

ALASKA LEGISLATURE COMMITTEE FILES 1997-1998 86/2

9490 HOUSE • TRANSPORTATION •

TONY KNOWLES, GOVERNOR

**DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES**

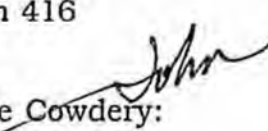
OFFICE OF THE COMMISSIONER

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March 19, 1998

The Honorable John Cowdery  
Alaska State Legislature  
State Capitol, Room 416  
Juneau AK 99801

Dear Representative  Cowdery:

The Department has been asked to respond to a number of committee questions regarding the Anchorage International Airport (AIA) redevelopment project. I want to provide you with a summary of key issues.

**Contracts Process**

Questions have been asked as to the details of the contract packages for the construction of the facility. We have not been definite with our answers as the magnitude and composition of the final contract package will not be finally determined until design has been initiated. However, we have a preliminary listing (enclosed) of the contracts as we now see them. I emphasize that this is subject to change as design progresses. The procedure we will use to develop final packages is to complete a detailed critical path schedule of the entire project. This will allow us to identify long lead time materials and closely examine the potential contract interfaces. We will then balance the need to spread the work versus the risk the state will assume at contract interfaces. As an example, we would not want the start of a major critical path item to be dependent on the completion of a small \$200,000 contract for work which is also on the critical path. We would probably add the \$200,000 to the major contract to reduce risk of untimely completion. Where there is sufficient project float we will consider smaller contracts to help spread the work. Even though some of the major contracts will be fairly large we will insure that there are sufficient Alaska based contractors capable of bonding and accomplishing the work to provide a competitive environment. If not, we will reduce the scope of the contract dependent on the degree of risk. Many smaller Alaskan contractors will have the opportunity to work on the larger contracts as subcontractors. In this type of construction it is normal for a prime contractor to subcontract a considerable portion of the project. I see this project providing considerable opportunity for many Alaskan contractors both large and small.

**On going Activity**

In addition to responding to the questions you have raised, over the last 10 days my staff has been providing information to your consultants and making themselves available to answering their questions. Although their review time on your behalf has been short, we hope that they have discussed the project with airlines,

particularly the 13 affirmative votes. This plan has had months of review by the airlines; they have asked hundreds of questions and the plan before you reflects their business plan needs as well as the needs of the traveling public. As the funders of the project, we believe that the voice of the majority of the passenger carrier, must be considered when reviewing this project.

In addition to the Q & A process, DOT&PF has prepared and submitted to FAA a Letter of Intent for federal funding of projects at the Airport. As indicated to the airlines and the Legislature, DOT&PF and AIA are committed to pursuing federal funds to assist in reducing the size of the revenue bond requirements of the project. The LOI review process runs until July of this year when a determinate on eligible projects will be made.

Concurrent with the LOI is the need to meet the NEPA requirements for the project and an Environmental Assessment is being prepared with a schedule goal of completion in June. The NEPA process involves a very active public process and members of the Terminal Planning Team have been actively involving the community in the review of the plan which is before you.

### **The Planning Process**

When AIA and DOT&PF began the planning process in the fall of 1996 there were no preconceived notions as to the scale and shape of this project. A team of highly qualified professionals in aviation planning, program management and design were competitively selected to conduct a needs assessment, prepare a terminal master plan and formulate an implementation plan including cost, schedule and plan of finance. As repeatedly stated by the Chair of the Airlines Affairs Committee who has experience at airports across the U.S., the planning process at AIA has been thorough and professional and the solutions carefully developed. There has been excellent coordination with the airlines every step in the process. To achieve this level of quality the planning team has had to be both flexible and focused and responsive to the thousands of issues that must be considered.

Those who do not support the project may claim that the planning process has been expensive and lacked management oversight. In fact, our planning process represents approximately 1% of the cost of the entire project which is an appropriate investment when considering the level of investment the airlines are prepared to make. The management of DOT&PF on the planning effort has been exceptional with detailed tasking of all consultants efforts and revising scope and schedule to meet the requests of the airlines.

