

State of Alaska FY2010 Governor's Operating Budget

Department of Transportation/Public Facilities Anchorage Airport Field and Equipment Maintenance Component Budget Summary

Component: Anchorage Airport Field and Equipment Maintenance

Contribution to Department's Mission

Provide safe aircraft movement surfaces through efficient and cost-effective maintenance of the Air Operations Area, and to maintain vehicle roads, parking lots and other grounds in compliance with Federal Aviation Administration (FAA) airport certification requirements, as well as accepted prudent maintenance requirements and practices.

Core Services

- Purchase, maintain, and repair rolling stock, fire fighting equipment, vehicles, and controlled property (small equipment).
- Provide physical maintenance of all runways, taxiways, aircraft parking, vehicle parking lots, roads, sidewalks, surface drainage, and grounds within the boundaries of the 4,500+ acre airport, as well as both sides of perimeter fencing.
- Repair/maintain and remove snow and ice from all pavement areas, airport runways, taxiways, roadways, sidewalks, and grounds.
- Perform daily maintenance inspections of airport areas and retain related data required by Federal Aviation Regulations (FAR) 139 regulations.
- Repair and maintain 322 lake slips, 458 wheeled tiedowns, and one dirt runway serving general aviation commercial and private aircraft owners.
- Provide installation and maintenance of all airport lighting on runways, taxiways, ramps, general aviation areas, parking lots, and roadways.
- Perform surface friction testing on all runways as required by FAA and retain those reports.
- Provide emergency support on all aircraft alert conditions as well as any other emergencies that may arise.

FY2010 Resources Allocated to Achieve Results

| | | |
|--|-------------------|------------|
| FY2010 Component Budget: \$12,071,700 | Personnel: | |
| | Full time | 88 |
| | Part time | 24 |
| | Total | 112 |

Key Component Challenges

Consistent with other Anchorage International Airport (ANC) components, safety is of the foremost importance for Field and Equipment Maintenance. To ensure that the airport is maintained to the highest level of safety and proficiency requires a highly trained and qualified staff. It has become more and more difficult to recruit qualified equipment operators, mechanics, and electricians than ever before. Critical positions have remained unfilled for several months. Contacts were made with Local 71, International Brotherhood of Electrical Workers (IBEW), Operators Union Local 302 and construction contractors with no prospective applicants found. The present pay rate has not kept up with the local economy. It takes 2 to 3 seasons for a new employee to become proficient with the specialized airport equipment and to be able to maneuver the equipment safely around the airport. Employees are not staying long enough to get past the training mode. This is reflected in the current requirement to fill two Foremen positions where prospective candidates do not meet the minimum requirements. The new FAA circular requires us to increase our personnel and equipment to meet these new requirements. This winter ANC will have to rely on working the crews with overtime to ensure the safety of the traveling public.

An increase of over 2% in required asphalt maintenance was created with: (1) the widening of taxiway Kilo to

accommodate the Design Group 6 Aircraft, (2) the construction of taxiway Golf 1, and (3) the widening of the taxiways and parking spots. This resulted in reduced snow storage capabilities and will require us to haul more snow than ever before. In addition, the FAA has set new requirements on winter operations that we cannot meet with the present workforce and equipment. As the runways age, the amount of pavement maintenance sharply increases, this will also require the runways be closed for these safety required repairs.

The Agrium plant has closed in Kenai. All future purchases of deicing chemicals will be required to be shipped from the lower 48 by barge, then train and finally trucked to Anchorage. This not only means that all chemical orders will have to be made during the spring for arrival before the winter season, but additional storage will be needed in case of unforeseen heavy snow or ice. Replacing urea with other deicing chemicals will be very expensive. The cost is projected to be at least four times as much and could be as high as 10 times as much than the Agrium urea – a projected \$2.7 million per year increase. Cryotech has placed a stock control on E-36 because of raw materials limiting customers to 20% of what each customer purchased last season. Two additional liquid deicer storage tanks are needed, as soon as possible, to ensure if the controls are lifted we can stock enough to meet our needs.

