

# 1. Introduction

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## 100. Introduction to the Aviation Preconstruction Manual

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### 100.1. Purpose of Manual

Use this manual to develop all aviation projects undertaken by the Alaska Department of Transportation and Public Facilities (DOT&PF, referred to as the Department).

### 100.2. Overview of Aviation in Alaska

Approximately 82 percent of Alaskan communities are not served by roads. Therefore, aviation is an essential mode of transportation in Alaska. The Department owns, manages, and maintains about 240 airports across the state. For more information on Alaska's aviation system, go to the Alaska Aviation System Plan (AASP) website at:

<http://www.alaskaasp.com/>

### 100.3. Origin of Aviation Projects

Aviation projects in Alaska typically originate through the Airport Improvement Program (AIP) or state process. The AIP is a project grant program administered by the Federal Aviation Administration (FAA) to provide grants to public agencies, and in some cases to private owners and entities, for the planning and development of public-use airports included in the National Plan of Integrated Airport Systems (NPIAS). The AIP is authorized by Title 49 United States Code (USC). Title 49 USC allows FAA to administer the AIP grant program with authorization and appropriations approved by Congress. The *AIP Handbook*, FAA Order 5100.38, provides guidance and sets forth policy and procedures used in the administration of the AIP. This publication is available online at:

[http://www.faa.gov/airports/aip/aip\\_handbook/](http://www.faa.gov/airports/aip/aip_handbook/)

The following steps outline an AIP project from origin to construction:

1. **Suggestions for aviation projects are submitted** to the Department's Regional Planning Section by maintenance, design, municipalities, airport users, airport vendors, and others.

The *AIP Handbook* identifies the general types of projects that may be funded with AIP, which are airport planning, airport development, noise compatibility planning and noise compatibility projects. Only these types of projects are eligible and can be funded. See the *AIP Handbook* for identified eligible and ineligible projects or costs.

2. **The Department's Regional Planning Section develops** preliminary project information for the suggested projects that includes information such as funding, scope, schedule, and contacts.
3. **The Aviation Project Evaluation Board (APEB) evaluates and ranks** prospective projects submitted by the Department. The highest ranked APEB projects are typically listed on the State of Alaska AIP Spending Plan. The Department coordinates project funding with FAA based on the AIP Spending Plan.
4. **Preconstruction work can be initiated** once a project is established in the Department's AIP Spending Plan and a project initiation form has been approved by Planning, Statewide Aviation, and the Regional Director. State funds are typically authorized to complete the preconstruction work; however, these funds are partially reimbursed, up to the qualifying federal share, once a grant is issued. The preconstruction schedule should be developed to deliver the project in the fiscal year listed in the plan as either an expected or a contingent project.
5. **FAA includes the Department's eligible projects** in their national Airports Capital Improvement Plan (ACIP), in addition to projects from other sponsors. When FAA approves the project's required pre-grant conditions, such as an approved environmental document, adequate right-of-way interest, and an approved airport layout plan (ALP), the Department can apply for the grant. The Office of the Secretary of Transportation (OST) will approve the grant; then FAA can make a grant offer to the sponsor.
6. **The Deputy Commissioner of Aviation, or designee, will then sign the grant offer** and the

Attorney General's office will review and approve it.

7. **After grant execution**, the project construction contract may be awarded.

For a project to be submitted for an AIP grant, it must be listed on the ACIP and the airport must be listed on the NPIAS. If a concern or question arises, contact the FAA Project Manager assigned to the airport.

The NPIAS, updated every two years, lists all existing and proposed airports considered significant to national air transportation and eligible to receive federal grants under the AIP. The NPIAS provides an inventory of airport development for ACIP purposes. The Alaska Region FAA will submit projects for inclusion in the ACIP.

Aviation projects can also be state funded. Types of state funding may include: General Fund (GF) or General Obligation (GO) Bond. State GF is primarily used to fund required matches for federal funding and for maintenance of airports. The GO Bond is a bond secured by the taxing and borrowing power of the state government issuing it and must be approved by the voters. If work included in the scope of a project is not allowable under AIP, it must be funded by other means, such as state funds.

State funded projects follow a development process similar to the AIP process described in this section. However, state funded projects are not required to go through the APEB or the federal grant process.

Anchorage and Fairbanks International Airports follow a development process similar to the AIP process described in this section. However, each has their own planning and evaluation process for how proposed projects move forward to design. The required federal match for these projects is usually funded through the airports revenue, i.e. landing fees, etc.