

SUR

84

HOUSE COMMITTEE REPORT File

(11)

Date Referred: April 19, 1990
(Waived from Transportation 4/19)

FURTHER REFERRALS:

Date of Committee Action: 5/2/90

The FINANCE Committee considered:

SJR 84

SENATE JOINT RES NO. 84 FEDERAL FUNDS FOR ST. PAUL AIRPORT

Relating to federal funding for development of the airport at Saint Paul, Alaska.

RECOMMENDATIONS:

- be replaced with _____ the same title
- have attached amendment(s) a new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- additional referral to the _____ Committee

ADOPTS: _____ letter of intent

ATTACHES NEW FISCAL NOTE(s):
(Dept)

APPROVES PREVIOUS:

(Date/Dept)

- fiscal impact _____
- zero fiscal note _____
- zero with analysis _____

- fiscal note(s) DOTPF 4/4/90
- zero fiscal note(s) _____
- zero fn/analysis _____

SIGNING DO PASS:

[Signature] Swackhamm
[Signature] Brown
[Signature] Koponen
[Signature] Ulmer
[Signature] Phillips

SIGNING:

(Check approp. column)

	Do Not Pass	No Rec	Amend
<u>[Signature]</u> Larson	x		
<u>[Signature]</u> Rieger	✓		

Chairman's Signature
[Signature]

STATE OF ALASKA
1990 LEGISLATIVE SESSION

BILL VERSION: SJR 84
PUBLISH DATE: 4/4/90

REQUEST: FISCAL NOTE

Revision Date:
Title: "A resolution relating to federal funding for development of St. Paul Airport"
Sponsor: Transportation Committee
Requestor:

Agency Affected: DOT&PF
BRU: Central Region
Components: Maintenance & Operations

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	5.0	5.0	5.0	5.0	5.0
CONTRACTURAL	0	50.0	50.0	50.0	50.0	50.0
SUPPLIES	0	10.0	10.0	10.0	10.0	10.0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS. CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING	0	65.0	65.0	65.0	65.0	65.0
CAPITAL	1,913.0	0	0	0	0	0
REVENUE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUND	119.6	65.0	65.0	65.0	65.0	65.0
FEDERAL FUNDS	1,793.6	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL	1,913.0	65.0	65.0	65.0	65.0	65.0

POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS:

Prepared by: Kit Duke, Regional Director
Division: Central Region, DOT&PF

Phone: 266-1440
Date: April 3, 1990

Approved by Commissioner: 
Agency: Department of Transportation and Public Facilities

Date: 4/4/90

Distribution (by preparer):
Legislative Finance
Legislative Sponsor
Requestor
Office of Management and Budget
Impacted Agency(ies)

BY THE TRANSPORTATION COMMITTEE

1 IN THE SENATE

2

SENATE JOINT RESOLUTION NO. 84

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

SIXTEENTH LEGISLATURE - SECOND SESSION

5

Relating to federal funding for develop-

6

ment of the airport at Saint Paul,

7

Alaska.

8 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

9 WHEREAS title to the airport at Saint Paul, Alaska was transferred to
10 the State of Alaska under the terms of the Fur Seal Act Amendments of 1983
11 (P.L. 98-129) and a Transfer of Property Agreement entered into
12 February 11, 1984; and

13 WHEREAS the local Native corporation agreed to lease or sell land
14 needed for expansion of the airport, and state and federal agencies have
15 committed themselves to take the steps necessary to implement the Transfer
16 of Property Agreement; and

17 WHEREAS the economic well-being of Saint Paul, Alaska, is largely
18 dependent upon the rapidly growing crab, surimi, and bottomfish industry;
19 and

20 WHEREAS the Saint Paul airport facility provides the only year-round
21 access to and from the community; and

22 WHEREAS the Saint Paul airport facility is critical to ensuring that
23 the community's commercial and social ties with the state and nation are
24 maintained; and

25 WHEREAS the Saint Paul airport is classified as a nonprimary commer-
26 cial service airport under the Airport Improvement Program (AIP); and

27 WHEREAS nonprimary airports are only eligible to receive AIP discre-
28 tionary funding and limited State of Alaska primary entitlement funding;
29 and

1 WHEREAS AIP discretionary funding has not been available for the Saint
2 Paul airport due to the low priority assigned to development of the air-
3 port; and

4 WHEREAS the annual level of primary entitlement funding is generally
5 not sufficient to accommodate the improvement needs at state primary air-
6 ports and is not sufficient to accommodate the needs of the Saint Paul
7 airport; and

8 WHEREAS the Airport Improvement Program identifies specific set-aside
9 discretionary funding for nonprimary airports and safety improvement proj-
10 ects;

11 BE IT RESOLVED that the Alaska State Legislature respectfully requests
12 the United States Department of Transportation, Federal Aviation Adminis-
13 tration, to allocate a level of discretionary funding to the State of
14 Alaska that will allow for the development of the Saint Paul airport.

