



Costs of Federal Regulatory Requirements

The Alaska Aviation System Plan (AASP) sets the vision for aviation in Alaska. It documents the existing aviation network, identifies needed airport improvements, sets funding priorities, and proposes aviation policy. Alaska's unique and vital aviation system has complex and significant components that merit focused consideration. This fact sheet is one in a series developed to provide information on a specific aspect of Alaska's aviation system. This fact sheet addresses the high costs of complying with increased federal regulations by the FAA, TSA, and EPA.

Federal Regulatory Requirements – Unfunded Mandates

Unfunded Mandates: Federal regulations that require state and local governments to perform functions which are not fully funded by the federal government.

Three primary federal agencies are responsible for imposing unfunded mandates affecting Alaska's airports:

- Transportation Security Administration (TSA)
- Federal Aviation Administration (FAA)
- Environmental Protection Agency (EPA)

Statewide Aviation System Monthly Costs to Comply with Federal Regulations



Total Statewide Monthly Cost = \$179,205

Note: Costs presented exclude costs incurred by Anchorage International Airport, Fairbanks International Airport, and non-DOT&PF-owned airports



The Burden of Unfunded Mandates on DOT&PF

The cumulative manpower and expense required to comply with all of these mandates produces a significant burden on the DOT&PF and its system of state airports.

- Statewide Monthly Cost for Alaska Aviation System= **\$179,205 each month**
- Statewide Annual Cost for Alaska Aviation System = **\$2,150,460 each year**

It must be noted that, although the DOT&PF shoulders some of the costs to comply with FAA regulations, the FAA provides *substantial* funding for the equipment and supplies necessary to comply with its regulations. The other agencies typically do not provide this type of funding.

Unfunded Mandates Impose Additional Costs

The costs presented in this fact sheet are only the *recurring* costs imposed by each mandate. Additional cost burdens are imposed on the DOT&PF by the following expenditures, which are not included in the costs presented above:

- One-time expenditures, such as spill kits and certain plan development or rewrites
*** Some of the one-time expenses can be significant!
- Costs to comply with mandates that can be met by some Capital Funding mechanism, such as new runway and taxiway signs and new runway and threshold marking as required by the FAA
*** However, if funding is not granted, this does not relieve an airport or region from compliance.

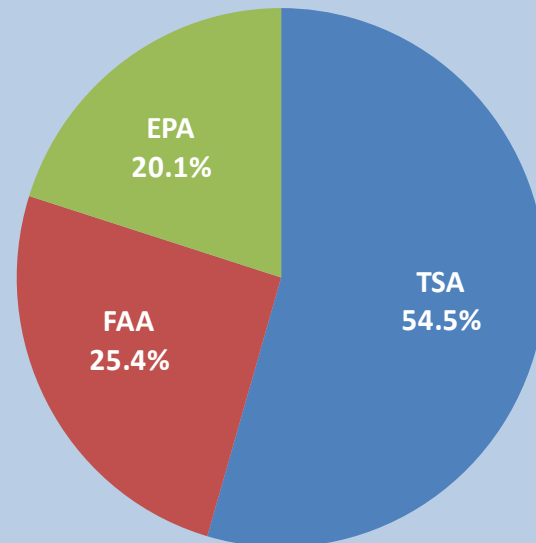
Part 139 Certificated Airports Most Impacted

Part 139 certificated airports experience the most significant commitment of time and money to achieve compliance. This results in time and money that is not being dedicated to other essential operational duties. These essential duties include runway, roadway, and facilities upkeep and maintenance since—at many airports—the same staff are responsible for the maintenance of both the airport *and* state-owned roads.

For a certificated airport that must comply with all TSA, FAA, and EPA mandates, between 8% and 33% of the total manpower available is now being required to be dedicated to compliance with unfunded federal mandates. Examples:

- Bethel, with 10 airport/road staff, dedicates 8% of its manpower to federal regulatory compliance
- Nome, with 7 airport/road staff, dedicates 11% of its manpower to federal regulatory compliance
- Gustavus, with 2 airport/road staff, dedicates 33% of its manpower to federal regulatory compliance

Relative Share of Cost Burdens Imposed on Alaska's Aviation System by Federal Agency



Total Cost to the DOT&PF = \$179,205 each month or \$2,150,460 each year for statewide aviation system compliance