We have assembled an excellent team to plan and implement the project. Dave Eberle, the program manager, has extensive experience developing projects much larger than is being proposed here. He brought the \$350 million Bradley Lake Hydroelectric project and the \$130 million Northern Intertie project in on time and considerably under budget.

### **Planning Assumptions**

The planning assumptions which are the basis of the plan before you are standard aviation planning requirements for airports. We all recognize the deficiencies which exist at AIA today. The forecast growth into the future is consistent with the airport's past growth and the FAA forecasts of increased air travel by the public into

the future. The space planning assumptions for planning the terminal are based on an average peak hour level of activity in the summer months when the numbers of aircraft on the ground greatly exceed our current capacity and ability to process the public is at its lowest level and close to failing.

These planning assumptions have been carefully prepared, due diligence has been performed by peer review and the airlines have carefully considered options which have been refined to the plan before you. The project is being implemented with a consideration for controlled growth to the year 2005 and future expansion will occur only if the key trigger points of forecast/need are met and approved by the airlines.

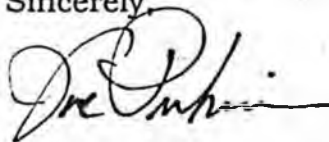
#### Plan of Finance

Concerns over future capacity for funding growth at the airport have been considered by the airlines and DOT&PF. Ongoing CIP projects are calculated into the plan of finance for the terminal project. Even with the increased levels of landing fee necessary to support the bond debt along with terminal rents and concession revenues, AIA is very attractive to airlines as a place to do business.

Future major projects which require additional debt will only be proposed if the level of activity and revenues at the airport can support the projects, if the airlines approve the projects, and the Legislature approves the projects.

Representative Cowdery, thank you for your support of this important airport redevelopment project. It is important that this project proceed as soon as possible to meet the needs of the airlines as well as the public and take advantage of potentially record low interest rates this year, thereby keeping the cost of the project to the airlines and public as low as possible.

Sincerely,



Joseph L. Perkins, P.E.  
Commissioner

Enclosure

cc: House Special Committee on International Trade & Tourism

Preliminary Construction Contracting Plan

<u>Contract Bid Package</u>	<u>Est. Value</u>	<u>Award Date</u>
1. Delta Relocation Work	\$ 300,000.00	Spring 1998
2. Office/Tenant Relocation	\$ 1,500,000.00	Spring 1998
3. Demo Concourse "C" / Phase 1 Utilities	\$ 2,500,000.00	Winter 1998/99
4. Site Prep. / Phase 2 Utilities / Bridge Extension	\$ 15,000,000.00	Spring 1999
5. Terminal "C" Replacement	\$ 60,000,000.00	Fall 1999
6. West Terminal / Core Terminal Renovation	\$ 22,000,000.00	Fall 2001
7. East Terminal Renovation	\$ 13,000,000.00	Fall 2002
8. Firestation / East Apron	\$ 2,000,000.00	Summer 1999
9. Remote Fueling Apron	\$ 12,000,000.00	Summer 1999
10. "C" Apron / Gates / RON Apron	\$ 13,000,000.00	Summer 2000
11. AIA Access Roads / Post Mark Drive Intersection	\$ 11,000,000.00	Summer 2000
12. Parking / Landscaping / 1% Art	\$ 4,700,000.00	Summer 2002
Total	\$ 157,000,000.00	

# STATE OF ALASKA

## DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

TONY KNOWLES, GOVERNOR

3132 CHANNEL DRIVE  
JUNEAU, ALASKA 99801-7898

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March 4, 1998

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

Dear Representative Cowdery:

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

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

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

Sincerely,

  
Joseph L. Perkins, P.E.  
Commissioner

Enclosures

cc: International Trade & Tourism Committee Members

**NEED/PROGRAM QUESTIONS AND ANSWERS**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

***How much will rent per sq. ft. increase?***

Terminal rent at AIA will increase from \$32.97 in 1999 to \$41.75 in 2010 as compared to today's AIA rate of \$32.46. Comparable terminal rents at other medium hub airports in 1999 is \$40.63 and \$56.24 in the year 2010. See financial model addendum dated November 5, 1997, page 5.

