

S J R

84

MAR 26 1990

SENATE COMMITTEE REPORT
FIRST COMMITTEE OF REFERRAL

DATE: 3/26/90

FURTHER:

Date of 5-Day Notice: 3-29-90
(in accordance with Uniform Rule 23)

DATE TURNED INTO OFFICE: 4-4-90

Transportation

Committee considered

SJR 84

Federal funding for development of the airport at Saint Paul, Alaska.

and recommended:

- replace with _____ CS _____ same title
- attached amendment(s) new title
- _____ letter of intent adopted

do pass

do not pass

no recommendation

individual recommendations

further referral to _____

ATTACHES NEW FISCAL NOTE(S):

Department(s)/Date:

Department(s)/Date:

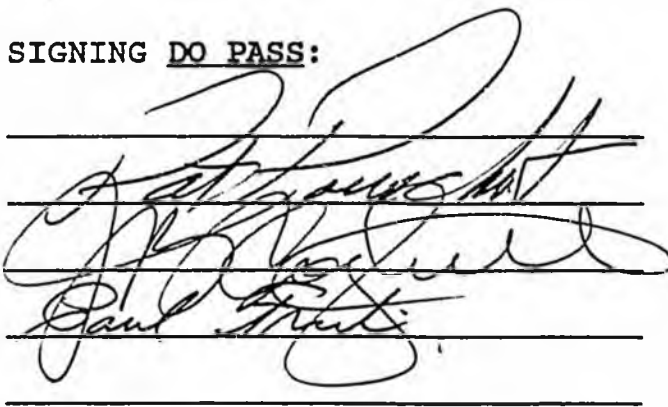
fiscal note(s) DOT/PE

zero fiscal note(s) _____

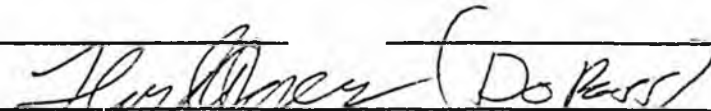
appropriation-no fiscal note

Governor's bill w/fiscal note

SIGNING DO PASS:



OTHER RECOMMENDATIONS:


Chair: Signature and Recommendation

BY THE TRANSPORTATION COMMITTEE

1 IN THE HOUSE

2

HOUSE JOINT RESOLUTION NO. 89

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 the economic well-being of Saint Paul, Alaska, is largely
10 dependent upon the rapidly growing crab, surimi, and bottomfish industry;
11 and

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

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

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

19 WHEREAS nonprimary airports are only eligible to receive AIP discre-
20 tionary funding and limited State of Alaska primary entitlement funding;
21 and

22 WHEREAS the annual level of primary entitlement funding is generally
23 not sufficient to accommodate the improvement needs at state primary air-
24 ports and is not sufficient to accommodate the needs of the Saint Paul
25 airport; and

26 WHEREAS the Airport Improvement Program identifies specific set-aside
27 discretionary funding for nonprimary airports and safety improvement proj-
28 ects;

29 BE IT RESOLVED that the Alaska State Legislature respectfully requests

1 the United States Department of Transportation, Federal Aviation Adminis-
2 tration, to allocate a level of discretionary funding to the State of
3 Alaska that will allow for the development of the Saint Paul airport.

4 COPIES of this resolution shall be sent to the Honorable Samuel K.
5 Skinner, Secretary of the U.S. Department of Transportation; the Honorable
6 Admiral James B. Busey, U.S.N. (Ret.), Administrator of the Federal
7 Aviation Administration; and to the Honorable Ted Stevens and the Honorable
8 Frank Murkowski, U.S. Senators, and the Honorable Don Young, U.S. Repre-
9 sentative, members of the Alaska delegation in Congress.

OK
Utermohle

Original sponsor(s): Transportation Committee

1 IN THE HOUSE BY THE TRANSPORTATION COMMITTEE
2 CS FOR HOUSE JOINT RESOLUTION NO. 89 (Transportation)
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 Sain
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 general
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 Pau
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
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19 Frank Murkowski, U.S. Senators, and the Honorable Don Young, U.S. Repre-
20 sentative, members of the Alaska delegation in Congress.

APR 04 1990

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

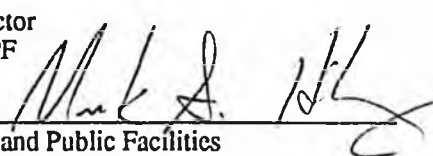
POSITIONS:

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)

1) Assumptions:

- ° The estimated costs associated with HJR No. 89 assume that the Federal Aviation Administration (FAA) funds improvements to the St. Paul Airport as identified in the DOT&PF's FY90 Airport Improvement Program (AIP) Spending Plan, i.e. land acquisition, ARFF vehicle purchase and equipment storage building construction. No other improvements are currently identified for the St. Paul Airport in the Department's approved Six-Year Capital Improvement Program (CIP).

The total estimated cost of the improvements proposed for the St. Paul Airport in FY90 is \$1,913,000, of which \$1,793,438 will be funded with federal AIP funding.

- ° The State of Alaska has already received a \$1.0 million allotment of FY90 AIP discretionary funding from the FY90 set-aside for Non-primary airports. The Department has allocated the funding such that the land acquisition segment of the St. Paul Airport project will receive first priority (see attached letter). The total land cost is estimated to be \$918,000, of which \$860,625 will be funded from the \$1.0 million allotment.
- ° The estimated fiscal impacts of HJR No. 89 assume that an AIP grant for land acquisition, ARFF vehicle purchase and equipment storage building construction will be executed by, at the latest, September 30, 1990 (the last day of federal fiscal year 1990).
- ° Maintenance costs resulting from the improved facility are calculated as follows: \$5,000 for travel by qualified mechanic to repair equipment; \$50,000 for building maintenance, equipment maintenance, fuel, electricity, etc.; \$10,000 for supplies.

