



Alaska Aviation System Plan (AASP) Overview

June 2010

What is an Aviation System Plan?

- Sets 20 year vision for aviation
- Identifies airport improvements and standards
- Guides funding priorities
- Documents aviation system with photos, maps, data
- Completed in phases from 2008 – 2011



Airport System Planning Process

Typical process in FAA Advisory Circular 150/5070-7

Exploration of Aviation Issues in Study Area, Special Studies

Inventory of Current System

Identification of Air Transportation Needs

Forecast of System Demand

Consideration of Alternative Airport Systems

Definition of Airport Roles and Policy Strategies

Recommendation of System Changes, Funding Strategies, and Airport Development

Preparation of an Implementation Plan

Process is
flexible

Policies,
standards,
web site, and
special studies
emphasized
in AASP

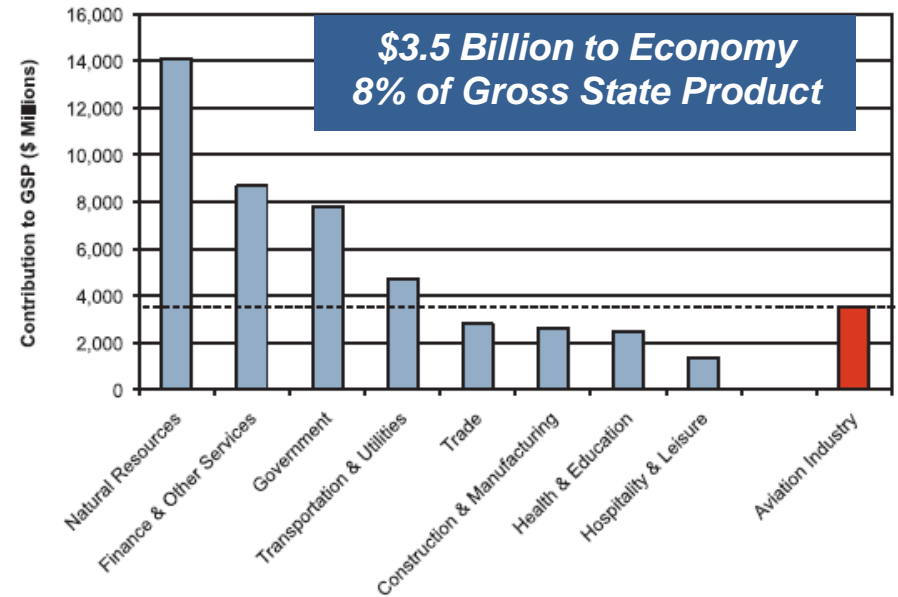
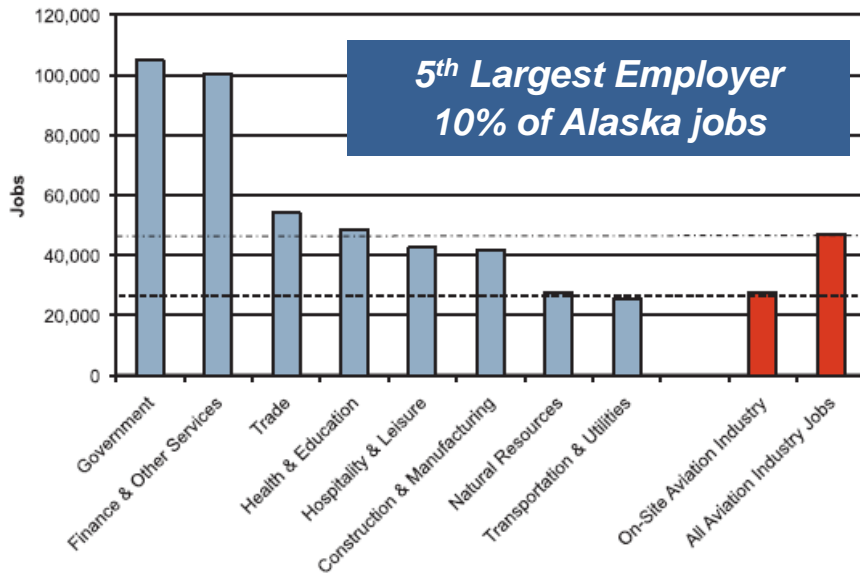
Alaska Aviation System Plan Schedule

AASP SCHEDULE								
TASKS	2008		2009		2010		2011	
Issues Identification								
Web Site – Public								
Web Site – Internal								
Statewide Aviation Evaluation								
Initial Economic Impact Study								
Supplemental Economic Impact Studies								
Postal Hub Work Group								
M&O Work Group								
APEB/Funding Work Group								
Inventory, Perf. Meas., Classifications								
Forecasts								
Alternatives/ Recommendations								

Topics & Issues	Status/Where Addressed
Aviation Role at DOT&PF	Under way.
US Postal Service Impact on AK Aviation	Initial work group research completed, will revisit Fall 2010.
Social and Economic Impact Study	Economic Impact Study completed . Additional studies under way – runway length, social effects.
Maintenance and Operations	Four fact sheets produced from initial work. Additional special studies this summer.
Airport Requirements/Development Standards	Under way - performance measures.
Essential Air Service	Inventory and Forecasts tasks under way.
Funding	M&O and APEB work groups.

