Port of Seattle Talking Points

- My name is Andrew Harrison, Chief Commercial Officer of Alaska Airlines and I am here to make a brief statement in relation to Alaska's support of Bio fuels and the need to execute SLOA IV by the end of the year.

- First off Bio fuels - I want to re-assure the commission that Alaska Airlines remains committed to furthering the commercial viability of bio fuels in partnership with the Port.

  - In 2009, Alaska Airlines was the first U.S. carrier to join the Sustainable Aviation Fuel Users Group,
  - In 2011, we flew 75 commercial flights using biofuel.
  - In 2015, we became the first airline to conduct an alcohol-to-jet aviation biofuel testflight.
  - Our long-term goal remains to be able to use biofuels consistently at one of our major hubs, and we want it to be SEA.

With that said, I believe we have a significant imperative in the here and now, which is executing SLOA IV by the end of 2017.

At the risk of stating what I believe everyone acknowledges, but bears repeating, SeaTac is in the midst of:

- Unprecedented traffic growth, both domestic and international

- Unprecedented facility constraints

- Unprecedented competition between large signatory carriers (no need to expand on that☺)
- Unprecedented capital spending on infrastructure.

The reason I am passionate about the execution of SLOA IV, is that in order to manage through this critical period of highly constrained infrastructure and ensure the successful completion of Billion-dollar capital programs on time and on budget, we all need to work together like we have never done before. SLOA IV will provide a firm foundation for this co-operation. I don't believe SLOA III gets us there, not even close

SeaTac is now the 9th largest airport in the United States and highly constrained, the big leagues, and we need a sophisticated and forward thinking lease to be able to help us all operate at the highest level to ensure SeaTac is positioned for the challenges that lay ahead.

Thank you for your time