2) Program Summary:

- a. Positions: 0
- b. Other expenditures: 0
- c. Funding: 0
- d. Section Cost Analysis: 0

3) Computations: N/A

- 4) Economic Impact: The proposed improvements at St. Paul will result in an airport facility that is better able to accommodate the increased activity resulting from the growing fishing industry. The revenues associated with the crab, surimi and bottomfish industry benefit the state as well as the local community.

- 5) Impact on Local Government: The economy of St. Paul is highly dependent upon the fishing industry. As such, an adequate airport facility is critical to maintaining commercial ties with other parts of the state. An upgraded airport facility will complement the multi-million dollar harbor facility constructed by the Corp of Engineers in the fall of 1989.

6) FY90 Fiscal Impact: -0-

- 7) Attachment: February 22, 1990 letter from Helvi K. Sandvik, Statewide Aviation Manager, to Russel Hathaway, Federal Aviation Administration.

February 22, 1990

Russel S. Hathaway
Manager, Airports Division
Alaska Region
Federal Aviation Administration
223 W. 7th Avenue, #14
Anchorage AK 99513

Dear Mr. Hathaway:

As you requested in our February 14, 1990 meeting, the following represents the State of Alaska Department of Transportation and Public Facilities' (DOT&PF) priorities for allocating the \$1.0 million "allotment" of FY90 discretionary funding:

- 1) the land portion of the St. Paul project at a federal share of \$860,625.
- 2) the ARFF vehicle and building at St. Paul at a federal share of \$932,813.
- 3) the McGrath Apron project at a federal share of \$3,069,155.
- 4) The Sand Point Airport Improvement project at a federal share of \$2,500,000.

As we discussed in our meeting, the priority for completing the improvements at these airports was derived by evaluating each proposed project carefully, in view of all other needs statewide and limited funding availability.

We continue to believe that in view of the FAR Part 139 and other safety concerns that would be addressed by the proposed projects at St. Paul, McGrath and Sand Point, the FAA should lobby for the allocation of funding from the FY90 "safety" discretionary set-aside pot. If the FAA is successful in obtaining sufficient additional FY90 discretionary funding to meet the needs at St. Paul and McGrath, we would fully support allocating any remaining FY90 discretionary funding to the Sand Point Airport project.

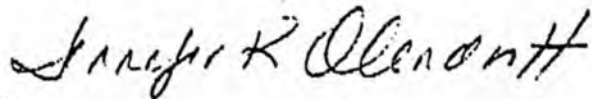
Russel Hathaway

-2-

February 22, 1990

If there is anything that the State can offer to convince FAA Washington on the need for funding these critical airport improvements, we would gladly assist.

Sincerely,



Helvi K. Sandvik
Manager
Statewide Aviation

JKO

CC: Franklin Cunningham, Regional Administrator, FAA Alaska Region
Kit Duke, Regional Director, Central Region
W. Keith Gerken, Deputy Commissioner, Operations
Mark S. Hickey, Commissioner
Ron B. Lind, Director, Plans, Programs & Budget
D. Randy Simmons, Deputy Commissioner, Budget & Finance

SUMMARY OF SALIENT FACTS AND CONCLUSIONS

Location

The airstrip is located roughly 3.8 to 4 miles northeast of the city of St. Paul.

Legal Description

NA

Land Area

87.29 acres (approximately)

Improvements

Airstrip

Highest and Best Use

As improved with airstrip

Land Value

\$759,000 unfilled

Value by the Cost Approach

\$5,753,000

Value by the Income Approach

NA

Value by the Market Data Approach

NA

Market Value Estimate

2
433
8
3464

2
433
9
3897

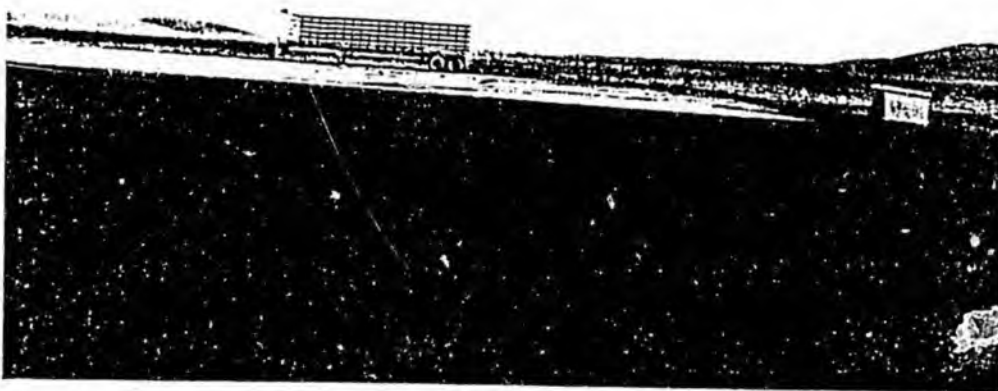
\$5,753,000 (subject to engineering study)

