



Northern Region Airport Overview

DOT&PF Town Hall Meeting
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Northern Region, DOT&PF

Topics

- Northern Region Airports
- Northern Region Aviation Sections
- Aviation Funding
- Types of Projects
- Anticipated Future Funding Levels
- Anticipated Northern Region Projects



Northern Region

105 Airports

40% of the State's airports are in the Northern Region

- One International Airport
- Seaplane Bases
- Community Airports
- Public, Locally Owned Airports



Northern Region Aviation Organization

- Planning
- Design
- Construction
- Airport Leasing
- Maintenance and Operations (M&O)



Aviation Planning

- Identify project needs, develops project packages for APEB scoring
- Develop project scopes
- Conduct airport master plans



Project Needs Identification

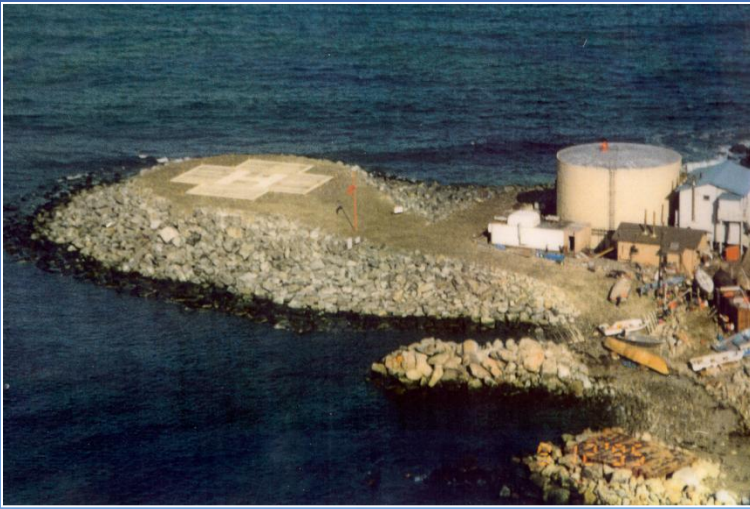
Rural Airports

Needs List Development

Project needs collected from:

- Public, aviation interests, community representatives, DOT&PF and FAA staff, Legislature
- DOT&PF Staff (Design, M&O, Leasing)
- Needs identified in airport master plans
- Regional transportation plans

Project Scoping: DOT&PF Regional staff evaluate potential projects to develop preliminary project scope, cost estimate and other supporting information for APEB project evaluation



State AIP Project Scoring (*APEB*)

Aviation Project Evaluation Board (APEB):

- The APEB is a six-member airport capital project review and evaluation group composed of DOT&PF's Deputy Commissioner, three Regional Directors (SE, CR, NR), Statewide Planning Director, and State Maintenance Engineer.
- Meets once per year
- Applies established criteria to projects to determine priorities

Aviation Design

- Responsible for the design of state airport facilities
- Experts in airport geometry and FAA design and safety standards
- Develop Airport Layout Plans for airport projects
- Hold public meetings on design alternatives in communities




