39
1993	AIAS ENVR AIA SHARE	500	0	500	392	0	392	10	0	10	0	0	0	0	0	0	98	0	98
1993	AIA, TAXIWY K* SAFE *	390	2,600	2,990	174	2,289	2,462	9	135	144	0	0	0	-204	-130	-334	3	47	50
1993	AIA, TERMINAL AUTO R	250	850	1,100	202	736	938	0	0	0	0	0	0	-8	-113	-121	40	1	41
1993	AIA, TERMINAL REHABI	1,000	0	1,000	982	0	982	5	0	5	0	0	0	0	0	0	12	0	12
1993	AIA, ANNUAL IMPROVEM	650	0	650	615	0	615	8	0	8	0	0	0	-20	0	-20	7	0	7
1993	AIA, CONVEYOR SYST R	500	0	500	378	0	378	1	0	1	0	0	0	0	0	0	121	0	121
1994	AIA ENVIRON ASSESS	0	500	500	0	425	425	0	16	16	0	0	0	0	0	0	0	59	59
1994	AIA ROOF REPAIR	0	2,200	2,200	0	1,150	1,150	0	0	0	0	0	0	0	0	0	0	1,050	1,050
1994	AIAS ENVIR -AIA SHARE	700	0	700	492	0	492	21	0	21	0	0	0	0	0	0	187	0	187
1994	AIA RUNWAY 6R/24L* *	240	2,520	2,760	103	1,536	1,639	109	932	1,041	0	0	0	0	0	0	28	52	80
1994	AIA WINTER MNTC STOR	50	450	500	0	0	0	0	0	0	0	0	0	0	0	0	50	450	500
1994	AIA ANNUAL IMPROVEME	650	0	650	496	0	496	112	0	112	0	0	0	-2	0	-2	40	0	40
1994	AIA AUTO RAMP SUPPOR	100	900	1,000	90	553	644	0	0	0	0	0	0	-9	-335	-344	1	12	12
1994	AIA CONCOURSE C* RE *	3,000	0	3,000	552	0	552	10	0	10	0	0	0	0	0	0	2,438	0	2,438
1994	AIA CFR BOAT HOUSE	100	0	100	2	0	2	0	0	0	0	0	0	0	0	0	98	0	98
1994	AIA DOMESTIC TERM FL	400	0	400	290	0	290	0	0	0	0	0	0	0	0	0	110	0	110
1994	AIA GARAGE REHAB & R	415	0	415	206	0	206	0	0	0	0	0	0	0	0	0	208	0	208
1994	AIA GENERAL AVTN IMP	200	[illegible]	[illegible]	118	931	1,049	0	4	4	0	0	0	-4	-56	-60	78	810	888
1994	AIA NO TERMINAL MODI	1,000	3,000	4,000	985	2,908	3,893	0	7	7	0	0	0	-5	-10	-16	10	75	85
1994	AIA OPS & MTNC EQUIP	310	469	779	204	469	673	106	0	106	0	0	0	0	0	0	0	0	0
1994	AIA TERM EXPAN DESGN	2,810	1,690	4,500	1,056	656	1,712	126	239	365	0	0	0	0	0	0	1,629	794	2,423
1994	AIA TAXIWY ROMEO EXT	145	2,120	2,265	134	1,962	2,096	0	27	27	0	0	0	-11	-65	-76	0	66	66
1994	AIA TERM REROOF PHI	1,500	0	1,500	627	0	627	0	0	0	0	0	0	0	0	0	873	0	873
1995	AIA ARFF RESID (IARF ONLY)	30	0	30	0	0	0	0	0	0	0	0	0	-30	0	-30	0	0	0
1995	AIA N/S RW EXT	204	0	204	198	0	198	1	0	1	0	0	0	-4	0	-4	1	0	1
1995	AIA AIRCRAFT RAMP RE	121	1,100	1,221	88	711	799	0	0	0	0	0	0	0	-333	-333	33	56	89

A I A S
UNEXPENDED CIP APPROPRIATIONS
as of 06/30/97