Date of Appraisal

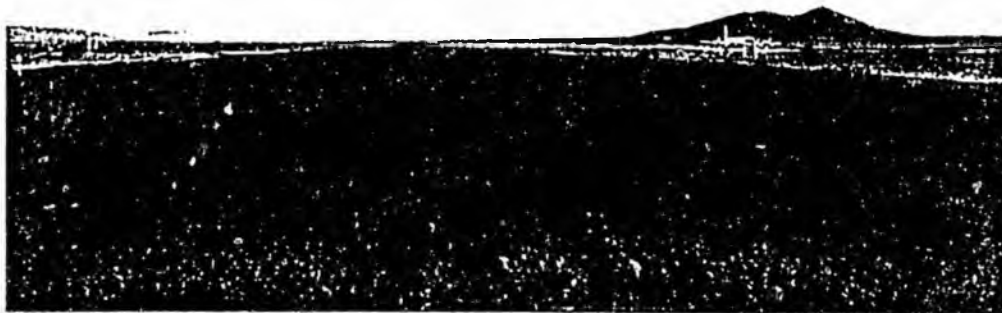
October 2, 1985

SUBJECT PHOTOGRAPHS

Date Taken: 10-2-85
Taken By: DBS/TRD



View northerly of recently paved landing pad



View northwesterly of runway

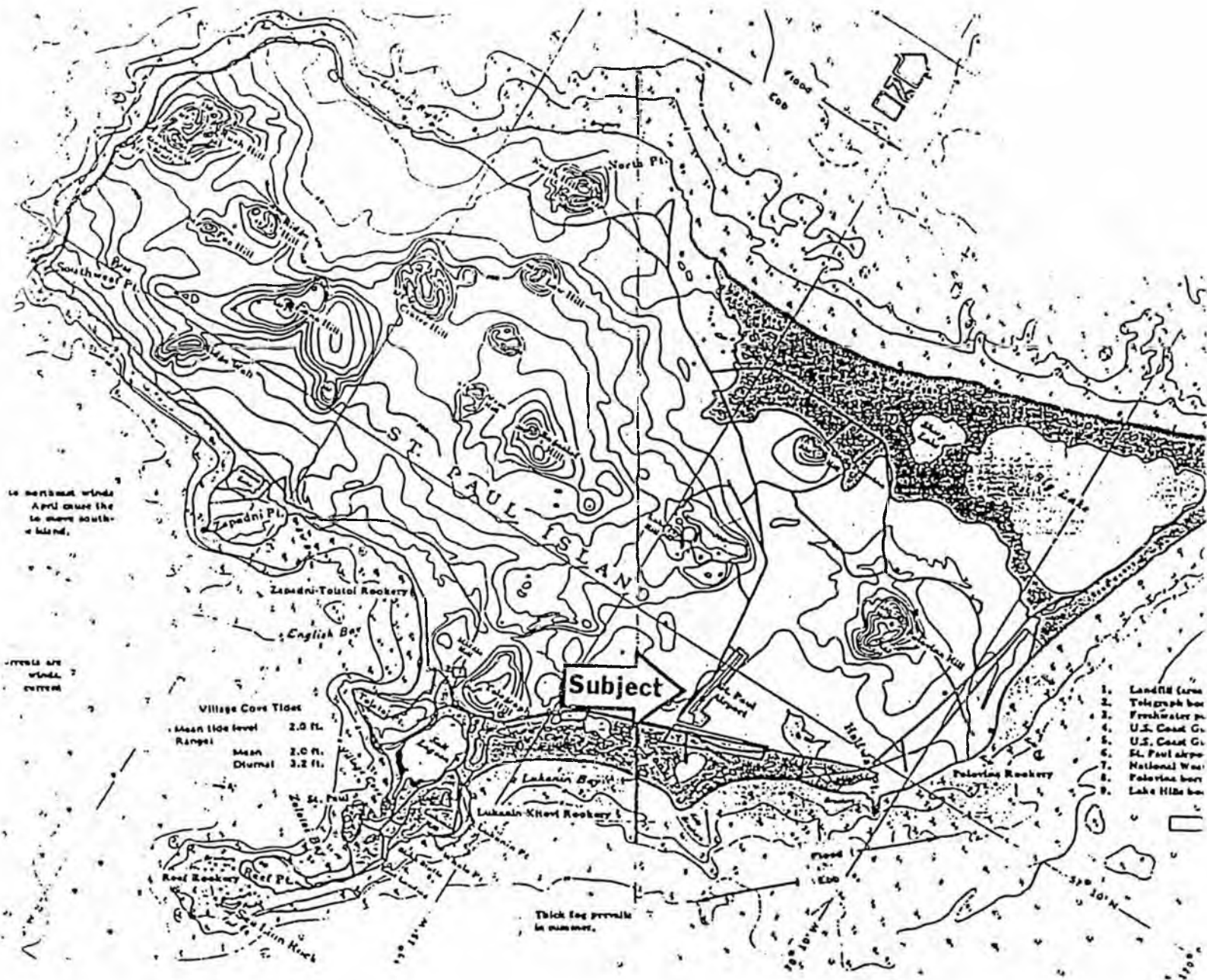
SUBJECT PHOTOGRAPHS

Date Taken: 10-2-85
Taken By: DBS/TRD



View southwesterly of runway

Plat Map



SITE DESCRIPTION

At the time of inspection, the appraisers were informed by the city maintenance supervisor that the approximate area of the airstrip was 87.29 acres. This is a long parallel strip underlying the airstrip and the abutting area. The airstrip is 200 feet wide and was recently resurfaced (in 1984) by the city with four inches of scoria. In addition, Exxon upgraded the landing strip with instruments and building at an approximate cost of \$1,000,000. None of these improvements are included in the valuation of the airstrip.

As of the date of inspection, the airstrip was substantially as it is today, with a slight expansion of the apron and the additional four inches of scoria placed on the top.

Following is a general description of the landing strip as provided by the City of St. Paul in a recent technical study made of the St. Paul area.

"I. General Description of Existing System

The majority of this report is quoted verbatim from the "Pribilof Island Transportation Study" prepared by Dames & Moore and the draft study entitled "Saint Paul Airport Study" prepared by John Wahl of the State Department of Transportation and Public Facilities.

A. Overview

The island of St. Paul is serviced by a 150' X 5,075'

scoria surfaced runway. The airport is located roughly 3.8 to 4 miles northeast of the city of St. Paul. The airport area is relatively flat and gently rises toward the north. The runway is oriented in a north-northeast, south-southwest direction.

