

AVIATION ADVISORY BOARD MINUTES

FEBRUARY 14, 2006

Board members present Attendance

Richard Wien
William Fowler
Bob Jacobsen
The Honorable Dan Klaes
Paul Landis
The Honorable Mike Salazar
Ken Lythgoe

Also in

John Torgerson
Roger Maggard
Brian Hanson
Tom George
Frank Richards
Sue Garder
Pam Lewis
Andrew Niemiec
Steve Lavis
Ben Ellis
Paul (from FAA)

12:00: Chairman Wien called the meeting to order.

Approval of the minutes was held until next meeting.

12:15 Capstone presentation by Sue Garder of the FAA

- a. Outlined Capstone One and Two
- b. Outlined Capstone Three
- c. Asked if Board was interested in attending future meetings
- d. Gave brief update of WebCams
- e. The Chairman advised that there is only five WebCams north of the Alaska Range

There was a discussion on Military involvement and whether they had been briefed.

The Financing package for Capstone Three was explained and the State was asked if they would be involved in the financing (\$71 million).

The Deputy Commissioner advised that he did not believe that State would put \$71 million into a grant program, but he would work with the management of Capstone to work toward some sort of financing package, like bank participation loans, or other loans packages.

A meeting of Capstone later in the week in association with the Air Carriers Conference, and invited all interested members was announced.

Update by Frank Richards on Maintenance items:

- a. Sand at rural airports; Met with FAA in Washington DC. They advised that they would grant a waiver to the State. In a recent call the FAA advised that they wanted to ask questions of the engine manufacture before granting a waiver. As of this date, there is no new information.
- b. MOA of Nav. Aids. Washington DC FAA officials had not hear of the blanket MOA, and would check into it and get back to Mr. Richards.
- c. Federal policy to grant AIP funds for roads to airports. Mr. Richards advised that FAA requested that the State develop a policy that could be used nation wide that incorporated a methodology to rate new road construction against new airport construction. FAA policy is not clear as to how many miles apart airports must be in order to qualify for AIP funding.

- d. Mr. Richards updated the board on the possible transfer to the State of the environmental review process from the FAA. They will look into it, but would probably take federal legislation.

Restructure of DOT Aviation:

The Chairman has asked for an agenda item, for a review of the current structure and if there are areas it could be improved. The structure was presented and discussed. Suggestions were made and the Deputy Commissioner indicated he would bring back to the board a refinement of the structure and take into consideration some of the suggestions.

Additionally, the Board discussed why it is important for them to focus on the restructuring of the Aviation.

- a. The Aviation Advisory Board was a product of the Governors Transition Team.
- b. Aviation has not interfaced with the Aviation Community.
- c. Board should look at the issue of a separate division for the Aviation Department and help the department focus on Aviation.
- d. The Board should look into how effective is our current structure?
- e. The Board should look into if a new structure would work or if the current structure is the best for now, or does it need a little “fixes or changes”
- f. If the Board wanted to make changes, now would be a good time, since Governor Murkowski has been good for Aviation and might look favorable on some need changes.

Roger Maggard, Aviation Planner Made a presentation of the current structure, explaining and showing the board organization charts and decision-making flow charts.

General Discussion of the construction of Anchorage A & B Terminal retrofit projects. Discussion on the construction manager at risk, construction project managers, and DOT project managers, and other safe guards put into place to keep A&B project and Fairbanks terminal on budget.

There was discussion of how money is appropriated in the budget. Does it come as a whole amount, or is it divided out? It was noted that funds are appropriated both ways.

Deferred maintenance was funding was questioned. Mr. Richards noted that list totaled \$12 million and that the amount currently under consideration is \$750,000.00.

It was felt that there should be a consolidated request so Air Carriers will see a need and lobby for it.

There was also a discussion on the cost of operating our rural airports. It was determined that its \$21 million. The deferred maintenance list is \$19 million.

It was suggested that a column be added to show which carriers served what communities that are on the deferred maintenance list.

There was a discussion on the need for a resolution of the Board to support deferred maintenance of \$12 million to \$22 million. Need to get a copy of the resolution to the Air Carriers Association.

MOTION: Made by Dan K: Seconded by Mike S. To direct the Deputy Commissioner to draft a resolution for the Chairman of the Advisory Board signature to the commissioner requesting more funding for deferred maintenance.

MOTION PASS: 7 yes --- -0- No.

There was a discussion on the Department of Transportation organizational charts and did they adequately describe the structure. The charts were determined to be very confusing. It was suggested that new charts be created that would show only aviation positions by region. The possibility of a separate division of Aviation was raised, but not discussed. Who is actually responsible for the Aviation issues that were being raised?

There was also a discussion on AIP funds and if they can be used to purchase equipment to maintain the roads.

An interest was expressed in producing a Newsletter although who would be responsible for content, frequency, and production was not decided.

Concerns about braking action at Yakutat airport prompted a discussion of DOT's braking action policy and equipment. It was noted that the new equipment is working very well.

The Deputy Commissioner said he would attend the next Capstone meeting and give the Board an update if requested.

Mr. Tom George, APOA addressed the board regarding other landing fields that are used by GA. We can't count on DNR. Can the Board help define a role for DOT to help DNR and its landing fields?

It was suggested that Mr. George be added to the agenda for the next meeting.

PUBLIC COMMENT:

Frontier Flying: Structure is very confusing. Infrastructure hard to get.

Barter Island-can't figure out who runs it. State Won't. North Slope Borough Won't. What responsibility does the State have on 121 airports?

Mr. Maggard: FAA has a project for Barter Island the North Slope Borough owns the Airport.

The Deputy Commissioner: I will call and request an update.

Ryan: Very interested in the concept of a separate division of Aviation.

It was noted that more sanding was needed on the ramp areas.

There was a discussion on the difference between State maintained airports and contractor maintained airports?

Ryan: Yes. State does better job. Employees are trained better, snow removal practices are better. Training makes State employees better prepared.

A Board member asked: Does the Board need to file for APOC?

The Deputy Commissioner agreed to research whether board members were required to file with the APOC.

The Chairman adjourned meeting at 5:00PM.

Next meeting date not set.