Operating expenditures are projected to increase in the following line areas:

| | |
|---------------------------|-------|
| E-36 De-icing | +85% |
| Runway Sand | +91% |
| Chugach Electric | +18% |
| Refuse | +20% |
| Natural Gas | +21% |
| Equipment Fuel | +120% |
| Paint | +37% |
| Airfield Electrical Parts | +43% |

The closure of Kulis Air National Guard Base will have an airport wide impact. Specifically to Field and Equipment Maintenance there will be an additional 31 road miles to maintain in addition to all the grasslands, sidewalks, exterior roadway lighting, as well as the Kulis Taxiway. Operating cost projections are being worked on now. These will include increased manpower and equipment.

Significant Changes in Results to be Delivered in FY2010

No significant changes are anticipated.

Major Component Accomplishments in 2008

- Field Maintenance achieved zero discrepancies for the Federal Aviation Regulations (FAR) Part 139 Inspection.
- Runways and taxiways remained open despite record snow fall and much higher than normal seasonal amounts.
- Constructed a new airport parking lot for 300 vehicles. This was accomplished utilizing in-house equipment and staff which saved the state over \$1,500,000 if this project was contracted out.
- Constructed a road and installed a gate to Aircraft Fueling Services Company (AFSC) which increased security for the airport. The work was accomplished utilizing unused top grade soil material from other completed projects, which saved the state over \$230,000 if it would have been contracted out.
- Roto-milled and repaved over 4,700 square feet of asphalt on Runway 7 R. This greatly reduced the FOD (foreign object debris) potential, as well as increasing safety. This saved the state over \$450,000 if it were to be contracted out and reduced the amount of time the runway needed to be closed.
- Re-built two road grader transmissions at a cost of \$9,400. These transmissions were no longer available in the United States. New ones would have cost over \$ 86,000.
- Fabricated 125 various sizes of "50th Statehood Anniversary" banners.

- Constructed a new exit lane at the North Terminal pay parking lot to help reduce congestion during peak hours.
- Maintained the airport in a safe condition, without any major accidents or incidents through both summer and winter conditions.

Statutory and Regulatory Authority

AS 02 Aeronautics

AS 18 Health/Safety

AS 44 State Government

FAR PT 139,107,108

TSR 49 CFR Part 1542 Transportation Security Regulation (Airport Security Program)

| Contact Information |
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Anchorage Airport Field and Equipment Maintenance Component Financial Summary

All dollars shown in thousands

| | FY2008 Actuals | FY2009 Management Plan | FY2010 Governor |
|---|-----------------------|-----------------------------------|------------------------|
| Non-Formula Program: | | | |
| Component Expenditures: | | | |
| 71000 Personal Services | 7,813.0 | 8,299.8 | 8,263.1 |
| 72000 Travel | 2.2 | 8.5 | 8.5 |
| 73000 Services | 1,147.7 | 2,029.3 | 854.3 |
| 74000 Commodities | 3,481.7 | 2,927.8 | 2,927.8 |
| 75000 Capital Outlay | 286.7 | 18.0 | 18.0 |
| 77000 Grants, Benefits | 0.0 | 0.0 | 0.0 |
| 78000 Miscellaneous | 0.0 | 0.0 | 0.0 |
| Expenditure Totals | 12,731.3 | 13,283.4 | 12,071.7 |
| Funding Sources: | | | |
| 1027 International Airport Revenue Fund | 12,731.3 | 13,283.4 | 12,071.7 |
| Funding Totals | 12,731.3 | 13,283.4 | 12,071.7 |

Estimated Revenue Collections

| Description | Master Revenue Account | FY2008 Actuals | FY2009 Management Plan | FY2010 Governor |
|---------------------------------|---------------------------------------|-----------------------|-----------------------------------|------------------------|
| Unrestricted Revenues | | | | |
| Unrestricted Fund | 68515 | 20.5 | 0.0 | 0.0 |
| Unrestricted Total | | 20.5 | 0.0 | 0.0 |
| Restricted Revenues | | | | |
| None. | | 0.0 | 0.0 | 0.0 |
| Restricted Total | | 0.0 | 0.0 | 0.0 |
| Total Estimated Revenues | | 20.5 | 0.0 | 0.0 |

