

Northern Region Airport Overview

DOT&PF Town Hall Meeting

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Northern Region, DOT&PF



Topics

- Alaska Aviation System
- Northern Region airports
- Northern Region aviation sections
- Aviation Funding
- Types of projects
- Anticipated future funding levels/reauthorization
- Anticipated 2008 Northern Region projects



Alaska Aviation System

- International Airport System
- Rural Airport System



Alaskan Rural Airport System

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

- Often the only year-round access to a community
- Freight and fuel deliveries
- Medivacs

Alaska has a high dependency on aviation for both residents and visitors

Much of state has very limited highway access



DOT&PF Regions



Northern Region

105 Airports

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

- One International airport
- Seaplane bases
- Community airports
- Public, locally owned airports



Northern Region Aviation Organization

- Planning
- Design
- Construction
- Airport Leasing
- M&O



Aviation Planning

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

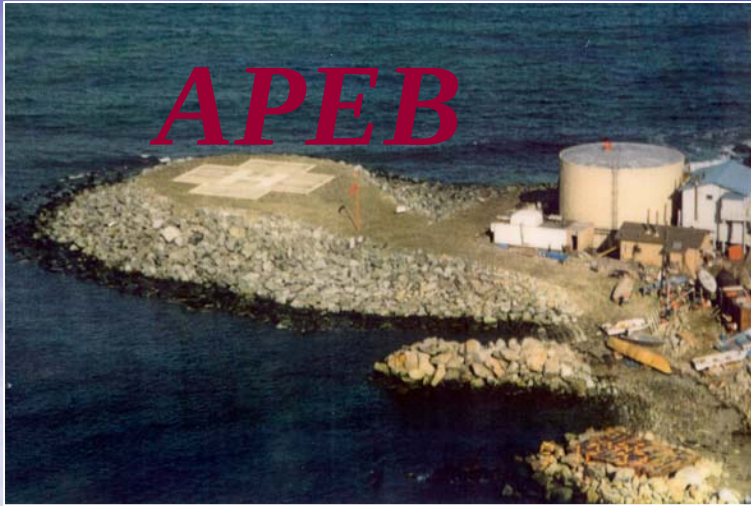


Project Needs Identification - Rural Airports

Needs List Development: project needs collected from:

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



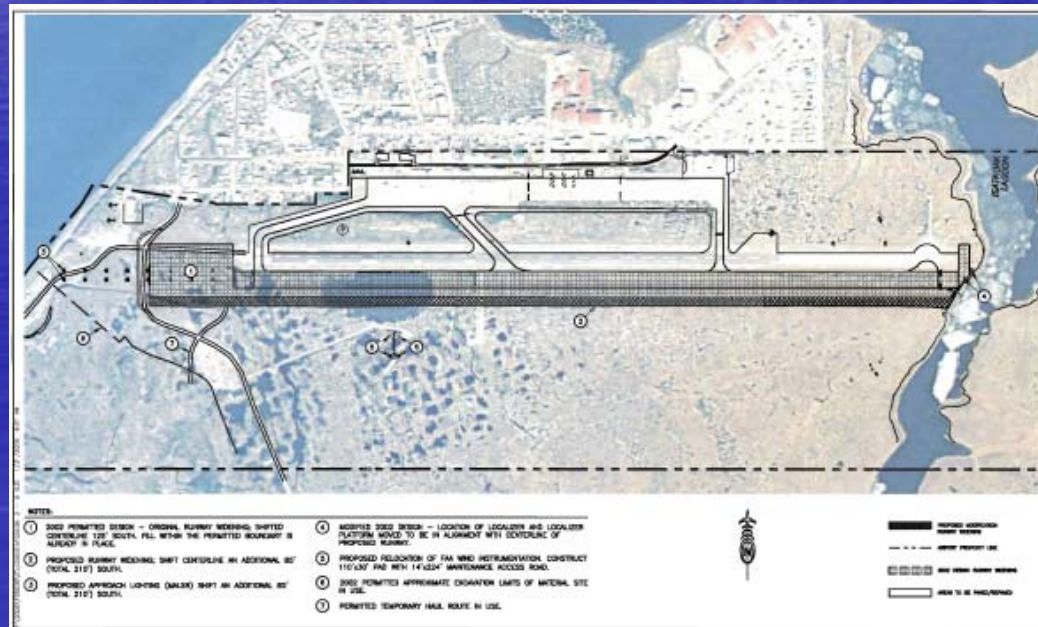
State AIP Project Scoring

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 or twice 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
- Main issues: keeping airports safe, lighting, 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
Improvements for commercial
Enterprises
Industrial Park Development
Training

