

House Transportation Committee Rural Airport System Overview

Alaska Department of Transportation & Public Facilities
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MISSION STATEMENTS

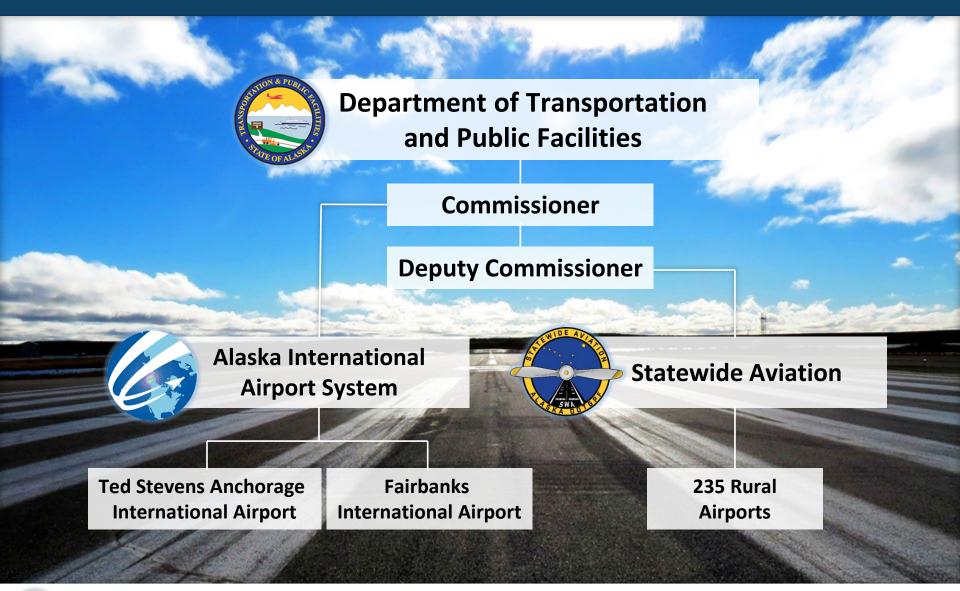


Alaska International Airports System (AIAS)
"To keep Alaska flying and thriving"

Statewide Aviation (SWA)
"To sustain and improve the quality of life throughout Alaska"



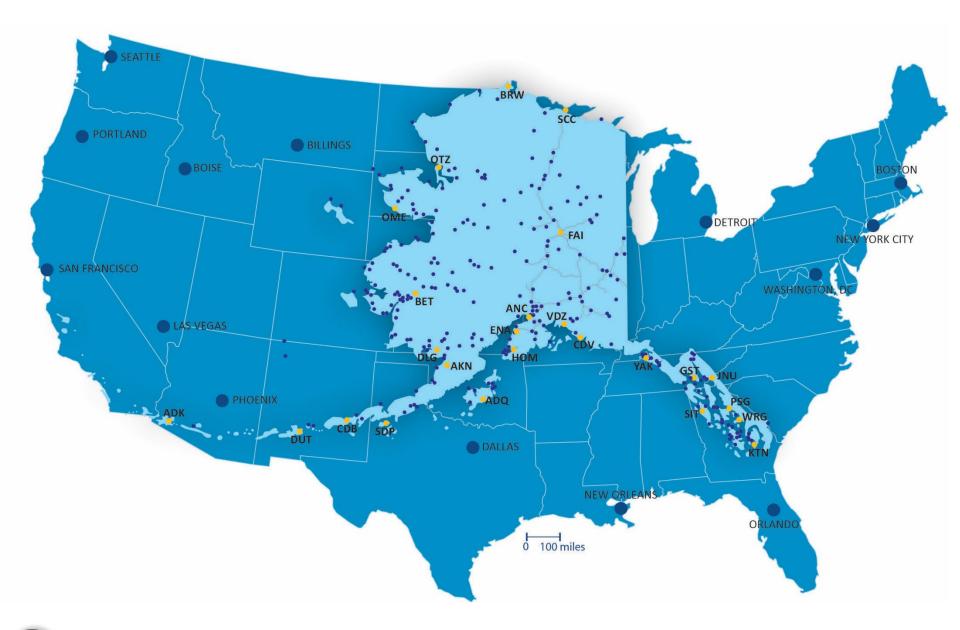
ORGANIZATION / LEADERSHIP













RURAL SYSTEM OPERATING BUDGET





FEDERAL AIRPORT FUNDING

Federal Capital Funding

- FFY 2020 AIP = ~\$198.9M
- FFY 2021 AIP = ~\$184.2M
- FFY 2022 AIP = ~\$236.4M (BIL = ~\$19.6M) Total= \$~256M
- FFY 2023 AIP = ~163.6M (BIL = ~\$56.4M) Total= \$~220M
- FFY 2024 AIP = ~\$163.7M (BIL = ~\$81.1M) 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





5-YEAR RURAL SYSTEM CAPITAL FUNDING





FFY2024 AIP GRANT PROGRAM (FEDERAL PORTION)

AIP Program = \$211,012,998

- Rural airport system = \$163,623,774
- AIAS airport system = \$47,389,224

BIL (Stimulus) = \$97,982,711

- Rural airport system = \$81,150,918
- AIAS airport system = \$16,831,793



FFY2024 GRANT TIMELINE

 Record slow obligation year: obligated <u>84%</u> of the ADOT&PF program year in September.