**Summary of Component Budget Changes
From FY2009 Management Plan to FY2010 Governor**

All dollars shown in thousands

| | <u>General Funds</u> | <u>Federal Funds</u> | <u>Other Funds</u> | <u>Total Funds</u> |
|--|----------------------|----------------------|--------------------|--------------------|
| FY2009 Management Plan | 0.0 | 0.0 | 13,283.4 | 13,283.4 |
| Adjustments which will continue current level of service: | | | | |
| -Transfer PCN 25-2611 and Funding to the Alaska International Airports System Office | 0.0 | 0.0 | -49.2 | -49.2 |
| -Transfer to Anchorage Airport Facilities to Consolidate Funding for Airport Utility Costs | 0.0 | 0.0 | -775.0 | -775.0 |
| -FY2010 Wage and Health Insurance Increases for Bargaining Units with Existing Agreements | 0.0 | 0.0 | 12.5 | 12.5 |
| Proposed budget decreases: | | | | |
| -Reduce Operating Budget in Response to Airline Carrier Economic Operating Environment | 0.0 | 0.0 | -400.0 | -400.0 |
| FY2010 Governor | 0.0 | 0.0 | 12,071.7 | 12,071.7 |

**Anchorage Airport Field and Equipment Maintenance
Personal Services Information**

| Authorized Positions | | | Personal Services Costs | |
|----------------------|---------------------------------------|----------------------------|----------------------------------|------------------|
| | FY2009 Management Plan | FY2010 Governor | | |
| Full-time | 89 | 88 | Annual Salaries | 5,103,825 |
| Part-time | 24 | 24 | COLA | 13,997 |
| Nonpermanent | 0 | 0 | Premium Pay | 512,871 |
| | | | Annual Benefits | 3,106,529 |
| | | | <i>Less 5.43% Vacancy Factor</i> | (474,122) |
| | | | Lump Sum Premium Pay | 0 |
| Totals | 113 | 112 | Total Personal Services | 8,263,100 |

Position Classification Summary

| Job Class Title | Anchorage | Fairbanks | Juneau | Others | Total |
|--------------------------------|------------|-----------|----------|----------|------------|
| Administrative Assistant I | 1 | 0 | 0 | 0 | 1 |
| Administrative Assistant II | 1 | 0 | 0 | 0 | 1 |
| Administrative Clerk III | 1 | 0 | 0 | 0 | 1 |
| Asst Mgr Airfield Maintenance | 1 | 0 | 0 | 0 | 1 |
| Enviro Services Journey II | 1 | 0 | 0 | 0 | 1 |
| Equip Operator Journey I | 9 | 0 | 0 | 0 | 9 |
| Equip Operator Journey II | 39 | 0 | 0 | 0 | 39 |
| Equip Operator Sub Journey I | 16 | 0 | 0 | 0 | 16 |
| Equip Operator Sub Journey II | 4 | 0 | 0 | 0 | 4 |
| Equipment Fleet Dist Manager | 1 | 0 | 0 | 0 | 1 |
| International Airport Foreman | 3 | 0 | 0 | 0 | 3 |
| Maint Gen Journey | 1 | 0 | 0 | 0 | 1 |
| Maint Gen Lead | 2 | 0 | 0 | 0 | 2 |
| Maint Spec Etrician Foreman | 1 | 0 | 0 | 0 | 1 |
| Maint Spec Etrician Journey II | 9 | 0 | 0 | 0 | 9 |
| Maint Spec Etronics Journey II | 1 | 0 | 0 | 0 | 1 |
| Manager,Airfield Maintenance | 1 | 0 | 0 | 0 | 1 |
| Mech Auto Adv Journey | 16 | 0 | 0 | 0 | 16 |
| Mech Auto Foreman II | 1 | 0 | 0 | 0 | 1 |
| Stock & Parts Svcs Lead | 3 | 0 | 0 | 0 | 3 |
| Totals | 112 | 0 | 0 | 0 | 112 |