***Will preference be given to existing tenants?***

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

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

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

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

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

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

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

### ***Glycol disposal areas***

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

## **CONCEPT/PLANNING QUESTIONS AND ANSWERS**

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

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

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

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

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

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

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

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

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

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

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

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

#### **CARGO QUESTIONS AND ANSWERS**

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

***What is scope of additional improvements?***

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

***What are their ballpark costs?***

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

***Have we always had a separate Cargo Master Plan?***

***How are Cargo Master Plan and Airport Master Plan related?***

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

***How will Master Plan be funded?***

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

***Why did EVA Airlines recently stop service at AIA?***

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

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

Yes. FedEx is just finishing the \$58 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	<u>76 %</u>
Total	100 %

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

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

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

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

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

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

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

## **FINANCIAL QUESTIONS AND ANSWERS**

***What is debt capacity of AIAS?***

***How much debt is against the IARF at this point?***

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

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

***Is borrowing power capacity for Anchorage legally separate from Fairbanks?***

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

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

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

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

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

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

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

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

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

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

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

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

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

This project supports long-term activity at AIA.

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

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

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

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

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

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

***How will reduction in the requested bond authorization from \$304 million to \$280 million affect this project?***

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Can you provide a list of unexpended CIP appropriations?**

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

**ATTACHMENT #1**  
**AIRLINE BALLOTS**

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

October 16, 1997

To: ANC/FAI AAAC Signatory Airlines

Subject: ANC Terminal Expansion Ballot

Ladies and Gentlemen:

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

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

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

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

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

Sincerely,

Clifford T. Argue  
Chairman, ANC/FAI AAAC

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02  
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05

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



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

FROM:

Clifford T. Argue	Alaska Airlines, Inc.	206/431-7031
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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 / 7/15/97*

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

<u>Airport</u>	<u>Project</u>	(000)	
ANCHORAGE	TERMINAL EXPANSION 2005	<u>IARF</u>	<u>Total</u>
		\$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	
<b>TOTALS:</b>		<b>10</b>	<b>12</b>

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*	<input checked="" type="checkbox"/>	

\* 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 [Signature]  
 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

BALLOT

ALASKA INTERNATIONAL AIRPORT SYSTEM  
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

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

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

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

SIGNATORY AIRLINE NAME Alaska Airlines, Inc  
 SIGNATURE OF AUTHORIZED REPRESENTATIVE 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 9

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*	XXXXXXX	

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

SIGNATORY AIRLINE NAME AMERICA WEST AIRLINES

SIGNATURE OF AUTHORIZED REPRESENTATIVE *Richard A. Faust*

DATE October 21, 1997

Richard A. Faust  
TITLE Manager Properties and Facilities

Cliff Argue has agreed to serve as designated representative and collect and tally votes and provide the requisite written certification within the required time. He requests Ballots sent to him arrive by 12:00 noon, PST, November 17, 1997 at Alaska Airlines, P.O. Box 68900, Seattle WA 98169, 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 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 (Volums 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 Kyoo-Bok Kang *[Signature]*

DATE 17 NOV. 1997 TITLE Station Manager

Cliff 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, 1996 and extended in June, 1995, the Signatory Airline identified below approves or disapproves the Capital Improvement listed below as indicated. The Signatory Airline's vote takes into consideration, among other things, the Terminal Concept Package Report #8 dated 10/1/97, Plan of Finance (Volume I & II) dated 10/2/97, and previous reports, the discussions at the October 15, 1997 Airlines Airport Affairs Committee meeting in Anchorage and preceding Airline Executive Committee and Technical Committee meetings.

