



**NORTH  
TO THE FUTURE**

March 6, 2025

# Senate Transportation Committee

## Rural Airport System Overview

**Alaska Department of Transportation & Public Facilities**  
**Troy LaRue, Division Operations Manager, Statewide Aviation**






# MISSION STATEMENTS



**Alaska DOT&PF**  
**“Keep Alaska Moving Through Service  
And Infrastructure”**



**Alaska International Airports System (AIAS)**  
**“To Keep Alaska Flying And Thriving”**



**Statewide Aviation (SWA)**  
**“To Sustain And Improve The Quality Of Life  
Throughout Alaska”**



# ORGANIZATION / LEADERSHIP



## Department of Transportation and Public Facilities

**Commissioner**

**Deputy Commissioner**



**Alaska International  
Airport System**



**Statewide Aviation**

**Ted Stevens Anchorage  
International Airport**

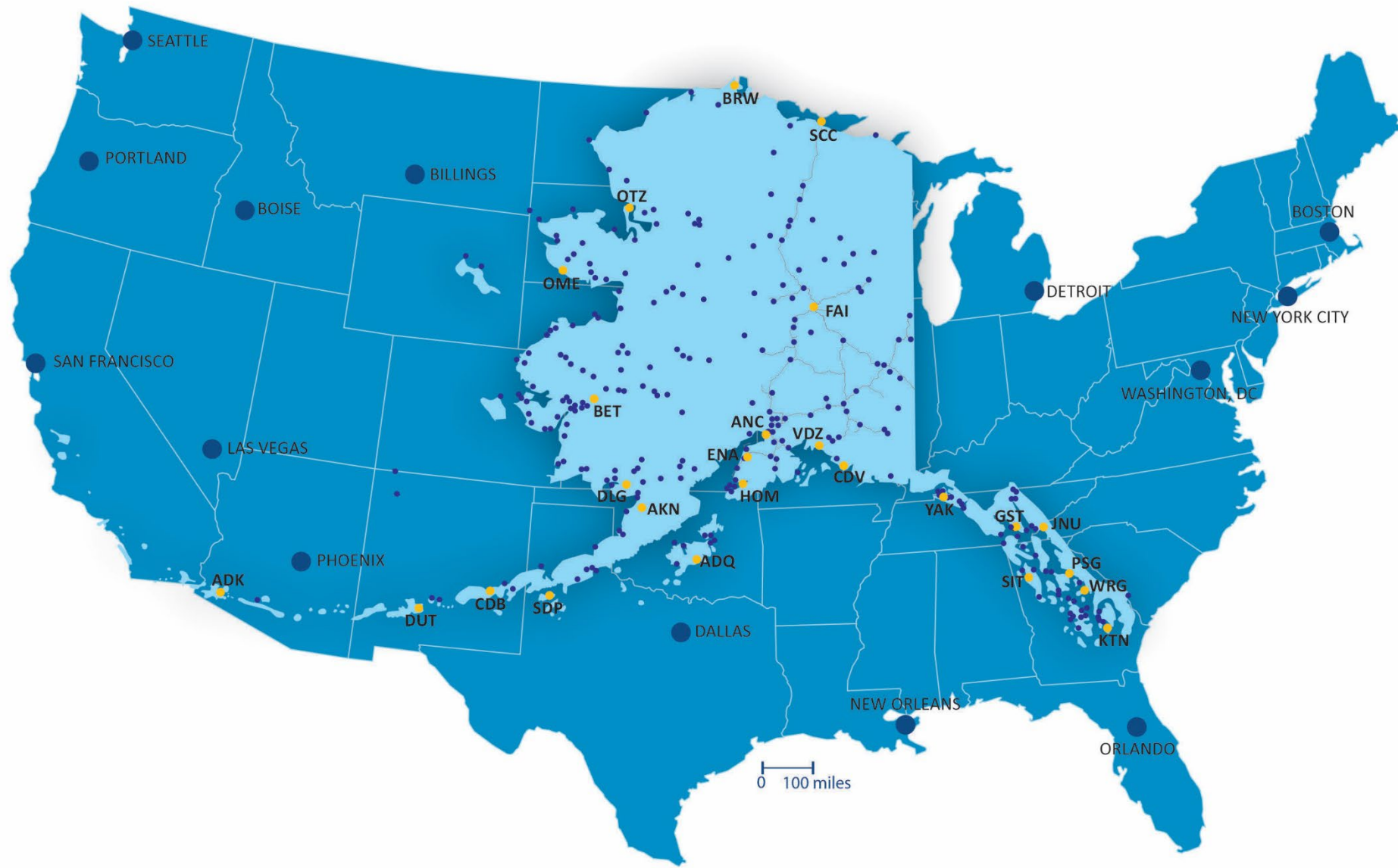
**Fairbanks  
International Airport**

**235 Rural  
Airports**





# STATEWIDE AVIATION



# RURAL SYSTEM OPERATING BUDGET

## FFY2024

- **Operating Cost = \$48.69M**
- **Revenue = \$11.08M (\$6.8M Leasing + \$4.3M Fuel Taxes)**
- **System Sustainability**
  - **Cost Reductions/Efficiencies**
    - Sand/Chemical Optimization
    - Maintenance Conversion From General Fund To Federal Program
  - **Workforce Challenges Staffing & Training**





# AIRPORT IMPROVEMENT PROGRAM (AIP) AND BIPARTISAN INFRASTRUCTURE LAW (BIL) FUNDING

## Federal Capital Funding

- FFY2020 AIP = \$198.9M
- FFY2021 AIP = \$184.2M
- FFY2022 AIP = \$236.4M (BIL = \$19.6M) TOTAL= \$256M
- FFY2023 AIP = \$172.9M (BIL = \$56.4M) TOTAL= \$229M
- FFY2024 AIP = \$163.6M (BIL = \$81.2M) TOTAL= \$244.8M

## Rural Airport System State Match

- Generally, 6.25% of Project Eligible Costs
- FFY2025 & FFY2026 Are At 5% Ratio
- Essential Air Service (EAS) Airports Remain At 5% Match of Project Eligible Costs



# AIRPORT IMPROVEMENT PROGRAM (AIP) AND BIPARTISAN INFRASTRUCTURE LAW (BIL) FUNDING: FFY2024

AIP Program  
\$211.0M

- Rural Airport System = \$163.6M
- Alaska International Airport System = \$47.4M

BIL (Stimulus)  
\$98.0M

- Rural Airport System = \$81.2 M
- Alaska International Airport System = \$16.8M





# FFY2024 GRANT TIMELINE

- **Due to FFY2024 Continuing Resolutions**
  - Record Slow Obligation Year
  - Obligated 84% In September 2024
- **11 Rural Construction Projects Advertised**
- **First Grant Executed July 11, 2024**
- **Last Grant Executed September 9, 2024**