AR FY	APPROPRIATION DESCRIPTION	TOTAL AUTHORIZATION			EXPENDITURES TO DATE			ENCUMBERED			LAPSED PRE FY97			LAPSED FY97			UNEXPENDED BALANCE		
		IARF	AIP	TOTAL	IARF	AIP	TOTAL	IARF	AIP	TOTAL	IARF	AIP	TOTAL	IARF	AIP	TOTAL	IARF	AIP	TOTAL
1995	AIA RADIO SYSTEM PUR	70	950	1,020	2	31	33	0	0	0	0	0	0	0	0	0	68	919	987
1996	AIA ANNUAL IMPROVMTS	650	0	650	423	0	423	53	0	53	0	0	0	0	0	0	175	0	175
1995	AIA ENVIRON ASSESS &	1,975	0	1,975	239	0	239	109	0	109	0	0	0	0	0	0	1,627	0	1,627
1995	AIA EQUIP PURCHASE	394	313	707	385	313	698	9	0	9	0	313	0	0	0	0	0	0	0
1995	AIA FED PRGM PRECONS	35	500	535	14	393	407	0	3	3	0	0	0	0	0	0	21	104	125
1995	AIA PART 150 NOISE P	50	450	500	20	290	310	7	100	107	0	0	0	0	0	0	24	60	83
1996	AIA RW 6R/24L	540	0	540	1	0	1	232	0	232	0	0	0	0	0	0	307	0	307
1996	AIA AIRCRAFT TERMINA	300	2,400	2,700	139	1,555	1,694	31	3	34	0	0	0	-83	-306	-389	47	536	583
1996	AIA CENTERLINE LIGHT	75	680	755	50	493	543	2	0	2	0	0	0	-6	-55	-61	17	132	149
1996	AIA RUNWAY 14/32 OVE	250	2,250	2,500	127	1,691	1,818	0	0	0	0	0	0	-122	-556	-678	1	3	4
1996	AIA TERMINAL RERCOF	500	1,000	1,500	103	152	255	3	10	13	0	0	0	0	0	0	394	838	1,233
1996	AIA-ADA COMPLIANCE	250	0	250	17	0	17	0	0	0	0	0	0	0	0	0	233	0	233
1996	AIA ANNUAL IMPROVEME	650	0	650	248	0	248	70	0	70	0	0	0	0	0	0	332	0	332
1996	AIA ENVIRON ASSESSMT	1,000	0	1,000	212	0	212	59	0	59	0	0	0	0	0	0	729	0	729
1996	AIA EQUIPMENT	673	0	673	505	0	505	53	0	53	0	0	0	0	0	0	116	0	116
1993	AIA MAINTENANCE BUIL	250	0	250	46	0	46	0	0	0	0	0	0	0	0	0	204	0	204
1996	AIA NORTH TERM ESCAL	400	0	400	8	0	8	0	0	0	0	0	0	0	0	0	392	0	392
1996	AIA NORTH TERM FIRE	300	0	300	86	0	86	214	0	214	0	0	0	0	0	0	0	0	0
1996	AIA PAVEMENT ASSESSM	500	0	500	0	0	0	0	0	0	0	0	0	0	0	0	500	0	500
1996	AIA SOUTH TERM BAGWE	650	0	650	62	0	62	3	0	3	0	0	0	0	0	0	584	0	584
1996	AIA STORM DRAIN SYST	2,250	0	2,250	6	0	6	0	0	0	0	0	0	0	0	0	2,244	0	2,244
1997	FED CONTG - AIA 6R/24L	0	4,986	4,986	0	21	21	0	4,181	4,181	0	0	0	0	0	0	0	783	783
1997	AIA ANNUAL IMPROVEME	650	0	650	6	0	6	0	0	0	0	0	0	0	0	0	644	0	644
1997	AIA CONCOURSE C RELO	7,200	0	7,200	3,369	0	3,369	127	0	127	0	0	0	0	0	0	3,685	0	3,685
1997	AIA ENVIRONMENTAL AS	1,000	0	1,000	96	0	96	42	0	42	0	0	0	0	0	0	862	0	862
