



Aviation Project Evaluation Board (APEB)

The development of airport capital projects is a lengthy process that includes project identification, evaluation, prioritization, planning, environmental analysis, design, Right of Way (ROW) acquisition, funding, construction, and financial close out. Airport projects across Alaska are typically planned, designed, and constructed based upon expected cost reimbursement through the Federal Aviation Administration (FAA) Airport Improvement Program (AIP).¹

AIP history

The FAA AIP grant program was established in 1982 under the federal Airport and Airway Improvement Act. Funds obligated for the AIP are drawn from the federal Airport and Airway Trust Fund, which is supported by user fees, fuel taxes, and other similar revenue sources. The amount of available funding is determined by public law.

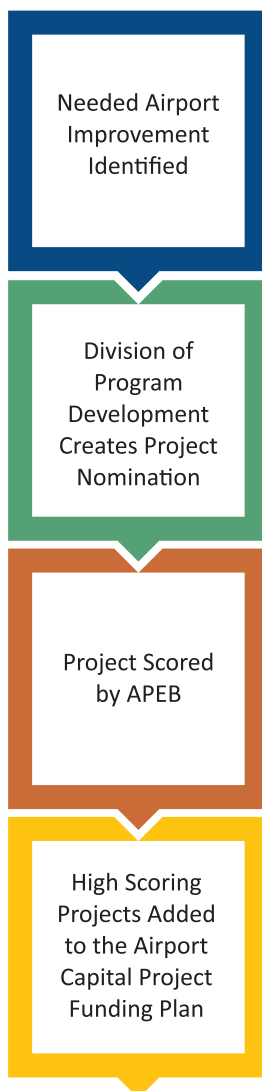
AIP funding use requirements

AIP program funding is eligible for use in meeting a wide range of airport funding needs, such as constructing new and rehabilitating existing airport surfaces and buildings, as well as purchasing equipment necessary for safe airport operations. Access to these federal AIP grant funds requires compliance with specific federal regulations and airport safety standards.

The federal AIP grant program has specific requirements, processes, and stipulations that public airport sponsors must follow to obtain grant funding for airport projects. Infrastructure needs far outweigh available funding each year, and project awards are prioritized based on eligibility and justification.

DOT&PF project priorities for use of AIP funding

The Department of Transportation and Public Facilities (DOT&PF) process for establishing airport project development priorities is the Aviation Project Evaluation Board (APEB). The



APEB process began in 1996 to prioritize projects that meet the qualifications for AIP grant funding. DOT&PF adheres to FAA guidelines and eligibility requirements while considering the unique circumstances that 82% of Alaska communities are not connected to the contiguous road system. Many of these communities rely exclusively on the airport to meet their access needs.

How does the APEB process work?

The APEB process begins with the identification of project needs at an airport. Documentation of project needs and justification as well as the project's cost estimate is needed. Two types of projects are nominated through this process – airfield improvements and airport building improvements. Other project types, such as master plans, capital maintenance work, and equipment, as well as some federally required security and safety projects are not routed through this process and are programmed separately.

Project nominations are created by DOT&PF planners through coordination with carriers, communities, and multiple function groups. Projects are then scored by the APEB, which is comprised of the following six members: three Planning Chiefs (Central, Northern, and Southcoast), Statewide Aviation (SWA) Division Operations Manager, AIP Program Manager, and SWA Aviation Planning Chief.

¹<https://www.faa.gov/airports/aip/>

Legislative
Authority
Requested

Project Pre-
Construction
Activity is
Completed and
Approved

Project is Bid

Grant
Application
Submitted to
FAA

FAA Issues
Grant Offer

Construction
Contract is
Awarded

Project
Construction is
Initiated

Board members score the projects based on specific criteria for each category (airfield and building). Board meetings occur twice a year, with board members and aviation experts collaborating and discussing each project's scope and impacts to

the safety and successful operation of the airport in question. Each project receives a score that guides its placement in the DOT&PF AIP Spending Plan. To date, there are over \$1.7 billion in project needs that are scored and awaiting funding.

Frequently Asked Questions:

Q What can my community do to increase likelihood of improvements to our airport?

A The APEB process is intended to help prioritize future development of AIP-eligible projects. Project scores can significantly increase with documented community support (local government resolution of support), inclusion in approved planning documents, a financial contribution, or by committing to provide materials, right-of-way, or assuming M&O responsibility at project completion.

Q How do I find out my project's APEB score?

A There are a number of ways to find out the project's score:

- Talk to your area planner or a Statewide Aviation planner
- The current spending plan with project scores is posted on the DOT&PF Aviation and Airports website on the News and Resources page. <https://dot.alaska.gov/airport-portal-newsres.shtml>

Q How can I bring a need to the attention of the APEB?

A The first step is to inform the designated planner for your airport. Planner contact information is available on the AASP website at: <https://alaskaasp.com>; under the Facilities tab, select your airport and then select the contacts tab on the left side of the screen. When reporting an issue, please provide as much detail as possible. Photographs are especially valuable!

Q My project scored relatively low at the last APEB. Will it ever get constructed?

A Low scoring APEB projects are generally repackaged and brought back if conditions have deteriorated at the airport or the work scope can be modified to boost the score. With new (and potentially high scoring) projects entering the queue every year, low scoring projects may not be funded for a considerable time period. If your project received a low score, carefully consider your options for increasing the score. The APEB scoring criteria is available on the DOT&PF website at: <https://dot.alaska.gov/stwdav/documents/APEB/CriteriaRevised10.1.10.pdf>



Galena airport reconstruction.



Project Contacts

Becca Douglas, CM, Project Manager
Alaska Dept. of Transportation & Public Facilities
907.269.0728 | rebecca.douglas@alaska.gov

Becky Cronkhite, CM, RESPEC Project Manager
RESPEC Inc.
907.206.6996 | Rebecca.Cronkhite@respec.com

Annette Lapkowski, PE, Panther International Project Manager
Panther International, LLC
727.556.0990 x1025 | alapkowski@pantherinternational.com

