

# Alaska Airports and Aviation 2014 Annual Report



Alaska Department of Transportation & Public Facilities  
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# 2014 Alaska Airports & Aviation Annual Report

**Message from:**  
**John Binder**  
**Deputy Commissioner**



2014 was another successful year in Alaska aviation. Despite a challenging winter characterized by multiple freeze/thaw events that brought unprecedented icy conditions, our Alaska Department of Transportation & Public Facilities (ADOT&PF) personnel continued to operate the nation's largest airport system and provide the aviation lifeline essential to Alaska. Several accomplishments and initiatives posture us well for what looks to be an equally challenging year.

## **Rural Airport System**

Last year's rural aviation strategic plan provided a mechanism by which several key initiatives were achieved. Performance metrics were developed that will soon be incorporated into the Alaska Aviation System Plan (AASP) website, providing critical insight into those areas where we are performing well and those that can use improvement. An emphasis on employee development resulted in an annual training plan that is benefitting airport maintenance and operations (M&O) personnel statewide, both within and outside ADOT&PF. Finally, a refined communication plan will ensure consistent dialogue and collaboration between the myriad stakeholder groups critical to Alaska aviation.

## **2015 Statewide Aviation Strategic Plan**

### **Purpose**

To sustain and improve the quality of life throughout Alaska.

## **Core Values**

Integrity, Innovation, Excellence, and Respect

## **Vision**

By 2025 we will lead the world in rural aviation reliability, service, and safety management.

## **Initiatives/Improvement Projects**

- ➔ Performance Scorecard Development
- ➔ Capital Project Optimization
- ➔ Airport Database
- ➔ Non-Standard Aircraft Policies
- ➔ Revenue Optimization

This year's initiatives will focus on adapting to new technologies, and optimizing both capital project development and revenue opportunities as we continue to be good stewards of our limited resources.

## **Working Together**

As I mentioned with the airport training, ADOT&PF continues to make a concerted effort to partner with local, state, and federal agencies as we all advance our aviation interests. A ADOT&PF panel at the Alaska Air Carriers Association conference in February was able to facilitate valuable discussion on a variety of topics impacting the state from obstruction marking and lighting, to snow and ice control, to adjusting operating hours to accommodate industry needs. We truly do want to know about any issues or concerns the traveling public may have, and appreciate the opportunity to work together towards solutions.

A trip to Washington D.C. in February provided an opportunity to meet with FAA and TSA directors to address several national policies that present challenges to Alaska aviation. Meetings like these, and the subsequent opportunity to show several of our federal agencies the "real" Alaska during their travels this year, continue to be invaluable to ensuring strong partnerships and cooperation moving forward. As the fiscal climate becomes increasingly challenging at both the state and national level, cooperation is vital in maintaining a safe aviation system that continues to meet the needs of our residents.



The Great Alaska Aviation Gathering, a legislative trip to the Mat-Su valley, and several Governor's Aviation Advisory Board meetings provided many opportunities to hear from communities and stakeholder groups. A common theme is the increasing demand for airport development opportunity, particularly at those airports in the most rapidly growing regions of the state. DOT&PF will be looking closely at this issue and developing options for meeting the growing need.

### **Progress**

On the capital project front, 2014 saw a better than expected allocation of FAA Airport Improvement Program (AIP) funding of ~\$200 million that facilitated large Runway Safety Area projects in Kodiak, Nome, and Kotzebue as well as multiple runway rehabilitation projects in Hooper Bay, Koliganek, Ambler, Petersburg, Barrow and Juneau. In addition, multiple pieces of Aircraft Rescue & Fire Fighting equipment were purchased, Snow Removal Equipment Building projects begun, and several aviation planning studies initiated. Kudos to all of the people and sections responsible for another outstanding grant cycle.

### **Alaska International Airport System**

The Fairbanks and Anchorage International Airports comprise the Alaska International Airport System (AIAS). Ted Stevens Anchorage International was honored for the second year in a row by Air Cargo World as the best cargo airport in North America. The award serves to acknowledge not only the tremendous airport staff, but also the partnership and dedication of the air carriers, ground handlers, and local community in making TSAIA such a great team.

Both Anchorage and Fairbanks finalized airport master plans culminating 18 months of rigorous public engagement, analysis, and planning to develop a common sense strategy for addressing forecast growth. These master plans were unique in that they incorporated "trigger points" for future capital improvements rather than focusing on a specific date. As the airports work in collaboration as an airport system, much of the analysis included

how the airports can cooperate to accommodate cargo and passenger activity using current infrastructure, so as to maximize the system's potential prior to initiating new construction. The completed plans can be viewed at the following websites: [www.ancmasterplan.com](http://www.ancmasterplan.com) and [www.pdcprojects.info/FAIMasterPlan](http://www.pdcprojects.info/FAIMasterPlan) Lake Hood Seaplane Base just began its master plan process, which will continue throughout 2015. I encourage all Anchorage residents, pilots and passengers alike, to be involved in the process so that the final product represents the interests of all stakeholders.

