

Alaska Airports and Aviation Annual Report 2009



Statewide Aviation
Alaska Department of Transportation & Public Facilities
4111 Aviation Avenue
Anchorage, AK 99519
www.dot.alaska.gov



Hooper Bay Mail Delivery—Photo: Rich Sewell, DOT&PF



Alaska International Airports System (AIAS)

AIAS is comprised of Ted Stevens Anchorage International (ANC) and Fairbanks International (FAI) airports. Fairbanks serves as the hub for northern Alaska and the arctic; as well as the primary alternate airport for ANC. ANC is ranked as the #5 airport in the world for cargo throughput. As major hub airports in Alaska both play important roles in the National Air Transportation System.



Cargo carriers diverted to the Fairbanks International Airport after Mt. Redoubt eruption in March 2009.

These airports are self-funded by revenues generated from landing fees, fuel flowage fees, terminal rent and lease revenue from air carriers. A dramatic decrease in cargo activity over the past 30 months due to the economic downturn led to lost revenue and cost cutting measures. As the economy improves traffic and revenues are expected to return. In the meantime, AIAS strategic plans are to maintain competitive rates and fees; grow and diversify revenue sources; and develop its core cargo business.

Both airports completed significant Terminal Redevelopment Projects in 2009. Fairbanks opened its new airport terminal in May bringing regional, domestic and international airlines together in one building for maximum efficiency and better customer service. The terminal project received the **Alaska Chapter 2009 Honor Award** from the American Institute of Architects for design excellence.



Fairbanks International Airport's new terminal.

The Anchorage Airport completed renovation of Concourses A & B in November 2009, under budget. The 350,000 square-foot renovation consolidated all passenger and baggage screening operations increasing efficiencies and providing improved security. There are now six new screening lanes in one location, allowing domestic passengers to proceed through a single screening check point. All domestic carriers previously operating at the North Terminal are now relocated to the South Terminal. Both the domestic (South) and international (North) terminals are joined by a covered connector completed in July 2009. This completes the overall terminal redevelopment program begun in 1998. The first phase was the opening of Concourse C in 2004.



Fifteen large wooden and concrete geese fly the B Concourse. The terminal renovation added many new pieces of art.



The new look of the South Terminal at the Anchorage Airport, after exterior renovations.



Statewide Aviation Accomplishments

The goals and priorities of Statewide Aviation (SWA) are Safety, System Sustainability and Customer Service. SWA works closely with the professional team within DOT&PF to achieve these priorities. Some of our DOT&PF team includes planning, design, environmental permitting, construction, right-of-way, facilities and maintenance & operations divisions. We also work closely with our aviation partners -the Federal Aviation Administration and aviation industry stakeholders.

Key Accomplishments Statewide:

- First economic assessment of aviation in Alaska found that aviation is the 5th largest employer with 10% of Alaska jobs; and the 5th largest industry with 8% of gross state product.
- Airport grants from FAA were executed for over 30 airports statewide totaling \$281 million, more than 7% of all airport grants in the U.S.A.
- Secured \$73.4 million in FAA funding under the American Recovery and Reinvestment Act.
- Lease regulations were rewritten to better fit airport private business models. Slow rate increases will occur gradually over the next 5—10 years.
- Increase revenue collected at rural airports by 5% over prior year. Result—SWA exceeded target with 6.3% increase by working with customers.
- Funding provided to begin improved runways and permanent runway lighting projects at Akiachak, Ouzinki, Takotna and Tuluksak.
- Reduce the number of airports closed due to seasonally soft surface or sub-surface material. Result—airports that were closed decreased by 15% from FY2008 to FY2009.
- Flight simulators, mapping and training to improve aviation safety were put in place at the Juneau, Ketchikan and Lake Hood airports.
- Acquired federal funds through FAA/NIOSH for joint research and development of safety efforts.
- Secured FCC waiver for testing wireless devices in cockpit for purposes of research and development.

- Completed execution of a five year contract with the FAA and Medallion Foundation to develop state of the art aviation simulators, training products and mapping to improve pilot decision making in the cockpit.

International Airports Accomplishments:

- 5 year operating agreement signed. In a strong show of support for the Alaska International Airports System, 27 signatory airlines committed to a new airport operating agreement that was in holdover status for 3 years. The agreement commits air carriers to funding the airport operating and capital costs for 5 years.
- AIAS reduced landing rates for the 1st time in more than 8 years. Holding rates and fees steady and competitive during the worst economic crisis for the aviation industry in history.
- 1st incentive program to increase Asian passenger flights to Alaska was approved by the signatory carriers. China Airlines now provides 4 weekly flights between Anchorage and Taipei.
- Japan Airlines operated 17 charter flights to Alaska this tour season; an increase of 3 flights.
- Anchorage was recognized as a “Top Performer” in concession sales.
- Fairbanks new terminal and runway reconstruction completed ahead of schedule and under budget.
- Anchorage A and B concourses opened in November under budget.



“The Pioneer Aviator” - sculpture by Joan Bugbee Jackson located next to the C Concourse.