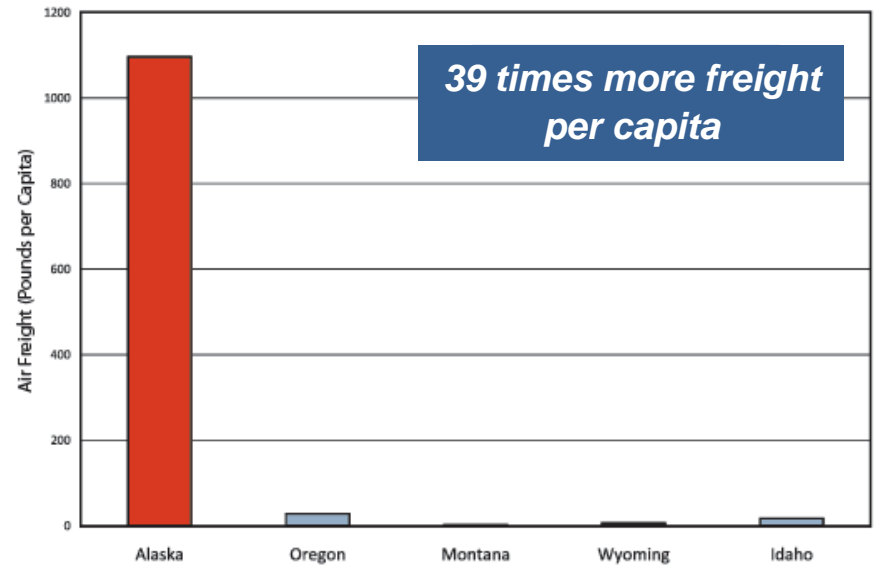
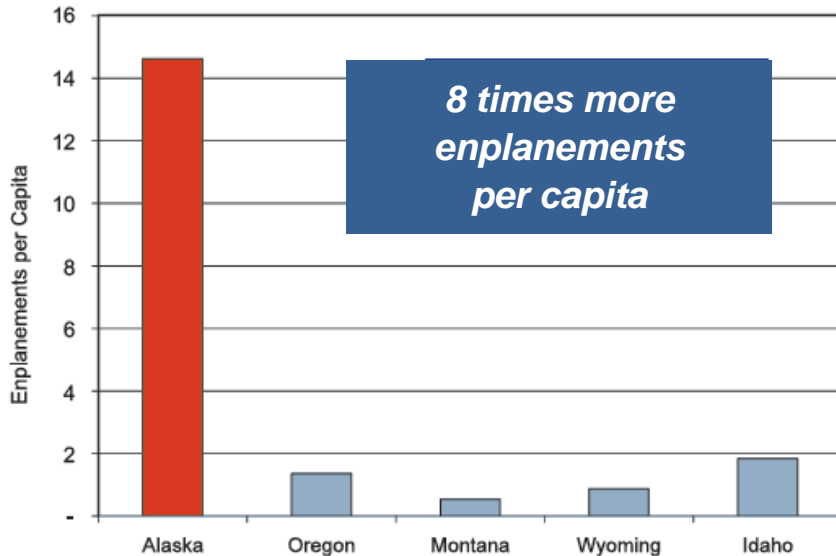
The Economic Contribution of the Aviation Industry to Alaska's Economy

➤ Economic Contribution and Employment



The Economic Contribution of the Aviation Industry to Alaska's Economy

➤ Enplanements and Freight



➤ Airport Inventory

➤ Runway Length Study

- Case studies of Egegik, Eek, Kongiganak, Koyukuk, Quinhagak, Perryville, Sand Point – communities that have had runway extensions or newer, longer runways constructed
- Extensions provide increased safety and reliability and reduce fuel shipping costs for communities
- Extended runways do not automatically lead to increased economic development



➤ Social effects

- Video documentary of aviation's role in rural Alaska

➤ Airport-specific economic studies

- Fairbanks, Juneau, Bethel, Wasilla, Prudhoe Bay, Haines, Iliamna, Hooper Bay, Kotzebue, and Bethel area village

➤ Aviation Role within DOT&PF

➤ Aviation system forecasts for 2015, 2020, 2030

- Surveys of carriers, medevac operators, military complete
- All AK NPIAS airports and up to 50 additional
- Fleet mix emphasis



➤ Aviation Project Evaluation Board (APEB)

- Examining policy and process issues
- Brainstorming solutions
- Will make recommendations to APEB Policy Board

➤ Classifications & Performance Measures

- Update airport classification system
- Establish aviation system performance measures and objectives
- Work group has nearly completed these tasks

➤ Postal Hub

- Savoonga declared a new hub as of May 1, 2010
- Public comment period open for Hooper Bay & Chevak
- Work will resume this spring to address recent USPS activity



➤ Maintenance & Operations (M&O)

- Fact sheets will be updated as information becomes available
- New efforts focus on Part 139 issues, surface maintenance, online M&O applications

- The M&O component of Alaska's aviation system is one of the significant and complex components deserving focused consideration under special studies.