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

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

SIGNATORY AIRLINE NAME CATHAY PACIFIC AIRWAYS  
 SIGNATURE OF AUTHORIZED REPRESENTATIVE [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	Call	14NOV97	# of pages	1
To	CLIFF ARGUE	From	ALASKA AIRLINES		
Co/Dept	ALASKA AIRLINES	Co/Dept	CATHAY PACIFIC		
Phone #		Phone #	907-243-3966		
Fax #	206-431-7031	Fax #	907-243-3683		

RECEIVED

CW

BALLOT

PROJECTING

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, 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*	<input type="checkbox"/>	<input checked="" type="checkbox"/>

\* Project costs identified in 1987 dollars. Approval authorizes AIAS to issue up to \$235 million in airport revenue bonds, which includes escalation and financing costs. AIAS pledges to use its best efforts to obtain alternate sources of funding/financing to reduce airline cost exposure.

SIGNATORY AIRLINE NAME CHINA AIRLINES  
 SIGNATURE OF AUTHORIZED REPRESENTATIVE Lee Chih-chiang  
 DATE 13 NOV 97 TITLE Customer Services Manager

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

Please amend China Airlines vote to show disapprove. 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 & 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

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NOV 17 1997

PROPERTIES/FACILITIES

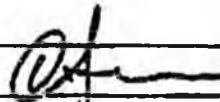
ALASKA INTERNATIONAL AIRPORT SYSTEM  
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

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 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 Airline Airport Affairs Committee meeting in Anchorage and preceding Airline Executive Committee and Technical Committee meetings.

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

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

SIGNATORY AIRLINE NAME Era Aviation, Inc.

SIGNATURE OF AUTHORIZED REPRESENTATIVE 

DATE November 17, 1997 TITLE President

Cliff Argue has agreed to serve as designated representative and collect and tally votes and provide the requisite written certification within the required time. He requests Ballots sent to him arrive by 12:00 noon, PST, November 17, 1997 at Alaska Airlines, P.O. Box 68900, Seattle WA 98168, FAX (206)431-7031 or TTY 3EAPEAS.

PROPERTIES/FACILITIES

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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*	<input type="checkbox"/>	<input checked="" type="checkbox"/>

\* 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

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RECEIVED

ALASKA INTERNATIONAL AIRPORT SYSTEM  
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

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

.....					.....	
FY 99					FUNDING X \$1,000	
.....						
AIRPORT	PROJECT	AIP	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 FEDERAL EXPRESS

SIGNATURE OF AUTHORIZED REPRESENTATIVE [Signature]

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

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

LTA 002

BALLOT


ALASKA INTERNATIONAL AIRPORT SYSTEM  
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

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

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

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

SIGNATORY AIRLINE NAME Japan Airlines

SIGNATURE OF AUTHORIZED REPRESENTATIVE 

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

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

BALLOT

PROPERTIES/FACILITIES

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 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	<del>DISAPPROVE</del>
ANC	TERMINAL EXPANSION 2005		191,000*	191,000*	X	<del>          </del>

\* 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 LYNCH 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]

LTA   

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*	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

SIGNATORY AIRLINE NAME   LUFTHANSA CARGO AG.  

SIGNATURE OF AUTHORIZED REPRESENTATIVE   [Signature]  

DATE   12 NOV 97   TITLE   STATION MANAGER  

Cliff Argue has agreed to serve as designated representative and collect and tally votes and provide the requisite written certification within the required time. He requests Ballots sent to him arrive by 12:00 noon, PST, November 17, 1997 at Alaska Airlines, P.O. Box 68900, Seattle WA 98168, FAX (206) 431-7031 or TTY SEAP7AS.

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*		X

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

SIGNATORY AIRLINE NAME NIPPON CARGO AIRLINES  
SIGNATURE OF AUTHORIZED REPRESENTATIVE T. 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.

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	IARF	TOTAL	APPROVE	DISAPPROVE
ANC	TERMINAL EXPANSION 2005		191,000*	191,000*	<input checked="" type="checkbox"/>	<input type="checkbox"/>

\* 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 Ineano

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.

ctts

FRONTIER

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 amended in June, 1993, 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.

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

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

SIGNATORY AIRLINE NAME NORTHERN AIR CARGO

SIGNATURE OF AUTHORIZED REPRESENTATIVE R. J. Haefford

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	LAF	TOTAL	APPROVE	DISAPPROVE
ANC	TERMINAL EXPANSION 2005		191,000*	191,000*		<input checked="" type="checkbox"/>

\* 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 Argos 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.