Finally, while cargo activity through AIAS has continued to slip slightly year to year, I'm pleased to report that passenger traffic continues to rise. Furthermore, we were thrilled to hear that Dynamic Airways will begin weekly, international passenger service between Changsha (a community of 7 million people), in the Hunan Province of China, and ultimately Los Angeles, Las Vegas, Boston, and New York. Each flight will stop in Anchorage for refueling and for customs/immigration processing providing not only a tremendous tourism opportunity in Alaska for Changsha citizens, but also providing Alaskans non-stop service to several new cities both nationally and abroad. Beginning with charter operations, the flights will transition to regularly scheduled passenger service in the spring of 2015.

I close with sincere appreciation for the tremendous work our airport personnel do each day to keep our aviation system operating safely in the face of ever increasing challenges. It truly is the lifeline to most of our rural communities, and their professionalism each and every day sets an example to be emulated by all.

Fly safe Alaska and Happy New Year!

John

*ADOT&PF Photo credits:*

*Cover: ANC Airfield Maintenance Team, Zaramie Lindseth  
Painting runway markings at Cold Bay Airport, Hap Kremer  
Back page: Unalaska Airport, Lynn Cason*



# 2014 Alaska Airports & Aviation Annual Report

## DOT&PF Maintenance & Operations Crews Efficient and Innovative

By Mike Coffey  
Chief, Statewide Maintenance and Operations

The Department's Maintenance and Operations (M&O) personnel are responsible for the State's transportation system that includes over 5600 miles of state owned roadways, 254 airports, 845 bridges, 720 State owned and/or managed buildings, and over 7,000 State vehicles and equipment. Alaska's transportation system lies within one of the most extreme and challenging environments on the planet with temperatures ranging from 100F to -80F, snowfalls as high as 974 inches of snow at Thompson Pass, and 80% of the State is under laid by ice-rich permafrost.

M & O responsibilities include pavement maintenance and preservation, highway and airport anti-icing and deicing, snowplowing, snow hauling, avalanche hazard mitigation, vegetation management, guardrail repair, sign maintenance, street/traffic light repair, drainage structures, fence maintenance, airport light repair, airport rescue and firefighting, airport security, and facility repairs. It also includes responding to all emergency/weather related situations such as snow and ice removal, fallen trees, mud and landslides, and roadway/airport flooding.

The Department is continually promoting workplace efficiency; seeking innovative ideas; and providing training. The following are new programs and highlights from this year:

### Everyday Lean Innovations & Ideas



The Everyday Lean Innovations and Ideas initiative was developed to promote sharing of innovations and ideas of the DOTPF workforce. An excellent example of a great employee innovation is the "Yeti" (shown below). The "Yeti" is the brainchild of John Frison, a Mechanic Auto Advanced Journeyman at the Fairbanks International Airport. The Yeti provides several benefits and efficiencies by allowing field maintenance staff to fracture ice and create pockets with a pathway to the underlying asphalt so the deicing chemical can get under the ice and start to work versus melting down through the ice. It will also help in the actual removal of ice by leaving pockets for sand to sit in and give texture to provide traction for aircraft operating on the active surfaces. Finally, the unit will be much easier to maintain as each individual tooth can be replaced separately. The width of the unit is approximately 9.5 feet and costs approximately \$18,000 dollars to fabricate. The commercially available ice breaking units range in cost from \$30,000 to \$45,000 so this represents a significant cost savings to the department. This is just one example of the many outstanding innovations and ideas that are developed within the ranks of the ADOTPF workforce. Checkout the Everyday Lean Innovations and Ideas webpage at <https://web.dot.state.ak.us/everydaylean/index.shtml>.





The department is constantly exploring new technologies, procedures, and methods for accomplishing our mission in a more cost-effective and efficient manner. ADOT&PF is the first in the world to deploy a TowPlow to an airport. This winter the Kodiak Airport will be utilizing a TowPlow, a specialized piece of equipment that is towed behind a normal snow plow that allows one truck and operator to do the work of more than two conventional snow plow trucks. The TowPlow is also good for the environment. It reduces the number of vehicles required to clear a given airport/roadway and, in turn, reduces fuel usage.