1997	AIA EQUIPMENT REPLAC	625	0	625	0	0	0	285	0	285	0	0	0	0	0	0	340	0	340
1997	AIA GARAGE RENOVATIO	1,250	0	1,250	11	0	11	0	0	0	0	0	0	0	0	0	1,239	0	1,239
1997	AIA GENERAL AVIATION	100	900	1,000	0	0	0	0	0	0	0	0	0	0	0	0	100	900	1,000
1997	AIA ROADS/GROUNDS UP	750	0	750	103	0	103	0	0	0	0	0	0	0	0	0	647	0	647
1997	AIA RUNWAY 32 QUEUEI	370	3,330	3,700	156	2,293	2,449	4	58	62	0	0	0	-197	-920	-1,117	13	60	73
1997	AIA RUNWAY 6L SAFETY	190	1,710	1,900	74	978	1,052	5	72	77	0	0	0	-108	-525	-633	3	135	138
1997	AIA SOUTH TERM RAMP	220	1,980	2,200	118	1,687	1,805	9	99	108	0	0	0	0	0	0	93	194	287
1997	AIA STORM DRAIN CONS	1,200	0	1,200	0	0	0	0	0	0	0	0	0	0	0	0	1,200	0	1,200
1997	AIA TERMINAL ELECTRI	3,250	0	3,250	6	0	6	163	0	163	0	0	0	0	0	0	3,080	0	3,080
1997	AIA TERMINAL HEALTH	750	0	750	132	0	132	12	0	12	0	0	0	0	0	0	607	0	607
1997	AIA TUG ROAD EXTENSI	1,200	0	1,200	5	0	5	41	0	41	0	0	0	0	0	0	1,154	0	1,154
1997	AIA WETLAND DEVELOPM	500	0	500	0	0	0	0	0	0	0	0	0	0	0	0	500	0	500
1997	STWD AVIATION PRECON	50	235	285	0	0	0	0	0	0	0	0	0	0	0	0	50	235	285
1997	AIA PRECONSTRUCTION	495	170	665	62	67	129	0	1	1	0	0	0	0	0	0	433	102	535
	AIA ACTIVE:	69,473	50,107	119,580	33,193	30,880	64,073	2,228	6,282	8,510	-1,147	0	-1,147	-2,127	-3,876	-6,003	30,779	9,069	39,848

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A I A S
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AR FY	APPROPRIATION DESCRIPTION	TOTAL AUTHORIZATION IARF	AIP	TOTAL	EXPENDITURES TO DATE IARF	AIP	TOTAL	ENCUMBERED IARF	AIP	TOTAL	LAPSED PRE FY97 IARF	AIP	TOTAL	LAPSED FY97 IARF	AIP	TOTAL	UNEXPENDED BALANCE IARF	AIP	TOTAL
	FIA																		
1987	FIA LAND ACQ	341	0	341	0	0	0	0	0	0	0	0	0	0	0	0	341	0	341
1988	LAND ACQUISITION	700	0	700	272	0	272	0	0	0	0	0	0	0	0	0	428	0	428
1990	FIA COMPUTERIZED ACC	31	469	500	28	417	445	3	44	47	0	0	0	0	0	0	1	8	8
1991	FIA: REPAIRS/MECHANI	700	0	700	662	0	662	23	0	23	0	0	0	0	0	0	15	0	15
1991	FIA: NOISE ZONING IM	75	0	75	31	0	31	23	0	23	0	0	0	0	0	0	22	0	22
1991	FIA: RUNWAY 01R-19L	70	0	70	7	0	7	0	0	0	0	0	0	-63	0	-63	0	0	0
1992	FIA ACCESS CONTROL S	200	1,800	2,000	122	1,043	1,165	1	11	12	0	0	0	0	0	0	77	746	823