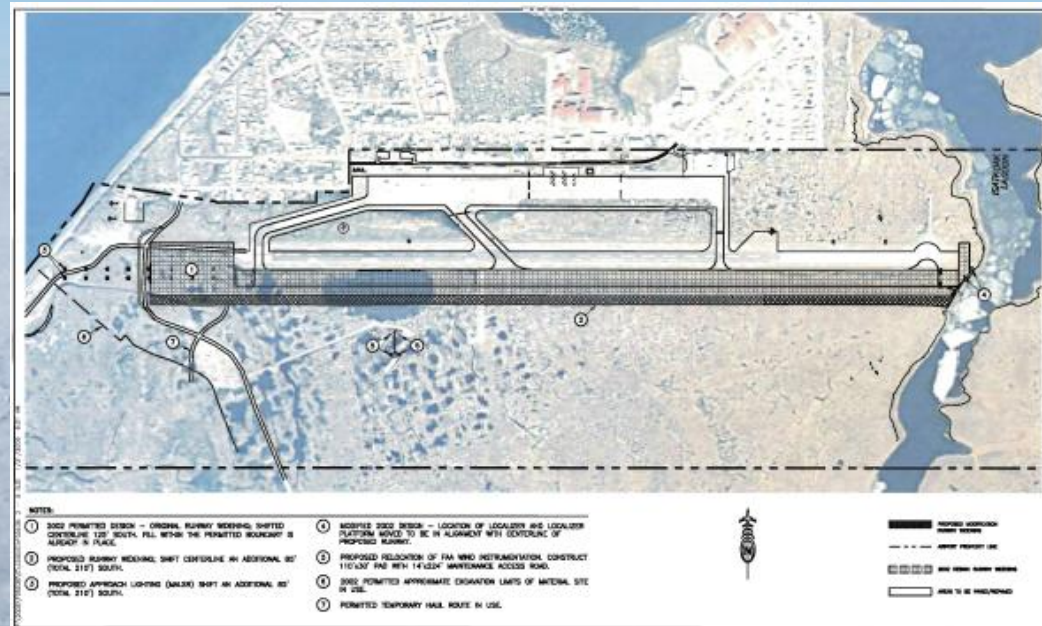
NOTES:

1. SOURCE PERMITTED DESIGN - ORIGINAL RUNWAY WIDENING, SHIFTED CENTERLINE 125' SOUTH, FULL WITHIN THE PERMITTED BOUNDARY IS ALREADY IN PLACE.
2. PROPOSED RUNWAY WIDENING, SHIFT CENTERLINE AN ADDITIONAL 80' (TOTAL 210') SOUTH.
3. PROPOSED APPROACH LIGHTING (MILK) SHIFTS AN ADDITIONAL 80' (TOTAL 210') SOUTH.
4. MODIFIED SOURCE DESIGN - LOCATION OF LOCALIZER AND LOCALIZER PLATFORM MOVED TO BE IN ALIGNMENT WITH CENTERLINE OF PROPOSED RUNWAY.
5. PROPOSED RELOCATION OF FAN WIND INSTRUMENTATION, CONSTRUCT 110'x30' AND WITH 14'x32' MAINTENANCE ACCESS ROAD.
6. SOURCE PERMITTED APPROXIMATE ELEVATION LIMITS OF MATERIAL SITE IN USE.
7. PERMITTED TEMPORARY HAUL ROUTE IN USE.

LEGEND:

- SOURCE PERMITTED DESIGN
- EXISTING PROJECT LIMITS
- AREAS TO BE RELINQUISHED

- Responsible for the design of state airport facilities
 - Experts in airport geometry and FAA design and safety standards
 - Develop Airport Layout Plans for airport projects
 - Hold public meetings on design alternatives in communities
- 
- An aerial photograph showing a large airport terminal building with a distinctive circular design, surrounded by parking lots and runways. The image is partially visible at the bottom right of the slide.



Design Responsibilities

- Environmental Document complete and approved by FAA
- Airport Layout Plan approved by FAA
- Project Design Complete
- ROW complete: sufficient Land Interest (Fee Simple Title or Long Term Lease for an area large enough to accommodate airport sponsor requirements and, ideally, airport rehabilitation, leasehold development, long term needs)
- Grant Offer Received from FAA
- Airspace Coordination complete



Construction

- Manage the construction of airport projects
- Hold Post Award Conferences in communities
- Ensure facilities meet plans and specifications as designed
- Manage project budgets



Airport Leasing

- Airport Leasing
 - DOT&PF Property Managers
 - Lease and manage airport lease lots on the majority of state owned airports
 - Yearly lease fees apply
 - Title 17 Alaska Administrative Code



Maintenance and Operations

M&O Airport Managers:

- Ensure airport certification standards are met
- keep airports safe, maintain lighting, and prevent runway incursions (people/vehicles on runways)
- In most rural locations a contractor is selected to perform airport maintenance (59 airport maintenance contracts in Northern Region)