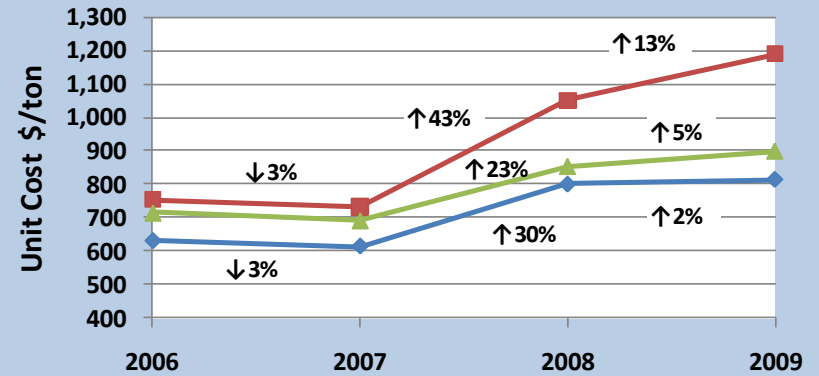
- The examination of key M&O issues has been undertaken to support the continuous system planning process with specific data and unique studies to incorporate into planning decisions and recommendations.

- Four (4) initial priorities:
 - M&O commodity cost escalation
 - Federal unfunded mandates
 - Airports with requests for extended operational time
 - Deferred maintenance needs

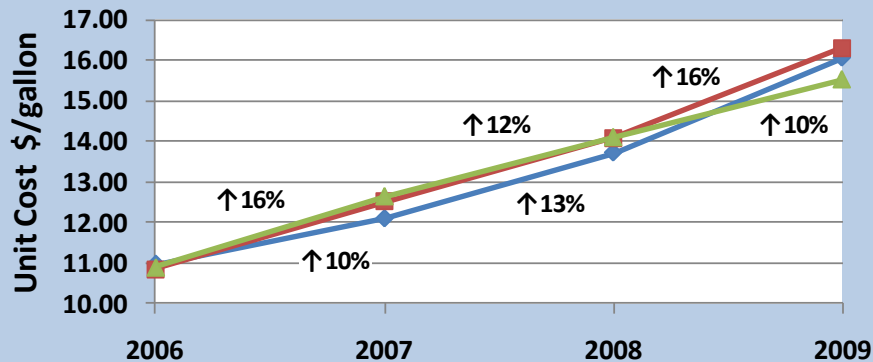
M&O Commodity Cost Escalation

Identify some key commodities and document the cost escalation over the last 5 years.

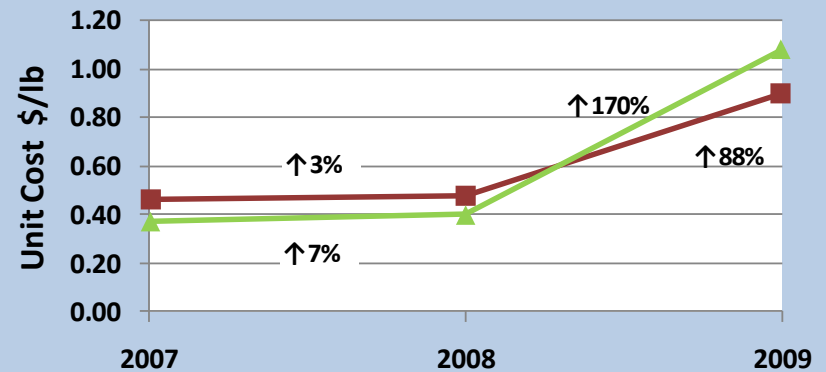
**Average Unit Cost of Urea
2006-2009, by Region**