The airfield was constructed by the military during World War II. The runway was initially constructed to a 3,250' length and 100' width. It was later lengthened and widened to 150' X 3,750' in 1950 and to its final 5,075' length in 1957. The embankments were formed by placing volcanic scoria directly over the ground after stripping the vegetation. The depth of the embankment varies from one foot to seven feet plus. The airport manager has stated that some areas of the embankment are soft and have been excavated over the years and the material replaced with scoria. The surface showed evidence of deep rutting in some areas. The scoria generally compacts to a tight uniform mass. Most of the material appears to have a maximum size of 3/4". The material is rounded and lacking in fines. No processed surfacing was placed on the runway, and as a consequence the surface is fairly loose. The surface is smooth and firm unless very wet. In very wet weather, the runway is incapable of supporting the weight of Reeve L-188 aircraft, although lighter aircraft are able to land

and take off.

A 240' X 330' parking apron is provided with a 60' X 260' connecting taxiway. The apron and taxiway, like the runway, were constructed from scoria and consist of an overlay of the existing ground. The northern part of the apron also has a 60' X 260' portland cement concrete pad. This area is used by aircraft for loading and unloading. A small garage type building is located on the southeast edge of the apron and is used for storing vehicles. The south portion of the apron is reserved for vehicles and has a temporary barrier separating it from the aircraft operating areas. Access is provided by a road which enters the apron at the southwest corner.

The FAA has installed a medium intensity runway lighting system at the airport. The runway lights consist of can mounted light fixtures with direct burial cable. Visual approach slope indicator (VADI) lights are installed on both runways (18-36). A medium approach light system (MARLS) is installed on runway 36. Runway end identifier lights (REIL) are installed on runway 18. A rotating beacon is located at the National Weather Service facility southeast of the airport. The runway lights are controlled from the National Weather Service building. The MARLS,

REIL and VASI lights are controlled by radio from the aircraft using the facility.

B. Service Provided

Scheduled commercial airline service is provided to St. Paul by Reeve Aleutian Airways. Reeve flies Lockheed L-188 turbo-prop aircraft from Cold Bay. All Reeve flights serving Cold Bay originate in Anchorage, which is designated an international and a regional center airport by the Alaska Department of Transportation and Public Facilities. Therefore, St. Paul is linked by passenger and freight service through Anchorage to all major airports in Alaska, the remainder of the United States, Western Europe and Asia.

The number of arriving and departing passengers in St. Paul is nearly identical; cargo traffic--freight plus mail--is nearly all inbound. A relatively small amount of mail goes outbound.

Maximum load capacity of L-188 service to St. Paul varies with weather. Load capacity is greater in winter months when the scoria-surfaced runway is frozen, resulting in better take-off and landing conditions to those present during spring and summer months, when the runway surface can be soft and wet due to snowmelt and rain. On the other hand,



passenger demand is high during summer months. Cargo demand remains fairly stable at an average of a little over 7,000 pounds per trip throughout the year; however, cargo capacity can reach 10,000 pounds during some summer trips.

Based on previous reports and a brief discussion with a pilot from Reeve Aleutian Airways(1), the present condition of the airport is inadequate for any large increase in usage demand; the existing runway is too short and too narrow, the electronic landing assisting equipment stops short of providing user air carriers adequate landing or take off data, and there are no passenger comfort oriented buildings."

(1) This description depicts the subject's condition prior to the city's and Exxon's upgrades.

HIGHEST AND BEST USE

Highest and Best Use is defined by the American Institute of Real Estate Appraisers and the Society of Real Estate Appraisers in a joint Real Estate Appraisal Terminology Handbook as follows:

"That reasonable and probable use that will support the highest present value as defined as of the effective date of the appraisal. Alternatively, that use from among reasonable, probable and legal alternative uses found to be physically possible, appropriately supported, financially feasible and results in the highest land value."

It is obvious that the City of St. Paul needs a runway as this is the only practical form of transportation through much of the year. The subject area is the logical area to locate a runway. However, in the opinion of the appraisers, there are a number of nearby areas in St. Paul that are suitable for a landing strip. As such, the particular area of the subject is not significantly better than a number of other acceptable alternatives.

Existing improvements, however, represent the subject's Highest and Best Use, as improved.

LAND VALUATION

There are a number of acceptable procedures that can be used when valuing land; the Market Data or Comparison Approach, the Land Abstraction Procedure, the Anticipated Use for Development Procedure, and the Land Residual Technique. St. Paul and St. George do not have an established real estate market. In fact, there is no "market" at all. The only transactions noted were three house sales in St. Paul. Due to the lack of sales in our subject area, we have conducted a sales search of western Alaska, specifically the coastal areas. Sales of unimproved properties in other remote areas are compared directly to the subject parcels, and adjusted for various inequalities on an item by item basis. Location, size, utilities, time of sale, topography and soil conditions are some of the major land characteristics which require adjustment. The parcels under appraisal may be valued on any number of measurement bases, i.e., price per square foot, price per front foot, price per acre, and price per unit buildable on site are typical. The most appropriate units of comparison will be applied to each parcel.

Analyses and Conclusions as to Land Value

In the appraisal of the subject landing strip, it should be noted that no sales of similar type landing strips in bush areas that service similar sized communities were located. As a result, the value of the airstrip can only be estimated indirectly.

Consultation with the State of Alaska Department of Transportation and Public Facilities, Division of Aviation Leasing, indicated that on most bush strips which are state-owned, the leasing policy for a minimal strip similar to the subject, which does not include guidance facilities or landing lights, is \$.02/SF for lands fronting and adjacent to the strip. The normal land lease rate in the State of Alaska is around 10% annually of fee value. Thus, capitalizing out the \$.02/SF would indicate a land value, in comparison, of approximately \$.20/SF, or \$8,712 per acre.