1992	FIA NRTHWST APRON &	200	1,800	2,000	141	1,763	1,904	0	0	0	0	0	0	0	0	0	59	37	96
1992	FIA ANNUAL IMPROVEME	300	0	300	286	0	286	0	0	0	0	0	0	0	0	0	14	0	14
1992	FIA DEC APPROV FIRE	250	0	250	202	0	202	0	0	0	0	0	0	0	0	0	48	0	48
1993	AIAS ADVANCE PRJ DES	101	145	246	80	145	225	15	0	15	0	0	0	0	0	0	6	0	6
1993	AIAS ENVR FIA SHARE	250	0	250	250	0	250	0	0	0	0	0	0	0	0	0	0	0	0
1993	FIA, FAA SIGN SYSTEM	30	270	300	29	267	297	0	0	0	0	0	0	0	0	0	1	3	3
1993	FIA, ARFF DRAIN CNST	27	248	275	9	106	115	9	142	151	0	0	0	0	0	0	8	0	8
1994	AIAS ENVIR-FIA SHARE	300	0	300	91	0	91	53	0	53	0	0	0	0	0	0	156	0	156
1994	FIA FIELD LIGHTG UPG	100	890	990	44	589	634	11	21	32	0	0	0	0	0	0	54	280	334
1994	FIA SAFETY AREA STAB	30	270	300	21	266	286	0	0	0	0	0	0	0	0	0	9	4	12
1994	FIA WEST INDUS RD UT	550	0	550	397	0	397	0	0	0	0	0	0	0	0	0	153	0	153
1995	FIA ANNUAL IMPROVEMT	300	0	300	273	0	273	6	0	6	0	0	0	0	0	0	22	0	22
1995	FIA EQUIPMENT PURCHS	100	500	600	70	0	70	0	0	0	0	0	0	0	0	0	30	500	530
1995	FIA FED PRGM PRECONS	45	450	495	11	135	146	2	37	39	0	0	0	0	0	0	32	278	310
1995	FIA SAFETY AREA IMPR	192	1,750	1,942	1	8	9	1	9	10	0	0	0	0	0	0	190	1,733	1,923
1995	FIA UNIV AVE EXTENS	39	350	389	1	0	1	0	0	0	0	0	0	0	0	0	38	350	388
1996	STWD CONTG -FIA LAND	0	3,159	3,159	0	3,159	3,159	0	0	0	0	0	0	0	0	0	0	0	0
1996	FIA DRAINAGE IMPROVE	50	450	500	0	0	0	0	0	0	0	0	0	0	0	0	50	450	500
1996	FIA RUNWAY EXTENSION	545	8,100	8,645	381	5,593	5,974	73	1,324	1,397	0	0	0	0	0	0	91	1,183	1,274
1996	FIA TAXIWAY D EXTENS	60	840	900	0	0	0	0	0	0	0	0	0	0	0	0	60	840	900
1996	FIA ADVANCED PRJ DES	720	0	720	215	0	215	386	0	386	0	0	0	0	0	0	119	0	119
1996	FIA ANNUAL IMPROVEME	300	0	300	167	0	167	0	0	0	0	0	0	0	0	0	133	0	133
1996	FIA ENVIRONMENTAL AS	500	0	500	47	0	47	302	0	302	0	0	0	0	0	0	151	0	151
1996	FIA EQUIPMENT	770	0	770	731	0	731	27	0	27	0	0	0	0	0	0	12	0	12
1997	FIA ANNUAL IMPORVEME	200	0	200	0	0	0	0	0	0	0	0	0	0	0	0	200	0	200
1997	FIA EQUIPMENT REPLAC	542	0	542	74	0	74	405	0	405	0	0	0	0	0	0	63	0	63
	FIA ACTIVE:	8,618	21,491	30,109	4,644	13,492	18,136	1,330	1,588	2,918	0	0	0	-63	0	-63	2,581	6,411	8,992
	TOTAL ACTIVE:	78,091	71,598	149,689	37,837	44,373	82,209	3,558	7,870	11,427	-1,147	0	-1,147	-2,190	-3,876	-6,066	33,360	15,480	48,839