**Average Unit Cost of White Traffic Paint
2006-2009, by Region**



**Average Unit Cost of E36
2007-2009, by Region**

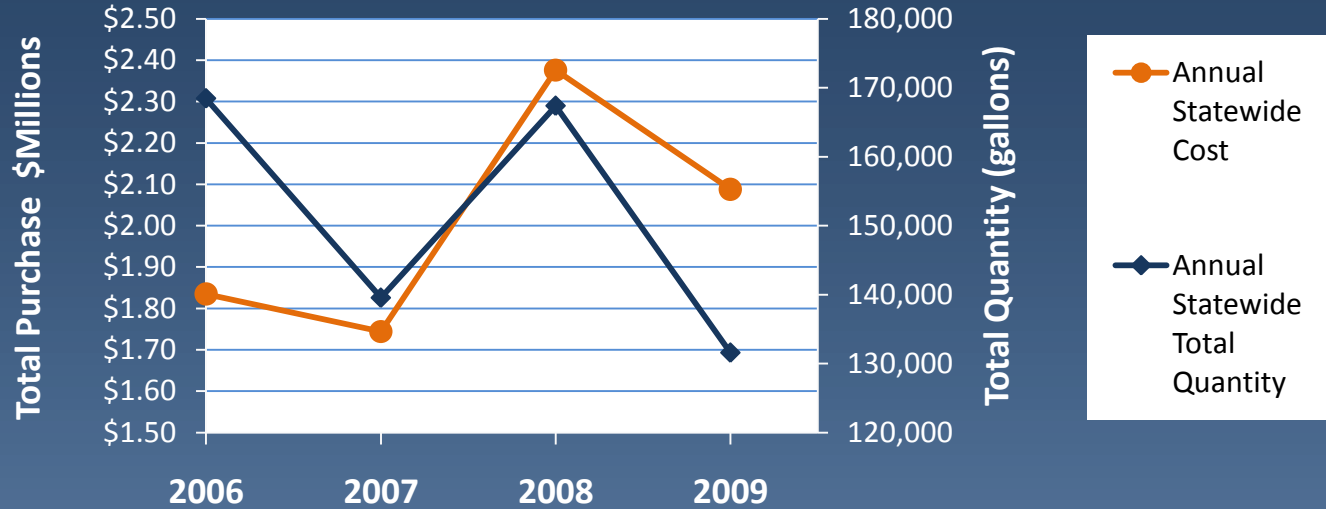


◆ Southeast Region Avg. ■ Northern Region Avg. ▲ Central Region Avg.

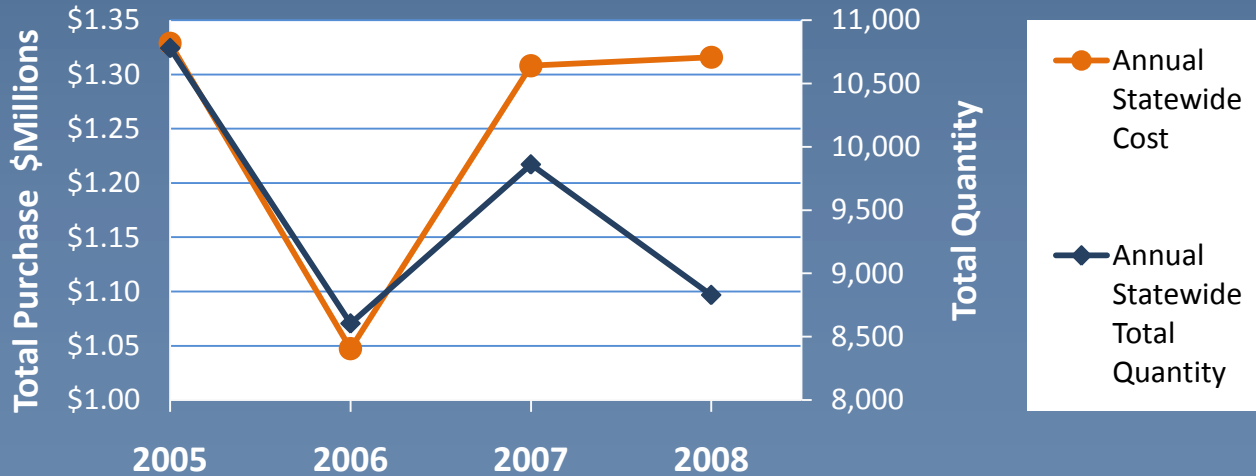
M&O Commodity Cost Escalation

Sample commodity purchase trends

Statewide Annual Purchase Totals - Traffic Paint



Statewide Annual Purchase Totals - Blades



Federal Unfunded Mandates

TSA - Badging
Requirements

\$48,400

TSA - Employee
Fingerprinting

\$36,020

TSA - Security
Directives

\$11,400

TSA - Airport Security
Program Rewrites

\$1,867

EPA - Stormwater
Pollution Prevention
Plans

\$11,625

EPA – Spill
Prevention, Control
and Countermeasure
Compliance

\$24,407

FAA - New Part 139
Training

\$14,160

FAA - Recurring
Training
Requirements

\$13,920

FAA - Wildlife Training

\$9,520

FAA - Water Rescue
Plans

\$6,220

FAA - Airport
Certification Manual
Revisions

\$1,667

Total Statewide Monthly Cost for Compliance = \$179,205

Extended Airport Operational Time

- Bethel emerged as the primary airport for initial consideration.
- The concerns expressed about the airport include:

- Airport is currently staffed 7 days/week, 16 hours/day.
- One of AK's busiest airports – difficult to maintain runway while flight ops are being conducted.
- Runways not always plowed by 6:00 a.m., when operations begin.
- Pre-flight planning for early-morning flights typically occurs before the Bethel Airport is open—carriers unable to get current conditions before take-off.
- Complaints received from air carrier crews that some en route flights receive untimely notification from airport crews of runway closures for snow removal.
- Flights delayed due to early-morning closures create delays in delivery of mail and cargo to outlying communities and are costly to businesses.
- Some flights delayed beyond Bethel's current operational hours are unable to land.
- Runway condition reports requested during unstaffed hours.
- Medevac operations can occur at any time, often outside of an airport's operational hours.
- Current staff is already maxed out on overtime.