Recently, on the subject strip in St. Paul, the Aleut Corporation has leased from the TDX Corporation 7.44 acres of land for a helicopter port. This port has \$9 million worth of improvements including buildings and a helicopter pad. The Aleut Corporation in turn sub-leases these facilities to Exxon and ARCO. The original land lease began February 1984 and is for four years with three options to extend, at \$.50/SF per year plus one-third of the net profit from the leasing to Exxon and ARCO. Capitalized at a 10% rate, this translates to \$5.00/SF, or \$217,800 per acre.

The St. George Tanaq Corporation has also leased 5 acres adjacent to the St. George airstrip to the City of St. George. The date of lease is August 20, 1985 for a term of 5 months, with renewal options. Monthly lease payments are \$2,800, or \$33,600 annually. Capitalized at a 10% rate, this indicates a fee value of

\$1.54/SF.

Comparable Rural Land Sale No. 1 is a sale of 3,708 acres of land on St. George Island, approximately 45 miles away from the subject. This transaction between the St. George Tanaq Corporation and the federal government is very complicated. Without detailed analysis of land transfers over various periods of time, it amounts to approximately \$645 per acre and includes much of the wildlife cliff area and areas near the airport and the city. The price per acre in a cash transaction was \$645 for a total of \$2,392,000. This sale may or may not be representative of market value, according to Bret Coburn, Land Manager for St. George Tanaq Corporation.

The following is the general analysis we made of the downtown St. Paul industrial area lands.

LAND VALUATION

There are a number of acceptable procedures that can be used when valuing land; the Market Data or Comparison Approach, the Land Abstraction Procedure, the Anticipated Use for Development Procedure, and the Land Residual Technique. St. Paul and St. George do not have an established real estate market. In fact, there is no "market" at all. The only transactions noted were three house sales in St. Paul. Due to the lack of sales in our subject area, we have conducted a sales search of western Alaska, specifically the coastal areas. Sales of unimproved properties in other remote areas are compared directly to the subject

parcels, and adjusted for various inequalities on an item by item basis. Location, size, utilities, time of sale, topography and soil conditions are some of the major land characteristics which require adjustment. The parcels under appraisal may be valued on any number of measurement bases, i.e., price per square foot, price per front foot, price per acre, and price per unit buildable on site are typical. The most appropriate units of comparison will be applied to each parcel.

Analyses and Conclusions as to Land Value

After making a thorough sales search, we were unable to locate any relevant fair market land sales. This is due primarily to there being little privately held land available for sale. The majority of land in western Alaska is federally controlled or it is controlled by the local governing entities and Native corporations. Due to the limited sales data, our sales search was extended to Kodiak Island, the Aleutian chain and southwestern Alaska, encompassing the communities of Kodiak, Port Lions, Dillingham, Naknek, Dutch Harbor, Sand Point, King Cove, Perryville, Emmonak, Unalaska, and Morzhovoi village.

As with most rural Alaskan communities, land use patterns are not clearly defined due to a lack of zoning and relatively haphazard development. The cities of St. Paul and St. George tend to be an exception due to the original government planning and development typical of western Alaska. The comparable land sales are categorized according to their land use pattern. In most of the

comparable communities, there tends to be a clear distinction between residential and commercial/industrial land, but no clear distinction between industrial and commercial land, with the exception of waterfront industrial and commercial land sales, which tend to sell for a higher unit value.

After compiling the sales data, it was arrayed according to the communities that were larger and had the strongest economies to the communities that were smaller and had the least vigorous economies. As anticipated, the larger, more economically vigorous communities have the highest priced residential, commercial and industrial lands, and the smaller, less economically vigorous communities had the lowest priced lands.

Specific adjustments are nearly impossible to derive as they require sales in local markets. As a result, the appraisers are severely limited in the ability to analyze specific differences between the subject parcels and the comparable sales. The only possible exceptions appear to be waterfront commercial and industrial versus non-waterfront commercial and industrial; acreage land sales as compared to lot sales; and for the subject's full range of utilities. For example, when comparing Comparables No. 1 and 2, industrial waterfront sales in Kodiak to Comparables No. 1 and 2, industrial commercial upland sales, there appears to be a roughly 2 to 1 value ratio between waterfront and uplands. This is not an uncommon ratio. In adjusting for industrial and commercial acreage sales to lot

sales, there typically tends to be a 1 to 3 ratio. It has been the experience of the appraisers that where utilities do not have to be brought in other than electricity, raw acreage costs in rural Alaska typically are about .33 of the gross lot value. This ratio, of course, varies somewhat from area to area and in larger communities like Anchorage, it can be approximately 4 to 1. In rural recreational sites, it can be 2 to 1. But, for purposes of this analysis, a 3 to 1 ratio appears to be reasonable. In comparison, all the sales are adjusted to reflect the aforementioned when compared to subject lots.

The utility adjustments are somewhat more difficult to derive. The subject has a full range of utilities available which include sewer, water, electricity and telephone. In a number of cases, most of the comparable sales, especially the smaller more rural communities, do not have a full range of utilities. As an alternative, the costs of installing on-site utilities in many of these rural communities is the cost of a shallow well and septic system, or \$7,000 to \$8,000. Thus, in comparison to the subject, each sale without these utilities is adjusted upward \$8,000 per lot. In the case of acreage sales, it is adjusted upward approximately \$.37/SF assuming a typical half-acre lot size.

After making these adjustments, the sales data shows a much higher degree of correlation.

St. Paul is a larger community than many of the smaller villages located in the Aleutians. In addition it has a paritally protected waterfront which makes it more suitable for future industrial and commercial development. As such, the best indicators of its market value are upland sales Comparables 4 through 7, the Dillingham, Sand Point and Unalaska sales. In comparison, the subject site tends to be slightly superior to the sales because it is located closer to the city center and is simply easier to develop. As such, the comparables probably represent the low end of the market. The Kodiak sales are in the City of Kodiak, which has an established, vigorous community and tends to represent the higher end of the market value range.