GD

# BALLOT

## ALASKA INTERNATIONAL AIRPORT SYSTEM FY 99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

In accordance with Article 4, Section 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 dated 10/1/97, Plan of Finance (Volume I & II) dated 10/2/97, and previous reports, the discussions at the October 15, 1997 Airlines Airport Affairs Committee meeting in Anchorage and preceding Airline Executive Committee and Technical Committee meetings.

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

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

SIGNATORY AIRLINE NAME REEVE ALUTIAN AIRWAYS

SIGNATURE OF AUTHORIZED REPRESENTATIVE Wanda 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)431-7011 or TTY SEAPZAS.

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

BALLOT

56

ALASKA INTERNATIONAL AIRPORT SYSTEM  
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

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

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

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

SIGNATORY AIRLINE NAME 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 68900, 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

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*	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

SIGNATORY AIRLINE NAME UNITED AIR LINES INC.

SIGNATURE OF AUTHORIZED REPRESENTATIVE *Mark Buchholz*

DATE October 29, 1997 TITLE Regional Manager

International Properties & Facilities

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

BALLOT

27A

PROPERTIES/FACILITIES

ALASKA INTERNATIONAL AIRPORT SYSTEM  
FY99-2004 AIRLINE CAPITAL IMPROVEMENT REQUEST

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.

NOV 17 97 03:53P  
11/17/97 14:49 FAX 907 243 1631  
307-14-37 331 3:28 AM SAC

POLAR AIR ANCHORAGE  
FAX NO 3135150

20001/001  
P 3

P. 2

BALLOT

ALASKA INTERNATIONAL AIRPORTS SYSTEM  
FY 98-2001 AIRLINE CAPITAL IMPROVEMENT REQUEST

2) provisions with Article 4, Section 4 (2). AASU Authority and Funding for various Airport Airline Capacity Agreements and Terminal Building Issues used November, 1996 and continued in June, 1998, the Regulatory Airline Allocation before approval by the Department of Capital Improvements (used below as Authority). The Regulatory Airline Allocation before approval by the Terminal Capital Package (used as Authority) is dated 10/27/97. The Air Finance (Volume 1) & 10/28/97, and previous reports, the Agreements at the end of 1997 Airport Airline Capacity meeting in Anchorage and providing Alaska Executive Committee and Technical Committee meetings.

AIRPORT	PROJECT	AIR	LAWS	TOTAL	APPROVE	DISAPPROVE
ANC	TERMINAL EXPANSION 2005			191,000*	191,000*	X

\* Project cost is estimated in 1997 dollars. Approval authorized AASU to raise up to \$235 million in airport revenue bonds, which includes economic and financing costs. AASU pledges to use its best efforts to obtain additional sources of financing/financing to reduce within cost estimates.