• 11 rural construction projects advertised

First grant executed 7/11 and last 9/23



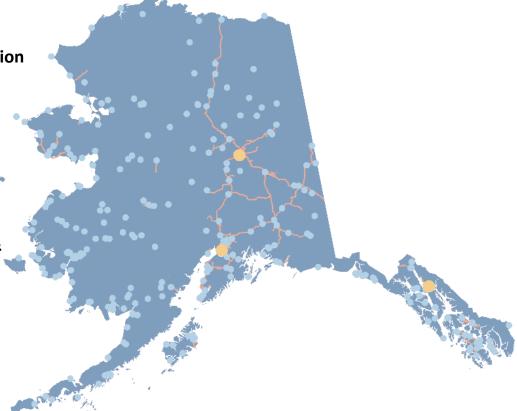
RURAL AIRPORT SYSTEM EXECUTED GRANTS





UPCOMING AIRPORT PROJECTS

- Nightmute Airport Improvements
- 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 SPB Expansion
- Talkeetna Airport Lighting Improvements
- Haines Repaving, Drainage, and Lighting
- Bethel Taxiway, Apron, Fencing Improvements, & Service Road
- Kokhanok Resurfacing and Fencing
- Mountain Village SRE Building Replacement
- Seward SREB and Sand Storage Building
- Seward Airport Improvements
- Noatak Airport Relocation
- Tununak Airport Rehabilitation
- Ketchikan Seaplane Ramp Relocation and Floats Removal





AVIATION PROJECTS (FFY2023/2024)

State of Good Repair / Safety

Buckland (24/25)

Chevak (24)

Kodiak (24)

Chalkyitsik (23/24)

Deadhorse (24)

Kwethluk (23)

Chenega Bay (24)

Homer (23)

Nightmute (24)

Economic Vitality (Rural Access)

Coldfoot (24)

Noorvik (24)

Marshall (23/24)

Wrangell (23)

Mekoryuk (23/24)

Sustainability (Buildings)

Akutan Generators (24)

Ketchikan Terminal (24)

Sitka Terminal (24/25)

Sitka SREB (23)

Valdez SREB (24)

Chignik SREB (23) False Pass SREB (24)

Mekoryuk SREB (23/24)



AIRPORT IMPROVEMENT PROGRAM (AIP) FOR DOT&PF AIRPORTS IN FFY2024

FAA AIP airport capital improvement project funding for DOT&PF programs (~\$211.0M)

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 Apportionment (\$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
- Nightmute Airport Rehabilitation (\$12.5M)
- ANC NT Northside (\$21.7M)

Supplemental Discretionary grants (\$2.2M)

- Special additional federal GF appropriation – Projects Selected by FAA
- ANC Noise Compatibility



FAA REAUTHORIZATION

- FAA 5100-142 (2/7/24)
- The State of Alaska was mentioned 37 times.
- Sponsor Request for FAA Acknowledgment for Cold Weather Early Start
 - Airport sponsors and/or their representatives use this form to request FAA acknowledgment to issue a Notice to Proceed prior to a grant award. To use this form, the airport must be in an area that experiences a shortened construction season due to climactic conditions.
 - Sec. 332 ASOS/AWOS service report dashboard
 - The FAA will make a real time public dashboard to provide the status of weather instruments.



FAA REAUTHORIZATION

- Sec 342 Started at the FAA Alaska Aviation Safety Initiative and is now the Don Young Alaska Safety Initiative (DYASI)
 - Reduce the rate of fatal accidents by 90% by 2033
 - Install weather instruments and develop alternatives
 - Report annually to Congress on the DYASI progress
 - This section prohibits the 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

AIP Handbook review

 The AIP Handbook was adopted in 2014 and has had several changes since then that has resulted in restrictions in AIP eligibility absent a public process.

 Sec. 733 requires the FAA to update the AIP handbook to account for legislative changes to the program and for the unique circumstances in Alaska. It also requires the FAA to release a draft handbook for public comment.