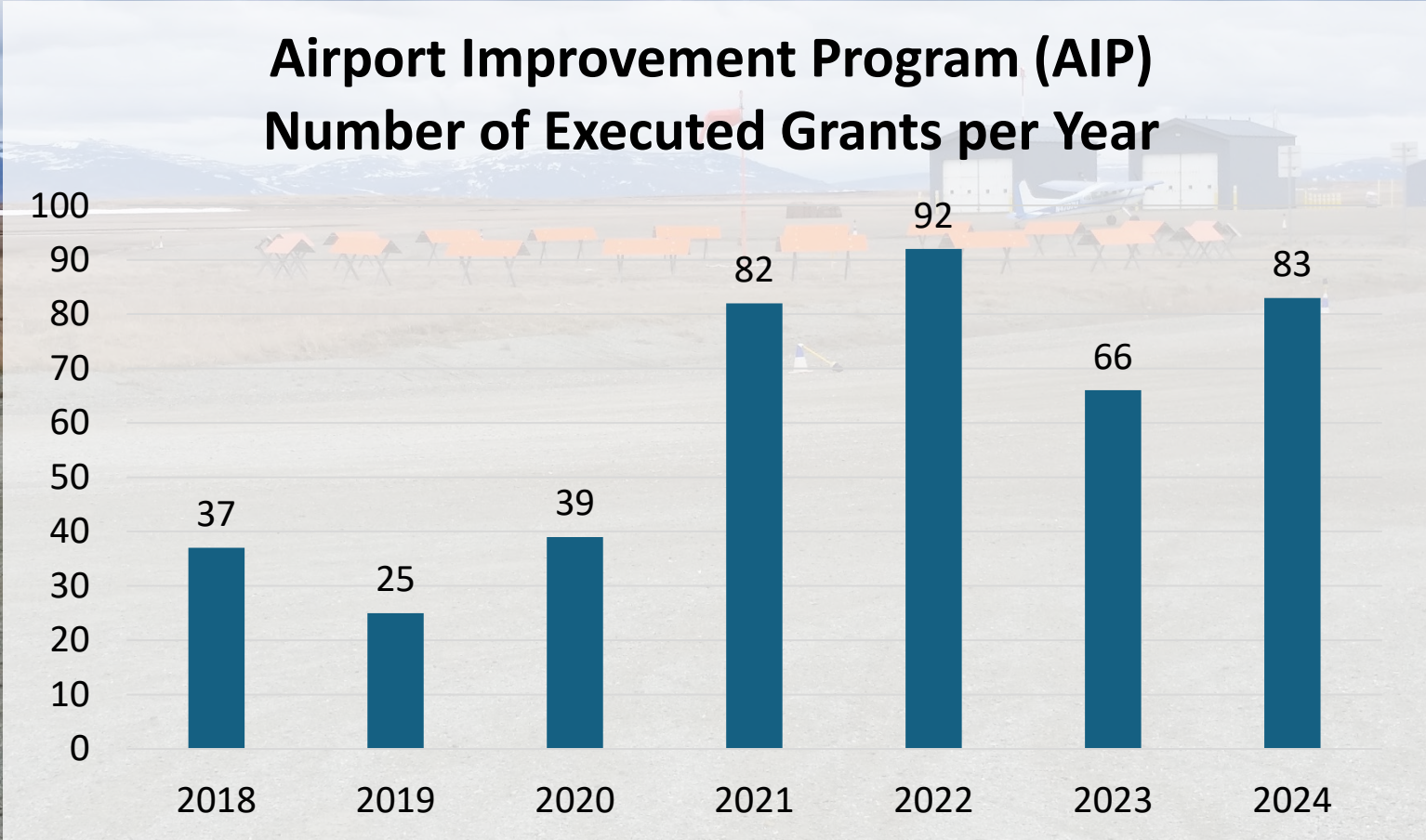


# AIRPORT TERMINAL PROJECTS

- Terminal Projects Funded Through Bipartisan Infrastructure Law (BIL) and Airport Terminal Program (ATP) Funds
- Two Terminal Projects in Coordination Between DOT&PF and Respective Boroughs, Operating Through Co-sponsorship Agreements