- A proposed solution: Staff the airport 24 hours a day.
- The benefits of 24-hour operational staffing include:

- Increased safety of passenger and cargo flights.
- Would reduce risk of aircraft and maintenance equipment occupying runway at the same time.
- Would minimize early-morning runway closures. Overnight runway maintenance would help to prevent early flights from being delayed by morning snow removal operations.
- Airport would be staffed to provide runway condition reports at any time.
- Airport could be ready to receive medevac flights at all hours.
- Delayed flights would still be able to land.
- Additional staff would be able to perform maintenance at Bethel and outlying airports that is currently being neglected due to the large number of needs and limited manpower.
- Ability to provide better training to staff during time not dedicated to runway operations.
- 20 lane miles of road and bike path would receive higher level of service.

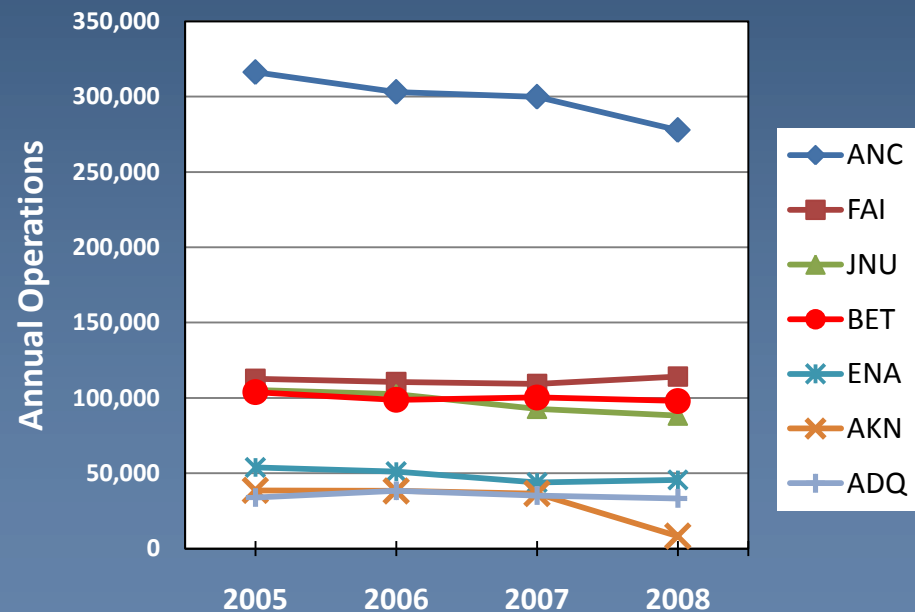
Extended Airport Operational Time

➤ Bethel Airport (BET) operates 16 hours a day with 9 operational staff. BET staff are also responsible for the management and maintenance of 27 rural airports.

- 24-hour Alaskan airports:
- Anchorage International (ANC)
 - Fairbanks International (FAI)
 - Juneau International (JNU)
 - Sitka (SIT) rural airports.

