

Fairbanks International Airport: Terminal Area Development

FY2007 Request: \$51,623,000
Reference No: 40292

AP/AL: Allocation

Project Type: Construction

Category: Transportation

Location: Fairbanks Areawide

Contact: John Torgerson

House District: Fairbanks Areawide (HD 7-11)

Contact Phone: (907)269-0727

Estimated Project Dates: 07/01/2006 - 06/30/2011

Appropriation: Airport Improvement Program

Brief Summary and Statement of Need:

Complete the planning, design and construction necessary for the upgrade and replacement of the FAI (Fairbanks International Airport) Terminal Building and associated land and airside facilities. 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:	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>FY2011</u>	<u>FY2012</u>	<u>Total</u>
IntAptCons	\$51,623,000						\$51,623,000
Total:	\$51,623,000	\$0	\$0	\$0	\$0	\$0	\$51,623,000

<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 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>	0	
Totals:	0	0

Additional Information / Prior Funding History:

FY2006 - \$40,600,000.

Project Description/Justification:

A terminal area development plan was completed for FAI under the guidance and direction of the FAI Terminal Development Technical Committee consisting of representatives from FAI, Northern Region, FAA (Federal Aviation Administration) and the airlines. As a subtask of this effort, a deficiency evaluation was completed for the facility. This deficiency study notes that three independent structural evaluations found portions of the building to be structurally unsound and that under a design level seismic event the building will be subject to significant damage and possible collapse. The study also noted that portions of the facility do not meet required fire and life safety codes, are functionally deficient and that the buildings' physical systems (HVAC, electrical, etc.) are near the end of their useful life and will require major repair or replacement in the near future.

A preferred alternative was developed and agreed upon by the members of the Technical Committee. This alternative will replace and upgrade portions of the facility to address these deficiencies and provide adequate space for the expected growth in passenger traffic for the near term.