



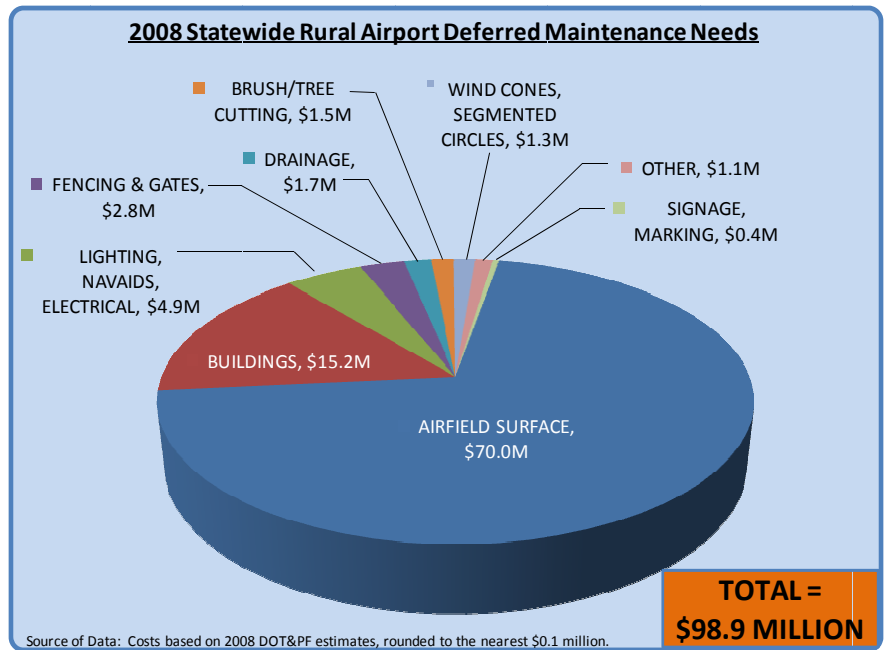
Rural Airport Deferred Maintenance

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 on rural airport deferred maintenance is one in a series developed to provide information on a specific aspect of Alaska's aviation system.

Deferred Maintenance

Definition: *The backlog of needed repairs and rehabilitation, deferred until a later date, as funding is made available.*

The State has identified \$98.9 million in airport deferred maintenance needs in 2008. More than 200 maintenance projects currently make up the total needs list. The project list includes only those needs that can be addressed by maintenance efforts and not work that requires greater reconstruction through a capital project. Airfield surfaces, buildings, and lighting/NAVAIDs account for 90% of the maintenance needs, by cost.



Rutted runway at Chignik Lake Airport – cones have been placed to mark the areas of deepest rutting

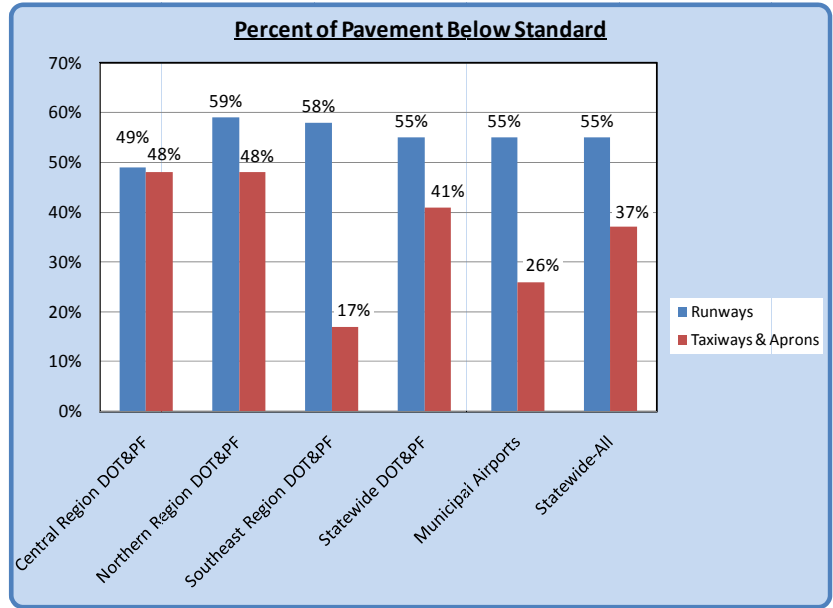


Soft runway surface at South Naknek Airport



Paved Airfield Surfaces

- PCI = Pavement Condition Index, a standard measure developed by the U.S. Army Corps of Engineers
- Minimum Standard PCI for Runways = 70.
- Minimum Standard PCI for Taxiways & Aprons = 60.
- A PCI above the Minimum Standard triggers preventative or corrective surface maintenance (e.g., crack-sealing, patching).
- A PCI below the Minimum Standard triggers surface rehabilitation (e.g., milling & paving) or reconstruction as soon as possible.
- 55% of paved runway surfaces in Alaska are currently below PCI standard.



Pavement cracking damage at the Kodiak Airport – Runway 18/36
(spray paint canister is shown for scale)

How is the DOT&PF addressing the needs?

Funding to address deferred maintenance needs comes from both state-funded and federally-funded programs. For FY09, state deferred maintenance funding totaled \$9.92 million and federal Surface Maintenance funding totaled \$5.54 million—a combined total of \$15.5 million. Annual funding had been increasing over the previous five years, but overall capital funding has dropped for FY10 to \$8.03 million despite an increase in federal funding. With a backlog of \$98.9 million in airport deferred maintenance needs, the State is losing ground on keeping up with maintenance. The level of funding has not been sufficient to protect the investment in airport infrastructure. Compounding the issue, the rate of deterioration increases as infrastructure ages. Thus the longer maintenance is delayed, the more it will cost to complete it in the future.