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AR FY	APPROPRIATION DESCRIPTION	TOTAL AUTHORIZATION IARF	AIP	TOTAL	EXPENDITURES TO DATE IARF	AIP	TOTAL	ENCUMBERED IARF	AIP	TOTAL	LAPSED PRE FY97 IARF	AIP	TOTAL	LAPSED FY97 IARF	AIP	TOTAL	UNEXPENDED BALANCE IARF	AIP	TOTAL
ZERO BALANCE PROJECTS REMOVED FROM UNEXPENDED CIP REPORT AS OF 06/30/97																			
	AIA																		
1977	77 IARF - INTERNLA RDWYS PJ	11	0	11	0	0	0	0	0	0	-11	0	-11	0	0	0	0	0	0
1984	STWD PJ DEV - CB DECK PJ	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1984	FU13407 - CON C MECH PJ	75	0	75	0	0	0	0	0	0	-75	0	-75	0	0	0	0	0	0
1985	AIA CFR FACILITY	550	4,950	5,500	263	4,950	5,213	0	0	0	0	0	0	-287	0	-287	0	0	0
1985	OFFICE SPACE/OB DECK PJ	846	0	846	846	0	846	0	0	0	0	0	0	0	0	0	0	0	0
1986	AIA TERM EXPN - AUTO RAMP F	322	0	322	322	0	322	0	0	0	0	0	0	0	0	0	0	0	0
1986	AIA TERM EXPN - C MECH PJ	825	0	825	825	0	825	0	0	0	0	0	0	0	0	0	0	0	0
1986	DOME TERM EXPN-OB DECK PJ	742	0	742	742	0	742	0	0	0	0	0	0	0	0	0	0	0	0
1986	AIA TERM EXPAN - ART PJ	117	0	117	117	0	117	0	0	0	0	0	0	0	0	0	0	0	0
1987	DOME TERM RE - C MECH PJ	19	0	19	19	0	19	0	0	0	0	0	0	0	0	0	0	0	0
1987	DOME TERM RE - ART PJ	50	0	50	50	0	50	0	0	0	0	0	0	0	0	0	0	0	0
1987	DOME TERM RE - AUTO RAMP F	176	0	176	176	0	176	0	0	0	0	0	0	0	0	0	0	0	0
1987	DOME TERM RE - FIRE ALARM F	16	0	16	0	0	0	0	0	0	0	0	0	-16	0	-16	0	0	0
1987	SAFETY BUILDING CONS	3,508	1,260	4,768	3,167	794	3,960	0	0	0	0	0	0	-341	-467	-508	0	0	0
1987	TERM BLD-OB DECK PJ	500	0	500	500	0	500	0	0	0	0	0	0	0	0	0	0	0	0
1988	DOME TERM EXP II - AUTO RAI	23	0	23	23	0	23	0	0	0	0	0	0	0	0	0	0	0	0
1988	DOME TERM EXP III - C MECH P	5,034	0	5,034	5,034	0	5,034	0	0	0	0	0	0	0	0	0	0	0	0
1988	HIGH SPEED TAXIWAY	546	1,300	1,846	524	1,300	1,824	0	0	0	-22	0	-22	0	0	0	0	0	0
1988	OFF SPACE - BLDG DRW PJ	44	0	44	44	0	44	0	0	0	0	0	0	0	0	0	0	0	0
1988	OFF SPACE - OB DECK PJ	1,359	0	1,359	1,347	0	1,347	0	0	0	0	0	0	-12	0	-12	0	0	0
1989	AIA REMT FUEL APR EX	281	4,219	4,500	154	3,736	3,890	0	0	0	0	0	0	-127	-483	-610	0	0	0
1989	UPS CONTRIB AIA REMT FUEL	0	235	235	0	235	235	0	0	0	0	0	0	0	0	0	0	0	0
1989	AIA RESURF TAXIWAY-K	187	2,813	3,000	175	2,389	2,564	0	0	0	0	0	0	-12	-424	-436	0	0	0
