

State of Alaska
FY2006 Governor's Operating Budget

Department of Transportation/Public Facilities
Statewide Aviation
Component Budget Summary

Component: Statewide Aviation

Contribution to Department's Mission

Provide airport infrastructure for the movement of people and goods.

Core Services

- Airport Improvement Program (AIP) Six Year Funding Plan development, coordination, guidance and monitoring.
- Aviation Leasing.
- Airport planning, design, construction and operation coordination.
- FAA liaison regarding aviation regulatory and policy issues affecting Alaska.
- Primary contact with airlines, aviation user groups and aviation organizations.

Major Activities to Advance Strategies

- | | |
|---|---|
| <ul style="list-style-type: none"> • Analyze below-standards inventory. • Analyze APEB scoring for below-standard criteria. • Meet regularly with FAA Airports Division. • Analyze snow removal equipment. • Analyze APEB scoring for SRE. | <ul style="list-style-type: none"> • Inventory lease lots. • Leasing officers attend Chambers of Commerce. • Leasing officers e-mail aviation businesses about available aviation properties. • Hire part time staff to deliver lights. |
|---|---|

FY2006 Resources Allocated to Achieve Results

<p>FY2006 Component Budget: \$1,908,200</p>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2">Personnel:</td> </tr> <tr> <td style="padding-left: 20px;">Full time</td> <td style="text-align: right;">19</td> </tr> <tr> <td style="padding-left: 20px;">Part time</td> <td style="text-align: right;">0</td> </tr> <tr> <td style="padding-left: 20px;">Total</td> <td style="text-align: right; border-top: 1px solid black;">19</td> </tr> </table>	Personnel:		Full time	19	Part time	0	Total	19
Personnel:									
Full time	19								
Part time	0								
Total	19								

Key Component Challenges

Challenges regarding increasing private investment:

- Statewide Aviation (SWA) staff will write and adopt new insurance guidelines for airport leases as called for in AS 02.15.090(g). SWA will coordinate with department working groups and the Division of Risk Management to write the guidelines.
- SWA will continue to update the airport regulations as necessary.
- SWA will attempt to resolve some long-standing airport issues and work with FAA to forge solutions, which should result in improved local management of land.
- SWA will continue marketing airport land. Webpages will be updated to show available land. Other avenues will be explored to provide information to the general public such as speaking engagements at chambers of commerce and other local organizations.
- SWA will lead the development of an online forms project to make applying online for airport land as easy as renewing a drivers license.

Challenges regarding improving mobility, saving lives and reducing suffering:

- This office serves as the primary contact point between the Federal Aviation Administration (FAA) and the state of Alaska. Our challenge is to maximize the amount of federal Airport Improvement Program (AIP) funding available for the state and ensure this funding is applied to the highest priority airport capital improvement needs. We manage the evaluation of capital improvement needs at 258 state owned and maintained rural airports and develop a multi-

year spending plan to fund the highest priority needs. We work closely with the FAA to obtain the federal funding for these high priority needs, which is 95% (ANC qualifies for 93.75%) of the eligible project cost. This involves working through numerous policy and programming issues with FAA to ensure our projects are eligible for AIP funding. We execute and accept the grants to allow the state to obtain the AIP funding for these projects. In Federal Fiscal Year 04, the state obtained \$205.7 million in AIP funding to improve state-owned airports.

- GPS navigation continues to impact the way in which airports are being designed, built and operated. The more that we can facilitate these improvements; the more likely we are to improve mobility and save lives. Specifically, GPS navigation will soon make non-precision and precision approaches possible to most of the 260 state-operated airports, yet our facilities may not be acceptable for that dramatically improved navigation ability. For example the state's current method of measuring airport dimensions by hand may need to be changed to surveying with sophisticated techniques. As well, the current state standards of runway and primary surface area (the area immediately above the land surrounding the airport) may not be appropriate to accommodate the improved navigation opportunities. Current staffing levels require any expertise on this issue be acquired through the capital construction process.

Significant Changes in Results to be Delivered in FY2006

The recent consolidation of rural airport leasing into the SWA structure will allow for a more consistent leasing policy application, and an improved delivery of private-investment results.

Airport Improvement Program (AIP) funding objectives of special emphasis:

- Expect to execute federal AIP funding grants to improve the following airports which currently experience seasonal closures: Atka, Manakotak and Nightmute.
- Expect to execute AIP funding grants to improve the following airports to 24 hour medical evacuation capability with improved runways and permanent runway lighting: Atka, Goodnews Bay, Nightmute, Ouzinkie, Platinum, Stony River, and Takotna.

Major Component Accomplishments in 2004

Accomplishments towards improving mobility:

- Worked with the FAA to execute \$205.7 million in federal Airport Improvement Program (AIP) funding for DOT&PF airports, which is a 20 % increase over the \$171 million in FFY03 AIP funding.
- Executed AIP funding grants to improve the following airports that experience seasonal closures: Tanana and Ekwok.
- Commented on FAA's Part 139 NPRM to protect DOT&PFs operations.

Accomplishments towards increasing private investment:

- Began a rural airport marketing program by posting "for lease" signs where vacant airport land is available and created a presentation for use in public forums. Placed with brokerage firms airport buildings that are available for sale.
- Provided access to all leasing forms on the DOT&PF web site. Developed a project budget and received tentative approval from FAA for grant funding to make leasing forms web interactive.
- Drafted amendments to rural and international airport regulations to clarify and improve provisions.
- Implemented an assigned aircraft parking (tiedown) space program at 15 rural airports per 17 AAC 45.500, providing individuals with the opportunity to have designated spaces on the airport.
- Implemented a transient aircraft fee-parking program at 15 rural airports per 17 AAC 45.600. SWA will seek private airport users to administer the program.
- Coordinated creation and revision of forms to implement new regulations, such as notices for the transient aircraft fee-parking program.
- Continued procedures to ensure all air carriers are in compliance with Chapter 40, Title 2 of the Alaska Statutes. Provided information to the air carrier industry to facilitate a clear, concise understanding of program compliance requirements.

