

AP/AL: Allocation Category: Transportation Location: Anchorage Area-wide House District: Anchorage Area-wide (HD 17-32) Estimated Project Dates: 07/01/2008 - 06/30/2013 Appropriation: Airport Improvement Program	Project Type: Information Systems Contact: Christine Klein Contact Phone: (907)269-0724
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Brief Summary and Statement of Need:
 This is a new FY2009 Capital Budget Request. This request funds phase 2 of the Campus-wide Wireless System and a Common Use Passenger Processing System (CUPPS) at the Ted Stevens Anchorage International Airport (TSAIA). This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods.

Funding:	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	Total
Int Airprt	\$4,500,000						\$4,500,000
Total:	\$4,500,000	\$0	\$0	\$0	\$0	\$0	\$4,500,000

<input type="checkbox"/> State Match Required	<input checked="" type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
0% = Minimum State Match % Required		<input checked="" type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

Operating & Maintenance Costs:	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
<u>One-Time Startup:</u>	<u>0</u>	<u>0</u>
Totals:	0	0

Additional Information / Prior Funding History:
 None.

Project Description/Justification:
TSAIA Campus-wide Wireless System Phase II \$2,000.0 IARF
 Build a secure wireless network for data collection, access, support and communications. Phase I, public access to the internet via WiFi is being used. Phase II will connect ANC's wired network to the secured wireless network. Phase II will extend wireless access to the airfield. This project will also allow for the connection of ANC's wireless network to connect – via security constraints – to ANC's "wired" LAN and WAN so that new application products that are being purchased can be integrated into ANC's operational network.

By having wireless connectivity, ANC has the benefit of flexibility in designing data access points (i.e. PC or laptops that can connect "in place" rather than being hard wired to the ANC network). This must be built with total network security and an agreed upon national standard of encryption, access levels, and wireless to hardwire monitoring. Once properly built, ANC will have the ability to choose to have either a combination of hardwired buildings plus wireless access or have a totally wireless new construction that connects the new workspaces with the legacy main hard wired system.

Properly designed, the integrated wireless system will be a major part of the continuation of operations plan and thus expedite recovery of operations as no wire will have to be pulled to resume operations. Carriers will have the added advantage of access to TSAIA's increased capabilities for communications, data sharing and decrease in costs due to the flexibility of CUPPS, wireless access, and shared resources.

TSAIA Common Use Passenger Processing System \$2,500.0 IARF

Implementation of CUPPS will result in a common, standardized system platform for agent-facing common-use implementations at airports. CUPPS could also include Common Use Self Service (CUSS) kiosk devices (though initially, the CUPPS standard will not alter or address the CUSS standard but simply refer to it).

The goal is to develop a common system platform that reduces the support costs and enables integration with other airport systems such as flight information display and dynamic signage systems. Data and communications integration along with documented usage processes and contractual agreements on that usage is part of this project.

This project will install industry standard equipment and software that will provide the airlines with secure direct connections to their respective host computer applications. This installation enables ANC to relocate carriers to, or have carriers share, different ticket counters, passenger loading areas and baggage handling without having to reconfigure the infrastructure and cabling at the counters, gates and baggage handling systems each time. Adding common use capacity will allow for more efficient use of the North Terminal and concourse A. At a minimum, using this technology enhances TSAIA's ability to quickly respond to changes made by the tenant airlines' requests for gate changes, gate and services upgrades, and meets travelers' need by allowing a more flexible movement of people to and from the gating areas as arrivals and departures happen.