Sales Grid - Commercial and Industrial Oriented Upland Land Sales

Comparable No.	Location	Type	Date of Sale	Sales Price	Price/SF	Adjust to Lot Size	Adj for Utilities	Area Compared to Subject
1	Kodiak	commercial	3/84	\$ 67,440	\$6.00	\$6.00	\$6.00	superior
2	Kodiak	commercial	7/84	\$ 60,000	\$6.34	\$6.34	\$6.34	superior
3	Bethel	commercial	6/85	\$ 40,000	\$4.00	\$4.00	\$4.00	superior
4	Dillingham	commercial	10/81	\$ 75,000	\$.56	\$1.93**	\$2.30	similar
5	Sand Point	comm & ind	10/83	\$275,000	\$.35	\$1.05	\$1.42	similar
6	Sand Point	comm & ind	1/84	\$ 7,500	\$.19	\$.19	\$.56	similar
7	Unalaska	industrial	4/84	\$ 40,000	\$.55	\$.55	\$.92	similar
8	Chignik	comm & ind	7/84	\$ 2,788	\$.10	\$.10	\$.47	inferior

* per acre basis, \$.18/SF

The aforementioned comparative industrial sales are not directly comparable to airport land and are only utilized as a general guideline. In valuing the downtown industrial area of St. Paul, the typical waterfront industrial market value was \$1.50/SF. This was based on the most similar sales arrayed according to the economic activity and strength of the community in question in comparison. The subject area generally lacks utilities and in the opinion of the appraisers, \$1.50/SF would be the upper limit of market value.

In conclusion, it is obvious that the data is inconclusive in that it gives an extremely wide range of value indications. The typical airport leasing at \$.02/sf indicated a market value of \$8,712/acre capitalized. The comparative lease of an adjacent lot to the airport from TDX to the Aleut Corporation indicated \$217,800/acre capitalized, and the lease by the city of St George at the airport indicated \$1.54/SF. Finally, the comparative industrial sales indicated a top value of \$1.50/SF, or \$65,340 per acre for industrial land in the St. Paul Harbor area. Thus, the correlation and conclusions as to land value are strictly a judgement call. One factor to consider, assuming an open market situation, is the principle of substitution. This is principle under which a willing buyer would not pay any more for a property than it would cost to buy an alternate property with similar utility. Under this scenario, it would be assumed that there are alternatives to the landing strip, or at least lands adjacent to the landing strip. This in itself is similar to the leasing

policies of the State of Alaska, Division of Aviation in that any bush strip serving similar sized communities in the Aleutian chain, southwestern and southcentral Alaska has land available, and usually more land than is actually leased at \$.02/SF or \$8,712/acre. The lease by TDX to the Aleut Corporation and Tanaq to St. George do not represent fair market transactions. They are actually one-shot deals in which all of the land is controlled by the Native corporations, and they can basically ask the price that they want. Plus, the existing airport facility is a special benefit to the leased properties. Under an open market situation as is assumed by the appraisers, the most representative land value would be the State leasing program at \$.02/SF capitalized at \$8,712/acre.

Based on the aforementioned, and the limited data available, a reasonable market value estimate for the subject strip and adjoining lands would be \$8,712/acre. Total indicated market value, as unfilled, is summarized as follows:

Area 87.29 acres @ \$8,700(rnd) per acre = \$759,423
SAY \$759,000

It should be noted that if ARCO and Exxon's present exploration for oil off the Aleutian chain and Pribilof Islands is successful, the potential market value of the subject strip and land surrounding it could increase dramatically. The preceding analysis assumes an open market situation in which the principle of substitution is in effect.

Contributory Value of Filled Runway

We researched both St. George and St. Paul to estimate the contributory value of the filled runway. It appears the best information was from the St. George area. We contacted Allan Christopherson of Peratrovich, Nottingham and Drage, Inc. According to Mr. Christopherson, they are presently doing a considerable amount of engineering work on the new St. George airport. Recently, they obtained a bid to construct a bypass road around the St. George airport. According to him, this bid was from Brice Construction and amounted to \$10/cubic yard in place as of January, 1985. He stated that this did not include any royalties for the fill, which would have been supplied by the City of St. George. Assuming royalty for fill, he expected the price to be increased another \$.50 to \$1.00/cubic yard, say \$.75. Mobilization, permits and other factors would probably bring the total cost to \$11.25/cubic yard. Mr. Christopherson felt this was reasonably representative of the cost of the filled airport area. For estimating the fill value of the St. Paul airport, some parallels could be drawn from the St. George airport. In analyzing the St. George airport, Mr. Brice of Brice Construction estimated the airport to have between 120,000 and 130,000 cubic yards of fill. say 125,000 cubic yards. To that he said we should add another \$20,000 for culverts. The St. George airport is 3,900 feet in total length and the filled runway area probably averages, including the tapering at the ends of the strip to 60 feet, about 80 feet in width. Total filled surface area would be

312,000 SF, or approximately .40 cubic yards of fill per square foot of surface area.

We do not have an engineering study on the St. Paul airport. As a result, this appraisal is subject to adjustment when the exact amount of fill is determined. The length is approximately 5,075 feet with a 200 foot width. Thus, there is 1,015,000 SF of area in the runway. In addition, there is a 240' X 330' parking apron for an additional 79,200 SF, and a 50' X 260' connecting taxiway for an additional 15,600. Thus, total area approximates 1,109,800 SF. Please note as previously mentioned this is only an unsubstantiated estimate and a survey should be utilized to adjust the figures in this report. Assuming that, like the St. George airport, it would take .40 cubic yards per square foot, the probably cubic yardage in the subject airport would be 443,920+/- . The St. George fill cost would probably be quite similar to the St. Paul area. Multiplying the filled are of 443,920CU by \$11.25/CU indicates an approximate replacement cost of the airstrip of \$4,994,100. (This figure may vary substantially depending on an engineering study.)

