

ALASKA LEGISLATURE SPECIAL COMMITTEE / SUBJECT FILES 8672

2455 SCOM 103: HOUSE SPEC. COMM. INTL. TRADE & TOURISM, 1997-98

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/AIRBANKS
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 the technical and financial aspects of the project have been distributed to all Signatory Airlines.

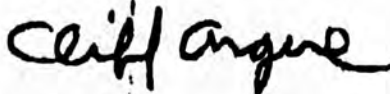
This is a large and complex project with significant impact on the airport and its users. I urge that you study the materials you have been provided very carefully. If you have questions or concerns, please contact ANC Airport Director Mort Plumb or the airport's Project Manager Donn Kettner.

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 airport's 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,



Clifford T. Argue
Chairman, ANC/FAI AAAC

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



TO:

P. Baschnonga
R. Faust
M. Y. Park
J. Joyce
J. R. Fortson
C. Lung
R. Holman
J. Birmingham
D. Tsai
K. Sorenson
T. Kerichenko
F. Tomuro
Y. Hyun
W. Hinrichs
M. Hart
T. Hanada
B. Hallford
J. Treanor
R. Harding
T. Fielding
D. Jensen
J. Albrecht
M. Buchholz
C. Bearden

AIRLINE:

Air France
America West
Asiana Airlines
Cargolux Airlines
Cathay Pacific Airways
China Airlines
Delta Air Lines
ERA Aviation
EVA Airways
Evergreen Aviation
Federal Express
Japan Air Lines
Korean Air
Lufthansa German Airlines
Lynden Air Freight
Nippon Cargo Airlines
Northern Air Cargo
Northwest Airlines
Peninsula Airways
Polar Air Cargo
Reeve Aleutian Airways
Reno Air
United Airlines
UPS

FAX NUMBER:

212/830-4431
602/693-2859
907/248-1960
650/877-0984
907/243-3683
907/248-4176
404/715-2548
907/266-8383
907/245-1739
503/434-4215
901/395-4873
907/243-1712
907/243-1231
907/474-8138
907/245-0213
907/243-1619
907/249-5190
612/727-6041
907/243-6848
907/243-1631
907/249-2317
702/686-3806
847/700-6662
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.

Mr. Morton Plumb
November 17, 1997
Page 2 of 2

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 /msd

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)	
<u>Airport</u>	<u>Project</u>	<u>IARF</u>	<u>Total</u>
ANCHORAGE	TERMINAL EXPANSION 2005	\$191,000*	\$191,000*
<u>AIRLINES</u>		<u>APPROVE</u>	<u>DISAPPROVE</u>
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.

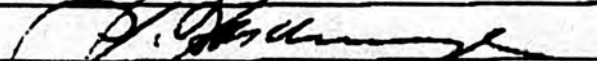
FY 99		FUNDING X \$1,000				
AIRPORT	PROJECT	AIP	IARF	TOTAL	APPROVE	DISAPPROVE
ANC	TERMINAL EXPANSION 2005		191,000*	191,000*	☒	☐

* 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 & PROPERTIES

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 18 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*	☒	☐

* 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 Cliff 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.

BALLOT

CTA 95ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

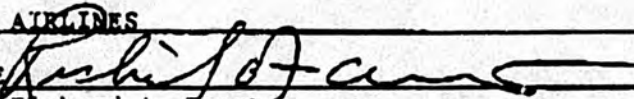
In accordance with Article 4, Section 4.02 A&B Anchorage and Fairbanks International Airports Airline Operating Agreement and Terminal Building leases dated November, 1990 and extended in June, 1995, the Signatory Airline identified below approves or disapproves the Capital Improvement listed below as 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*	XXXXXX

* 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
 TITLE Manager Properties and Facilities
DATE October 21, 1997

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

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

RECEIVED

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 Improvements 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

Kyu-BoK. Kang *[Signature]*

DATE

17 NOV. 1997

TITLE

Station Manager

CHIT 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*	☐ ☒

* 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 [Signature]
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	RUSSELL FORTSON		
Co/Dept	ALASKA AIRLINES	Co/Dept	CATHAY PACIFIC		
Phone #		Phone #	907.243.2966		
Fax #	206.431.7031	Fax #	907.243.3683		

RECEIVED

BALLOT

FROM: ENH: 3

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

NOV 13 1997

RECEIVED

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, 1993, 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 13, 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

CHIT 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 68908, Seattle WA 98168, FAX (206)431-7031 or TTY SEAPZAS.