Accomplishments towards saving lives and reducing suffering:

- Executed AIP funding grants to improve the following airports to 24 hour medical evacuation capability with improved runways and permanent runway lighting: Chenega Bay, Clarks Point and Ekwok.

- Deployed fifty-three emergency lighting systems. One life already saved in Angoon.
- Inspected airports in accordance with FAA Order 5010.4 for purpose of updating Airport Master Records. From May through October made inspection site visits to most of the remaining airports under contract to FAA (approximately 98% of targeted inspections now complete) throughout Northern, Central and Southeast Regions. The goal is to inspect each public airport every three years. We are currently discussing the next three-year effort with FAA.
- Advised FAA on the Capstone installation in Southeast Alaska and helped begin planning for Capstone Phase III. Capstone continues to improve aviation safety in Alaska. The University of Alaska measured a 40% decrease in accidents from Capstone Phase I. Phase II is underway with SWA staff coordinating the impact to airports. Phase III planning continues.
- SWA is working on a series of policies and procedures (P&P) to reduce our tort exposure. Currently each region has considerable discretion in areas of design standards, maintenance standards, and infrastructure standards. The new P&P will reduce some of this discretion in favor of a more uniform department effort.

Statutory and Regulatory Authority

- AS 02 Aeronautics
- AS 19 Highways
- AS 44 State Government
- ACC 17 DOT&PF
- Federal Highway Program Manual
- Executive Order 39
- Title 14 CFR
- Title 23 CFR
- Title 25 CFR, BIA

Contact Information

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**Statewide Aviation
Component Financial Summary**

All dollars shown in thousands

	FY2004 Actuals	FY2005 Management Plan	FY2006 Governor
Non-Formula Program:			
Component Expenditures:			
71000 Personal Services	413.7	1,477.9	1,574.2
72000 Travel	11.8	65.3	41.3
73000 Services	51.7	274.9	255.9
74000 Commodities	2.3	36.8	36.8
75000 Capital Outlay	0.9	0.0	0.0
77000 Grants, Benefits	0.0	0.0	0.0
78000 Miscellaneous	0.0	0.0	0.0
Expenditure Totals	480.4	1,854.9	1,908.2
Funding Sources:			
1007 Inter-Agency Receipts	0.0	132.5	137.0
1027 International Airport Revenue Fund	17.1	18.0	18.6
1061 Capital Improvement Project Receipts	231.6	280.9	290.5
1156 Receipt Supported Services	231.7	1,423.5	1,462.1
Funding Totals	480.4	1,854.9	1,908.2

Estimated Revenue Collections

Description	Master Revenue Account	FY2004 Actuals	FY2005 Management Plan	FY2006 Governor
Unrestricted Revenues				
None.		0.0	0.0	0.0
Unrestricted Total		0.0	0.0	0.0
Restricted Revenues				
Interagency Receipts	51015	0.0	132.5	137.0
Receipt Supported Services	51073	231.7	1,423.5	1,462.1
Capital Improvement Project Receipts	51200	231.6	280.9	290.5
Restricted Total		463.3	1,836.9	1,889.6
Total Estimated Revenues		463.3	1,836.9	1,889.6

**Summary of Component Budget Changes
From FY2005 Management Plan to FY2006 Governor**

All dollars shown in thousands

	<u>General Funds</u>	<u>Federal Funds</u>	<u>Other Funds</u>	<u>Total Funds</u>
FY2005 Management Plan	0.0	0.0	1,854.9	1,854.9
Adjustments which will continue current level of service:				
-FY 05 Bargaining Unit Contract Terms: GGU	0.0	0.0	11.8	11.8
-FY06 Cost Increases for Bargaining Units and Non-Covered Employees	0.0	0.0	40.4	40.4
-Adjustments for Personal Services Working Reserve Rates and SBS	0.0	0.0	1.1	1.1
FY2006 Governor	0.0	0.0	1,908.2	1,908.2

**Statewide Aviation
Personal Services Information**

Authorized Positions		Personal Services Costs		
	<u>FY2005</u> <u>Management</u> <u>Plan</u>	<u>FY2006</u> <u>Governor</u>		
Full-time	18	19	Annual Salaries	1,061,162
Part-time	0	0	COLA	18,242
Nonpermanent	0	0	Premium Pay	0
			Annual Benefits	549,468
			<i>Less 0.09% Vacancy Factor</i>	<i>(1,472)</i>
			Lump Sum Premium Pay	0
Totals	18	19	Total Personal Services	1,627,400

Position Classification Summary

Job Class Title	Anchorage	Fairbanks	Juneau	Others	Total
Administrative Assistant	1	1	0	0	2
Administrative Clerk II	1	0	0	0	1
Administrative Clerk III	0	1	0	0	1
Leasing Officer II	4	3	0	0	7
Leasing Officer III	1	1	0	0	2
Leasing Officer IV	1	1	1	0	3
Planner III	1	0	0	0	1
Regnl Saf&Arpt Sec Off	1	0	0	0	1
Tech Eng I / Architect I	1	0	0	0	1
Totals	11	7	1	0	19