  - Sitka Terminal Building Modifications – Currently in Construction with Phase II Grant Planned for FFY2025
  - Ketchikan Terminal Area Expansion – Funding Planned for FFY2025



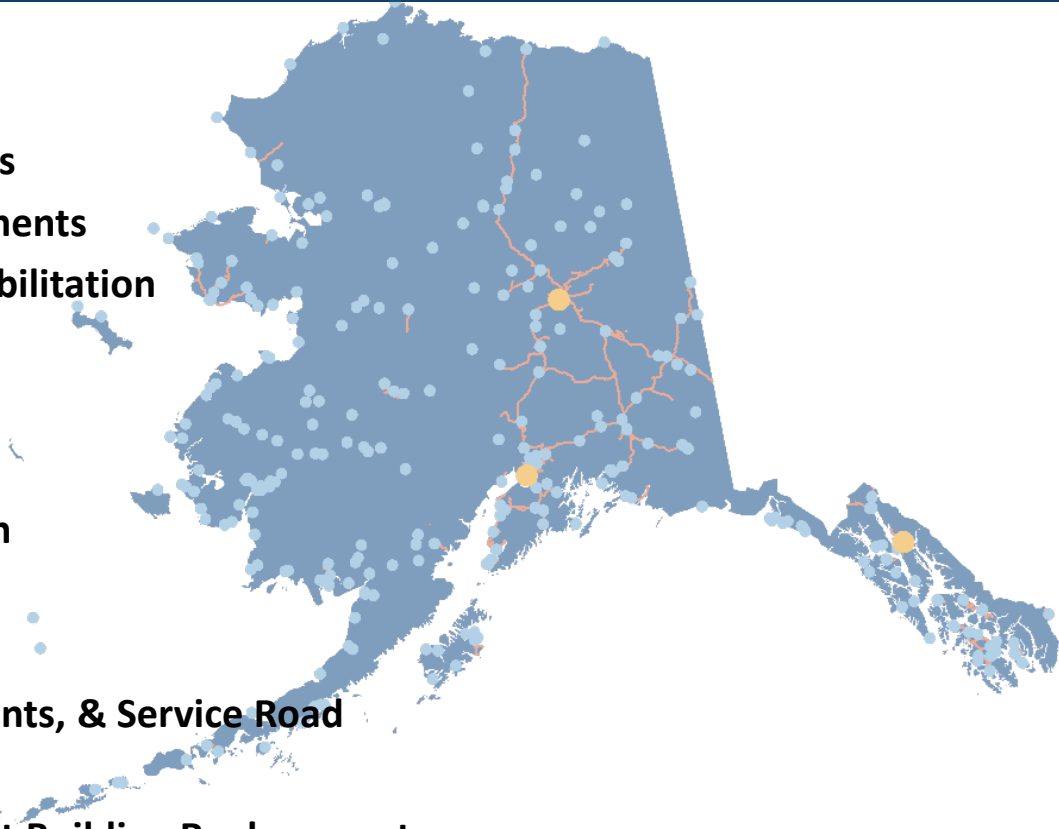
# RURAL AIRPORT SYSTEM EXECUTED GRANTS (FFY2018-2024)