15 COPIES of this resolution shall be sent to the Honorable Samuel K.
16 Skinner, Secretary of the U.S. Department of Transportation; the Honorable
17 Admiral James B. Busey, U.S.N. (Ret.), Administrator of the Federal Avia-
18 tion Administration; and to the Honorable Ted Stevens and the Honorable
19 Frank Murkowski, U.S. Senators, and the Honorable Don Young, U.S. Repre-
20 sentative, members of the Alaska delegation in Congress.

CENTRAL REGION - MAJOR CHANGES
 FEDERAL AIRPORT IMPROVEMENT PROGRAM
 1990 EXPECTED LIST

	CHANGE (in thousands)
<u>NAKNEK AIRPORT RELOCATION</u>	
Project delayed to FY92 in order to overcome development issues.	\$ <3,281.3>
<u>NEWTOK AIRPORT RUNWAY AND APRON IMPROVEMENT</u>	
Advanced from FY93 because of priority change and available funding.	\$ 2,250.0
<u>OLD HARBOR AIRPORT RECONSTRUCTION/RELOCATE</u>	
Funding constraints; moved to FY91.	\$ <6,234.4>
<u>ST. PAUL AIRPORT CFB BUILDING, TRUCK & LAND</u>	
Delayed from FY89 due to funding constraints.	\$ 2,586.1
<u>SCAMMON BAY AIRPORT RUNWAY AND APRON IMPR</u>	
Funding constraints; moved to FY90 ALT and FY92 EXP. Coordinate with Hooper Bay Airport Improvement.	\$ <1,406.3>
<u>McGRATH AIRPORT APRON CONSTRUCTION</u>	
Advanced from FY91 priority change to reflect activity.	\$ 3,370.3
<u>ST. MARYS AIRPORT IMPROVEMENTS</u>	
Authorization increased to cover minor improvements to apron, taxiway, signing, etc. Project slipped from FY89 due to funding constraints.	\$ 1,500.0

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CURRENT YEAR + SIX YEAR CAPITAL IMPROVEMENT PROGRAM

FEDERAL AVIATION FUNDS

* PROJECT ESTIMATES IN THOUSANDS

*** CENTRAL REGION ***

PROJECT	EXP		PHASE	FY'89	FY'90	FY'91	FY'92	FY'93	FY'94	FY'95	COMMENTS
	ED	ALT									
BETHEL AIRPORT HEAVY APRON CONSTRUCTION	25	EXP	4							4218.8	NEW PROJECT PRIORITY
BETHEL AIRPORT LAND ACQUISITION (MLS)	25	EXP	3							468.8	NEW PROJECT PRIORITY
BETHEL AIRPORT TAXIWAY CONSTRUCTION	25	EXP	4						3187.5		FUNDING CONSTRAINTS; MOVED FROM FY'92 EXP
CENTRAL REGION AIRPORT SIGNING	92	EXP	4		281.3						NEW PROJECT; FAA SIGNING REQUIREMENT REGULATION
CENTRAL REGION CFR VEHICLES	92	EXP	2,4				1075.0				NEW PROJECT; ADDED BECAUSE OF FAA REGULATIONS
CHERFORMAK AIRPORT IMPROVEMENTS	25	EXP	4						1406.3		NEW PROJECT PRIORITY
CHIGNIK AIRPORT RESURFACING	27	EXP	4							937.5	NEW PROJECT PRIORITY
CHIGNIK LAGOON AIRPORT RELOCATION	27	EXP	2		93.7						DESIGN STUDY TO IDENTIFY NEW AIRPORT LOCATION
	27	EXP	4						1875.0		DEVELOPMENT TIME; FROM FY'92 EXP
COLD BAY AIRPORT SAND STORAGE BUILDING	26	ALT	4		273.6						FROM FY89 EXP FOR ADD. ENTITLEMENT IN FAA CAT.
	26	EXP	4			273.6					FROM FY'89 EXP-EXCEEDED FAA ENTITLEMENT CAT.
CORDOVA AIRPORT GA APRON & TAXIWAY RECONSTRUCTION	6	ALT	4			1312.5					FUNDING CONSTRAINTS; FROM FY'91 EXP
	6	EXP	4				1312.5				FUNDING CONSTRAINTS; MOVED FROM FY'91 EXP
CORDOVA AIRPORT RUNWAY GROOVING & MARKING	6	EXP	4	445.3							NEW PROJECT; ALLEVIATES A MAJOR SAFETY CONCERN
CROOKED CREEK AIRPORT RECONST	24	ALT	4	1406.0							
	24	EXP	4		1406.0						
ILLINGHAM AIRPORT GA APRON EXPAN	26	ALT	4		2812.5						FUNDING CONSTRAINTS; FROM FY,89 ALT
	26	EXP	4			2812.5					FUNDING CONSTRAINTS; MOVED FROM FY'90 EXP
LEGIK AIRPORT RELOCATION	26	EXP	2		187.5						DESIGN STUDY REQ. TO IDENT. NEW AIRPORT LOCATION

