

# **Alaska DOT&PF Rural Airport System Project Identification, Evaluation and Development Process Overview**

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# Alaskan Rural Airport System

(Excludes ANC & FAI)

280 public owned, public use AK airports (256 DOT&PF and 24 local )

**256 DOT&PF** owned/operated Rural System public use airports, seaplane bases, & landing areas, includes:

- 172 gravel, 46 paved, 37 seaplane, 1 heliport;
- 72 airports with runways less than 3,000' (22 of these have runways less than 2,000')
- 66 of these gravel airports have no permanent runway edge lighting. Practically all Community Class Airports have at least emergency lighting.
- 22 certificated airports



# Desired Minimum Standard for State Community Class Airports

- Runway 3,300' x 75' and Lighted (where safe & practicable).
- This length is based on the 3,200' FAA minimum standard for an instrument capable runway, plus a nominal 100' to accommodate different elevation and temperature variants around the state.
- Minimum recommended standards can be exceeded or reduced with justification.

# Airport Improvement Program (AIP)

- The federally (FAA) administered Airport Improvement Program (AIP) provides **95% funding** of the AIP eligible public airport development costs in Alaska. **The airport sponsor provides the remaining 5%** (sponsor match).
- AIP funding is derived from the Airport & Airway User Trust Fund, which is funded 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 funded.*

# Airport Project Needs Identification

**Needs List Development:** Airport Needs input to DOT&PF is collected by the Regional Planning Sections from:

- Aviation interests, community representatives, FAA staff, and Legislature.
- DOT&PF staff including: airport managers, planners, design, M&O, statewide aviation, and others).

**Project Identification:** DOT&PF Regional Planning, Design as well as M&O staff do initial evaluation to develop the preliminary project scope, cost estimate, and other supporting information for project evaluation.

# Airport Project Evaluation Board (APEB)

- The APEB has six members composed of the Deputy Commissioner, three Regional Directors (SE, CR, NR), Division of Project Development Director, and State Maintenance Engineer.
- APEB generally meets once or twice annually to score proposed airport projects based on statewide evaluation criteria.

# **APEB Criteria**

**(3 Distinct Criteria Sets)**

- **Airfield Improvement**
- **Airport Buildings**
- **Airport Equipment**

**Project scores are not comparable between criteria sets.**

**Each criterion within each criteria set has an assigned weight. The raw score for each criterion is multiplied by criterion weight.**

# Airfield Improvement Criteria

(16 Weighted Criteria)

- Safety
- Health & Quality of Life (Access to Basic Necessities)
- Economic Benefits
- Community Support
- Community M&O Contribution
- Local Capital Contribution
- Maintenance & Operations Priority
- Security/Certification (Certified Airports Only)

# Airfield Improvement Criteria

(16 Weighted Criteria) Continued

- Aviation Alternatives
- Community Transportation Alternatives
- Runway Length
- Runway Surface Condition
- Aviation Hazards: Trees in approach; Aircraft in Safety Area; Severe Xwinds/Turbulence
- Erosion/Flooding
- Other Factors Not Previously Evaluated
- Cost Effectiveness

(Supplemental Guidance for interpreting some of the criteria has been developed)

# **Buildings Evaluation Criteria**

## **(8 Weighted Criteria)**

- **Structure Safety**
- **Need for Building Improvements**
- **Airport Project Conditions**
- **Building Appearance**
- **Weather Conditions**
- **Airfield Safety**
- **Land Ownership**
- **Other Factors not Previously Considered**

# **Equipment Evaluation Criteria**

**(8 Weighted Criteria)**

- **Equipment Age**
- **Hours or Miles**
- **Mechanical or Operating Condition**
- **Changes in Airfield Conditions and Needs**
- **Equipment Operational Safety**
- **Existing Equipment Inventory**
- **Equipment Options in the event of equipment failure**
- **Other Factors Not Evaluated**

# Project Nomination Information Required for APEB Evaluation

- **Project Description**
- **Justification**
- **Cost Estimate**
- **Information to respond to each criteria**
- **Amount of AIP funding previously committed to the airport**
- **Community population**
- **Airport Enplanement data**
- **Aerial Photo of Airport**
- **Airport Layout Plan with Project Sketch**

# APEB Airport Project Scoring

- All projects receive a weighted score (raw score X criterion weight), based on ranking criteria.
- Project scoring is projected on a screen so it is visible, to increase consistency and accountability in scoring.
- The six APEB members' total scores are arithmetically averaged to develop the project APEB score.

# Project Needs Evaluated

**\$1,293,000,000**

## **Primary Airports**

Airfield Imp -- \$403 M

Buildings -- \$57 M

Equipment -- \$12 M

Subtotal-- \$472 M

## **Non-Primary Airports**

Airfield Imp -- \$760 M

Buildings -- \$47 M

Equipment -- \$14 M

Subtotal -- \$812 M

# Spending Plan Development

## Based on

- APEB evaluation scores. **Highest priorities based on statewide needs criteria are programmed for funding in the near term.**
- APEB Policy direction to not displace projects programmed in the budget year or the next two future years, to the extent possible.
- Expected completion of preconstruction requirements
- Assumptions Regarding Future Funding Levels

# Project Development Requirements

(Prerequisites that must be met before the DOTPF awards a contract for airport development) <sup>1</sup>

- Project Prioritized (Ranked by APEB Process)
- Project is included within the Spending Plan
- Adequate Legislative Authority Obtained
- Environmental Analysis Completed and Approved by FAA
- Airport Layout Plan (ALP) Approved by FAA
- Airspace Coordination Complete

# Project Development Requirements

## (Continued)

- 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, and long-term needs)
- Project Design Complete and Approved by FAA
- Office of Secretary of Transportation (OST) approval received by FAA
- Project Grant Offer Received from FAA and Executed.

# DOT&PF AIP Spending Plan

- DOT&PF constantly updates the AIP Spending Plan to reflect the latest project cost estimates, expected project delivery schedules, and program funding expectations.

# Questions