



OVER 40 AIRLINES SERVING OVER 40
WORLDWIDE DESTINATIONS PROVIDE THE
ULTIMATE IN CONNECTIVITY BETWEEN
ASIA AND NORTH AMERICA.



AIRPORT	NM	AIRPORT	NM
HKG-ANC	4,415	HKG-FAI	4,408
PVG-ANC	3,743	PVG-FAI	3,744
ICN-ANC	3,300	ICN-FAI	3,301
NRT-ANC	2,984	NRT-FAI	3,034
ANC-MIA	3,479	FAI-MIA	3,445
ANC-JFK	2,942	FAI-JFK	2,848
ANC-ATL	2,969	FAI-ATL	2,930
ANC-DFW	2,644	FAI-DFW	2,656
ANC-ORD	2,473	FAI-ORD	2,420

KEY ALASKA ADVANTAGES

- Cargo-friendly airport system
- 24/7 operations - no curfews
- High value environment
- Great circle route location maximizes payload
- Unique liberalized air cargo transfer rights allows for true transfers between non-U.S. carriers
- CAT IIIb ILS equipped runways to land any size aircraft, anytime
- Two airports with a history of never experiencing a simultaneous closing
- Fast and efficient customs clearing

CONTACT INFORMATION

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ECONOMICS of GEOGRAPHY

ALASKA INTERNATIONAL AIRPORT SYSTEM



ADVANTAGE ALASKA

The Alaska International Airport System (AIAS) is comprised of Ted Stevens Anchorage International Airport (ANC) and Fairbanks International Airport (FAI). Together they offer an unbeatable combination of location, flexibility, certainty, capacity, throughput, handling and economy.

ANC+
FAI = AIAS



SUPERIOR INFRASTRUCTURE



ANC has three runways greater than 10,500 feet (3,200 m+); CAT IIIb ILS; 60 plus wide-body aircraft parking positions; 95% VMC operations;

24/7/365 immigration, air traffic, customs; ground service, de-icing, catering for all size aircraft; multiple fuel suppliers – competitive prices and a fuel hydrant system for quick turns.



FAI has an 11,800 foot (3,597 m) primary runway; CAT IIIb ILS; six wide-body aircraft parking positions; 95% VMC operations; domestic/international

passenger terminals; 24/7/365 immigration, air traffic, customs; ground service, de-icing, and catering for all size aircraft.

GEOGRAPHY ENHANCES YIELD

The Alaska International Airport System offers unmatched access to the world's markets. For air carriers ANC and FAI are less than 9.5 hours by air from 90 percent of the industrialized world. Its liberalized air cargo transfer rights and location allow for both cost and operational efficiencies not available elsewhere. For manufacturers and 3PLs there are numerous global logistics efficiencies inherent in an Alaska location. Alaska is a suitable location for central customer service and repair hubs; final product assembly, packaging, testing, and distribution operations; and international warehousing and distribution of high-value, time-sensitive products.

EXPANDED AIR CARGO TRANSFER RIGHTS IN ALASKA CREATE NEW OPPORTUNITIES

The Alaska International Airport System is unique among U.S. airports in that air carriers operating at ANC or FAI have the capability of utilizing liberalized air cargo transfer rights unique to Alaska. Carriers can create new opportunities for global cargo logistics and integrated alliance partner networks by taking advantage of expanded cargo transfer rights in Alaska. Expanded air cargo rights permit foreign flag carriers the capability of domestic carriage of international freight. In 2003, the U.S. Congress passed a law granting a limited exception to the cabotage prohibition for certain cargo operations in Alaska. Eligible cargo taken on or off in Alaska is not deemed to have broken its international journey allowing interline transfers between non-U.S. carriers (49 U.S.C. § 41701 Navigation of Foreign Civil Aircraft).



A STOP IN ALASKA PROVIDES NEW MARKET OPPORTUNITIES

ALASKA CARGO: Deliver international origin cargo to Alaska on routes inbound to U.S. and pick up international destination cargo in Alaska on routes outbound from the U.S. No special arrangements required.

SINGLE CARRIER CARGO HUB: Connect any homeland city the carrier serves to any U.S. city the carrier serves by transferring cargo in Alaska among two or more of the same carrier's aircraft. No special arrangements required.

CONNECTION TO U.S. CARRIER: Connect any homeland city the carrier serves to any U.S. destination city by transferring cargo in Alaska between the carrier's own aircraft and a U.S. air carrier. No special arrangements required.

MULTI-COUNTRY CARGO HUB: Connect multiple foreign origin cities to multiple foreign destination cities by transferring cargo in Alaska between own aircraft and other international carriers. No special U.S. arrangements required; rules of foreign destination may apply.

UNIQUE CARGO TRANSFER RIGHTS

REACH ANY U.S. DESTINATION SERVED BY ANY CARRIER: Carry cargo to Alaska destined for any U.S. destination served by any air carrier, transferring the cargo in Alaska to that air carrier under special arrangements with a U.S. direct or indirect air carrier.

CARRY CARGO FROM ANYWHERE IN WORLD TO OWN U.S. DESTINATIONS: Receive a transfer of cargo brought to Alaska from anywhere in the world outside the U.S. by any other air carrier, and transport that cargo under special arrangements with a U.S. direct or indirect air carrier to any U.S. destination of the receiving carrier.

GLOBAL CARGO HUB: Carry to Alaska on each flight a mixture of cargo destined for any number of cities in the U.S. and other countries. Send that cargo onward to its various destinations by transferring the cargo in Alaska to any number of its own flights or to other air carrier flights, including foreign carrier flights (under special arrangements if to other U.S. cities) for transportation to the ultimate destinations.