Y: EXP= PROJECT EXPECTED TO BE FUNDED DURING INDICATED FISCAL YEAR; ALT= PROJECT WILL BE FUNDED DURING INDICATED FISCAL YEAR IF FUNDING AVAILABLE.
 ASE: 2= PRELIMINARY ENGINEERING; 3= RIGHT-OF-WAY; 4= CONSTRUCTION; 7= UTILITIES; 8= PLANNING/ADMINISTRATION.

*** CENTRAL REGION ***

PROJECT	EXP		PHASE	FY'89	FY'90	FY'91	FY'92	FY'93	FY'94	FY'95	COMMENTS
	ED	ALT									
EGEGIK AIRPORT RELOCATION	26	ALT	4				1875.0				PRIORITY CHANGE; ADVANCED FROM FY'94 EXP
	26	EXP	4				1875.0				PRIORITY CHANGE; ADVANCED FROM FY'94 EXP
HOMER AIRPORT IMPROVEMENTS	5	EXP	4				3093.8				FUNDING CONSTRAINTS; FROM FY'91 EXP
HOOPER BAY AIRPORT IMPROVEMENTS	23	ALT	4			2250.0					NEW PROJECT; AUTHORIZED IN FY'89 BY LEGISLATURE
	23	EXP	4			2250.0					NEW PROJECT; AUTHORIZED IN FY'89 BY LEGISLATURE
IGIUGIG AIRPORT RESURF	26	EXP	4						807.2		NEW PROJECT PRIORITY
ILIAMNA AIRPORT RUNWAY IMPROVEMENTS	26	EXP	4	1382.8							COST INCREASE
KASIGLUK AIRPORT RWY & APROM IMPROVEMENT	24	EXP	4					2156.3			FUNDING CONSTRAINTS; MOVED FROM FY'91 EXP
KING SALMON AIRPORT FAA STRUCTURE REMOVAL	26	EXP	4						1875.0		FUNDING CONSTRAINTS; DELAYED FROM FY'92
KING SALMON AIRPORT RUNWAY & APRON RECONST	26	EXP	4	3131.4							
KODIAK AIRPORT SIGNING	27	EXP	4	187.5							NEW PROJECT; ADDED FOR FAA SIGNING REGULATIONS
KOTLIK AIRPORT IMPROVEMENTS	23	EXP	4					2812.5			PRIORITY CHANGE; NEW PROJECT
KWETHLUK AIRPORT RELOCATION	25	EXP	4					2812.5			FUNDING CONSTRAINTS; MOVED FROM FY'92 EXP
LARSEN BAY AIRPORT RESURFACING	27	EXP	4					937.5			NEW PROJECT PRIORITY
MCGRATH AIRPORT APRON CONST	24	EXP	4	3370.3							ADVANCED FROM FY'91- PRIORITY CHANGE
MCGRATH AIRPORT FENCING	24	EXP	4	328.1							NEW PROJECT; HIGH PRIORITY SAFETY ISSUE
MCGRATH AIRPORT RUNWAY RECONSTRUCTION	24	EXP	4				6281.3				FUNDING CONSTRAINTS; MOVED TO FY'93 EXP
MERRILL FIELD LAND ACQUISITION	7	EXP	3	2000.0							MUNICIPALITY OF ANCHORAGE PROJECT
MERRILL FIELD MASTER PLAN	7	EXP	2	300.0							MUNICIPALITY OF ANCHORAGE PROJECT

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 PHASE: 2= PRELIMINARY ENGINEERING; 3= RIGHT-OF-WAY; 4= CONSTRUCTION; 7= UTILITIES; 8= PLANNING/ADMINISTRATION.