# UPCOMING RURAL AIRPORT PROJECTS

- Ketchikan Terminal Expansion
- Buckland Airport Improvements
- Kotzebue Crosswind Runway Improvements
- Deering Airport and Access Road Improvements
- Unalaska Apron & Taxiway Pavement Rehabilitation
- Takotna Airport Improvements
- Kwigillingok Airport Improvements
- Nunam Iqua Airport Improvements
- Murphy's Pullout Seaplane Basin Expansion
- Talkeetna Airport Lighting Improvements
- Haines Repaving, Drainage, and Lighting
- Bethel Taxiway, Apron, Fencing Improvements, & Service Road
- Kokhanok Resurfacing and Fencing
- Mountain Village Snow Removal Equipment Building Replacement
- Seward Snow Removal Equipment Building and Sand Storage Building
- Seward Airport Improvements
- Noatak Airport Relocation
- Tununak Airport Rehabilitation
- Ketchikan Seaplane Ramp Relocation and Floats Removal



# UNDERWAY RURAL AVIATION PROJECTS: ADVERTISED OR AWARDED

## State of Good Repair / Safety

- |                     |                        |                     |
|---------------------|------------------------|---------------------|
| Buckland (FFY24-25) | Chalkyitsik (FFY23-24) | Chenega Bay (FFY24) |
| Chevak (FFY24)      | Deadhorse (24)         | Homer (FFY23)       |
| Kodiak (FFY24)      | Kwethluk (23)          | Nightmute (FFY24)   |

## Economic Vitality (Rural Access)

- |                  |                     |                     |
|------------------|---------------------|---------------------|
| Coldfoot (FFY24) | Marshall (FFY23-24) | Mekoryuk (FFY23/24) |
| Noorvik (FFY24)  | Wrangell (FFY23)    |                     |

## Sustainability (Equipment Buildings and Terminals)

- |                           |                          |                         |
|---------------------------|--------------------------|-------------------------|
| Akutan Generators (FFY24) | Chignik SREB (FFY23)     | False Pass SREB (FFY24) |
| Sitka SREB (FFY23)        | Mekoryuk SREB (FFY23-24) |                         |
| Sitka Terminal (FFY24-25) | Valdez SREB (FFY24)      |                         |





# AIRPORT IMPROVEMENT PROGRAM (AIP) FUNDING BREAKDOWN FFY2024

## FFY2025-2026 State Match 5.0%

### **Cargo Entitlements (\$12.6M)**

Earned By Airports  
With More Than 100  
Million Pounds  
Landed Weight

### **Primary Passenger Entitlement (\$31.6M)**

Earned By Airports  
With More Than  
10,000 Enplaned  
Passengers And  
Scheduled  
Commercial Service

### **Non-primary Passenger Entitlement (\$24.3M)**

Earned By Airports  
With Fewer Than  
10,000 Enplaned  
Passengers Annually

### **State Appropriation (\$20.7M)**

An Area/Population  
Formula Used After  
Cargo/Passenger  
Entitlements  
Calculated

### **Alaska Supplemental (\$21.0M)**

Congressional Amount Based  
On 1980 Amounts

### **Discretionary (\$95.5M)**

What Remains – Divided  
Among 50 States





# FEDERAL AVIATION ADMINISTRATION (FAA) REAUTHORIZATION

- FAA 5100-142 February 7, 2024
- Alaska mentioned 37 times
- Sponsor Request for FAA Acknowledgment for Cold Weather Early Start Form (Currently not Implemented with Statewide Aviation)
- Sec. 332 Requires Status Dashboard for Automated System Operations Service (ASOS) and Automated Weather Observations Service(AWOS)