Aviation Project Funding

- The federally funded Airport Improvement Program (AIP) provides 95% of funding for eligible projects.
- State or local sponsor pays 5%
- 20-year grant assurances apply



AIP Funding and Funding Levels

- AIP Funded from the Airport & Airway User Trust Fund, which comes primarily from the 10% tax on domestic air transportation air fares.
- Other than sponsor match, Virtually the entire Alaskan Airport Capital Improvement Program is AIP (federally) funded
- Local Sponsors also compete for this funding



AIP Eligibility

FAA funding applies only to “eligible” projects:

- Projects at airports with sponsor financially and legally able to handle the assurances and obligations associated with receiving federal funds
- Projects that meet eligibility criteria
- Must be on National Plan of Integrated Airport Systems (NPIAS) list



Examples of AIP-Eligible vs. Ineligible Projects

Eligible Projects

Runway Construction/Rehabilitation
Taxiway Construction/Rehabilitation
Apron Construction/Rehabilitation
Airfield Lighting
Airfield Signage
AWOS Stations
Nav aids such as REILS and PAPIs
Environmental Studies
Planning Studies
Snow Removal Equipment

Ineligible Projects

Offices and Office Equipment
Fuel Farms
Landscaping
General Aviation Terminal Buildings
Artwork
Commercial Enterprise Improvements
Training
Industrial Park Development

Federal Airport Project Funding

Nationwide, appropriations have been:

FFY'04 \$ 3.4B

FFY'05 \$ 3.5B

FFY'06 \$ 3.6B

FFY'07 \$ 3.7B

FFY'08 \$ 3.5B

FFY'09 \$ 4.6B*



* Included Recovery Act (ARRA) funding

AIP Current Status

- Nationally, AIP was appropriated at its highest level ever - \$4.6 Billion - for FFY09, including Recovery Act (ARRA) funding
- Discretionary Funding levels continue to rise steadily (primarily for runway safety area work, pavement management, and other FAA priorities)



By Year Comparison of AIP Funding Allotment

Alaskan Region AIP

FFY-98 through FFY-10

Fiscal Year	National Level	Alaska Entitlement	FAA Discretionary	Total
FFY-98	\$1,700,000,000	\$58,145,873	\$23,050,000	\$81,195,873
FFY-99	\$1,950,000,000	\$62,738,751	\$16,300,637	\$79,039,388
FFY-00	\$1,950,000,000	\$66,698,918	\$21,913,005	\$88,611,923
FFY-01	\$3,200,000,000	\$110,129,882	\$40,203,817	\$150,333,699
FFY-02	\$3,300,000,000	\$112,339,548	\$43,203,764	\$155,543,312
FFY-03	\$3,400,000,000	\$123,437,538	\$47,836,001	\$171,273,539
FFY-04	\$3,400,000,000	\$130,191,523	\$91,268,686	\$218,972,821
FFY-05	\$3,500,000,000	\$127,762,547	\$77,532,500	\$205,295,047
FFY-06	\$3,600,000,000	\$114,798,238	\$87,514,759	\$197,454,862
FFY-07	\$3,700,000,000	\$121,920,331	\$81,541,744	\$202,312,997
FFY-08	\$3,500,000,000	\$119,919,134	\$105,847,133	\$225,766,267
FFY-09	\$4,600,000,000	\$118,704,396	\$88,324,119	\$289,082,816*
FFY-10	Not yet available	\$108,661,333	\$126,971,621	\$235,632,954