SIGNATORY AIRLINE NAME Polar Air Cargo  
INITIALS OF AUTHORIZED REPRESENTATIVE MAKES  
DATE 17 NOV 97 TIME 1:05 PM

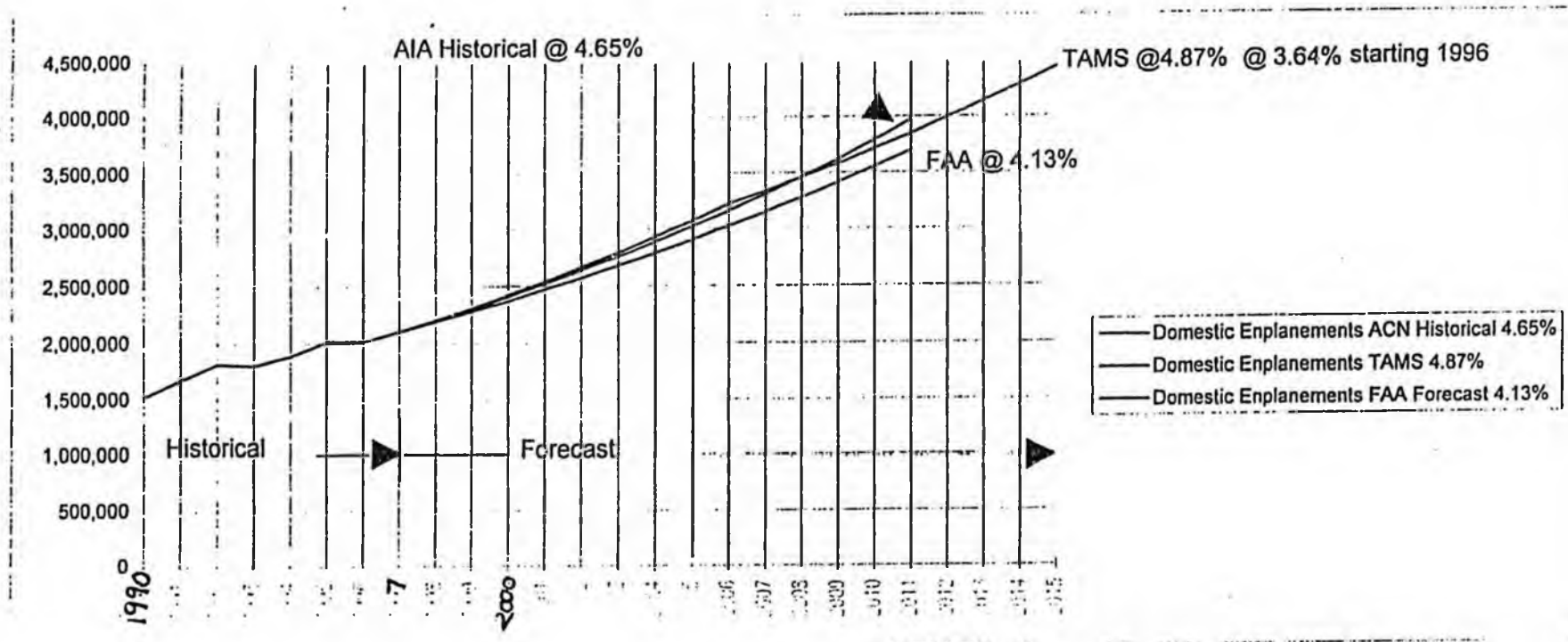
CLERK AIRPORT HAS REVIEWED TO VERIFY IT IS DESIGNATED REPRESENTATIVE AND OBTAIN AND CITY TENS AND PROVIDE THE REQUIRED WRITING VERIFICATION WITHIN 30 DAYS AND SIGN. THE REQUIRED WRITING IS TO BE RETURNED BY 2:00 PM, NOVEMBER 17, 1997 AT AIRLINE AIRLINE, P.O. BOX 48904, SEASIDE WA 98148, FAX (206) 435-7831 or TTY 5242724.

\*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 AAE 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 AAE 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 <u>2002</u> (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 F'kg. - 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

# IA Terminal Redevelopment Project

## Document Log

03-Mar-98

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**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

### *Management Plan*

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

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

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

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

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

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

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

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

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

<b>Item Type:</b>	Management Plan	<b>Organization Name:</b>	LSA
<b>DatePublished:</b>	1/6/97	<b>File:</b>	<b>CopiesOnShelf:</b> 1 <b>CopiesInFile:</b> 0
<b>Location:</b>	Cabinet 1	<b>Description:</b>	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



# IA Terminal Redevelopment Project

## Document Log

03-Mar-98

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

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

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

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

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

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

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

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

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

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

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

<b>Item Type:</b>	Report	<b>Organization Name:</b>	DOWL
<b>DatePublished:</b>	7/1/85	<b>File:</b>	<b>CopiesOnShelf:</b> 1 <b>CopiesInFile:</b> 0
<b>Location:</b>	Cabinet 2	<b>Description:</b>	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.