In an effort to mitigate the challenges associated with winter airport and highway maintenance decisions, the ADOTPF initiated a pilot program aimed at developing an Alaska specific winter enhanced Maintenance Decision Support System (eMDSS). The primary goal of the MDSS program is to provide objective guidance to winter road and airport maintenance decision-makers concerning the appropriate treatment strategies to employ to control snow and ice during adverse winter weather events. The eMDSS utilizes current weather observations and numerical model predictions from multiple sources to produce route/airport-specific analyses and forecasts of environmental conditions. The broad needs met by the Alaska specific MDSS include the following:

- Enhanced strategic planning capability
- Improved tactical response capability
- Improved adverse road weather notification
- Operation-specific decision support

The department recently created a new maintenance foreman position in Bethel that combines the skills of an airport maintenance professional with that of a skilled aircraft pilot. By requiring the maintenance foreman to possess a pilot's license the department has been able to dramatically increase the Level of Service provided at the 64 rural airports in the Southwest District. Prior to the creation of this position, the SW District had attempted to inspect each remote rural airport once a year but tended to concentrate efforts on reacting to reported problems rather than being proactive. In the first six weeks after this position was filled, 26 airports were inspected and a vast amount of airport maintenance was performed to include; brush cutting, runway lighting repair, windsock repair, runway grading, beacon repair and contractor training. The airport inspections also included the equipment and buildings. State Equipment Fleet and Facilities have also utilized the aircraft when weather and schedules allow.

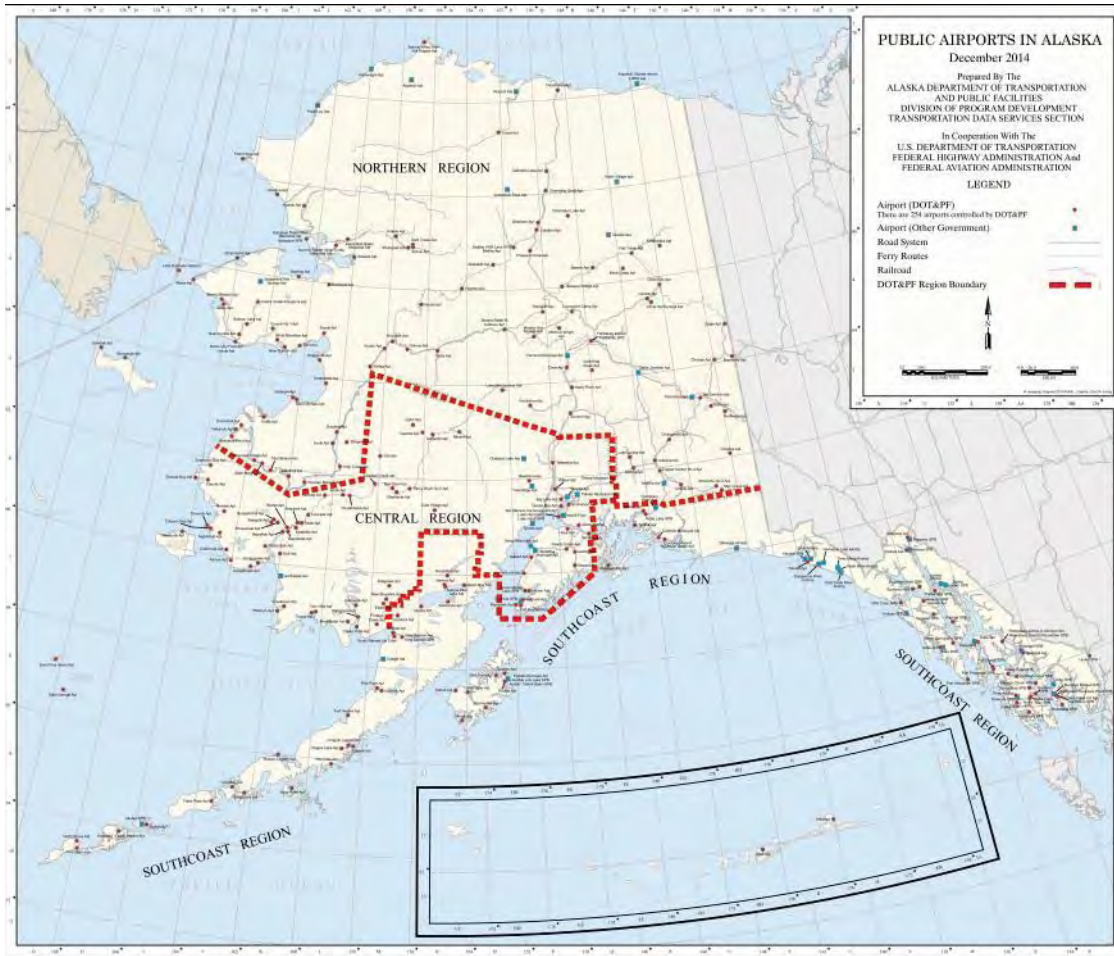
*Photo - LJ Davis, DOT's Flying Maintenance Foreman at the Tuluksuk Airport. ADOT&PF leased a Cessna 182 to assist with airport maintenance in rural Alaska.*