Conclusions

In conclusion, the estimated market value of the lands underlying the airstrip was \$759,000, assuming a hypothetical market. The estimated replacement cost of the strip fill is \$4,994,100. Thus, total estimated market value by the Cost Approach is \$5,753,000 (rnd).

VALUE AS INDICATED BY THE INCOME AND MARKET DATA APPROACHES

In our sales search, we were unable to find a single rented airstrip nor were we able to find any sales of similar type airstrips in the Aleutian chain or southwestern Alaska. Due to this lack of data, these two approaches to market value are not possible in this report.



SENATOR FRED F. ZHAROFF

ALASKA STATE LEGISLATURE

P. O. BOX 405, KODIAK, ALASKA 99615 (907) 486-5259

DURING SESSION:

P. O. BOX V, JUNEAU, ALASKA 99811 • (907) 465-3473 • 465-3474

MAR 15 1990

DISTRICT N

ALASKA PENINSULA • ALEUTIAN CHAIN • BRISTOL BAY • KODIAK ISLAND • LAKE CLARK/LAKE ILIAMNA • PRIBILOF ISLANDS • SHUMAGIN ISLANDS

March 14, 1990

TO: Senator Lloyd Jones, Chairman
Senate Transportation Committee

FROM: Senator Fred F. Zharoff *Fred F. Zharoff*

DATE: March 14, 1990

SUBJ: Request for Resolution Introduction

As we discussed today, I have attached a copy of a Committee Substitute for HJR 89 which I would appreciate being introduced in the Senate by the Transportation Committee.

I have also attached information regarding this resolution to explain the rationale for the resolution. Basically, the problem is that the St. Paul airport is classified as a "non-primary" airport and is only eligible for "discretionary" federal funding. This has caused St. Paul to always be considered an alternate rather than expected project in the DOT&PF's 6 year plan. Given the amount of projects authorized by the legislature each year, discretionary funding has never been available for this airport.

I would be happy to discuss this matter with you if you have any questions. Thank you for your consideration of this request.

Attachments



SAINT PAUL
Community
Bicentennial



SAINT PAUL
A Bicentennial
Community

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

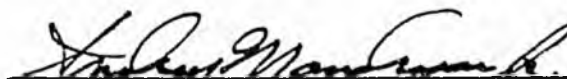
WHEREAS: The annual level of funding from both the Federal and State governments is never sufficient to assist Saint Paul in developing the new critical improvements essential to permit Saint Paul Airport to meet the demands brought about by the Americanization of the Bering Sea fishery; and

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

ST. PAUL AIRPORT(SNP)

The St. Paul airport, located four miles from the boat harbor on St. Paul Island, Alaska, is an unpaved airport 150 feet wide and 5075 feet in length. In 1989 the number of deplanements doubled to nearly 4,000 passengers from an average deplanement in the early eighties of about 2,000. This was due primarily to construction activity and the start of a new crab processing plant which processed approximately 3 million pounds of crab in its first year.

Deplanements could conceivably double again by the end of 1991 with the start up of a large scale surimi processing operation expected to begin in July 1990, as well as increased use of St. Paul by deep-sea trawlers for crew changes as opposed to the more distant Dutch Harbor.

With the limited length of the airport which preclude use by B727's and 737's, it is uncertain what number of deplanements can be sustained with Reeve Aleutian L-188 Electras, given that Reeve has only two in use, and that it is only a matter of time before the Electras are outdated for passenger service. Reeve, in fact, does not plan to use the Electras too much longer.

With the absence of Electras, service would have to be downgraded to the Dash 7's or 8's which are smaller and slower, and which Reeve has no interest in. Reeve is seeking to purchase B737's in the foreseeable future, according to Richard Reeve, its president.

St. Paul (SNP) is a "non-primary" airport that, because it was federally owned when other non-primaries were grandfathered to qualify for primary airport funding in amendments to the Airports Act of 1970 (?) passed by the Congress in 198__. The airport was transferred to the State from the federal government in 1984. The Haines airport was in the same serious funding delimma, until deplanements there began to exceed the 10,000 mark recently, qualifying it for primary airport funding.

As a practical statement, St. Paul, according to DOT/PF, will never get on the State's 6-year CIP list for "Expected" funding. Unless something is done legislatively at the federal level, St. Paul will always be listed as an "Alternate" for funding through the nation-wide federal competitive discretionary funds. Situations like this concern DOT/PF, especially when it needs to fund for airport safety.

The St. Paul leadership is especially concerned that its Crash and Fire Rescue truck and building and land acquisition funds will probably have to wait a long bureaucratic line at a time when St. Paul is seeing a very great increase in air traffic and with no adequate CFR operation in place.

St. Paul Airport - Background & needs

WHAT THE ST. PAUL CONSTITUENCY NEEDS - AND WHAT INDUSTRY SUPPORTS

1. STRONG SUPPORT FROM THE LEGISLATURE, DOT/PF AND THE GOVERNOR IN ST. PAUL'S FEDERAL LOBBY EFFORT TO OBTAIN FEDERAL AIRPORT FUNDS IN FY1991, WHILE ALSO SEEKING TO QUALIFY ST. PAUL FOR PRIMARY FUNDING STATUS.
2. FOR DOT/PF TO COMPLETE ST. PAUL AIRPORT MASTER PLAN AND TO INCLUDE IN ITS REVISED 6-YEAR CIP LIST COMPLETE FUNDING FOR AIRPORT IMPROVEMENTS AS INTENDED ORIGINALLY IN ITS 1982 PLAN.
3. FOR OUR LEGISLATURE, WITH THE GOVERNOR'S SUPPORT TO PROVIDE LIMITED STATE CAPITAL IMPROVEMENT FUNDING TO LENGTHEN THE AIRPORT AND LIGHTING BY 725 FEET UNPAVED, TO ACCOMODATE FOR JET SERVICE, IN FY1991.