*** CENTRAL REGION ***

PROJECT	EXP		PHASE	FY'89	FY'90	FY'91	FY'92	FY'93	FY'94	FY'95	COMMENTS
	ED	ALT									
NAKNEK AIRPORT RELOCATION	26	ALT	4				3281.3				DEVELOPMENT TIME; MOVED FROM FY'90 EXP
	26	EXP	4					3281.3			DEVELOPMENT TIME; MOVED FROM FY'90 EXP
NAPASKIAK AIRPORT RECONSTRUCTION	25	ALT	4		2671.8						ADVANCED FROM FY'94 EXP
	25	EXP	4			2671.8					ADVANCED FROM FY'94 EXP
NEW CHENEGA AIRPORT DEVELOPMENT	6	EXP	4				2578.1				NEW PROJECT; HIGH PRIORITY
NEW CHENEGA LOCATION STUDY	6	EXP	2		187.5						NEW PROJECT; TO IDENTIFY AIRPORT LOCATION
NEW KOLIGANEK AIRPORT LOCATION STUDY	25	EXP	2		187.5						NEW PROJECT; TO IDENTIFY AIRPORT LOCATION
NEW KOLIGANEK AIRPORT RELOCATION	25	EXP	2,4				1781.3				
NEWTOK AIRPORT RUNWAY & APRON IMPR	25	EXP	4		2250.0						ADVANCED FROM FY'93; PRIORITY CHANGE
WONDALTON AIRPORT APRON & RWLY RECONST	26	ALT	4			1453.1					NEW PROJECT PRIORITY
	26	EXP	4				1453.1				NEW PROJECT PRIORITY
OLD HARBOR AIRPORT RECONST/RELOCATE	27	ALT	4		6234.4						FUNDING CONSTRAINTS ; MOVED FROM FY90 ALT
	27	EXP	4			6234.4					FUNDING CONSTRAINTS ; MOVED FROM FY90 EXP
PORT ALSWORTH AIRPORT ACQUISITION	26	EXP	3				1359.4				FUNDING CONSTRAINTS; AUTHORIZED IN FY'89
PORT ALSWORTH AIRPORT RESURFACING	26	EXP	4						750.0		NEW PROJECT PRIORITY
SCAMMON BAY AIRPORT RWY & APRON IMPR	25	ALT	4			1406.3					FUNDING CONSTRAINTS; FROM FY'90 EXP
	23	EXP	4				1406.3				FUNDING CONSTRAINTS; FROM FY'90 EXP
SEWARD AIRPORT GA APRON EXPANSION	5	EXP	4		750.0						PRIORITY CHANGE-SAFETY; FROM FY'91 EXP
SHELDON POINT AIRPORT RWY & APRON IMPR.	23	EXP	4						1406.3		PRIORITY CHANGE; MOVED FROM FY'93 EXP
ST. GEORGE AIRPORT IMPROVEMENTS	26	EXP	4		5625.0						

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PHASE: 2= PRELIMINARY ENGINEERING; 3= RIGHT-OF-WAY; 4= CONSTRUCTION; 7= UTILITIES; 8= PLANNING/ADMINISTRATION.

FEDERAL AVIATION FUNDS

* PROJECT ESTIMATES IN THOUSAND.

