

# **State of Alaska FY2012 Governor's Operating Budget**

## **Department of Transportation/Public Facilities Aviation Results Delivery Unit Budget Summary**

## Aviation Results Delivery Unit

### Contribution to Department's Mission

Provide aviation system vision, goals, planning, and infrastructure development for the safe movement of people and goods; and provide relevant and reliable financial information to the international airport system.

### Core Services

- Airport Improvement Program (AIP) Five-Year Funding Plan development and coordination.
- Airport planning, design, construction, and operation coordination, as well as technical assistance.
- Development and management of the Alaska State Aviation System Plan and related continuous planning processes.
- Conduct Federal Aviation Administration (FAA) Airport Inspections (5010 database maintenance).
- Ensure appropriate operating and capital accounting and financial policies and procedures are used at the international airports.
- Provide uniform rate and fee structures for use of the airport facilities and services as required under federal grant assurances.
- Property management services for the use of lands, facilities, and buildings at state rural airports.
- Facilitate advancement in aviation safety through increased coordination and cooperation between state, federal and non-profit organizations by way of the Joint Project Office (JPO) while investigating and integrating supportive technologies.
- Promote and support all levels of airport operations and management training.

### Major Activities to Advance Strategies

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| <ul style="list-style-type: none"> <li>• Analyze inventory data on airports that are below minimum FAA standards.</li> <li>• Assess projects through Airport Project Evaluation Board (APEB) scoring process to prioritize projects and equipment for limited federal funds.</li> <li>• Coordinate regularly with FAA Airports Division to identify issues, regulatory priorities, and funding.</li> <li>• Develop and maintain an aviation web site to provide user-friendly access to airport information.</li> <li>• Initiate new, and develop existing, aviation technical training to retain and promote airport career path to improve efficiency and sustainability.</li> </ul> | <ul style="list-style-type: none"> <li>• Inventory airport lease lots and needs to meet aviation demands and FAA requirements.</li> <li>• Coordinate state airport safety, security, compliance, land use, rates and fees, education, and mapping policy.</li> <li>• Lead the Alaska Aviation System Plan's continuing planning process and related public efforts to identify user issues and priorities.</li> <li>• Support the Governor's Aviation Advisory Board in their advocacy of the state aviation system.</li> <li>• Provide leadership role in the acquisition of accurate elevation data for the Statewide Digital Mapping Initiative (SDMI).</li> </ul> |
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### Key RDU Challenges

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. AIP funding objectives of special emphasis:

- Execute federal AIP funding grants to improve airports which currently experience seasonal closures due to weather-induced runway conditions.
- Execute AIP funding grants to improve airports to 24-hour medical evacuation capability with improved runways and permanent runway lighting.
- Maintain compliance with federal grant assurances and other FAA airport and security regulations and priorities. Accommodate work load demands and funding of these efforts.

The increasing costs for airline operators, fluctuating fuel costs, and increasing regulations are decreasing flights to communities. Fewer operations have had an impact on revenues generated at the International airports. It will be

critical for management to concentrate on:

- Identifying cost reductions that will keep rates and fees stable and not jeopardize the traveling public's safety.
- Identifying new, and enhancing existing, revenue sources in order to meet airline and customer needs.

Obtaining additional state funding for lease lot development is critical to providing additional access and useable land at high-demand airports. Funding received for airport and lease lot development from the general fund will be used for:

- Providing access to land available for lease.
- Providing utility infrastructure, if required, to lease lots.
- Developing raw land in order to make it available for lessee use.
- Obtaining current market rates for airport land-use types.

Statewide Aviation supports non-precision approach Global Positioning System (GPS) navigation technology because it improves aircraft operations and saves lives. These systems impact rural airport design, construction and operations. Emphasis on this technology will help facilitate navigational improvements and structures important to aviation safety at our airports. Statewide Aviation also supports the statewide effort to acquire accurate elevation data because it will reduce Controlled Flight Into Terrain (CFIT) accidents from occurring which will decrease aviation related fatalities, injury and economic loss.