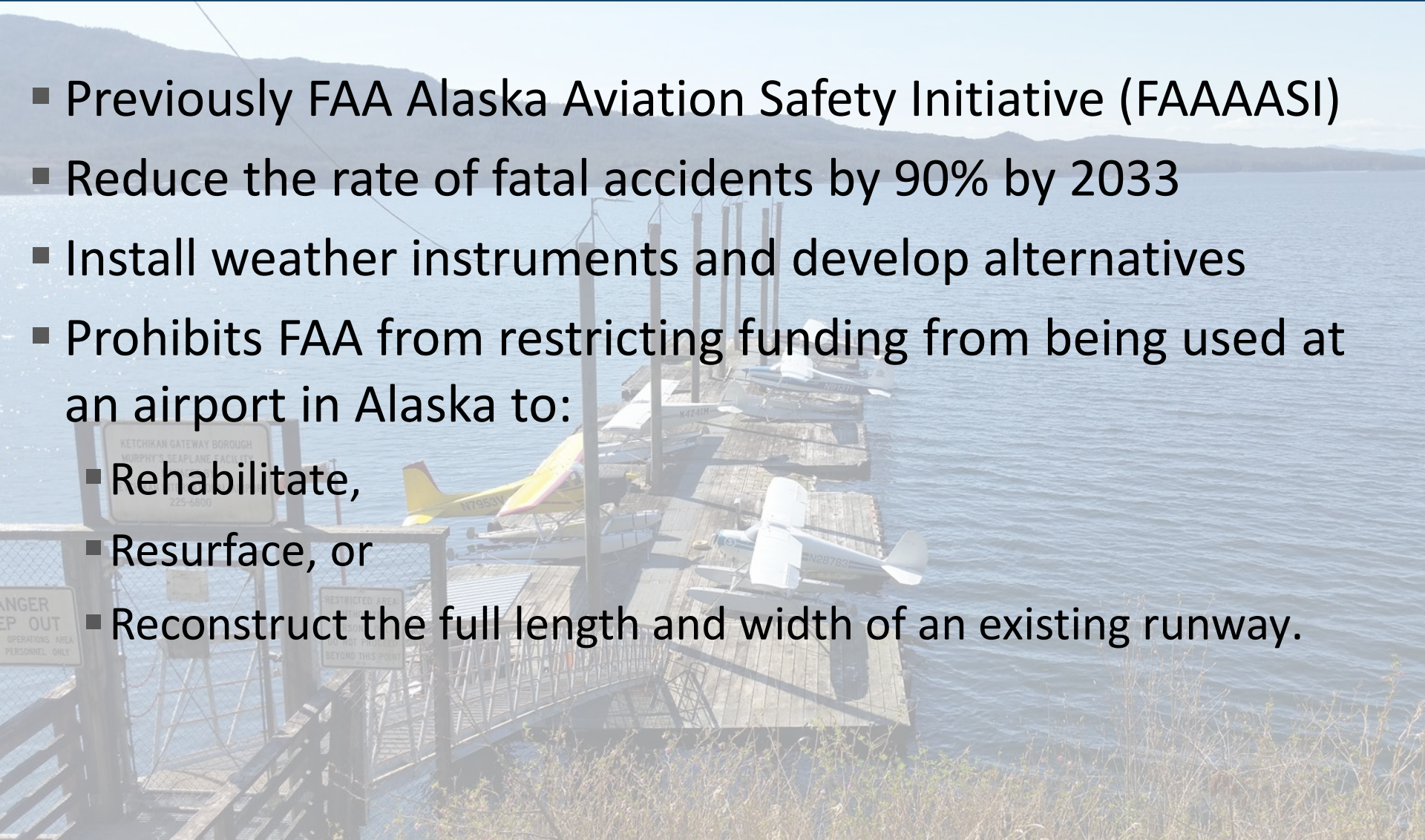




# FAA REAUTHORIZATION

## SECTION 342 DON YOUNG ALASKA SAFETY INITIATIVE (DYASI)

- Previously FAA Alaska Aviation Safety Initiative (FAAAASI)
- Reduce the rate of fatal accidents by 90% by 2033
- Install weather instruments and develop alternatives
- Prohibits FAA from restricting funding from being used at an airport in Alaska to:
  - Rehabilitate,
  - Resurface, or
  - Reconstruct the full length and width of an existing runway.



