

**Airport Improvement Program**

**FY2024 Request: \$462,009,189**

**Reference No: 7470**

**AP/AL:** Appropriation with Allocations

**Project Type:** Construction

**Category:** Transportation

**Location:** Statewide

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

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

**Contact:** Dom Pannone

**Estimated Project Dates:** 07/01/2023 - 06/30/2028

**Contact Phone:** (907)465-2956

**Brief Summary and Statement of Need:**

Federal airport improvements are outlined in the Airport Improvement Program (AIP) and the International Airports Program. The AIP provides grants to public entities, like the State of Alaska Department of Transportation and Public Facilities (DOT&PF), for planning and development of public-use airports. Eligible projects include improvements related to enhancing airport safety, capacity, security, and environmental concerns. In general, sponsors can get AIP funds for most airfield capital improvements or rehabilitation projects and in some specific situations, for terminals, hangars, and non-aviation development. Certain professional services that are necessary can also be eligible.

<b>Funding:</b>	<b>FY2024</b>	<b>FY2025</b>	<b>FY2026</b>	<b>FY2027</b>	<b>FY2028</b>	<b>FY2029</b>	<b>Total</b>
1002 Fed Rcpts	\$441,054,193	\$441,300,000	\$441,300,000				\$1,323,654,193
1027 Int Airprt	\$14,454,996	\$14,500,000	\$14,500,000				\$43,454,996
1179 PFC	\$6,500,000	\$6,500,000	\$6,500,000				\$19,500,000
<b>Total:</b>	<b>\$462,009,189</b>	<b>\$462,300,000</b>	<b>\$462,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,386,609,189</b>

<input 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"/> Ongoing
0% = 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:**

Sec11 Ch1 SLA2022 P93 L19 HB281 \$447,161,590  
 Sec8 Ch1 SLA2021 P80 L5 HB69 \$475,180,411  
 Sec5 Ch8 SLA2020 P68 L6 HB205 \$214,400,000  
 Sec3 Ch19 SLA2019 P7 L26 SB19 \$208,700,000  
 Sec1 Ch19 SLA2018 P10 L33 SB142 \$221,500,000

See project allocations for detailed project descriptions.

**Project Description/Justification:**  
**Alaska International Airport Systems**

The Alaska International Airport System (AIAS) Operating Agreement, effective FY2014, is a 10-year agreement signed by the majority of AIAS customer airlines, consisting of regional,

domestic, international, passenger, and cargo operators. The AIAS Operating Agreement successfully represents a collaborative process to address commercial interests and the public interest of Alaskans. It establishes rates, fees, roles and responsibilities for the State of Alaska and airline partners; use of terminal and airfield space; and outlines long-term funding commitments by the Signatory Airlines in guaranteeing funding for future operating and capital improvement project costs.

The AIAS is operated as a state-owned enterprise fund under the Department of Transportation and Public Facilities (DOT&PF). Each year, this project provides for AIAS projects based on the amount and type of funds estimated to be available to the state in a fiscal year.

### **Rural Airport System Projects**

The DOT&PF receives federal funding through the AIP. In general, AIP funds are used for projects that enhance airport safety, capacity, security, and environmental concerns. Most airfield capital improvements, repairs, property acquisition, and professional services (such as planning, surveying, and design) are eligible.

All projects must meet Federal Aviation Administration (FAA) regulatory and policy requirements regarding adequate justification and compliance with FAA design standards, in addition to meeting all federal environmental, permitting, and procurement requirements.

Proposed airport project needs are collected and entered into the DOT&PF's Alaska Airport Needs Directory and AIP Needs list through input from aviation interests, community representatives, FAA staff, the Alaska State Legislature, and DOT&PF staff.

The DOT&PF scores projects based on aviation criteria and guidance and prepares detailed project nomination sheets and estimates for most major construction projects. Criteria include safety, health and quality of life, economic development, maintenance and operations issues, local capital contribution to project cost, and others. The project nomination goes through a regional screening and then is evaluated by the Aviation Project Evaluation Board. This board scores project nominations statewide. The highest scoring projects are then ranked competitively and the highest ranking projects are considered for inclusion in the AIP Spending Plan. In some cases, projects are included in the Spending Plan based on federal requirements from the FAA or the Transportation Security Administration (TSA).

The AIP Spending Plan is a planning and programming document that is continuously revised to adjust for project schedules and cost estimate changes as projects develop. Should a scheduled project encounter delays and be unable to advance as proposed, if actual project bids come in lower than estimated, or if sufficient funds are identified for other reasons, the department selects alternative or supplemental projects from the AIP Spending Plan that best serve the interests of the state in the maintenance and operation of the aviation system.

To be eligible to receive federal funding to construct an AIP project, the project must meet the following prerequisites:

- Project prioritized (scored and ranked for most major construction projects)
- Project is included in the AIP Spending Plan

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- Adequate Legislative authority obtained
- Environmental analysis completed and approved by FAA
- Airport Layout Plan approved by FAA
- Airspace coordination completed by FAA
- Sufficient land interests have been acquired
- Project design completed and approved by FAA

Projects may be added or deleted over time as the Spending Plan evolves. Please check [http://dot.alaska.gov/stwdav/documents/Rural\\_Airport\\_System\\_AIP\\_Spending\\_Plan.pdf](http://dot.alaska.gov/stwdav/documents/Rural_Airport_System_AIP_Spending_Plan.pdf) for the most up-to-date AIP Spending Plan.