

State of Alaska FY2009 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) Five Year Funding Plan development, coordination, guidance and monitoring.
- Alaska Aviation System Planning.
- Aviation Leasing.
- Airport planning, design, construction and operation coordination.
- Federal Aviation Administration (FAA) liaison regarding aviation regulatory and policy issues affecting Alaska.
- Primary contact with airlines, aviation user groups, and aviation organizations.
- Primary response to aviation related public concerns.

FY2009 Resources Allocated to Achieve Results

FY2009 Component Budget: \$2,148,700	Personnel:	
	Full time	20
	Part time	0
	Total	20

Key Component Challenges

Challenges to Statewide Aviation in improving the rural airport transportation system and increasing revenues:

- Statewide Aviation (SWA) staff has written and adopted new insurance guidelines for airport leases as called for in Alaska Statute 02.15.090(g). The new guidelines are addressed in the draft regulations [17 AAC 45.425].
- SWA will continue to update the airport regulations as necessary. The redrafted regulations have been published, comments received, and the regulations have been amended to reflect the public comments. Regulations are anticipated to be adopted by February 1, 2008.
- SWA and the FAA have finalized a statewide Memorandum of Agreement for all navigation facilities on rural airports. The State and the FAA are continuing to execute these MOA's. It is anticipated that all FAA/State leases for navigational equipment will be cancelled and replaced by the MOA by September 30, 2008. The State and the FAA are continuing to work on the issue of non-aviation use contracts on federally funded airports. The FAA has agreed that with the approval of an Airport Layout Plan showing non-aviation revenue generation areas, they will allow non-aviation revenue functions on federally obligated airports.
- SWA will continue marketing airport land. SWA will continue to digitize all land occupancy plats for inclusion on the state web page that will show land available for lease at state airports. Other avenues are being explored to provide information to the general public such as speaking engagements at chambers of commerce and other local organizations.
- The State's E-Leasing program is on line and is being used by the general public. Once the general public becomes familiar with this on-line application system, we anticipate the processing time for applications will decrease. SWA will continue to improve the on-line E-Leasing system to make it easier and quicker for an applicant to apply for a lease on State airport lands.
- Challenges regarding improving mobility, saving lives and reducing suffering:
- This office serves as the primary contact point between the 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 256 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 FY06, the state obtained \$173.2 million in AIP funding to improve state-owned airports.

- Global Positioning System (GPS) navigation continues to impact the way in which airports are being designed, built, and operated. The more 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 prepared 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. Also, the current state standards for 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 that acquisition of expert assistance with this issue be acquired through capital projects.

Significant Changes in Results to be Delivered in FY2009

No significant changes are anticipated.

Major Component Accomplishments in 2007

- Worked with the FAA to execute \$173.2 million in federal Airport Improvement Program (AIP) funding for Department of Transportation & Public Facilities (DOT&PF) airports.
- Executed AIP grants to reduce seasonal closures at Nightmute, Kongiganak, and Manakotak Airports.
- Provided access to rural airport land-use leasing applications on the DOT&PF web site. Received approval from FAA for grant funding to make leasing forms web interactive.
- Drafted amendments to rural airport regulations to clarify and improve provisions.
- 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.
- Executed AIP grants to improve the following airports to 24 hour medical evacuation capability with improved runways and permanent runway lighting: Nunapitchuk and Nightmute.
- Deployed an emergency lighting system to Kipnuk when existing system experienced total failure.
- Implemented an assigned aircraft parking (tie down) space and transient aircraft parking programs at Willow Airport per 17 AAC 45.500, to increase revenue generation and eliminate traffic conflicts and overcrowding, and to provide individuals with the opportunity to have designated spaces on the airport.
- Advised FAA on the Capstone installation which continues to improve aviation safety in Alaska. 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 more uniform department standards.

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

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Statewide Aviation Component Financial Summary

All dollars shown in thousands

	FY2007 Actuals	FY2008 Management Plan	FY2009 Governor
Non-Formula Program:			
Component Expenditures:			
71000 Personal Services	1,435.9	1,662.7	1,743.4
72000 Travel	43.3	57.0	57.0
73000 Services	110.7	301.8	301.8
74000 Commodities	59.1	46.5	46.5
75000 Capital Outlay	1.2	0.0	0.0
77000 Grants, Benefits	0.0	0.0	0.0
78000 Miscellaneous	0.0	0.0	0.0
Expenditure Totals	1,650.2	2,068.0	2,148.7
Funding Sources:			
1007 Inter-Agency Receipts	141.3	145.2	145.2
1027 International Airport Revenue Fund	19.3	19.3	19.3
1061 Capital Improvement Project Receipts	114.1	317.8	331.6
1156 Receipt Supported Services	1,375.5	1,585.7	1,652.6
Funding Totals	1,650.2	2,068.0	2,148.7

Estimated Revenue Collections

Description	Master Revenue Account	FY2007 Actuals	FY2008 Management Plan	FY2009 Governor
Unrestricted Revenues				
Unrestricted Fund	68515	518.7	0.0	0.0
Unrestricted Total		518.7	0.0	0.0
Restricted Revenues				
Interagency Receipts	51015	141.3	145.2	145.2
Receipt Supported Services	51073	1,375.5	1,585.7	1,652.6
Capital Improvement Project Receipts	51200	114.1	317.8	331.6
Restricted Total		1,630.9	2,048.7	2,129.4
Total Estimated Revenues		2,149.6	2,048.7	2,129.4

**Summary of Component Budget Changes
From FY2008 Management Plan to FY2009 Governor**

All dollars shown in thousands

	<u>General Funds</u>	<u>Federal Funds</u>	<u>Other Funds</u>	<u>Total Funds</u>
FY2008 Management Plan	0.0	0.0	2,068.0	2,068.0
Adjustments which will continue current level of service:				
-FY 09 Bargaining Unit Contract Terms: General Government Unit	0.0	0.0	80.7	80.7
FY2009 Governor	0.0	0.0	2,148.7	2,148.7

**Statewide Aviation
Personal Services Information**

Authorized Positions		Personal Services Costs	
	FY2008 Management Plan	FY2009 Governor	
Full-time	20	20	Annual Salaries 1,101,762
Part-time	0	0	COLA 75,845
Nonpermanent	0	0	Premium Pay 7,623
			Annual Benefits 628,070
			Less 3.85% Vacancy Factor (69,900)
			Lump Sum Premium Pay 0
Totals	20	20	Total Personal Services 1,743,400

Position Classification Summary

Job Class Title	Anchorage	Fairbanks	Juneau	Others	Total
Administrative Assistant	1	0	0	0	1
Administrative Clerk II	1	0	0	0	1
Administrative Clerk III	0	1	0	0	1
Airport Leasing Program Mgr	1	0	0	0	1
Airport Leasing Specialist I	0	1	0	0	1
Airport Leasing Specialist II	3	1	0	0	4
Airport Leasing Specialist III	2	3	0	0	5
Airport Leasing Specialist IV	1	1	1	0	3
Trans Planner I	3	0	0	0	3
Totals	12	7	1	0	20