NextGen Financing Reform Act of 2007 (Reauthorization)

- Administration sent bill to Congress 2/15/07.
- Increases various user taxes to encourage all airport users to contribute to system modernization
- Implements ADSB Technology nationwide for increased air safety
- Current continuing resolution extends FAA taxes and authorizations through November 16, 2007.
- Replaces Vision 100 Century of Aviation Act of 2003

Nationwide, **authorizations** have been:

FFY'04 \$ 3.4B

FFY'05 \$ 3.5B

FFY'06 \$ 3.6B

FFY'07 \$ 3.7B

Actual annual appropriations are less



FFY'07 AIP Current Status

- Nationally, AIP was authorized at its highest level ever - \$3.7 Billion - for FFY07
- **Discretionary Funding** Levels rose steadily through 2004 and are now holding steady (primarily for runway safety area work, ARFF vehicles, and other FAA priorities)



Seven Year Comparison of AIP Funding Allotment

Alaskan Region AIP

FFY-98 through FFY-07

Fiscal Year	National Level	Alaska Entitlement	FAA Discretionary	Total
FY-98	\$1,700,000,000	\$58,145,873	\$23,050,000	\$81,195,873
FY-99	\$1,950,000,000	\$62,738,751	\$16,300,637	\$79,039,388
FY-00	\$1,950,000,000	\$66,698,918	\$21,913,005	\$88,611,923
FY-01	\$3,200,000,000	\$110,129,882	\$40,203,817	\$150,333,699
FY-02	\$3,300,000,000	\$112,339,548	\$43,203,764	\$155,543,312
FY-03	\$3,400,000,000	\$123,437,538	\$47,836,001	\$171,273,539
FY-04	\$3,400,000,000	\$130,191,523	\$91,268,686	\$218,972,821
FY-05	\$3,500,000,000	\$127,762,547	\$77,532,500	\$205,295,047
FY-06	\$3,600,000,000	\$111,168,086	\$86,286,776	\$197,454,862
FY-07	\$3,700,000,000	\$121,920.331	\$81,541,744	\$203,462,075

Northern Region AIP totals

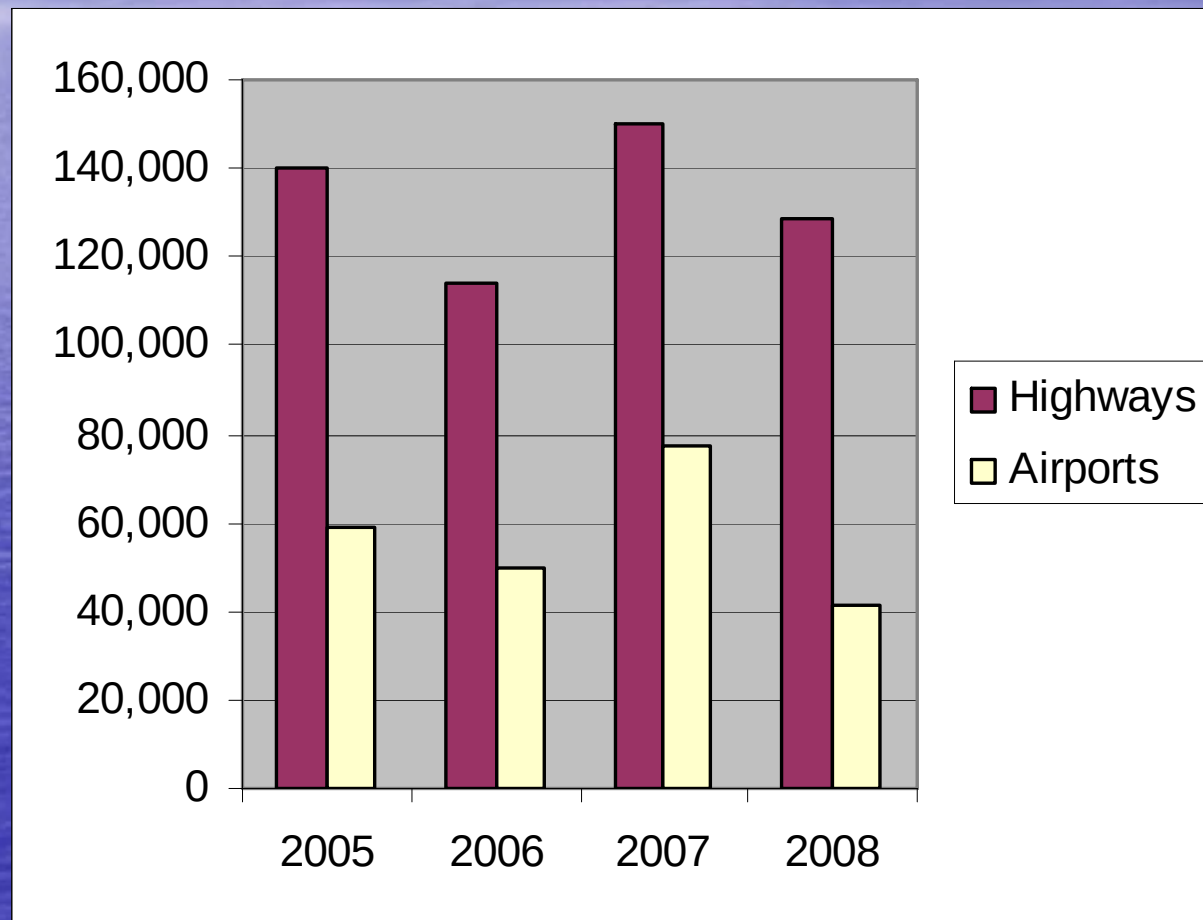
- FFY2002 \$ 27,174,453
- FFY2003 \$ 76,626,011
- FFY2004 \$ 83,536,099
- FFY2005 \$ 56,127,986
- FFY2006 \$ 50,092,900
- FFY2007 \$ 77,330,000
- FFY2008 (anticipated) 39,210,000



