

**Statewide - Aviation Systems Plan Update**

**FY2014 Request: \$1,500,000**

**Reference No: 36241**

**AP/AL:** Allocation

**Project Type:** Research / Studies / Planning

**Category:** Transportation

**Location:** Statewide

**House District:** Statewide (HD 1-40)

**Impact House District:** Statewide (HD 1-40)

**Contact:** Steven Hatter

**Estimated Project Dates:** 07/01/2013 - 06/30/2020

**Contact Phone:** (907)269-0730

**Appropriation:** Airport Improvement Program

**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.

<b>Funding:</b>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>Total</u>
Fed Rcpts	\$1,500,000						\$1,500,000
<b>Total:</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500,000</b>

<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
3% = 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
<b>Totals:</b>	<b>0</b>	<b>0</b>

**Prior Funding History / Additional Information:**

- Sec1 Ch17 SLA2012 P140 L4 SB160 \$1,000,000
- Sec1 Ch5 SLA2011 P105 L15 SB46 \$2,500,000
- Sec7 Ch43 SLA2010 P40 L28 SB230 \$3,700,000
- Sec1 Ch15 SLA2009 P26 L14 SB75 \$1,500,000
- Sec4 Ch29 SLA2008 P8 L19 SB221 \$3,600,000
- Sec4 Ch30 SLA2007 P108 L11 SB53 \$4,500,000

**Project Description/Justification:**

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

1. Continuous update of the 1996 Alaska Aviation System Plan as required by FAA, including inventory of current system, identification of system needs, forecast demand and other elements as outlined in FAA Advisory Circular 150/5070-7.
2. Develop and maintain a continuously updated list of prioritized projects and a multi-year spending plan.
3. 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 airport layout plans including land use, airport property maps, and land occupancy drawings for selected airports.

5. Acquire aerial imagery at selected airports.
6. Develop digital elevation models of select air corridors and airports.
7. Evaluate and update aviation design, construction, and maintenance standards.
8. Develop aviation plans to address regional aviation issues of special concern.
9. Evaluate Runway Safety Area development practicability at selected airports.
10. Evaluate and participate in implementation of the next generation air transportation system (NextGen) program.
11. Develop and maintain interactive computer assisted training for Part 139 Certificated airports.
12. Evaluate penetrations to imaginary airspace surfaces surrounding airports.
13. Wildlife hazard assessment, evaluations and Wildlife Hazard Management Plans at selected airports.
14. 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.
15. Evaluate runway lighting requirements.
16. Evaluate airport technical issues.
17. Update signage, land use, land occupancy, and runway safety area management plans.
18. Undertake noise analysis at selected airports.
19. Continue to support availability and disparity studies as required to comply with federal Disadvantaged Business Enterprise (DBE) requirements.
20. Develop an analysis of airport improvement accomplishments and remaining needs to meet current standards and evaluate potential changes to standards.
21. Coordinate and fund legal research, agreements and determinations for aviation related questions and issues.
22. Fund training as required at certificated airports, to the extent training may be an eligible use of AIP funding.
23. Evaluate other funding sources for aviation related needs.
24. Evaluate changing demographics and their impacts to aviation needs.
25. Evaluate the impacts of fuel cost and availability on system usage.
26. Conduct Airport Wildlife Hazard Assessments and Wildlife Management Plans.
27. Update Airport Master Records.
28. Evaluate document management solutions for aviation related information.
29. Evaluate and analyze system wide need for aeronautical surveys, as well as conduct aeronautical surveys for selected airports.
30. Evaluate benefits and costs of implementing potential new federal security requirements.
31. Evaluate and analyze maintenance and operations needs and requirements.
32. Evaluate aviation related programs, such as the USPS Bypass mail program, the USDOT Essential Air Service program, weather data collection and dissemination, as well as satellite navigation programs.
33. Fund other aviation planning work as needed.

The State owns or operates 253 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. For example, in the years FFY 2003 and 2012 the department received annually approximately \$123 to \$176 million in AIP funding annually for rural system airport improvements.

There is a need to convert paper based information to digital information to improve and make 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 are creating additional demands for nighttime and Instrument Flight Rule aircraft operations. This places additional demands and expectations by airport users, the FAA and the general public on DOT&PF, which all create the need for a significant level of continuous aviation system planning work.