## Significant Changes in Results to be Delivered in FY2012

Increase revenue generated at rural airports through the effective use of the additional management resources requested in the FY2011 Governor's budget.

Increase land suitable and available for lease.

## Major RDU Accomplishments in 2010

- Worked with the FAA to execute approximately \$226 million in federal Airport Improvement Program (AIP) funding for Department of Transportation and Public Facilities (DOT&PF) airports for Federal Fiscal Year (FFY) 2010.
- Executed AIP funding grants and completed surface work to reduce seasonal closures at two rural airports during FFY 2010.
- Rural Airport Lighting Program (RALP): executed \$76.6 million in AIP funding grants to improve five airports to 24-hour medical evacuation capability with improved runways and permanent runway lighting; a Runway lighting system was completed at one airport using RALP funding during FFY 2010.
- Addressed, responded and met with FAA regarding outstanding Land Use Compliance issues. Corrected and closed 3 airports non-compliance issues. Continued efforts to establish and develop methods and solutions for assuring non-compliance issues on a statewide basis. Ensures violations are avoided and/or resolved as quickly as possible.
- Performed 126 airport safety inspections and prepared associated form 5010 airport master record reports.
- Completed 153 Airline Operators Insurance Certifications.
- Continued planning efforts under the ongoing Alaska Aviation System Plan update. The plan is required by FAA and has not been completed in over 10 years. The plan prioritizes Alaskan aviation needs and improves the chances of FAA grants for those identified needs in the future.
- Completed lease lot development at Savoonga Airport, which USPS identified as a new US Postal Hub.
- Facilitated the state/federal cost sharing partnership to acquire elevation data over 10% of the state, which supports many critical functions including aviation safety.
- Created the Joint Project Office (JPO) to facilitate coordination and cooperation between state, federal and not-for-profit concerns through a collaborative aviation safety effort involving cue-based training for use in aviation simulators.

**Contact Information**

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**Aviation  
RDU Financial Summary by Component**

*All dollars shown in thousands*

	FY2010 Actuals				FY2011 Management Plan				FY2012 Governor			
	UGF+DGF Funds	Other Funds	Federal Funds	Total Funds	UGF+DGF Funds	Other Funds	Federal Funds	Total Funds	UGF+DGF Funds	Other Funds	Federal Funds	Total Funds
<b>Formula Expenditures</b> None.												
<b>Non-Formula Expenditures</b>												
Statewide Aviation	1,943.8	512.7	0.0	2,456.5	2,304.0	710.5	0.0	3,014.5	2,370.5	720.0	0.0	3,090.5
International Airport Systems	0.0	704.4	0.0	704.4	0.0	860.3	0.0	860.3	0.0	884.0	0.0	884.0
<b>Totals</b>	<b>1,943.8</b>	<b>1,217.1</b>	<b>0.0</b>	<b>3,160.9</b>	<b>2,304.0</b>	<b>1,570.8</b>	<b>0.0</b>	<b>3,874.8</b>	<b>2,370.5</b>	<b>1,604.0</b>	<b>0.0</b>	<b>3,974.5</b>

**Aviation**  
**Summary of RDU Budget Changes by Component**  
**From FY2011 Management Plan to FY2012 Governor**

*All dollars shown in thousands*

	<u>Unrestricted Gen (UGF)</u>	<u>Designated Gen (DGF)</u>	<u>Other Funds</u>	<u>Federal Funds</u>	<u>Total Funds</u>
<b>FY2011 Management Plan</b>	<b>0.0</b>	<b>2,304.0</b>	<b>1,570.8</b>	<b>0.0</b>	<b>3,874.8</b>
<b>Adjustments which will continue current level of service:</b>					
-Statewide Aviation	0.0	66.5	9.5	0.0	76.0
-International Airport Systems	0.0	0.0	23.7	0.0	23.7
<b>FY2012 Governor</b>	<b>0.0</b>	<b>2,370.5</b>	<b>1,604.0</b>	<b>0.0</b>	<b>3,974.5</b>