As part of its commitment to developing leaders for the agency, ADOTPF created the Alaska Maintenance Leadership Academy (AMLA). The AMLA is helping superintendents, foreman, airport managers, and lead men become more effective and efficient supervisors. The Academy is a five-day intensive, interactive series that prepares our leaders for the challenges of today and tomorrow. The first leadership academy was held in October 2012, and four have been completed to date. We are proud to say that approximately 110 of our leaders have graduated from AMLA.



# 2014 Alaska Airports & Aviation Annual Report



## *New Southcoast Region*

Southeast Region's boundaries are expanding to include the majority of southern coastal communities and will be renamed the "**Southcoast Region.**" We are updating our website content to reflect this change as quickly as possible. This transition is on-going so your patience is appreciated. Fact sheet available online at [www.dot.alaska.gov](http://www.dot.alaska.gov)



*Mail Delivery in Hooper Bay, Rich Sewell, ADOT&PF*



*Cargo Delivery at Galena Airport, Shawn Crites, ADOT&PF*



## **Alaska Aviation System Plan**

Being charged with the management of North America's largest airport system is no easy task. It takes a long range vision and extensive planning to ensure the safe, effective and efficient operation of Alaska's 251 state-owned airports. The FAA certainly sees the value in planning as they provide annual grants for ADOT&PF to build the Alaska Aviation System Plan (AASP), a compilation of policies and plans that guide the future design, maintenance and operations of our airports. The implementation of the AASP will address the many challenges facing aviation in the last frontier and lay the foundation for our vision to lead the nation in rural aviation reliability, service, and safety management by the year 2030.

An online report that covers the AASP's multiple studies and products from 2008 through mid-2013 is available at this link:

[www.alaskaasp.com/media/998/aasp\\_final\\_report.pdf](http://www.alaskaasp.com/media/998/aasp_final_report.pdf)

An evaluation of the effectiveness and outcomes of prior AASP work is available at this link: <http://www.alaskaasp.com/media/1278/d61408.01.evalofprioraasps.tmm.lrh.062014.tjc.pdf>

Key accomplishments of the AASP in 2014 include:

- Evaluation of the Prior AASP Efforts & Deliverables
- Pavement Classification Number (PCN) Reporting
- Capital Improvement & Maintenance Program (CIMP) (web-based)
- Rural Airport Rates & Fees Study
- Inventory Updates & Website Updates
- Airspace Coordination & Backcountry Airstrips Working Groups



*Airport inspection in Holy Cross this past summer.  
Photo credit - Jason Sakalaskas, DOT&PF*

The future of the AASP involves strategic planning and implementation of the plans goals, objectives, and recommendations. The plan will continue to include inter-agency and public coordination, special studies to address pertinent issues, development of the web-based information systems and tools, and periodic assessment of plan goals and performance measures.

The following tasks are proposed for future aviation system planning work:

- Strategic Planning
- Website Enhancement & Updates
- Weather Coordination Working Group
- Capital Improvement Plan (CIP) Development Integration
- APEB Automation
- Public Involvement
- Capital Improvement & Maintenance Program (CIMP)
- Performance Measures Scorecards

It's important that the story of aviation in Alaska be told to as many people, organizations, and agencies as possible, and to be told often. The AASP is a tool to tell that story as well as assist those working to make Alaska aviation stronger, safer, and more efficient now and in the future.



# 2014 Alaska Airports & Aviation Annual Report

## Alaska International Airport System (AIAS)

**“To Keep Alaska Flying and Thriving”**

The Alaska International Airport System - comprised of Ted Stevens Anchorage and Fairbanks International Airports - is home to over 30 international and domestic airlines providing passenger and cargo service throughout Alaska, the United States, Europe, and Asia. Both airports are equipped to handle any size and type aircraft, anytime, with state-of-the-art landing systems and terminal facilities. They are important economic engines; serving nearly 6 million passengers per year and accounting for 1 in 10 jobs in Anchorage and 1 in 20 jobs in Fairbanks.

## Ted Stevens Anchorage International Airport (ANC)

ANC is renowned as the 6th largest airport in the world for cargo throughput and the 2nd largest in the United States for landed weight.