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

Northern Region

Highway vs. Aviation Funding



Types of Airport Projects

- Airfield improvements
- M&O Surface Maintenance projects
- Nav-aid projects
- Airport buildings
- Airport equipment



Airfield Projects Recently Constructed/Ongoing

- Anvik Airport Improvements
- Cordova Airport RSA Improvements and EMAS Installation
- Deadhorse Airport Improvements
- Wiley Post/ Will Rogers Memorial Airport Runway and Apron Paving
- Kotzebue ARFF/SREB
- Kotzebue Sand Storage building
- Nome ARFF/SREB
- Unalakleet Airport Paving
- Nome Airport Rehabilitation
- Minto Airport Improvements
- Tanana Airport Improvements
- Valdez Airport Rehabilitation
- Stevens Village Airport Relocation
- FIA Runway 1L/19R Rehabilitation
- FIA Cargo Apron Construction



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

2007 Projects

- Chitina (surface repair)
- Clear (crack sealing)
- Emmonak (surface repair)
- Healy (crack sealing, marking)
- Huslia (surface repair)
- McCarthy (surface repair)
- Point Hope (crack sealing)
- St. Mary's (surface repair)
- Savoonga (gravel extraction/screening)
- Shishmaref (crack sealing)

2008 Tentative Projects

- Ambler (surface repair, dust palliative, veg control)
- Kaltag (surface repair, dust palliative)
- Kotlik (surface repair, dust palliative, veg control)
- Shungnak (surface repair, dust palliative, veg control)



FFY08 AIRFIELD PROJECTS

Allakaket Airport Improvements (C)
Cordova Apt Apron, Taxiway & GA Improvements Stg 1
Emmonak Apt Rehab & Apron Exp (C)
Emmonak Safety Area Improvements (C)
Kotzebue Apron Expansion (C)
Pilot Station Airport Relocation (C)
Grayling Airport Reconstruction
Savoonga Airport Improvements

BUILDING PROJECTS

Galena SRE Building Replacement



FFY09 AIRFIELD PROJECTS

- Cordova Apt Apron, TWY and GA Improvements Stage 2 (C)
- Emmonak Apt Rehab and Apron Expansion (C)
- Emmonak Safety Area Improvements (C)
- Kotzebue Apron Expansion (C)
- Allakaket Airport Improvements (C)
- Chalkyitsik Airport Improvements (C)
- Fort Yukon Airport Improvements (C)
- Huslia Airport Improvements (C)
- Manley Airport Relocation (C)

Building Projects

- Unalakleet SRE Building Replacement (C)



FFY08/09 AIP Projects – Northern
Region



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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