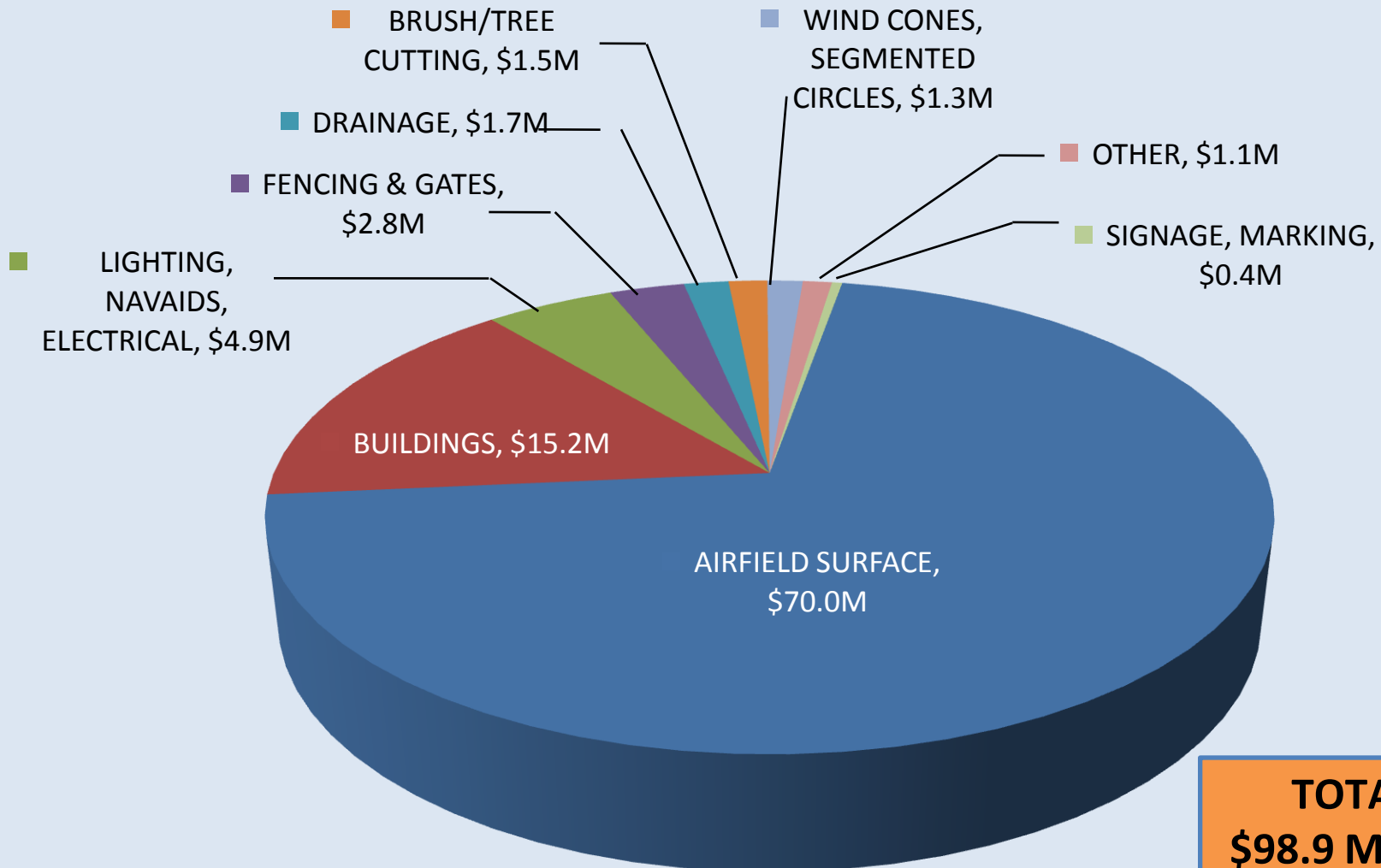
- Bethel operations:
- Third highest in the state since 2007
 - Only FAI and ANC operations currently exceed operations at BET

Annual Operations
Reported by FAA's Air Traffic Activity System (ATADS)



Rural Airport Deferred Maintenance

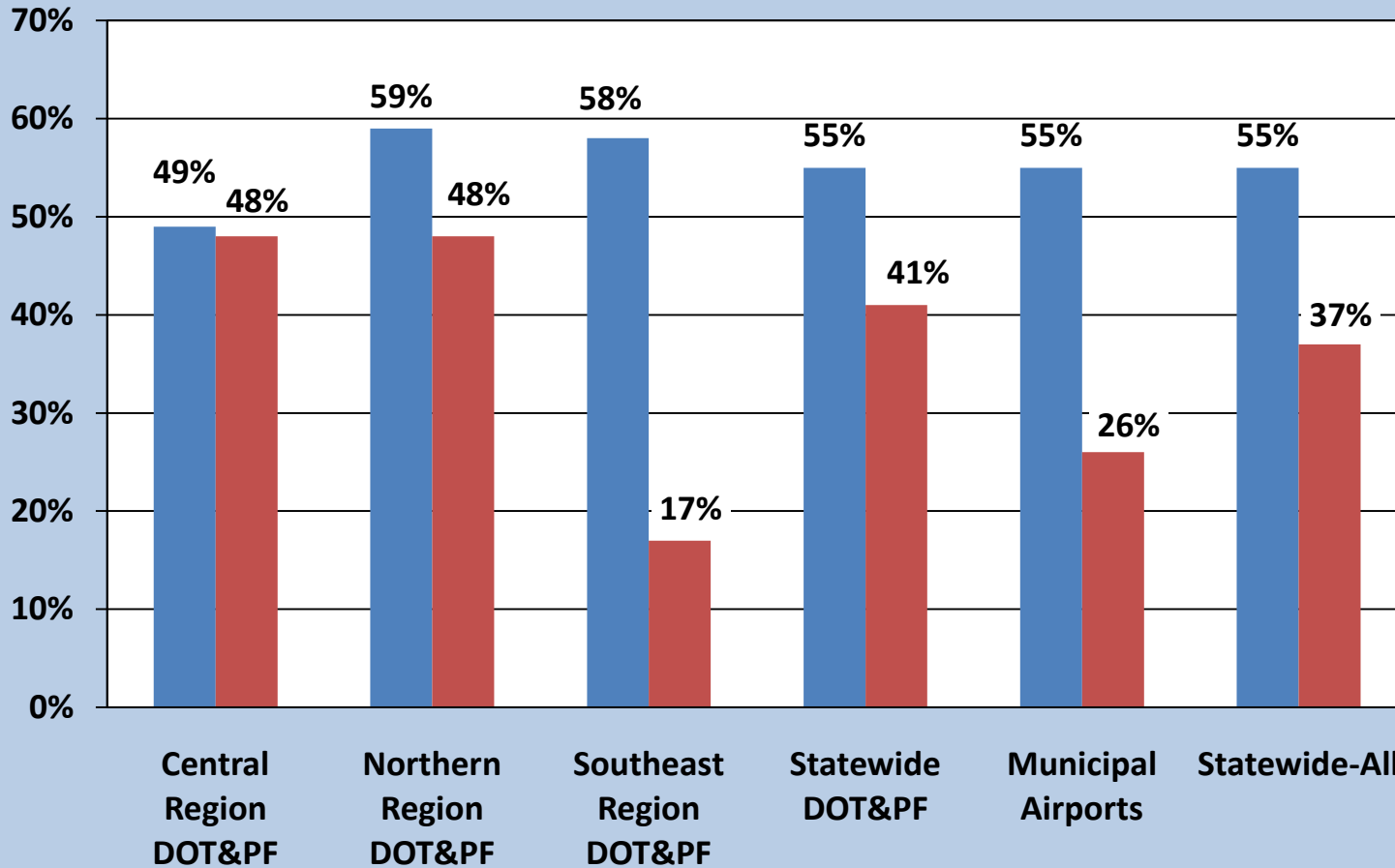
2008 Statewide Rural Airport Deferred Maintenance Needs