The airport was honored with the Air Cargo Excellence award as the best cargo airport in North America. A testament to the collaborative efforts in the cargo operations at the airport and its focus on providing first class service to the aviation community.



### **2014 Air Cargo Award**

*“As a carrier, UPS is proud of the outstanding partnership we have with the Ted Stevens Anchorage International Airport,” said UPS Airport Properties Manager Kevin Hoffmann. “We are not surprised that Anchorage has won this award. Anchorage plays a vital role in our global network, helping us serve customers in more than 220 countries and territories around the world.”*

## Lake Hood Seaplane Base

Lake Hood Seaplane Base (LHD) has been serving Alaska’s general aviation needs for generations. On a busy summer day, LHD seaplane base and 2,200’ gravel runway can see more than 400 operations by float and wheeled aircraft. A 2013 study found that LHD has a total economic impact of \$42 million.

A Master Plan Update was initiated in 2014 to reassess LHD issues, needs, and priorities, and provide a blueprint for responsible airport development and operation for the next 20 years. Public involvement is critical and there will be multiple opportunities to participate in the coming months. More information and contacts available here: [www.lhdmasterplan.com](http://www.lhdmasterplan.com)



*Lake Hood - Busiest Seaplane Base in the World!*



*Construction projects were in full swing last summer at ANC - including reconstruction of Taxiway E2 (above), Taxiway M, Taxiway L, and Runway 7L.*





## **Fairbanks International Airport (FAI)**

As Alaska's second busiest passenger airport, FAI serves as a hub for more than 50 communities in Interior and Northern Alaska that rely upon air freight, mail, and commuter services.

The airport also plays a role in the state's tourism industry. In 2014, the airport documented more than 1,000,000 passengers at FAI. Passengers traveling to or through Anchorage, Seattle, and seasonal traffic to Minneapolis, Minnesota accounted for more than 80 percent of the traffic with the remaining traffic heading to outlying communities.

With the addition of the Holland America Princess flights to Dawson City, Yukon, FAI saw more than 14,000 passengers enplaned and deplaned for international flights, representing 1.4 percent of total passenger traffic at the airport.

Some of the larger projects this past year included completing the airport master plan, rehabilitating the Airport Rescue & Firefighting/warm storage building (ARFF), constructing a sand and chemical storage building, re-roofing the FAA Base/Tower building, remodeling the pilots lounge, and upgrading gate security.



*ARFF building at FAI was rehabilitated in 2014*

## **AIAS Business Report 2014**

Overall, AIAS experienced a generally improved year. Our managers did a superb job of providing for a safe and enjoyable travel experience while remaining within budget. A significant increase in the cost of deicing chemicals made remaining within budget a noteworthy achievement. The diversification of airline customers generally continued with passenger traffic growing slightly better than 3%. Aircraft weight (our primary revenue driver) did not grow as fast due to continued airline efficiencies from higher load factors and fleet upgrades. In addition, cargo volume growth was generally flat for the year. Our capital improvement program tracked within expectations and AIAS was able to early retire approximately 7% (\$35.7 million) of outstanding long-term bond debt.

This past year we focused on our vision of AIAS becoming a global AeroNexus for aviation-related commerce by the year 2030. Solid progress was made in areas such as business development, information technology, metrics development and employee engagement.

In the coming year, we expect continued moderate (1-2%) growth in passenger traffic and a partial recovery in the all-freighter cargo traffic due to lower fuel costs and continued West Coast port labor disputes and related congestion. Significant prolonged reduction in global energy costs over the next year would likely serve to stimulate both passenger travel and air cargo traffic volumes. Our main market remains the all-cargo freighter traffic travelling between Asia and the US. We have benefitted from significant growth in cargo freighter traffic between Asia and Mexico and are well positioned to support greater growth in trans-pacific. The majority of imports to Alaska via air cargo are perishables from the contiguous US. Very few exports travel by air, fresh fish exported to the contiguous US being the largest by weight. The type of imports and exports has not changed significantly in recent years.