Please ammend China Airlines vote to show dissapprove. 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

* 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 \$26.5M
RESULTING IN A NET FUNDING APPROVAL OF \$165M

SIGNATORY AIRLINE NAME DELTA

SIGNATURE OF AUTHORIZED REPRESENTATIVE [Signature]

DATE 11/11/97

TITLE REGIONAL DIRECTOR
PROPERTIES 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.

OCT-16-97 THU 06:21 PM AIA DIRECTORS OFFICE

FAX NO. 9072662676

P. 03707

BALLOT

RECEIVED

NOV 17 1997

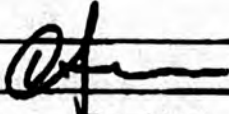
PROPERTIES/FACILITIES

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 Improvements 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 Era Aviation, Inc.SIGNATURE OF AUTHORIZED REPRESENTATIVE DATE November 17, 1997TITLE 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 68908, Seattle WA 98168, FAX (206)431-7031 or TTY SEAPZAS.

PROPERTIES/FACILITIES

OCT 31 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 is entitled 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 EVERGREEN INTERNATIONAL

SIGNATURE OF AUTHORIZED REPRESENTATIVE Kai Lorenson

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.

BALLOT

NOV 10 1997

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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 FEDERAL EXPRESS

SIGNATURE OF AUTHORIZED REPRESENTATIVE Cliff Argue

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.

BALLOT

CTA duz

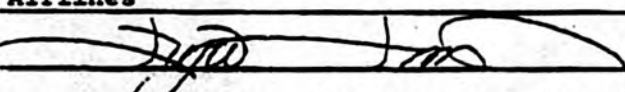
ALASKA INTERNATIONAL AIRPORT SYSTEM FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

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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.

OCT-18-97 THU 08:38 PM AIA DIRECTORS OFFICE

FAX NO. 9072682876

P. 03/07

BALLOT

PROPERTIES/FACILITIES

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

NOV 17 1997

RECEIVED

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 68908, 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*	☒	☐

* 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 LYNDEM 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 RECALLS ALL PRIOR BALLOTS.

[Signature]

CTA 100

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

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 68000, Seattle WA 98168, FAX (206) 431-7031 or TTY SEATZAS.

PROPERTIES/FACILITIES

NOV 17 1997

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

RECEIVED

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 NIPPON CARGO AIRLINES
SIGNATURE OF AUTHORIZED REPRESENTATIVE T. Hamada
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.

BALLOT

CTA cb

PROPERTIES/FACILITIES

OCT 31 1997

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

RECEIVED

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	IAF	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 J. Jenson
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.

PROCESSED

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 Improvements 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. H. Hafford

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.

BALLOT

PROPERTIES/FACILITIES

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

NOV 17 1997

RECEIVED

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	LARF	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 *[Signature]*

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 68908, Seattle WA 98168, FAX (206)431-7031 or TTY SEAPZAS.

BALLOT

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY 99-2004 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 Airlines Executive Committee and Technical Committee meetings.

FY 99		FUNDING: X \$1,000				
AIRPORT	PROJECT	AIP	LAIRF	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 ALUTIAN 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)431-7001 or TTY SEAPZAS.

* WITH PFC'S INCLUDED IN FINANCING REEVE ALUTIAN 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	LARF	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

Alaska 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 68908, Seattle WA 98168, FAX (206)431-7031 or TTY SEAPZAS.

