

**Petersburg: Airport Runway Safety Area**

**FY2007 Request: \$19,650,000**

**Reference No: 41730**

**AP/AL:** Allocation

**Project Type:** Construction

**Category:** Transportation

**Location:** Petersburg

**Contact:** John Torgerson

**House District:** Sitka/Wrangell/Petersburg (HD

**Contact Phone:** (907)269-0727

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**Estimated Project Dates:** 07/01/2006 - 06/30/2011

**Appropriation:** Airport Improvement Program

**Brief Summary and Statement of Need:**

This project includes design and construction of a standard Runway Safety Area, potential shift of the existing runway, relocation of navigation aids, and other associated improvements. Meeting the standard for safety areas is a very high FAA priority - so high that FAA policy prohibits their issuing any grants for runway improvements on an airport until its RSA is improved to the greatest practicable extent. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods.

<b>Funding:</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>Total</b>
Fed Rcpts	\$19,650,000						\$19,650,000
<b>Total:</b>	\$19,650,000	\$0	\$0	\$0	\$0	\$0	\$19,650,000

<input checked="" type="checkbox"/> State Match Required	<input checked="" type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
5% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

**Operating & Maintenance Costs:**

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	
<b>Totals:</b>	<b>0</b>	<b>0</b>

**Additional Information / Prior Funding History:**

None.

**Project Description/Justification:**

Petersburg's Runway Safety Area does not meet FAA standards. The size of the area surrounding a runway must protect aircraft that land short, over-run, or veer off the paved runway surface. Safety areas are level, compacted, and surfaced so they can support an aircraft that misses or leaves the runway without damage to the aircraft or supporting fire fighting equipment. A standard safety area for an airport of Petersburg's classification extends 1,000 feet beyond each end of the runway and is 500 feet wide. The existing safety area extends 200 feet beyond the runway ends and is only 200 feet wide. In order to achieve standards, the runway may be shifted 800 feet along its centerline with additional safety area constructed in the same direction, thereby limiting construction to only one end. The project will require various related work including the relocation of FAA navigation aids that are adjacent to the runway and located relative to the runway thresholds.