# 2014 Alaska Airports & Aviation Annual Report

## 2015 Major Rural Airport Projects

### Adak Airport:

Construct runway safety area

### Ambler Airport:

Rehabilitate all runway surfaces, extend the main runway, runway safety area work, replace runway lighting and new equipment building

### Barrow Airport:

Runway 07 surface variation repair

**Coldfoot Airport:** Resurface all operational surfaces and install new lighting, clear brush and trees obstructing the airspace, and protect the runway and airport access road from imminent erosion by the Koyukuk River

**Deadhorse Airport:** Airport Fire & Rescue Bay addition with sand storage - Stage 1

### Hooper Bay Airport:

Apron, runway and taxiway resurface

### Koliganek Airport:

Apron, runway and taxiway resurface and access road realignment

### Kodiak Airport:

Continue work on runway safety area

### Kotzebue Airport:

Continue work on the runway safety area - Stage II, lighting system, wind cone installation, new gates, and North apron access road embankment and surface course placement, and security fence

### Nome Airport:

Runway safety area and apron Improvements - completion date September 2016

### Pilot Station Airport:

Complete design, survey, and purchase native allotments for proposed airport relocation

### Shismaref Airport:

Resurface the runway, taxiway, and apron

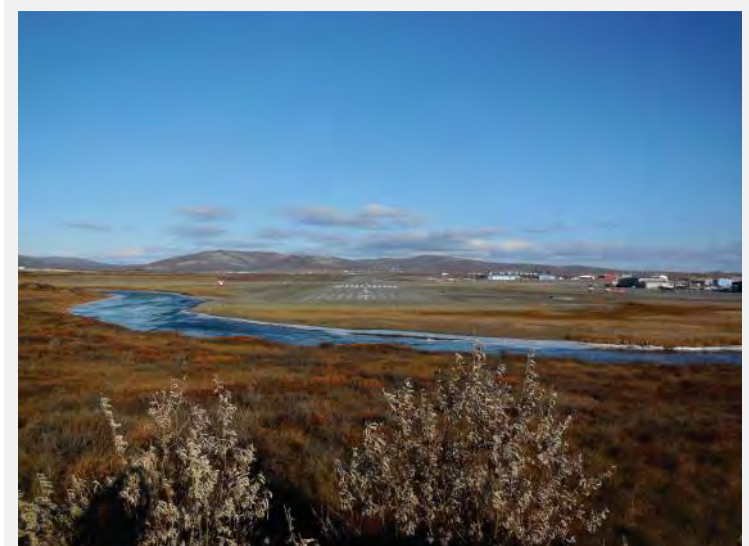
### Tununak Airport:

Continue work on airport relocation including new taxiway, apron, access road, snow removal equipment building, airport lighting and other improvements as needed



*Kotzebue Airport - view of new runway safety area constructed on runway east end.*

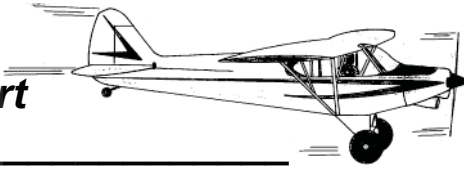
*Photo credit - Neil Strandberg, DOT&PF*



*Nome Airport - new runway safety area constructed on Runway 3. DOT&PF Project Photo*



## 2014 Completed Rural Airport Projects



### Dillingham Airport:

Completed runway safety area

### Ketchikan Airport:

Apron and taxiway paving and lighting repairs

### Petersburg Airport:

Runway and taxiway paving

### Platinum Airport:

Completed runway extension

### Unalaska Airport:

Completed runway safety area

### **Key Aviation Planner Contacts:**

- Jeff Roach  
Northern Region  
(907) 451-2381  
[jeff.roach@alaska.gov](mailto:jeff.roach@alaska.gov)
- Jennifer Witt  
Central Region  
(907) 269-0520  
[jennifer.witt@alaska.gov](mailto:jennifer.witt@alaska.gov)
- Verne Skagerberg  
Southcoast Region  
(907) 465-4477  
[verne.skagerberg@alaska.gov](mailto:verne.skagerberg@alaska.gov)

### **Aviation in Alaska is Huge!**

- Alaska has 8,066 active pilots and 9,515 registered aircraft
- Aviation contributes \$3.5 Billion to the state economy (includes operations of airports and direct spending associated)
- 47,000 jobs, represents 10% of all jobs in Alaska

### **What Are AIP Funds?**

The Airport Improvement Program (AIP) provides grants to public agencies for the planning and development of public-use airports. Funds for the AIP come from the Airport and Airway Trust fund, which is supported by user fees, fuel taxes, and other similar revenue sources. In general, AIP funds are used for projects that enhance airport safety, capacity, security, and environmental concerns. Airport planning, surveying, design, construction and right-of-way acquisition are eligible for AIP funds.

### **How Does FAA Determine Which Projects Receive AIP Funds?**

Because the demand for AIP funds exceeds the availability, the FAA and ADOT&PF fund projects based on each agencies highest priorities. Airports sponsors who accept a grant offer are also accepting conditions and obligations associated with the grant assurances. These include obligations to operate and maintain the airport in a safe and serviceable condition, not grant exclusive rights, mitigate hazards to airspace, and use airport revenue properly.

