



# Alaska Department of Transportation & Public Facilities

## After-hours Airport Service Charges

This document addresses the draft expansion of after-hours charges to ensure that airport services remain available to all users even during these difficult financial times.

## FAQ's

### 1. Q) Aren't DOT&PF airports open all the time?

A) While DOT&PF operated airports are open\* to aviation users, the services provided by DOT&PF airport staff are limited to specific duty hours.

*\*Part 139 airports operate under strict FAA regulations relating to large air carrier aircraft certified for more than 30 passenger seats. These airports are closed (even during duty hours) to these large air carrier aircraft operations unless prior permission in writing is obtained from the Airport Manager or designee. The reason for this is that without the coordination obtained from the prior permission process the airport cannot ensure that the required Part 139 services are performed in accordance with FAA regulations.*

### 2. Q) What are Airport Services?

A) Airport Services include but are not limited to snow removal, airfield inspections, wildlife hazard mitigation, condition reporting, and Aircraft Rescue Fire Fighting (ARFF).

### 3. Q) What airports will after-hours service charges apply to?

A) A list will be made available, briefly though the after-hours services topic will apply to those airports with dedicated DOT&PF staff where set duty hours are published. This will typically include the larger airports in the rural airport system. The majority of the airports that DOT&PF operates are unattended and unmonitored. These airports do not have dedicated staff and do not have published duty hours, which means that there is not staff who can perform after-hours duties and therefore after-hours charges are not necessary.

**4. Q) Do I have to pay for after-hours services?**

A) With the exception of large air carrier aircraft certified for more than 30 passenger seats, the airports are open unless otherwise NOTAM'd closed for some reason (construction, maintenance, etc.). However if a user desires Airport Services after the published duty hours, then yes the after-hours charges would need to be paid.

**5. Q) What are the charges for after-hours airport services?**

A) The proposed charges are as follows recognizing there will be more discussion on all of these:

There will be one charge for an unscheduled after-hours operation such as an extra section or a charter and a different charge for a previously scheduled operation that becomes an after-hours operation such as a flight that is late in departing.

For unscheduled operations the after-hours charges will be:

- \$1,000.00 for basic airport services where no snow or ice mitigation is required
- An additional \$1,000.00 will be charged if snow or ice mitigation is required

Any operation that extends more than 15 minutes beyond the end of the DOT&PF duty hours shall be considered an after-hours operation and the charges will be:

- \$250.00 per hour per staff member with a minimum of one hour.

**6. Q) How did Statewide Aviation come up with the charges for the services? What was the methodology for setting these charges?**

A) It was based on a loaded hourly overtime rate along with basic equipment cost. Truth be told, if the crew is required to do much or use chemicals the suggested rates won't cover it.

**7. Q) Don't rates and fees need to be set by regulation? If so, will this be public noticed?**

A) TBD, AG's office is looking into it.

**8. Q) How will carriers be billed – monthly or per turn?**

A) This will be determined by the MOA between the air carrier and the airport.

**9. Q) If an airplane requiring ARFF arrives after-hours and a different air carrier requiring ARFF arrives minutes later...are they both charged the call-out fees? Would the costs be divvied up? And by which method would that divvying occur?**

A) If an air carrier requests services in writing, they will be charged the rate that is established in the MOA - this will be discussed more in-depth at meeting.

**10. Q) Do other users besides airlines and jet aircraft operators have to pay after hours charges?**

A) Yes, but only if they request after-hours services.

**11. How are the operating hours of the airports determined? How do these hours line up with the air carriers operations considering that some arrive early and some arrive late?**

A) We review flight schedules every year and will adjust duty hours based on need provided we have the ability.

**12. Q) Are there any airports that DOT manages that may not be able to provide after hour services – if so, which airports?**

A) DOT&PF will endeavor to approve all requests for after-hours services, however there may be times where a request is denied due to staff or other resource availability, weather, or other conditions. Ensuring that requests are made more than 24 hours in advance will help ensure proper allocation of resources and provide the best chance for approval of after-hours requests. Medevacs or emergencies will be given the highest priority and approved unless prevented by extreme circumstances.

**13. Q) If I pay the after-hours charges will there be a guarantee of service?**

A) As part of the approval process with DOT&PF the Airport Manager will evaluate each situation on a case by case basis considering staff and resource availability, weather conditions, and other factors.

**14. Q) What will the process be to request after-hours services?**

A) The process is envisioned to include an MOA between the individual air carrier/aircraft operator and DOT&PF. Once this agreement is in place the air carrier/aircraft operator can submit a request for after-hours services to the Airport Manager who will approve or deny the request based on the factors impacting the operation of the airport. The request for services should under normal circumstances be made at least 24 hours in advance to allow time for proper coordination. Approval of the after-hours service request must be in writing from the Airport Manager or designee. In emergency situations or for unplanned operations such as medevac flights, give as much notice as possible however DOT&PF staff understands the importance of these operations and will give them the highest priority possible.

**15. Q) What is required to request after-hours services for large air carrier aircraft certified for over 30 passenger seats?**

A) If the operation was previously approved during duty hours and is now late an after-hours request must be submitted and approved. There are some existing processes regarding air carrier operating permits that may be revised to avoid duplication of effort.