BALLOT

NOV 04 1997

ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

RECEIVED

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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 BuchholzDATE October 29, 1997Mark Buchholz
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.

BALLOT

LTA

**ALASKA INTERNATIONAL AIRPORT SYSTEM
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST**

PROPERTIES/FACILITIES

NOV 06 1997

RECEIVED

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	LARF	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. Beards*

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.

14:40 PM 907 213 1G31

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p

ALASKA INTERNATIONAL AIRPORT SYSTEM
P.O. BOX 4 MILLIE CAPITAL IMPROVEMENT REQUEST

[illegible][illegible]

ANC	TERMINAL EXPANSION 2008
	191,000° 191,000°
	X

3. Project costs identified in 1997 totaled \$228 million in airport revenue bonds, which include construction and financing costs. AAS pledges to use its best efforts to obtain additional sources of funding/financing to reduce airport debt exposure.

Power Air Corp

REPRESENTATIVE

7-10-2007

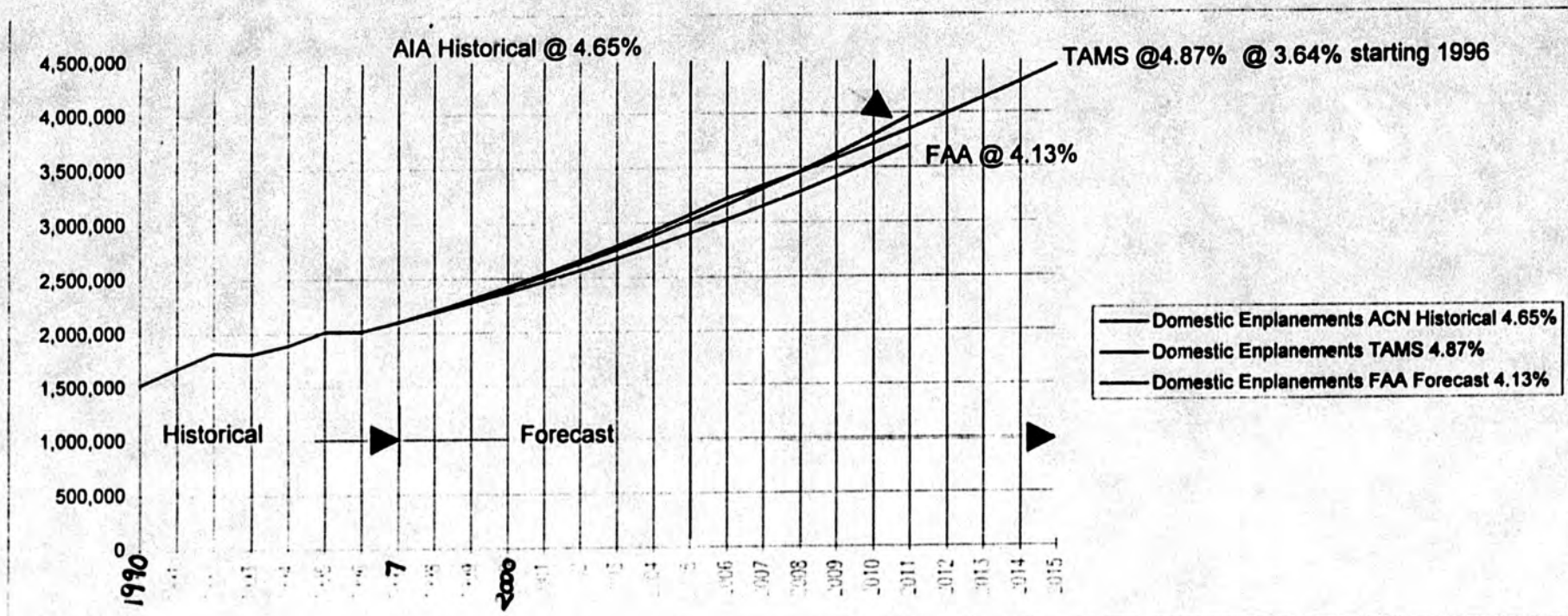
CHS-Airpage has agreed to serve its designated representative and collect and tally votes and provide the requisite written certificate to the required voter. His request shall not be his arrival by 12:45 noon, 1972, November 17, 1977 at Atlanta Airframe, P.O. Box 446666, Suite WA 88146, PO Box 446666 or TV 777777.