* Includes \$82,054,301 Recovery Act (ARRA) Funding

Northern Region AIP Funding

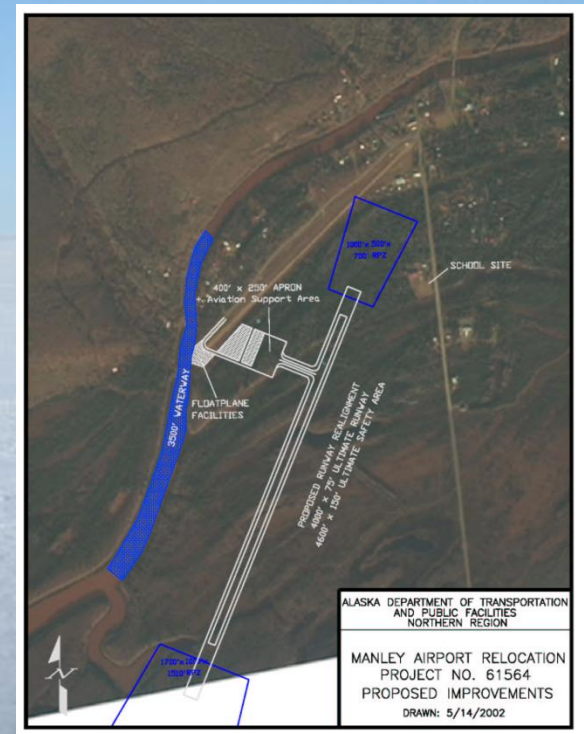
- FFY 2002 \$ 27,174,453
- FFY 2003 \$ 76,626,011
- FFY 2004 \$ 83,536,099
- FFY 2005 \$ 56,127,986
- FFY 2006 \$ 50,092,900
- FFY 2007 \$ 32,345,451
- FFY 2008 \$ 48,909,415
- FFY 2009 \$ 61,853,434
- FFY 2010 \$ 35,002,544
- FFY 2011 \$ 57,800,000 (anticipated)
- FFY 2012 \$ 69,425,000 (anticipated)



Includes rural airfield and building *expected* projects
(no equipment or surface maintenance funding)

Types of Airport Projects

- Airfield Improvements
- M&O Surface Maintenance Projects
- Nav-Aid Projects
- Airport Buildings
- Airport Equipment



Airfield Projects Recently Constructed/Ongoing

- Allakaket Airport Improvements
- Barrow Airport Improvements
- Cordova Eyak Municipal Airport Repairs
- Fort Yukon Airport Resurfacing
- Fort Yukon Snow Removal Equipment Building
- Galena Snow Removal Equipment Building
- Huslia Airport Improvements
- Lake Louise Airport Improvements
- Northern Region Certificated Airport Compliance
- Nulato Airport Improvements
- Rural Airport Electrical System Repairs
- Unalakleet Airport Resurfacing
- Unalakleet Snow Removal Equipment Building

Airport Surface Maintenance Projects (DOT&PF M&O)

2010 Projects

- Buckland (surface repair)
- Galena (crack sealing, marking)
- Hughes (surface repair)
- Kantishna (surface repair)
- Noatak (surface repair)



2011 Tentative Projects

- Council (surface repair)
- Eagle (surface repair)
- Emmonak (surface repair)
- Healy (pavement repair)
- Kiana (surface repair)
- Kivalina (surface repair)
- Marshall (surface repair)
- McCarthy (surface repair)
- Selawik (surface repair)
- Tatitlek (surface repair)



FFY11

AIRPORT PROJECTS

- Alakanuk Airport Relocation Stage IV
- Alakanuk Snow Removal Equipment Building
- Deadhorse Airport Rehabilitation Stage I
- Kaktovik Airport Relocation Stage 1
- Kotzebue Airport Improvements and RSA
- Little Diomedede Temporary Snow Removal Equipment Building
- Manley Airport Relocation
- Marshall Airport Access Road Bridge Replacement
- Pilot Station Airport Relocation



FFY12

AIRPORT PROJECTS

- Deadhorse Airport Rehabilitation Stage II
- Golovin Runway and Apron Improvements Stage I
- Kaktovik Airport Relocation Stage II
- Manley Airport Relocation Stage II
- Northern Region SRE Building Upgrades Stage I
- Pilot Station Airport Relocation
- Point Hope Airport Pavement Rehabilitation
- Saint Michael SRE Building Upgrade



Future of Northern Region Program

- Difficult to compete with other region's needs
- More "contingency" projects
- Increasing construction costs mean fewer projects will be funded
- More routine resurfacing projects and smaller projects





Contact Information

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