All the above are parallel goals, except that as to timing, No. 3 would be the first expected source of funding, given that the federal process is slower.

The lengthening of 725 feet, unpaved, could be done at a relatively low cost to the State. Fill material would be provided as a local contribution to this interim measure. With a construction company still on site at St. Paul in August, mobilization-demobilization costs would virtually be nil.

DOT/PF has agreed to work with an engineer retained by TDX Corp. to provide the necessary drawings, sketches and cost estimate by March 9 to the House Transportation Committee staff for consideration.

AS FOR FEDERAL LOBBYING EFFORTS, the idea of a concurrent resolution is supported by Rep. Richard Foster, Rep. George Jacko, and Senators Fred Zharoff, Binkley and Boucher. Other legislators TDX has spoke to all agree to this approach.

TDX, however, is concerned about the effects of a resolution. How much weight will that carry compared to individual letters to our Congressmen from as many legislators as possible? Whatever our final strategy, we feel the strong need for No. 3 above to occur. It should be looked upon as ensuring that the State gets a good return on all the dollars it has put into developing the St. Paul Island infrastructure.

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.

STATUS OF SHORESIDE FISHERIES DEVELOPMENT-ST. PAUL ISLAND
JANUARY, 1990

BREAKWATERS: Both the main and auxiliary breakwaters have been completed per the latest Corps approved design, rendering calm inner waters at Village Cove Harbor for better than 90% of the time. Larger vessels (220' or more) may experience some difficulties under certain conditions.

INNER HARBOR: Dredge is completed over a small navigation area adjacent to the public project. TDX Corporation is seeking to finance expansion dredge and uplands improvements to expand the commercial capacity of the harbor.

DOCKS: Three hundred feet of -23' minimum dock space developed on public project. 700 feet additional will complete.. TDX is seeking finance for additional 600' of dock frontage. Corps permit has been obtained.

PROCESSING: Construction and limited dock space have restricted the amount of processing capacity up to this point.

CRAB PROCESSING began in 1989, a private investment of \$10.0 million to convert the former fur seal processing building into a fancy-pack crab processing for Asian and West Coast markets. Pribilof Island Processors processed 3.0 million pounds in 1989, with dock space and harbor availability being the limiting factor. Projection for 1990 is 8.0 million pounds. Crab season has been running from January to May, with seasonal employment for 150 persons at this plant.

GROUND FISH PROCESSING will begin on a limited basis in 1990. Located near the St. Paul airport, this project is a \$25.0 million conversion of the Pribilof Offshore Support Services oilfield support base. When completed in summer 1990, it will be a full service shoreside processor with surimi lines, fish meal processing, and multi species processing capacity. Plant capacity is 800,000 lbs. per day of raw product, somewhat less than the largest factory trawler. Primary obstacles include construction of ocean water intake (for cooling) and outfall to a distance of 3/4 mile from the plant and 1500 feet offshore. In recognition of limited port area developable space, an early decision was made to transport product to processing plant via truck and trailer from harbor. Ground transportation will be provided by village corporation. The employment generated by this project, assuming a sustainable resource base, is about 75-100 near full time jobs.

FLEET DEVELOPMENT: Local capacity to catch fish is limited to early 1980's development of the local small vessel halibut fishery. A number of experienced fishermen and small vessel owners are interested in larger vessels. Participation by island

St. Paul - Fisheries development

fishermen in the fisheries is considered important not only as an economic opportunity, but also to exercise an influence and maintain an informed perspective on wise use of marine resources in the Central Bering Sea area. Processing plants are served by the Bering Sea crab fleet on an open market basis, and former joint venture fishery vessels have been contracted for shoreside deliveries to the groundfish plant.

SERVICES SECTOR: A large and diverse fishing fleet frequents the Central Bering Sea waters around the Pribilofs. A base level of vessel traffic is anticipated as a part of processing activity. Additional visits are already increasing for crew changes, provisions, special delivery parts and gear storage (particularly crab pots), as well as shipping product off the island. FUEL is available at the City of St. Paul dock. FISHING GEAR STORAGE is available on corporation land, with services provided from the dock. ACCOMODATIONS for crew changes are available from Tanadgusix. GROCERIES are available from the IRA/Delta Western joint venture, with plans for expansion into fishing gear. COLD STORAGE discussions have been undertaken with an outside company. The premises under which service oriented businesses and investments will operate successfully depend on several critical factors:

- a) Long term resource viability;
- b) Access for shorebased processing to those resources, which generates the majority of the demand for services.
- c) Efficiency with which services can be provided.
- d) Sufficiency of St. Paul airport as a full service and accessible airport.
- e) Reliable transport arrangements for outgoing product to market.

SUMMARY

St. Paul is taking small steps toward achieving major fishing port status, which has been discussed since 1983. Processing investments have been initiated, further development of services capabilities are underway, and foreign trade zone status will enhance a fortunate geographical placement in the midst of Bering Sea fishery resources. With some guarantees of resource access through a shoreside preference or a Pribilof fishing zone or allocation, and with the completion of airport upgrade to jet class status, a substantial major contribution can be made to State economic vitality, as well as employment opportunity and economic stability for Aleut residents of the Islands. All the pieces of the puzzle fit together, and the full service port we need to succeed will not prosper without all the pieces. Continuing State support of these efforts will be very helpful.

~~To Don Stuebel~~
~~to be mounted~~
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

General information:
AIP - Airport Improvement Program

only -
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 for 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

ALLAKALET
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
- KLAWOCK 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
KLAWOCK
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