1989	AIA INTRNL RD IMPROV	1,000	0	1,000	996	0	996	0	0	0	0	0	0	-4	0	-4	0	0	0
1989	AIA SURUPST LAND OC	300	0	300	272	0	272	0	0	0	0	0	0	-28	0	-28	0	0	0
1989	AIA SITE PREP FOR LA	155	2,050	2,205	100	0	100	0	0	0	0	-1,956	-1,956	-55	-94	-149	0	0	0
1989	AIA RECONST TAXIWY G	138	2,075	2,213	127	1,873	2,000	0	0	0	-11	0	-11	0	-202	-202	0	0	0
1989	AIA RAMP - SOIL PJ	6	0	6	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
1990	AIAS-ANCH WATER & WA	950	0	950	466	0	466	0	0	0	-55	0	-55	-429	0	-429	0	0	0
1992	AIA SATELLITE DR DES	200	0	200	0	0	0	0	0	0	0	0	0	-200	0	-200	0	0	0
1990	DOME EXP III - CONC C	2,700	0	2,700	2,700	0	2,700	0	0	0	0	0	0	0	0	0	0	0	0
1990	AIA RAMP AREA RECONS	791	341	1,132	790	341	1,131	0	0	0	0	0	0	-1	0	-1	0	0	0
1990	AIA BLAST PROTECTION	113	1,555	1,668	104	1,355	1,459	0	0	0	0	0	0	-9	-200	-209	0	0	0
1990	AIA ANN IMP - BLDG DRW PJ	41	0	41	41	0	41	0	0	0	0	0	0	0	0	0	0	0	0
1990	DEV- DEVELOPMENT	500	0	500	0	0	0	0	0	0	-500	0	-500	0	0	0	0	0	0
1990	DEV- PARCEL & CARGO	8,550	0	8,550	8,091	0	8,091	0	0	0	-2,459	0	-2,459	0	0	0	0	0	0
1991	AIA: TAXIWAY MR RES	190	1,710	1,900	165	1,709	1,874	0	0	0	-8	-1	-9	-25	0	-26	0	0	0
1991	AIA: MAINTENANCE EQU	1,200	0	1,200	1,199	0	1,199	0	0	0	0	0	0	-1	0	-1	0	0	0

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AR FY	APPROPRIATION DESCRIPTION	TOTAL AUTHORIZATION IARF	AIP	TOTAL	EXPENDITURES TO DATE IARF	AIP	TOTAL	ENCUMBERED IARF	AIP	TOTAL	LAPSED PRE FY97 IARF	AIP	TOTAL	LAPSED FY97 IARF	AIP	TOTAL	UNEXPENDED BALANCE IARF	AIP	TOTAL
1991	AIA: RAMP AREA RECON	77	923	1,000	44	864	908	0	0	0	0	0	0	-33	-59	-92	0	0	0
1992	AIA TAXIWAY/LINK CNS	279	2,511	2,790	203	2,511	2,714	0	0	0	0	0	0	-76	0	-76	0	0	0
1992	AIA TAXIWAY T' EXTE '	148	1,328	1,475	140	1,328	1,468	0	0	0	0	0	0	-7	0	-7	0	0	0
1992	AIA RAMP AREA RECST	62	1,472	1,534	57	1,198	1,255	0	0	0	0	0	0	-5	-275	-280	0	0	0
1992	AIA REMOTE RAMP SHUT	117	257	374	85	258	342	0	0	0	0	0	0	-32	-1	-32	0	0	0
1993	F/AIA TERM AUTO RAMP -	0	1,400	1,400	0	1,400	1,400	0	0	0	0	0	0	0	0	0	0	0	0
1993	AIA, FAA SIGN SYSTEM	10	540	550	9	125	134	0	0	0	0	0	0	-1	-415	-416	0	0	0
1993	AIA, TXWY N' PVMNT '	250	0	250	218	0	218	0	0	0	0	0	0	-32	0	-32	0	0	0