# FAA REAUTHORIZATION: SECTION 733 AIRPORT IMPROVEMENT PROGRAM (AIP) HANDBOOK UPDATE

- Original Version Adopted in 2014
- Since then, Changes Resulted in Restrictions in Eligibility
- FAA Required to Update the AIP Handbook by 2027
- Account for Legislative Changes
  - Unique Circumstances in Alaska
  - Include Public Process





# ALASKA AVIATION SYSTEM PLAN (AASP) IDENTIFIED EQUIPMENT NEEDS

- Equipment Replacements in AASP= \$67M
- FFY2025 = \$7.7M Programmed (Increased from Previous Years)
- \$25M Required to Prevent Backlog and Keep Equipment in Good Operating Condition
- Challenges: Long Lead Time, Buy American Waivers



# INCREASED COST OF EQUIPMENT AND MATERIALS

Equipment	2014	2024	Percent Increase
Grader	\$0.38M	\$0.46M	22%
Aircraft Rescue Fire Fighter Truck (ARFF)	\$0.79M	\$1.27M	61%
Crushed Aggregate per Metric Ton	\$55	\$93	69%





# AIRPORT ENVIRONMENT

## Challenges

- Warming Climate Impacting Coastal Erosion, Precipitation Patterns, Airport Surface Stability
- Increase In Freezing Rain and Ice Events
- Equipment Utilization is More Complicated
- Higher Aircraft Performance Requirements

## Solutions

- Chemical and Deicing Programs
- Weather Prediction and Road Weather Stations (RWS) Utilization
- Surface Stabilization Solutions





# AIRPORT WORKFORCE



## Challenges

- Attracting Equipment Operators, Mechanics, and Electricians
- Airport Training Needs
- Increased Airline Operational Hours (24/7 and/or Overtime Needed)
- Recruiting Engineers for Aviation Project Delivery

## Solutions

- Broad Recruitment Efforts
- Flexible Work Schedule Options (1x1, 2x2)
- Contracting For Services





# REMOTE AIRPORT LIGHTING



## Challenges

- Aging Lighting Systems That Are Extremely Expensive To Maintain and Replace
- Harsh Arctic Climate
- Damage and Vandalism

## Solutions

- Eight Airport Lighting Replacement Projects
- Electrical Training for Current Staff
- Cost Effective Emergency Lighting Systems
- Training, Public Outreach, and Communication Efforts





# Unmanned Aircraft Systems (UAS) and Advanced Air Mobility (AAM)





# STRENGTHENING, MOBILITY, AND REVOLUTIONIZING TRANSPORTATION (SMART) GRANT: STAGE ONE AND TWO AWARDS

## Alaska Rural Remote Operations Workplan (ARROW) Scalable Operations with Advanced Remote Technologies (SOAR)

### Alaska Rural Remote Operations Workplan – Stage 1

**Project Delivery:** 18 Months

**State Match:** \$0

**Award: \$1,944,563**

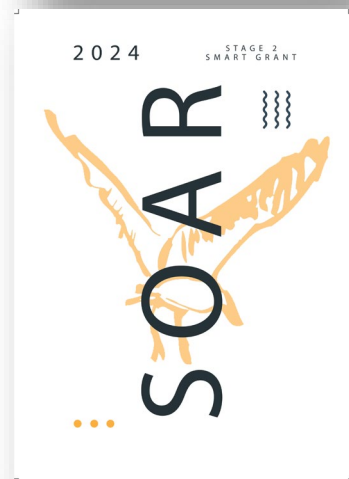
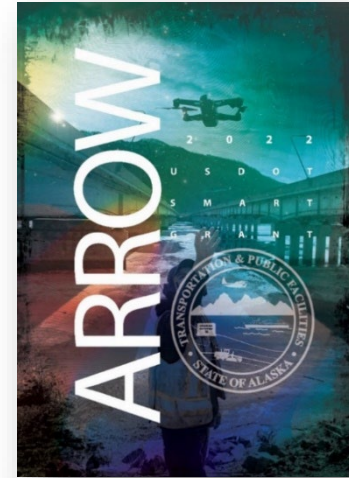
### Scalable Operations with Advanced Remote Technologies – Stage 2

**Project Delivery:** 36 Months

**State Match:** \$0

**Award: \$12,435,301**

**Project Summary:** Leveraging advanced Unmanned Aircraft Systems and drone dock technologies to enhance infrastructure inspections, disaster response, and Beyond Visual Line of Sight (BVLOS) operations, addressing safety, resiliency, and accessibility in remote communities. The initiative supports Rural Alaska by partnering with Alaska Native and Rural Villages to gather situational awareness data on snow, ice, and trails while creating scalable, sustainable models for nationwide deployment.



# THANK YOU

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3/5/2025