### **How Are Rural State Airport Projects Identified and Prioritized?**

Airport projects are submitted by ADOT&PF regional planning sections with significant input from community representatives, the FAA, legislature, and aviation stakeholders.

After the airfield improvement projects have been identified they are evaluated and scored by the Airport Project Evaluation Board, a six member board that meets annually. After projects are scored, Statewide Aviation develops the rural airport system spending plan and reports.



Unmanned aircraft systems (UAS), or drones as they are often called, are increasingly available online and on store shelves. Prospective operators—from consumers to businesses—want to fly and fly safely, but many don't realize that, just because you can easily acquire a UAS, doesn't mean you can fly it anywhere, or for any purpose. "Know Before You Fly" is an educational campaign that provides prospective users with the information and guidance they need to fly safely and responsibly.

Among the basic guidelines is:

- Don't fly drones above 400 feet
- Keep your drone within eyesight at all times.
- Users **MUST** contact airport or control tower before flying within five miles of airport.

The Alaska Unmanned Aircraft Systems Legislative Task Force has issued a handout to help users and provide safety guidelines. This information and more is available at - [www.alaskadrones.org](http://www.alaskadrones.org)

**Know Before You Fly** was founded by the three leading organizations with a stake in UAS safety – the Association for Unmanned Vehicle Systems International (AUVSI), the Academy of Model Aeronautics (AMA) and the Small UAV Coalition. The Federal Aviation Administration (FAA) is partnering with the founding members to spread the word about safe and responsible flying.

Additional safety resources:

[FAA What Can I Do With My Model Aircraft?](#)

[AMA National Model Aircraft Safety Code](#)

## Airport Managers & Operators Receive Training

Alaska's airport managers and staff are receiving advanced airport technical training through certification programs offered by the American Association of Airport Executives (AAAE). AAAE trains thousands of airport employees each year, and our department has been working to bring these programs to Alaska.

Three programs were held in 2014; ACE Operations, ACE Trusted Agent, and Certified Member Academy. The trusted agent program focused on understanding the requirements for vetting, issuing, tracking and auditing airport credentials and TSA Security Directives. The CM Academy is a week-long comprehensive overview of airport management that keeps our airports and state in compliance with FAA and TSA regulations.

The ACE Operations program brought together 49 airport managers from across the state including many from non-ADOT&PF airports. The 5 day course covered all aspects of airfield operations including airport surfaces, safety areas, lighting, air traffic control, emergency response, and wildlife management. The program ended with a 3 hour written exam and ACE designation for those that pass.



*Participants in the ACE Operations Program board the Anchorage International Airport bus for an airfield tour.*



## **Tradeshows, Conferences, and Community Outreach Efforts**

ADOT&PF Division of Aviation managers and staff can be found throughout the year at numerous trade shows, conferences, and events with the goal of educating, increasing communication, and providing better customer service. Aviation stakeholders, and the general public can find information on airport projects, aviation policy issues, airport activity surveys, contacts, business opportunities, and more at these events and on the Department's website - [www.dot.alaska.gov](http://www.dot.alaska.gov) You can also, sign up there to receive notifications, news alerts, and press releases.



*(L-R) Ms. Jane Tian, KPA Cargo Consultant and Trudy Wassel, Division Operations Manager for Anchorage International Airport at The International Air Cargo Association Exhibition in Seoul Korea. Staff from both ANC and FAI travel to Asia frequently to meet with existing customers and network with new industry contacts.*



*Members of the Birchwood Airport Association and ADOT&PF staff painted markings on the Goose Bay Runway to assist pilots wanting to practice short take-off and landings. Currently there are six airports around the state participating in this program. Volunteers are always needed - please contact Rich Sewell for more information - 269-0725*



*One of the bigger events kicking off the summer flying season is the Valdez Fly-In. Over 300 aircraft from all over the state and lower 48 compete in a poker run, STOL competitions and Flour Bombing! Fly-ins are held at many airports around the state including Fairbanks, Anchorage, Talkeetna and Kenai Airports. Photo Credit - Melissa Osborn, ADOT&PF*



*(L-R) Senator Huggins, Commissioner Kemp, Rep. Neuman, and Deputy Commissioner Binder participated in a briefing and tour of Mat-Su airports. ADOT&PF coordinates many airport visits and briefings for state and federal officials providing them with a first-hand look at challenges and issues facing Alaska's airports.*

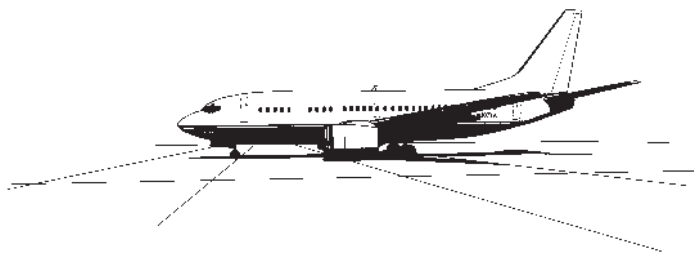


# 2014 Alaska Airports & Aviation Annual Report

## Certificate of Compliance

Alaska Statute 02.40.020 Certification of Compliance of Air Carriers requires all air carriers operating in Alaska to have a Certificate of Compliance to show they have ample and current liability insurance. SWA manages the Certificate of Compliance and issued 157 Certificates to air carriers in 2014.

