

AP/AL: Allocation
Category: Transportation
Location: Statewide
House District: Statewide
Estimated Project Dates: 07/01/2007 - 06/30/2012
Appropriation: Airport Improvement Program

Project Type: Planning
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Brief Summary and Statement of Need:

Conduct planning and analysis related to improving the safety and capacity of the state aviation system as well as associated environmental and public concerns. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage, by improving the mobility of people and goods and by increasing private investment.

Funding:	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	Total
Fed Rcpts	\$4,500,000						\$4,500,000
Total:	\$4,500,000	\$0	\$0	\$0	\$0	\$0	\$4,500,000

<input checked="" type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input checked="" 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	0
Totals:	0	0

Additional Information / Prior Funding History:

FY2007 - \$2,500,000; FY2005 - \$2,700,000; FY2004 - \$600,000; FY2003 - \$2,200,000; FY2002 - \$700,000; FY2001 - \$700,000; FY2000 - \$700,000; FY1999 - \$700,000. This is an on-going program.

Project Description/Justification:

This project consists of the following planning tasks associated with the managing and improving of the state's aviation infrastructure.

1. Develop and maintain a continuously updated list of prioritized projects and a five-year Spending Plan.
2. Develop and review state policies regarding airport improvements, maintenance and operations.
3. Continue development of a pavement management system to establish pavement condition index baselines, amount and direction of change and identify pavement rehabilitation needs.
4. Develop updated ALPs and Land Occupancy drawings for selected airports.
5. Acquire aerial imagery at selected airports.
6. Evaluate and update aviation design, construction and maintenance standards.
7. Develop aviation plans to address regional aviation issues of special concern.
8. Evaluate Runway Safety Area development practicability at selected airports.
9. Evaluate and participate in implementation of the Capstone program.
10. Develop interactive computer assisted training for Part 139 Certificated airports.
11. Evaluate penetrations to imaginary airspace surfaces surrounding airports.
12. Wildlife hazard assessment evaluations at selected airports.

13. Develop aviation related information in electronic, digital, internet accessible and/or Geographic Information System (GIS) format and convert existing older paper based information to these formats.
14. Evaluate technical issues
15. Update signage and runway safety area management plans.
16. Undertake noise analysis at selected airports.
17. Conduct a Disadvantaged Business Enterprise (DBE) study of availability and disparity.
18. Develop an analysis of airport improvement accomplishments and remaining needs to meet current standards and evaluate potential changes to standards. Other analysis and planning work as funding allows.
19. Fund other aviation planning work as needed.

The state owns or operates approximately 256 Rural System airports. Some of these airports are highly regulated Part 139 certificated airports. Most state owned airports have federal funding obligations that create additional management and grant compliance issues. Many of these airports are substandard and need improvement. The state seeks federal Airport Improvement Program (AIP) funding for these improvements. There is a need to convert paper based information to digital information for improved and more efficient access by the public and other information users. Recent advances in satellite based technology such as the global positioning system (GPS) and other electronic navigation equipment is creating additional demands for nighttime and Instrument Flight Rule aircraft operations. This creates additional demands and expectations by airport users, the Federal Aviation Administration and the general public. These demands create a need for a significant level of continuous aviation system planning work.