*** CENTRAL REGION ***

PROJECT	EXP		PHASE	FY'89	FY'90	FY'91	FY'92	FY'93	FY'94	FY'95	COMMENTS
	ED	ALT									
ST. GEORGE AIRPORT LAND ACQUISITION	26	EXP	3	421.9							FUNDING CONSTRAINTS; MOVED FROM FY'88 EXP
ST. MARY'S AIRPORT APRON EXPANSION	24	EXP	4						1125.0		FUNDING CONSTRAINTS; DELAYED FROM FY'93
ST. MARY'S AIRPORT IMPROVEMENTS	24	ALT	4	1500.0							FUNDING CONSTRAINTS; MOVED FROM FY'89 EXP
	24	EXP	4		1500.0						FUNDING CONSTRAINTS; MOVED FROM FY'89 EXP
ST. PAUL AIRPORT CFR BUILDING, TRUCK & LAND	26	ALT	4	2586.1							FUNDING CONSTRAINTS; MOVED FROM FY'89 EXP
	26	EXP	4		2586.1						FUNDING CONSTRAINTS; MOVED FROM FY'89 EXP
TWIN HILLS AIRPORT IMPR & CROSSWIND IMPR.	26	EXP	4						1406.3		FUNDING CONSTRAINTS; DELAYED TO FY'95
WASILLA AIRPORT RELOCATION	16	EXP	4	3750.0							
	16	EXP	4		2812.5						ADD. AUTHORIZATION TO COMPLETE CONSTRUCTION
WILLOW AIRPORT RWY LIGHTING	16	EXP	4	234.4							PRIORITY CHANGE; FROM FY'89 ALT & FY'90 EXP
TOTAL EXP				17806.4	15612.3	11992.2	14997.0	12750.0	15187.5	12994.7	
TOTAL ALT				5492.1	11992.2	6421.9					

KEY: EXP= PROJECT EXPECTED TO BE FUNDED DURING INDICATED FISCAL YEAR; ALT= PROJECT WILL BE FUNDED DURING INDICATED FISCAL YEAR IF FUNDING AVAILABLE.

PHASE: 2= PRELIMINARY ENGINEERING; 3= RIGHT-OF-WAY; 4= CONSTRUCTION; 7= UTILITIES; 8= PLANNING/ADMINISTRATION.

* TOTALS AFFECTED BY ROUNDING

R J

ST PAUL AIRPORT UPGRADE

Existing runway is 150' x 5075' scoria/dirt strip. Service is presently provided by Reeve Aleutians Airlines in Lockheed Electras for passenger service (three times weekly) and Northern Air Cargo (DC-8) five times a week. Several charter operators also frequent St. Paul. Passenger numbers and freight tonnages have increased substantially with the onset of processing on the island and the increasing accessibility of the port to fishing vessels in the Bering Sea. There is no terminal, no crash fire and rescue capability. Substantial potential for increased fishing industry related cargo, as well as shipment of fresh product has been identified. The airport's present status is barely adequate for present levels, much less expanded services.

Airport upgrade discussions have been ongoing with DOT since at least 1982. Under terms of a 1984 agreement with the federal government title to the existing runway was passed to the State of Alaska. DOT expansion plans call for acquisition of additional lands for expansion to a 6500' runway, and installation of a paved landing strip. An ILS system presently serves the community, being leftover from oil exploration activities in the Bering Sea.

Reeve Aleutian service to the community in obsolete Electras is becoming more and more difficult. Reeve is presently seeking replacement airplanes, 727 and 737 variety jet class planes. Without improvements, St. Paul will see a decreased level of passenger service at a time when there is expanded demand. Increased vessel calls puts additional pressure on air service since crew changes and technical personnel are constantly moving on and off the island, and fishing industry parts and supplies are increasingly cargoed into St. Paul. In addition, with local expansion underway construction activity can be expected to maintain its present high levels for many years to come.

We have been working with DOT to complete property transactions, update the Master Plan and get some priority in capital improvements planning. The process is still something of a mystery to us, and the time window for St. Paul is becoming critical. Both from a health, safety and convenience viewpoint, and from an economic development perspective, we think that the St. Paul airport upgrade justifies a strong effort at the State level, and the attention of DOT. We need at a minimum to upgrade local capacity to handle jet traffic.



RESOLUTION 90-08

A RESOLUTION OF THE CITY OF SAINT PAUL, ALASKA, REQUESTING THAT THE U. S. DEPARTMENT OF TRANSPORTATION ALLOCATE DISCRETIONARY FUNDING FOR THE IMPROVEMENT OF THE SAINT PAUL, ALASKA AIRPORT

WHEREAS: The Saint Paul Airport is classified as a "Non-Primary/Commercial Service Airport which is a carry-over classification from the time when the Island was operated by the National Marine Fisheries Service as a Sealing station; and

WHEREAS: Under the Airport Improvement Program, Non-Primary airports are only eligible to receive AIP discretionary funding and/or very limited funding from the State of Alaska, which funding is essentially not available to the Saint Paul Airport due to demand from higher classified airports than the now outdated Saint Paul classification; and,

WHEREAS: The present and outdated low priority of the Saint Paul Airport can not be changed without an Act of Congress; and,