EQUIPMENT NEEDS

- Estimated cost of all equipment currently needed = \$67M
 - Immediate = estimated \$7.7M immediate
 - Near future = \$48.3M
 - Mid-term = \$6.8M
 - Long term = \$4.6M
- To prevent backlog and keep equipment in good operating condition, acquisition needs are estimated at \$25M annually.
- Challenges: long lead time, Buy American waivers



INCREASED COST OF EQUIPMENT/MATERIALS

Cost of Grader

2014: \$375,000

2024: \$459,375

A 22% increase

Cost of ARFF Truck

2014: \$785,206

2024: \$1,265,625

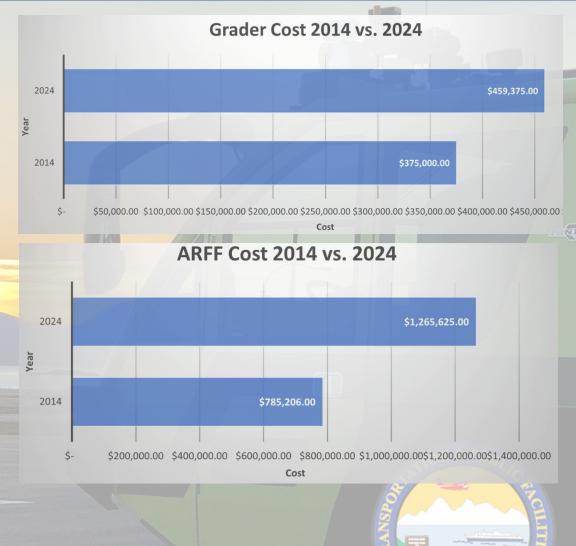
A 61% increase

Cost per Metric Ton of Crushed Aggregate

- 2014: \$55

2024: \$93 --> This is a 69%

increase!



AIRPORT ENVIRONMENT

Challenges

- Warming climate impacting coastal erosion, precipitation patterns, airport surface stability
- Increase in freezing rain / ice events
- Equipment utilization is more complicated
- Higher aircraft performance requirements

Solutions

- Chemical / deicing programs
- Weather prediction / RWS utilization (road weather stations)
- 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)
- Aviation project delivery

Solutions

- Broad recruitment efforts
- Flexible work schedule options (1x1, 2x2)
- Mission-critical incentive pay (MCIP)
- Contracting for services



REMOTE AIRPORT LIGHTING



Challenges

- Aging lighting systems that are extremely expensive to maintain / replace
- Harsh arctic climate
- Damage & vandalism

Solutions

- Focused airport lighting program
- Electrical training for current staff
- Emergency lighting systems
- Training / Public outreach / communication efforts

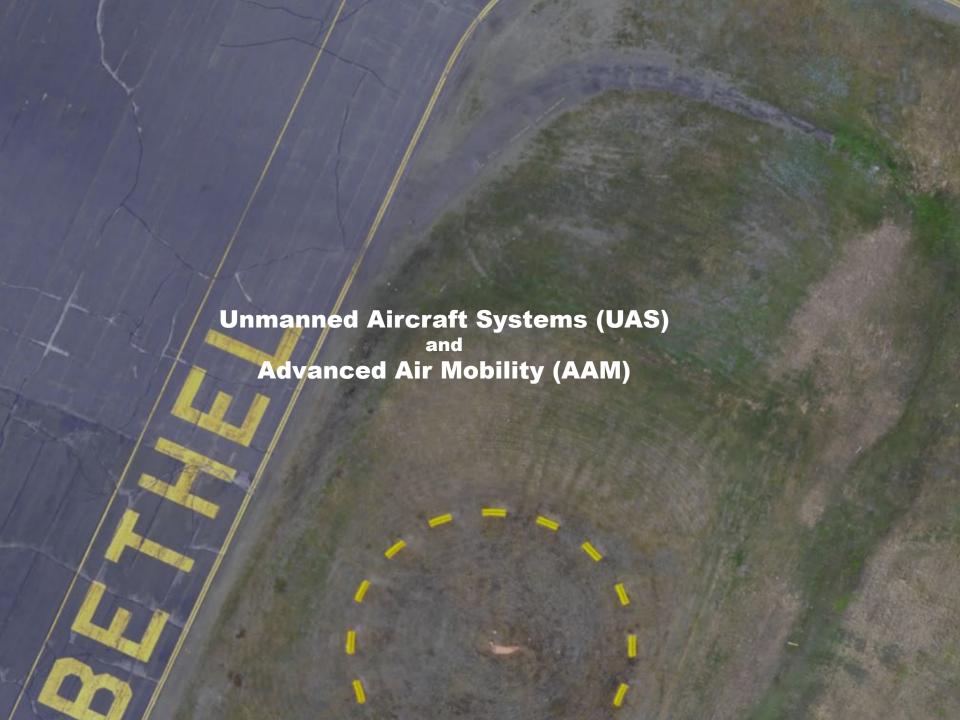




Unmanned Aircraft Systems (UAS) and Advanced Air Mobility (AAM)







SMART GRANT STAGE 1 & 2 AWARDS





SMART Grant Stage 1 & 2 Awards

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

Project Name: Alaska Rural Remote Operations Workplan – Stage 1

Project Delivery: 18 Months

Award: \$1,944,563

Project Name: Scalable Operations with Advanced Remote Technologies – Stage 2

Project Delivery: 36 Months

Award: \$12,435,301

Project Summary: Leveraging advanced UAS and drone dock technologies to enhance infrastructure inspections, disaster response, and 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.





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• Place holder for SOAR video



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THANK YOU





Thank you. Questions?

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