*note: ballot not counted because it ^{was} submitted at 2:41 PM.
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%.**

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
Location:	File System	CopiesOnShelf:	0
		CopiesInFile:	1
		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:	
Location:	Cabinet 2	CopiesOnShelf:	9
		CopiesInFile:	0
		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:	
Location:	Cabinet 2	CopiesOnShelf:	8
		CopiesInFile:	0
		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:	
Location:	Cabinet 2	CopiesOnShelf:	12
		CopiesInFile:	0
		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:	
Location:	Cabinet 2	CopiesOnShelf:	7
		CopiesInFile:	0
		Description:	Wht. Spiral Binders

Forecast

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

Item Type:	Forecast	Organization Name:	LSA
DatePublished:	2/24/97	File:	
Location:	Cabinet 2	CopiesOnShelf:	12
		CopiesInFile:	0
		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 Carlson 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)	2,665	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)	\$12,180	\$9,810	\$5,680	\$15,763	\$4,287	\$47,720
Surplus revenues (IARF)	\$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.

	Project costs	Project program year	Escalated project costs	AIP grants-in-aid(a)	Net project cost	Assumed source of funding	Allocation of project costs funded with revenue bonds				
						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.

	Project costs	Project program year	Escalated project costs	AIP grants-in-aid(a)	Net project cost	Assumed source of funding		Allocation of project costs funded with revenue bonds			
						Surplus revenues (IARF)	Revenue bonds onstr. Fun	Airfield Area	Main Terminal Area	International Terminal Area	Buildings and 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

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	Allocation of project costs funded with revenue bonds				
						Surplus revenues (IARF)	Revenue bonds onstr. Fun	Airfield Area	Main Terminal Area	International Terminal Area	Buildings and 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 01R-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

Exhibit B-3 Concluded Capital Improvement Program Fairbanks International Airport						Assumed source of funding		Allocation of project costs funded with revenue bonds		
						Surplus revenues (IARF)	Revenue bonds (Constr. Fund)	Airfield Area	Main Terminal Area	Buildings And Grounds Area
	Project costs	Project program year	Escalated project costs	AIP grants- in-aid(a)	Net project costs					
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)

Estimated project costs

System Office (a)
 Anchorage International Airport (b)
 Fairbanks International Airport (c)

Total estimated project costs

Less: AIP grants-in-aid

System Office (a)
 Anchorage International Airport (b)
 Fairbanks International Airport (c)

Net project costs

Sources of funding

Revenue bonds (Constr. Fund)
 Surplus revenues (IARF)

	1996	1997	1998	Total
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
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
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

- 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)

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	Project costs	Project program year	Escalated project costs	AIP grants-in-aid(a)	Net project cost	Assumed source of funding		Allocation of project costs funded with revenue bonds			
						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	<u>\$4,000</u>		<u>\$4,000</u>	<u>\$0</u>	<u>\$4,000</u>	<u>\$4,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

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 and 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	1997	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		Allocation of project costs funded with revenue bonds			
						Surplus revenues (IARF)	Revenue bonds (Constr. Fund)	Airfield Area	Main Terminal Area	International Terminal Area	Buildings and 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)

	Project costs	Project program year	Escalated project costs	AIP grants-in-aid(a)	Net project costs	Assumed source of funding		Allocation of project costs funded with revenue bonds		
						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

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

November 5, 1997

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