WHEREAS: Both the State and Federal governments have assisted the People of Saint Paul Island through various funding and programmatic mechanisms which would permit the development of an economy not based upon sealing but upon the rich fishery resources of the Bering Sea; and

WHEREAS: The U. S. Government has designated Saint Paul as a Foreign Trade Zone in furtherance of the goal of economic self-sufficiency; and

WHEREAS: The development of the Airport is an integral part of the aforesaid economic self-sufficiency which is an integral part of the development of the Port of Saint Paul; and

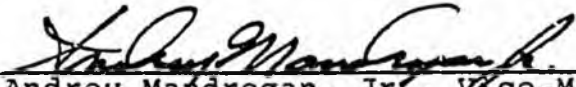
WHEREAS: The annual level of funding from both the Federal and State governments is never sufficient to assist Saint Paul in developing the new critical improvements essential to permit Saint Paul Airport to meet the demands brought about by the Americanization of the Bering Sea fishery; and

WHEREAS: The AIP identifies specific, set-aside discretionary funding for Non-Primary airports such as Saint Paul Airport,

NOW, THEREFORE BE IT RESOLVED by the Council of the City of Saint Paul that the Alaska State Legislature request the United States Department of Transportation, Federal Aviation Administration, to allocate a level of discretionary funding to the State of Alaska that will allow for the development of the Saint Paul Airport; and

BE IT STILL FURTHER RESOLVED that discretionary funds so set aside by the AIP for the State of Alaska be dedicated to the Saint Paul Airport for the above stated improvements.

RESOLVED AND PASSED THIS 6th day of March, 1990 by the Council of the City of Saint Paul, Alaska in public session assembled.



Andrey Mandregan, Jr., Vice-Mayor,
Presiding

Attest:



Phyllis A. Swetzof, City Clerk

~~TO: [unclear]~~
~~TO: [unclear]~~
Attachment #4

The current federal airport grant program, known as the Airport Improvement Program (AIP), was established by the Airport and Airway Improvement Act of 1982 and amended by the Airport and Airway Safety and Capacity Expansion Act of 1987. The AIP provides funding for airport planning, airport development and noise compatibility programs. The program is funded from the Airport and Airway Trust Fund which was established from, and is maintained by, several aviation user taxes such as airline fares, air freight and aviation fuel. Under the rules of the AIP, airports are categorized essentially according to the number of passenger enplanements received. The categories of the AIP are as follows:

1. Primary Commercial Service Airports are publically owned airports which enplane over 10,000 passengers annually and receive scheduled service.

The apportionment to a particular airport is calculated as follows:

1. \$7.80 for each of the first 50,000 enplaned passengers,
2. \$5.20 for each of the next 50,000 enplaned passengers,
3. \$2.60 for each of the next 400,000 enplaned passengers,
4. \$0.65 for each additional passenger enplaned.

The State of Alaska typically earns \$12,000,000 per year in primary entitlement funding.

2. Non-Primary/Commercial Service Airports are publically owned airports which receive scheduled service and enplane between 2,500 and 10,000 passengers annually.

If an airport in this category met certain criteria under the Airport and Airway Development Act of 1970, it receives a guaranteed apportionment of \$143,577 per year and can accumulate up to three years worth of funding, plus an additional 10%, if necessary. In other words, the maximum an

ready -
St. Paul
fits in
here

airport in this category can earn is \$473,804. Any additional funding required for a project must come from the State of Alaska's primary entitlement funding or from nationwide discretionary funding. If an airport enplanes between 2,500 and 10,000 passengers, receives scheduled service and does not qualify for a guaranteed apportionment under the Old Act, the airport is only eligible for primary entitlement funding or nationwide discretionary funding. A portion of the AIP discretionary funding, available nationwide, is set-aside specifically for Non-primary/Commercial Service airports. There is no guarantee on an annual basis that Alaskan airports will receive this funding.

2. Non-Commercial Service Airports are publically owned airports that may provide scheduled service, serve as a reliever or provide for general aviation access to a community but enplane fewer than 2,500 passengers per year. This category consists of two groups of airports identified under the Old Act as eligible for a guaranteed apportionment. A group of 21 airports earns \$143,577 per year and a group of 121 airports earns \$47,859 per year.

The yearly apportionment to these airports is known as the "Alaska Supplemental" and the total funding apportioned is "pooled" and can be utilized on any project(s) in the group. Although an airport can only accumulate up to three years worth of funding, if a project estimate exceeds the funds earned by the airport, a portion of the "pooled funds" can be used to fund the shortfall.