Source of Data: Costs based on 2008 DOT&PF estimates, rounded to the nearest \$0.1 million.

**TOTAL =
\$98.9 MILLION**

Percent of Pavement Below Standard



■ Runways
■ Taxiways & Aprons

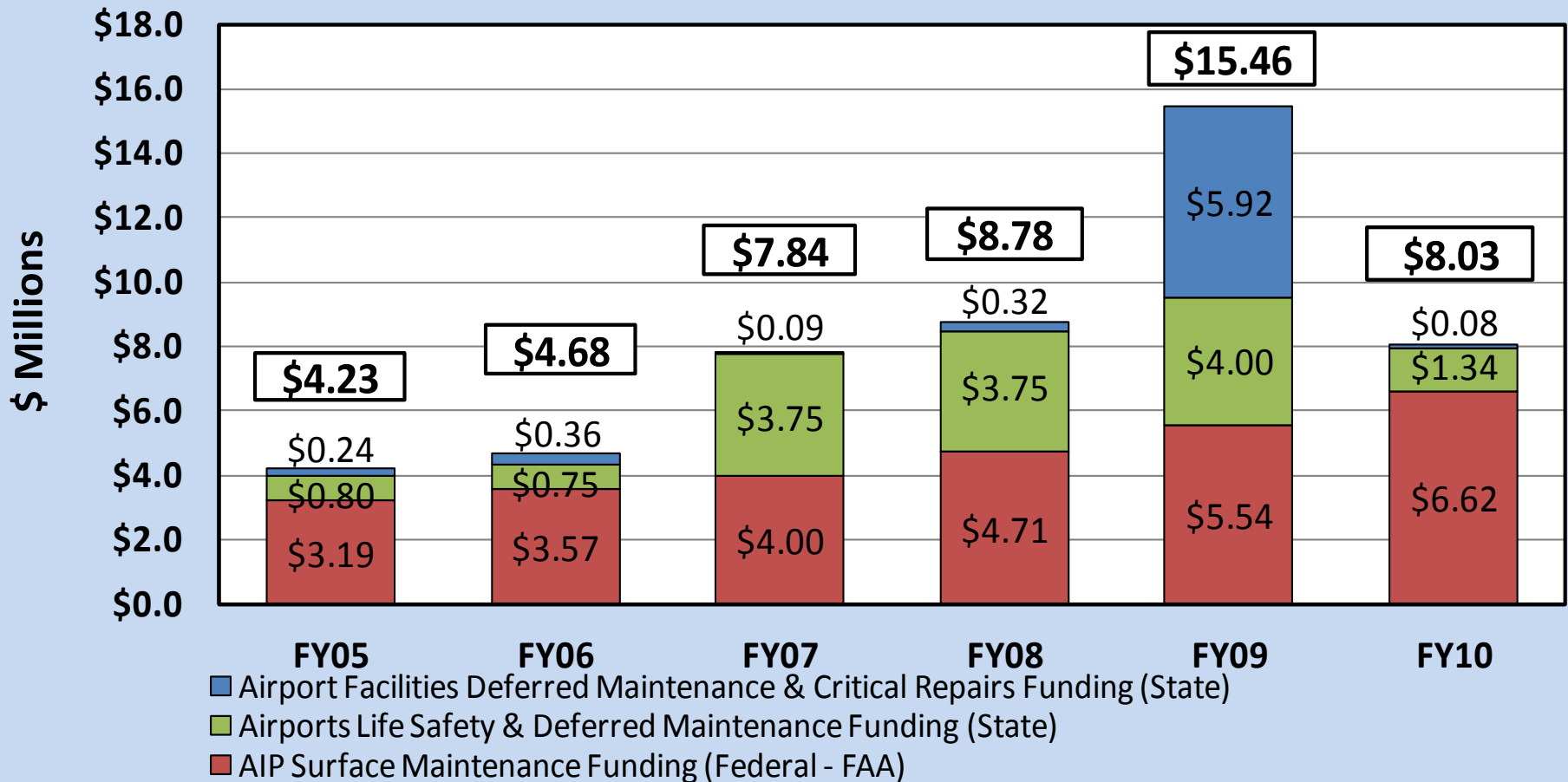
Below Standard Pavement:

Runway: PCI < 70

Taxiway or Apron: PCI < 60

Rural Airport Deferred Maintenance

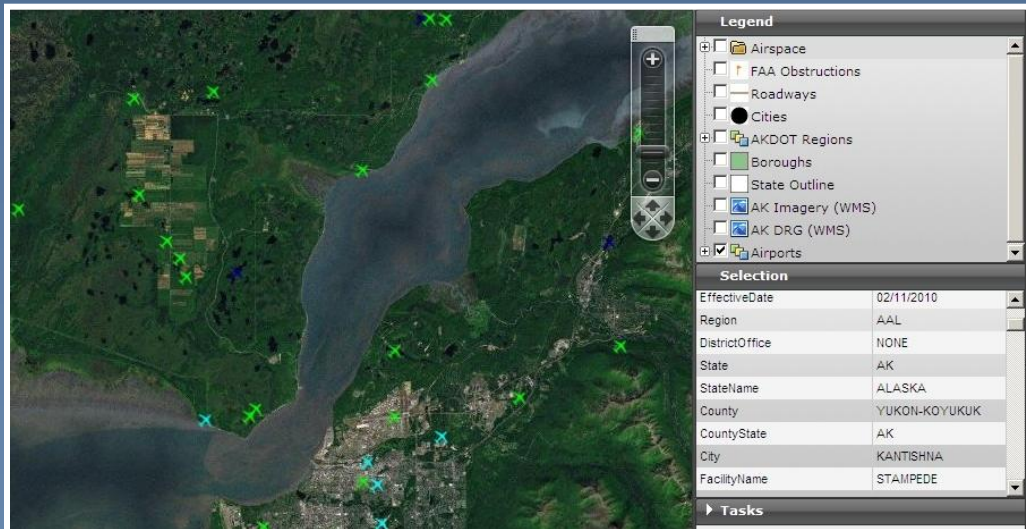
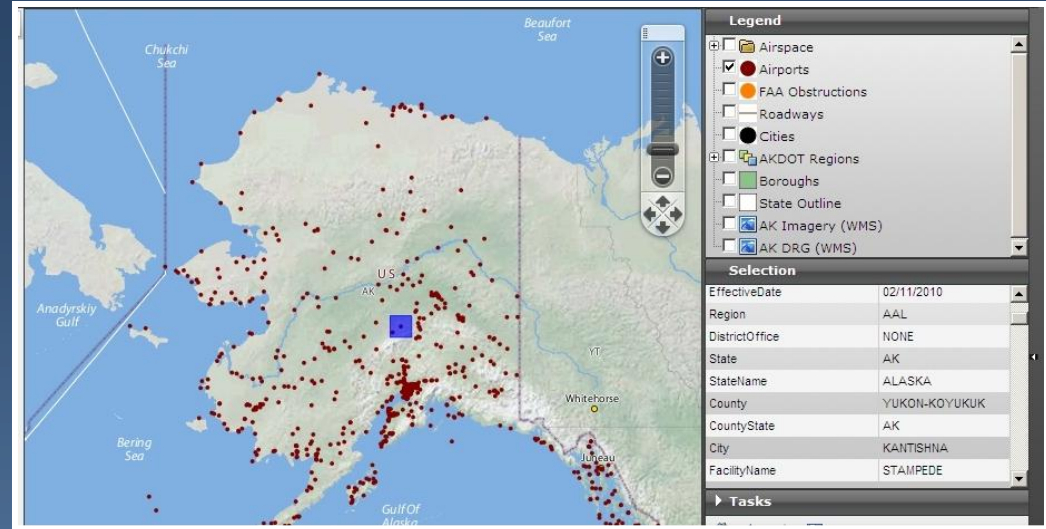
Annual Deferred Maintenance Funding (\$ Millions)



➤ Public Site

www.AlaskaASP.com

- Imagery, mapping
- AASP documents
- AASP project information



➤ Internal Site

internal.AlaskaASP.com

- Data repository & sharing
- Advanced mapping