1993	AIA, MSTR PLN STUDY	50	450	500	50	450	500	0	0	0	0	0	0	0	0	0	0	0	0
1994	F/AIA RAMP LOAD INCR	0	1,404	1,404	0	1,404	1,404	0	0	0	0	0	0	0	0	0	0	0	0
1994	AIAS UNIX COMPUTER	350	0	350	349	0	349	0	0	0	0	0	0	-1	0	-1	0	0	0
1994	AIA LK HOOD WTR & SW	325	0	325	325	0	325	0	0	0	0	0	0	0	0	0	0	0	0
1994	OLD INT'L ARPT RD RE	550	5,500	6,050	0	0	0	0	0	0	0	0	0	-550	-5,500	-6,050	0	0	0
1994	SO AIRPARK WTR LINE	900	0	900	900	0	900	0	0	0	0	0	0	0	0	0	0	0	0
1994	WEST AIR PARK DEVELP	100	900	1,000	100	0	100	0	0	0	0	0	0	0	-900	-900	0	0	0
1995	AIA RESCUE/FIREFIGHT	0	100	100	0	0	0	0	0	0	0	0	0	0	-100	-100	0	0	0
	AIA DELETIONS:	35,264	39,293	74,576	29,866	28,217	58,083	0	0	0	-3,133	-1,957	-5,090	-2,284	-9,119	-11,403	0	0	0
	FIA																		
1985	FIA ANN IMP - CFR BLDG PJ	16	0	16	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0
1987	FIA ANN IMPV - CFR BLD PJ	5	0	5	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
1988	FIA ANN IMP - CFR BLDG PJ	6	0	6	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
1988	CRASH/FIRE/RESCUE BU	200	0	200	200	0	200	0	0	0	0	0	0	0	0	0	0	0	0
1988	ACCESS ROAD A' CONS '	3,000	0	3,000	2,945	0	2,945	0	0	0	0	0	0	-55	0	-55	0	0	0
1989	FIA CFR BLDG UPGD CO	2,000	0	2,000	1,984	0	1,984	0	0	0	0	0	0	-16	0	-16	0	0	0
1989	FIA ANN IMPR - ACCESS PJ	40	0	40	40	0	40	0	0	0	0	0	0	0	0	0	0	0	0
1989	FIA ANN IMPR CFR PJ	8	0	8	0	0	0	0	0	0	0	0	0	-8	0	-8	0	0	0
1990	FIA EPA APPROVED FIR	550	0	550	550	0	550	0	0	0	0	0	0	0	0	0	0	0	0
1993	FIA, DRAINAGE STUDY	65	0	65	65	0	65	0	0	0	0	0	0	0	0	0	0	0	0
1993	FIA W INDUS. RD UTIL	479	0	479	479	0	479	0	0	0	0	0	0	0	0	0	0	0	0
1994	FIA ANNUAL IMPROVEME	300	0	300	300	0	300	0	0	0	0	0	0	0	0	0	0	0	0
1994	FIA CPS & VNTC EQUIP	588	197	785	575	0	575	0	0	0	0	0	0	-13	-197	-210	0	0	0
1995	FIA TERMINAL CARPET	286	0	286	284	0	284	0	0	0	0	0	0	-2	0	-2	0	0	0
	FIA DELETIONS:	7,543	197	7,740	7,449	0	7,449	0	0	0	0	0	0	-94	-197	-291	0	0	0
	TOTAL DELTIONS:	42,826	39,490	82,316	37,315	28,217	65,532	0	0	0	-3,133	-1,957	-5,090	-2,379	-9,316	-11,695	0	0	0
	TOTAL ACTIVE & DELETIONS:	120,917	111,088	232,005	75,152	72,589	147,741	3,558	7,870	11,427	-4,280	-1,957	-6,237	-4,588	-13,193	-17,781	33,360	15,480	48,839