ALASKA ENERGY AUTHORITY

Q&A

What is the timeline for the upcoming HVDC converter procurement?

The draft schedule targets RFP release in November 2026, proposals due in January 2027, and FEED award in March 2027. Dates remain subject to final AEA procurement review.

Will the converter procurement include an RFI stage, or go directly to an RFP?

It will proceed directly to an RFP without a separate RFI. The RFP will select an OEM for the FEED phase.

For converter procurement RFP, will proposer submissions require firm pricing or budgetary estimates?

Proposers will submit firm pricing for FEED and an estimated price for the execution phase. FEED will be used to develop the execution-phase firm price and scope.

How will the FEED phase establish final project pricing and scope?

FEED is only applicable to the HVDC convertor procurement. During FEED the OEM will perform the studies and design necessary to select equipment, confirm construction requirements, define schedule, and define risks. With the updated design, the OEM will work with AEA, to confirm planning and interfaces, and commercial terms. The OEM will then provide a firm price and scope for AEA's agreement to allow the project to advance to execution.

What HVDC configuration is AEA pursuing?

AEA's preferred long-term configuration is a 200 MW bipole, and all designs for both cables and converters shall accommodate this ultimate configuration. However, depending on pricing and available funding the project may initially construct only one-half of the bipole, essentially constructing a 100 MW asymmetrical monopole designed for future expansion.

How will decisions regarding future expansion be made?

The decision will consider FEED results, OEM pricing, available funding, technical requirements, schedule, and system needs. AEA will compare staged construction with installing the full 200 MW system initially.

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What is the planned interconnection approach at Beluga?

The current concept is to locate the converter station near the existing Beluga Power Plant and connect to the Railbelt system, preferably at 230 kV. The final interconnection arrangement remains subject to system studies and coordination with Chugach Electric.

Has the final converter-station site at Beluga been selected?

No. AEA is evaluating property near the existing Beluga facilities, but the final parcel selection will be made during the winter/spring of 2027.

How will the project connect to existing Chugach Electric infrastructure?

The converter station is expected to connect through new overhead transmission facilities to the existing Beluga system. The tie-in point, ownership boundaries, and required upgrades will be determined during FEED and coordination with Chugach Electric.

What impact might the condition of existing Beluga facilities have on the project?

Existing equipment may require assessment or upgrades to support the new interconnection. Any required work may affect project scope, cost, outage planning, and schedule.

How are construction logistics and access challenges at Beluga being considered?

Beluga's limited access and remote conditions are recognized as significant cost and factor in constructability. Transportation, workforce accommodations, equipment staging, and site support will be addressed during FEED and execution planning.

What assumptions should vendors make regarding transportation, mobilization, and site-access costs?

Vendors should clearly state and price their assumptions for transportation, mobilization, temporary facilities, accommodations, staging, seasonal access, and similar requirements. Costs may be included as allowances.