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

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

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

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

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

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

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

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

<b>Item Type:</b> Report	<b>Organization Name:</b> USKH
<b>DatePublished:</b> 6/21/90 <b>File:</b>	<b>CopiesOnShelf:</b> 1 <b>CopiesInFile:</b> 0
<b>Location:</b> Cabinet 2	<b>Description:</b> 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

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## Document Log

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03-Mar-98

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### 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
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
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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 1	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
<b>TOTAL</b>		<b>17,910</b>	<b>7,240</b>	<b>25,150</b>

\*\* 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	PROJECT'S	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
<b>TOTAL</b>		<b>\$15,400</b>	<b>\$7,750</b>	<b>\$23,150</b>

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

FY 2001	FUNDING X \$1,000
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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
<b>TOTAL</b>		<b>9,000</b>	<b>13,100</b>	<b>22,100</b>

\* 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
<b>TOTAL</b>		<b>5,310</b>	<b>11,090</b>	<b>16,400</b>

**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
<b>TOTAL</b>		<b>8,650</b>	<b>26,400</b>	<b>35,050</b>

\*\* 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
<b>TOTAL</b>		<b>6,660</b>	<b>13,740</b>	<b>20,400</b>

**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**

<b>FY 00</b>	<b>FUNDING X 1000</b>
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AIRPORT EXPECTED PROJECTS	A/P 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
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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**

<b>FY 03</b>	<b>FUNDING X 1000</b>
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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**

<b>FY 04</b>	<b>FUNDING X 1000</b>
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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

SUMMARY OF PROJECT COST & FUNDING

ATTACHMENT #6

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/PPF 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
<b>Estimated project costs</b>						
System Office (a)	\$0	\$0	\$1,755	\$1,350	\$0	3,105
Anchorage International Airport (b)	11,250	19,458	8,940	32,094	5,956	77,698
Fairbanks International Airport (c)	2,865	4,950	1,691	2,925	3,842	16,273
<b>Total estimated project costs</b>	<b>\$14,115</b>	<b>\$24,408</b>	<b>\$12,386</b>	<b>\$36,369</b>	<b>\$9,798</b>	<b>\$97,076</b>
<b>Loss: AIP grants-in-aid</b>						
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	8,400
	<b>\$1,935</b>	<b>\$14,598</b>	<b>\$6,706</b>	<b>\$20,606</b>	<b>\$5,511</b>	<b>\$49,356</b>
<b>Net project costs</b>	<b>\$12,180</b>	<b>\$9,810</b>	<b>\$5,680</b>	<b>\$15,763</b>	<b>\$4,287</b>	<b>\$47,720</b>
<b>Sources of funding</b>						
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
<b>1993</b>											
Advance Project Design	\$1,005	1993	\$1,005	\$348	\$657	\$657					
Environmental Assessment & Cleanup	750	1993	750		750	750					
<b>Total 1993 Project Costs</b>	<b>\$1,755</b>		<b>\$1,755</b>	<b>\$348</b>	<b>\$1,407</b>	<b>\$1,407</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>1994</b>											
Environmental Assessment & Cleanup	\$1,000	1994	\$1,000		\$1,000	\$1,000					
UNIX Computer Equipment	350	1,994	350		350	350					
<b>Total 1994 Project Costs</b>	<b>\$1,350</b>		<b>\$1,350</b>	<b>\$0</b>	<b>\$1,350</b>	<b>\$1,350</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total project costs</b>	<b>\$3,105</b>		<b>\$3,105</b>	<b>\$348</b>	<b>\$2,757</b>	<b>\$2,757</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

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
<b>1991</b>											
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					
<b>Total 1991 Project Costs</b>	<b>\$11,250</b>		<b>\$11,250</b>	<b>\$1,710</b>	<b>\$9,540</b>	<b>\$9,540</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>1992</b>											
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					
<b>Total 1992 Project Costs</b>	<b>\$19,458</b>		<b>\$19,458</b>	<b>\$11,098</b>	<b>\$8,360</b>	<b>\$8,360</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>1993</b>											
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 R/hab & 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					
<b>Total 1993 Project Costs</b>	<b>\$8,940</b>		<b>\$8,940</b>	<b>\$5,840</b>	<b>\$3,100</b>	<b>\$3,100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