The State of Alaska is typically apportioned \$10,000,000 per year in Alaska Supplemental funding.

4. Area/Population Airports: This category includes all remaining airports that are not included in any other category. If a new public airport were constructed, it would

be added to this group. Area/Population funds can be used on Non-commercial small airports, (i.e. those that receive \$47,859 each year) if needed.

The State of Alaska typically receives \$13,000,000 ^{per year} in Area/Population funding.

To be eligible for AIP grant funding, an airport must be included in the National Plan of Integrated Airport Systems (NPIAS). This plan is prepared by the FAA and published every two years.

The AIP will fund a variety of airport projects including airport planning, integrated airport system plans, and airport development projects. Eligible development projects include all types of typical design and construction activities in addition to land acquisition, lighting, navigation aids and the purchase of snow removal equipment. The program will participate to a limited degree in terminal development at commercial service airports.

Federal participation in the costs of AIP eligible projects is 90% for the majority of the United States. However, for Alaska, the federal share is adjusted upward to reflect the large amount of federal land within the boundaries of the state. For AIP projects in Alaska, the federal participation rate is 93.75% of the total project cost. For terminal development projects, the participation rate is limited to 75% of the public areas portion of the total project.

CENTRAL REGION AIRPORTS
BY CATEGORY

AREA POPULATION

AIRPORT

- * AFOGNAK
- ALEKNAGIK
- ATKA
- BIG LAKE
- BIRCHWOOD
- CHUATHBALUK
- * COLORADO CREEK
- * CURRY
- ENGLISH BAY
- * EUREKA
- EYAK LAKE SPB
- EYAK LAKE (CORDOVA)
- GIRDWOOD
- GOOSE BAY
- * HOLIKACHUK
- * HOMER-BELUGA SPB
- * HOPE
- KASIGLUK
- * KASILOF
- KOKHANOK
- KOKHANOK SPB
- LAKE HOOD SPB
- LAKE HOOD STRIP
- * LAWING
- LIME VILLAGE
- NELSON LAGOON
- NEW CHENEGA
- NIGHTMUTE
- NIKOLAI
- * NINILCHIK
- NONDALTON
- * NUNAPITCHUK
- OPHIR
- PEDRO BAY
- * PORT ALSWORTH
- PORT GRAHAM
- * QUARTZ CREEK
- SELDOVIA
- SELDOVIA SPB
- SEWARD
- * SHEEP MOUNTAIN
- SKWENTNA
- TALKEETNA
- * TATINA
- * UMNAK-FT. GLENN
- * UMNAK-NORTH SHORE
- WASILLA
- WHITTIER
- * WIDE BAY
- WILLOW

* Not in the NPIAS

CENTRAL REGION

NON-COMMERCIAL SMALL

AKHIOK
AKIAK
ALAKANUK
ALITAK-LAZY BAY SPB
ANVIK
ATMAUTLUAK
CHEFORNAK
CHIGNIK LAGOON
CHIGNIK LAKE
CHIGNIK-ANCH. BAY
CLARKS POINT
CROOKED CREEK
EGEGIK
EKWOK
EMMONAK
FALSE PASS
FLAT
GOODNEWS BAY
HOLY CROSS
IGUIGIG
IVANOF BAY
KALSKAG
KARLUK
KIPNUK
KONGIGANAK
KOTLIK
KWETHLUK
KWIGILLINGOK
LARSON BAY
LEVELOCK

MANOKOTAK
MEDFRA
NAKNEK
NAPAKIAK
NAPASKIAK
NEW KOLIGANEK
NEW STUYAHOK
NEWTOK
OLD HARBOR
OUZINKIE
OUZINKIE SPB
PERRYVILLE
PILOT POINT
PILOT STATION
PORT LIONS
PORTAGE CREEK
QUINHAGAK
RUSSION MISSION
SCAMMON BAY
SHAGELUK
SHELDONS POINT
SLEETMUTE
SOUTH NAKNEK
STONY RIVER
TAKOTNA
TATITLEK
TOGIAK
TOKSOOK BAY
TULUKSAK
TUNTUTULIAK
TUNUNAK
TWIN HILLS
UGASHIK

CENTRAL REGION

NON-COMMERCIAL LARGE

AKIACHAK
CHEVAK
CHEVAK SPB
EEK
EEK SPB
GRAYLING
HOOPER BAY
KING COVE
MARSHALL
MEKORYUK
MOUNTAIN VILLAGE
PLATINUM
PORT HEIDEN
RED DEVIL

