



# Northern Region Airport Overview

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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

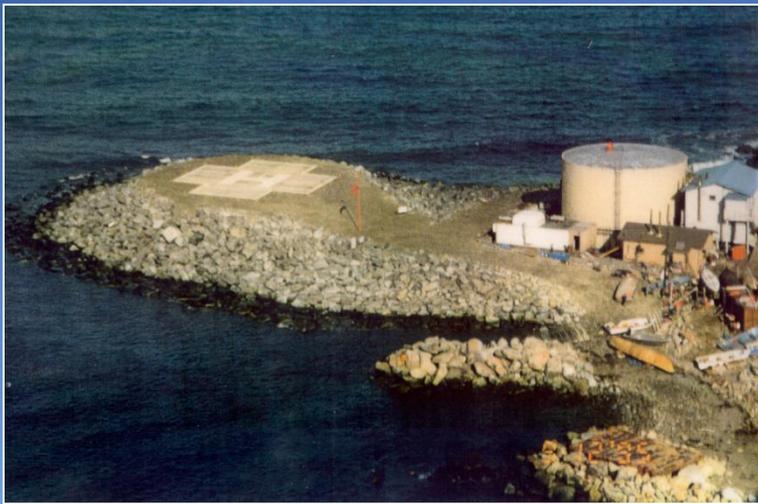
## Rural Airports

### 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



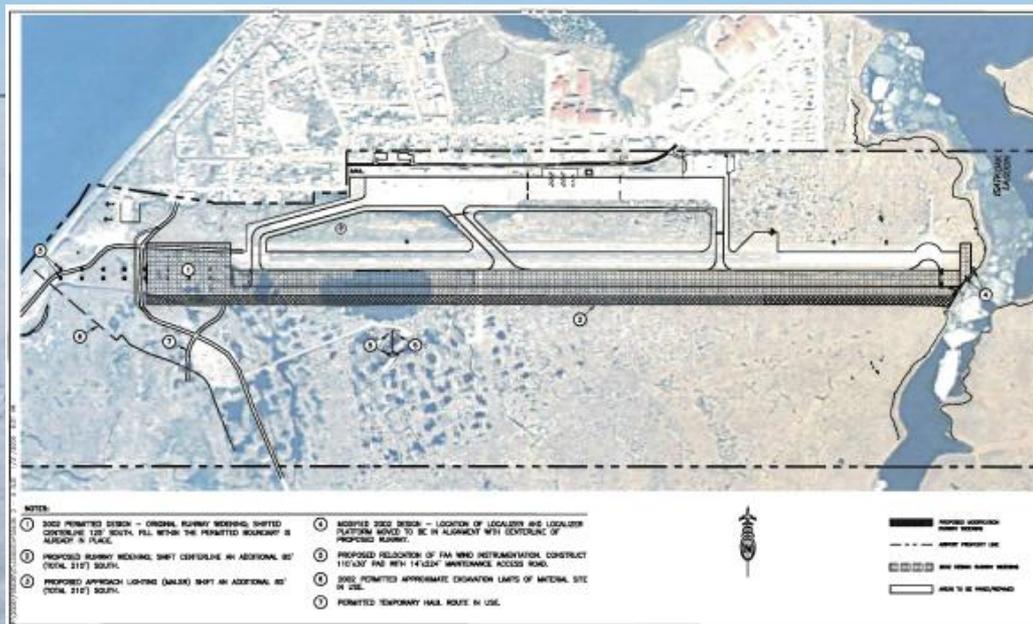
# State AIP Project Scoring *(APEB)*

## 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



# 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

<b>Fiscal Year</b>	<b>National Level</b>	<b>Alaska Entitlement</b>	<b>FAA Discretionary</b>	<b>Total</b>
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

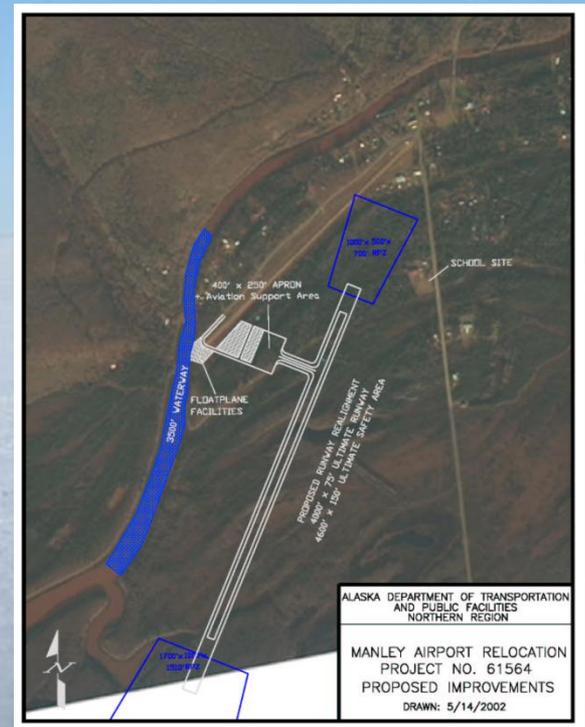
- FFY 2002 \$ 27,174,453
- FFY 2003 \$ 76,626,011
- FFY 2004 \$ 83,536,099
- FFY 2005 \$ 56,127,986
- FFY 2006 \$ 50,092,900
- FFY 2007 \$ 32,345,451
- FFY 2008 \$ 48,909,415
- FFY 2009 \$ 61,853,434
- FFY 2010 \$ 35,002,544
- FFY 2011 \$ 57,800,000 (anticipated)
- FFY 2012 \$ 69,425,000 (anticipated)



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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