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	Internationa Terminal Area	Buildings and Grounds Area
<b>1994</b>											
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					
<b>Total 1994 Project Costs</b>	<b>\$32,094</b>		<b>\$32,094</b>	<b>\$19,249</b>	<b>\$12,845</b>	<b>\$12,845</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>1995</b>											
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					
<b>Total 1995 Project Costs</b>	<b>\$5,956</b>		<b>\$5,956</b>	<b>\$2,631</b>	<b>\$3,325</b>	<b>\$3,325</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total project costs</b>	<b>\$77,698</b>		<b>\$77,698</b>	<b>\$40,528</b>	<b>\$37,170</b>	<b>\$37,170</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

(a) Consists of entitlement and discretionary AIP funds.

Source: Alaska Department of Transportation and Public Facilities.

Exhibit D-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/PPF 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 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
<b>1991</b>										
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				
Hardsland 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 OIR-19L Vasi	70	1991	70		70	70				
<b>Total 1991 Project Costs</b>	<b>\$2,865</b>		<b>\$2,865</b>	<b>\$225</b>	<b>\$2,640</b>	<b>\$2,640</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>1992</b>										
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 Truck Area	250	1992	250		250	250				
<b>Total 1992 Project Costs</b>	<b>\$4,950</b>		<b>\$4,950</b>	<b>\$3,500</b>	<b>\$1,450</b>	<b>\$1,450</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>1993</b>										
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				
<b>Total 1993 Project Costs</b>	<b>\$1,691</b>		<b>\$1,691</b>	<b>\$518</b>	<b>\$1,173</b>	<b>\$1,173</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>1994</b>										
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				
<b>Total 1994 Project Costs</b>	<b>\$2,925</b>		<b>\$2,925</b>	<b>\$1,357</b>	<b>\$1,568</b>	<b>\$1,568</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

Exhibit B-3 Concluded  
 Capital Improvement Program  
 Fairbanks International Airport

	Project costs	Project program year	Escalated project costs	AIP grants-in-aid(a)	Net project costs	Assumed source of funding		Allocation of project costs funded with revenue bonds		
						Surplus revenues (IARF)	Revenue bonds (Constr. Fund)	Airfield Area	Main Terminal Area	Buildings And Grounds Area
1995										
Annual Improvements	\$300	1995	\$300		\$300	\$300				
Safety Area Improvements	1,912	1995	1,912	\$1,720	192	192				
Advanco 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				
<b>Total 1995 Project Costs</b>	<b>\$3,842</b>		<b>\$3,842</b>	<b>\$2,880</b>	<b>\$962</b>	<b>\$962</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total Project Costs</b>	<b>\$16,273</b>		<b>\$16,273</b>	<b>\$8,480</b>	<b>\$7,793</b>	<b>\$7,793</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

a. Consists of entitlement and discretionary AIP funds.

Source: Alaska Department of Transportation and Public Facilities.

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

	1996	1997	1998	Total
<u>Estimated project costs</u>				
System Office (a)	\$0	\$0	\$4,000	\$4,000
Anchorage International Airport (b)	18,073	23,125	21,446	67,644
Fairbanks International Airport (c)	12,325	742	1,922	14,989
<b>Total estimated project costs</b>	<b>\$30,398</b>	<b>\$28,867</b>	<b>\$27,368</b>	<b>\$86,633</b>
<u>Less: AIP grants-in-aid</u>				
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
	<b>\$19,010</b>	<b>\$8,325</b>	<b>\$14,507</b>	<b>\$41,842</b>
<b>Net project costs</b>	<b>\$11,388</b>	<b>\$20,542</b>	<b>\$12,861</b>	<b>\$44,791</b>
<u>Sources of funding</u>				
Revenue bonds (Constr. Fund)	\$0	\$0	\$0	\$0
Surplus revenues (IARF)	11,388	20,542	12,861	44,791
	<b>\$11,388</b>	<b>\$20,542</b>	<b>\$12,861</b>	<b>\$44,791</b>

- a. Exhibit B-1.  
 b. Exhibit B-2.  
 c. Exhibit B-3

Source: Alaska Department of Transportation and Public Facilities.