NON-PRIMARY

COLD BAY
COLD BAY HELIPORT
ILIAMNA
McGRATH
SAND POINT
ST. PAUL

PRIMARY

ANCHORAGE INT'L
ANIAK
BETHEL
CORDOVA
DILLINGHAM
HOMER
KING SALMON
KODIAK
ST. MARY'S
UNALASKA

NORTHERN REGION AIRPORT
BY CATEGORY

AREA POPULATION

* AMERICAN CREEK	MINCHUMINA
* BASIN CREEK	NORTHWAY
* BIG DELTA	NUIQSUIT
* BLACK RAPIDS	* PINGO
BOUNDARY	* PROSPECT
* CHANDALAR SHELF	* QUARTZ CREEK
CHICKEN	* ROBE LAKE SPB
* CHISTOCHINA	* SALMON LAKE
CIRCLE HOT SPRINGS	* SOLOMON
* CLEAR	* SUMMIT
* COLDFOOT	TANACROSS
* COPPER CENTER 2	* TAZLINA
COUNCIL	* THOMPSON PASS
DAHL CREEK	TOK
* DENALI 2	* TRAMWAY BAR
* DIETRICH	* UMIAT
* EAGLE-FT. EGBERT	* UNGALIK
* GALBRAITH	* VALDEZ CREEK
GULKANA	* VAN CURLERS BAR
GULKANA HELIPORT	* TONSINA
* HAMILTON	
* HEALY RIVER	
* JACK WADE	
* KOBUK	
* LAKE LOUISE	
LITTLE DIOMEDE	
* LOST RIVER 1	

* Not in the NPIAS

NORTHERN REGION

NON-COMMERCIAL SMALL

ALLAKAKET
AMBLER
BIRCH CREEK
BREVIG MISSION
BUCKLAND
CENTRAL
CHALKYITSIK
CHISANA
CHITINA
CHITINA SPB
CIRCLE CITY
DEERING
GOLOVIN
HUGHES
HUSLIA
KALTAG
KIANA
KIVALINA
KOYUK
KOYUKUK
MANLEY HOT SPRINGS

MAY CREEK
McCARTHY 2
MINTO
NOATAK
NULATO
POINT HOPE
PORCUPINE CREEK
RAMPART
RUBY
SELAWIK
SHAKTOOLIK
SHISHMAREF
SHUNGNAK
STEBBINS
STEVENS VILLAGE
ST. MICHAEL
TELLER
WALES
WHITE MOUNTAIN
WISEMAN

NON-COMMERCIAL LARGE

BEAVER
BETTLES
CHANDALAR LAKE
EAGLE
ELIM
GALENA
GAMBELL
NOORVIK
TANANA

NON-PRIMARY

FT. YUKON
SAVOONGA
UNALAKLEET

PRIMARY

BARROW
DEADHORSE
DEADHORSE HELIPORT
FAIRBANKS INT'L
KOTZEBUE
NOME
VALDEZ

SOUTHEAST REGION AIRPORTS
BY CATEGORY

AREA POPULATION

* HARRIS HARBOR SPB
* HOLLIS SPB
* HOOD BAY SPB
HYDER SPB
KAKE SPB
KASAAN SPB
KLAOCK SPB
* LORING SPB
* MEYERS CHUCK SPB
MURPHYS PULLOUT SPB
PENINSULA POINT SPB
* POINT BAKER SPB
PORT ALEXANDER SPB
* PORT PROTECTION SPB
SITKA SPB
* WARM SPRINGS BAY
WRANGELL SPB

NON-COMMERCIAL SMALL

ANGOON SPB
CRAIG SPB
ELFIN COVE SPB
EXCURSION INLET SPB
FUNTER BAY SPB
HAWK INLET SPB
HYDABURG SPB
KAKE
KLAOCK
PELICAN SPB
PETERSBURG SPB
TENAKEE SPRINGS SPB

NON-COMMERCIAL LARGE

HOONAH
HOONAH SPB

PRIMARY

GUSTAVUS
HAINES
HAINES SPB
KETCHIKAN
KETCHIKAN SPB
METLAKATLA SPB
PETERSBURG
SITKA
SKAGWAY
SKAGWAY SPB
WRANGELL
YAKUTAT
YAKUTAT SPB

* Not in the NPIAS