

Proposed Regulation Landing Fees at Sand Point Airport

Frequently Asked Questions (FAQ's)

1. Why is this happening?

The City of Sand Point passed Resolution 18-02 on May 28, 2018 titled:

“A Resolution of the City of Sand Point Requesting the Alaska Department of Transportation and Public Facilities (ADOT&PF) to Implement Federal Aviation Part 139 Standards at The Sand Point Airport, And ADOT&PF To Establish Aircraft Landing Fees To Pay for the Additional Level of Service.” Is says, in part:

“the City of Sand Point desires to have scheduled service at the Sand Point Airport with a larger aircraft, such as the Saab 2000, that would provide a higher level of safety and comfort for our residents and the traveling public”. Additionally, it says “the Federal Aviation Administration (FAA) requires an airport meet the Federal Aeronautical Regulations Part 139 standards to allow an aircraft with more than 30 seats, such as the Saab 2000, to operate at an airport”. Furthermore, it says “the Alaska Department of Transportation and Public Facilities (DOT & PF) owns the Sand Point Airport and has indicated it is willing and capable to meet the Part 139 standards, but would need to have a stable funding source to pay for the higher level of ongoing, operating expenses to meet the Part 139 standards that the FAA would require...and... landing fees are a standard revenue source at airports across the nation, but landing fees are not currently charged at the Sand Point Airport.” (see attached City of Sand Point Resolution 18-02)

PenAir said they want to fly scheduled service to Sand Point Airport with the Saab 2000, but would need the airport to have a Part 139 certificate. Additionally, PenAir said they were willing to pay landing fees for the additional expenses incurred for Part 139 certification.

2. I thought the Alaska Constitution prohibits dedicated funds. How will the landing fees pay for additional expenses incurred by a Part 139 certification?

While the Alaska Constitution prohibits dedicated funding, the Legislature has historically directed the amount of revenue raised by a department back to the source to support those related operations. For example, the equivalent amount of revenue raised by airport leasing has been directed to the Division of Statewide Aviation to support the Division's operations.

3. How was the proposed landing fee determined? The fee is about double what ANC charges. Why is that?

The Southcoast Region projected how much the additional expense would be to maintain Part 139 operations above the current amount being spent to operate and maintain Sand Point Airport. Then the US DOT T-100 data for last year were used to estimate the number of annual operations, aircraft types, and weights at Sand Point Airport to calculate the needed landing fees to equal the projected annual expenses associated with new Part 139 services. The proposed landing fee was calculated independent of other landing fees because it is specifically to support Part 139 services at the Sand Point Airport.

4. Will all airplanes be charged a landing fee?

No. The proposed landing fees would apply to aircraft over 6,000 lbs. Additionally there would be few other exemptions including aircraft engaged in FAA mandated maintenance flights, aircraft owned by domestic governmental entities or the Civil Air Patrol.

5. When would the landing fee start?

Regulations for rural airports must go through the public comment process, and if the DOT&PF Commissioner decides to approve the regulations then they must be filed by the Lt. Governor. If approved, it is estimated the regulations would start January 1, 2019.

6. How will the fees be paid?

DOT&PF will create a form that would specify the aircraft registration number, the Certified Maximum Gross Take-off Weight (CGMTW), and the dates of all landings during the reported month.