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

Roger Maggard
Airport Development Manager,
Statewide Aviation, DOT&PF

December 2006
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)

• 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 constantly updates the AIP Spending Plan to reflect the latest project cost estimates, expected project delivery schedules, and program funding expectations.
Questions