For more information please call (907) 269-0730 or email [megan.byrd@alaska.gov](mailto:megan.byrd@alaska.gov)



## Statewide Airport Leasing

Statewide aviation leases property to the general public at rural airports owned by the State of Alaska. Leasing manages lands at over 200 rural airports. There is also a statewide tiedown program with spaces available for rent at these airports: Aniak, Homer, Nome City, Bethel, Iliamna Field, Big Lake, King Salmon Talkeetna, Birchwood, Kotzebue, Tok, Dillingham, McGrath, Unalakleet, Gulkana Nome, and Willow.

**eLeasing** - is the on-line system for processing applications for leases, building permits, land-use permits, mobile fuel dispensing permits, and aircraft tiedown permits at airports owned by the State of Alaska.

Information on leasing regulations, leasing and tiedown documents, concession fee report forms, and more is available on the leasing [webpage](#).



## Emergency Airport Lighting Program



*Top –DLG’s new runway lights trailer fits into smaller aircraft that serve rural airports.  
Bottom - on a clear night emergency lights are visible 5 miles out on approach to the airport.*

Cheaper, quicker, brighter! Our crew at the Dillingham Airport (DLG) reconfigured the trailer for our deployable emergency runway lights from a bulky four-wheel design to a slender two-wheel design. Previously the aircraft required to transport the 4-wheel trailer was a cargo aircraft such as a Skyvan, but now the lights packed in the two-wheel trailer will fit into more aircraft types, such as the smaller and less expensive Cessna 207.

Norm Heyano and John Dunson worked with Tom Eveslage, owner of Northern Welding & Machine to come up with the innovative design that not only saves money, but will ensure better service for our rural airports. Great job DLG!



## **Aviation Advisory Board**

The Governor's Aviation Advisory Board (AAB) met four times in 2014 in Juneau, Anchorage, Nome, and Fairbanks. The board advises and provides recommendations to the Commissioner on public policy related to the department's exercise of its aviation functions assigned by law. The board represents many user groups and stay engaged with aviation stakeholders to ensure statewide aviation issues and concerns are known and addressed where possible.

The meeting in Nome included a tour of the Nome, Shismaref, Port Clarence, and Wales airports. Nome Airport is a state owned, public airport that functions as a critical element of the transportation network of the Bering Strait, serving over 59,000 passengers and 19,000 tons of cargo and mail annually.

Board members and the user groups they represent are as follows:

### **Jim Dodson**

(Mayors of Fairbanks & North Star Borough)

### **Tom George**

(Statewide organizations of pilots, aircraft owners & other aviation supporters)

### **Bob Hajdukovich**

(Alaska Air Carriers Association)

### **David Karp**

(Alaska International Airport System Operating Agreement Signatory Airlines)

### **Ken Lythgoe**

(Non-Airline Tenants, Anchorage)

### **Dale Shaw**

(All Cargo Air Carrier)

### **Frank Neitz**

(Unorganized Borough)

### **Tom Nicolos**

(Public)

### **Lee Ryan**

(2nd Judicial District)

### **Mike Stedman**

(Regional Air Carriers)

### **Steve Strait**

(Mayor of the Municipality of Anchorage)

Lee Ryan is the Board Chair and can be contacted at

**[dot.aviationadvisory@alaska.gov](mailto:dot.aviationadvisory@alaska.gov)**

More information on the Board available here:

**[www.dot.alaska.gov/stwdav/AAB.shtml](http://www.dot.alaska.gov/stwdav/AAB.shtml)**



*(L-R) DOT&PF Commissioner Kemp, Shismaref Airport Manager Curtis Nayokpuk, and Deputy Commissioner Binder toured rural airports with the AAB during the Nome meeting.*



*The Board toured Lake Hood Seaplane Base (LHD) and met with tenants last April. LHD is undergoing a master planning effort that will help guide further development and reassess needs, issues, and priorities.*



**Mission:**  
*“Keep Alaska Moving through  
Service and infrastructure”*

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