FAA Funded Airport Stimulus Projects

Alaska received \$73.4 million for airport projects through the American Recovery and Reinvestment Act (ARRA). Eight projects were identified and eligible to receive funding:

Ouzinkie Airport Relocation	\$14.7 million
Fort Yukon Airport Improvement	\$13.7 million
King Salmon Apron/Taxiway Resurfacing	\$8.5 million
Akiachak Airport Relocation Stage 1	\$14 million
ANC International Airport Gate N Apron	\$2.1 million
Huslia Airport Improvements	\$7 million
Fairbanks International Airport Security Access Control Improvements	\$3.5 million
Allakaket Airport Improvements	\$10.0 million

DOT&PF Airport Projects Completed 2009

Atka Airport— Runway was extended and widened to 4,500' x 100', realigned and reconstructed.

Bethel Airport— New parallel runway completed in September allowing increased operations and reducing the number of winter time closures.

Goodnews Bay—Partially relocated 3,300'x 75' runway (500' longer than old) with new alignment, new apron, taxiway/runway, lighting, and access road.

Platinum Airport - New relocated 3,280'x 75' runway, apron, taxiway, airport lighting and access road. New snow removal equipment building constructed.

King Salmon— ARRA project, included resurfacing terminal and transient aprons and taxiways B-E. Re-align and resurface taxiway A.

Sitka Rocky Gutierrez Airport – Slotted drain installed to reduce ponding and icing between taxiway and heavy aircraft apron. Airport access road realigned to improve traffic circulation and remove road from area to be used for airport lease lot and apron expansion.

Wrangell Airport – Runway Safety Area expanded, runway overlaid, seaplane haulout ramp relocated, and Part 77 obstruction reduced by using rock from hill adjacent to the runway for RSA fill.

Ketchikan Airport – Constructed new Snow Removal Equipment building with sand and chemical storage. Runway Safety Area expanded to full standard, runway shifted 770' along centerline and resurfaced.

Petersburg James A. Johnson Airport – Replaced culverts to improve drainage under runway (required one month closure of airport) and shuttling of passengers by ferry successfully! Recommissioned runway and completed second stage of RSA expansion.

Klawock Airport – Runway profile improved, runway and taxiway resurfaced and grooved.

Minto Airport— Runway was reconstructed to 4000'x 75' with a 250'x 400' apron and 400' x 50' connecting Taxiway. A 250' access road was constructed along with a snow removal equipment building. Airport lighting was installed. This runway prior to construction was 2000'x 50' and unlighted.

Unalakleet Airport—Airport surfaces were rehabilitated and paved with asphalt pavement. A new parking airport was constructed to alleviate congestion. The airport lighting system was replaced. The gravel surfaces were a health (dust), safety and economic issue for this regional Norton Sound airport.

Kotzebue Airport – Constructed access restriction gates to the north and south of Runway 9/27 and a supplemental wind cone on Runway 9/27. The access restriction gates were installed to control public traffic crossing the west end of Runway 9/27.



Atka Airport with new runway extension completed in 2009. Photo: Steve Frey, DOTPF



**AIRPORT IMPROVEMENT PROGRAM 2009 AWARD
(Not In Priority Order)**

- | | |
|--------------------------------------|---|
| 1 Anchorage: Various Projects | 16 Dillingham: SPB Master Plan |
| 2 Alakanuk: Airport Relocate-Stg 3 | 17 Takotna: Airport Relocation |
| 3 Alakanuk: Airport Relocate-Stg 4 | 18 Aviation Systems Plan Update |
| 4 Angoon: Airport EIS-Stg 2 | 19 Barrow: Rwy/apron Paving SA Expan |
| 5 Bethel: Parallel Runway/Imprv-Stg5 | 20 Unalakleet: SRE Bldg Replacement |
| 6 Emmonak: Rehab & Apron Exp-Stg 3 | 21 King Salmon: Airport Impv-Stg 3 |
| 7 Goodnews Bay: Airport Recon-Stg 2 | 22 Newtok: Airport Master Plan-Stg 4 |
| 8 Iliamna: SRE/Sand/Chem/Office Bldg | 23 Tuluksak: Airport Relocation-Stg 1 |
| 9 Kodiak: Airport EIS-Stg 3 | 24 Galena: SRE Bldg Replacement |
| 10 Seldovia: SRE Bldg Construction | 25 Kipnuk: Airport Relocation |
| 11 Kotzebue: Airport Master Plan | 26 Petersburg: Runway Safety Area-Stg 2 |
| 12 Platinum: Airport Relocation | 27 King Cove: Fencing |
| 13 Savoonga: Airport Imprv-Stg 2 | 28 Airport Snow Removal Equipment |
| 14 Sitka: Airport Slotted Drain | 29 Various Airports Minor Surface Imprv |
| 15 Dillingham: 3 Bay Chemical Bldg | 30 Akutan: Airport Construction-Stg 1 ? |

**STIMULUS PROGRAM - EXPECTED PROJECTS
(Not In Priority Order)**

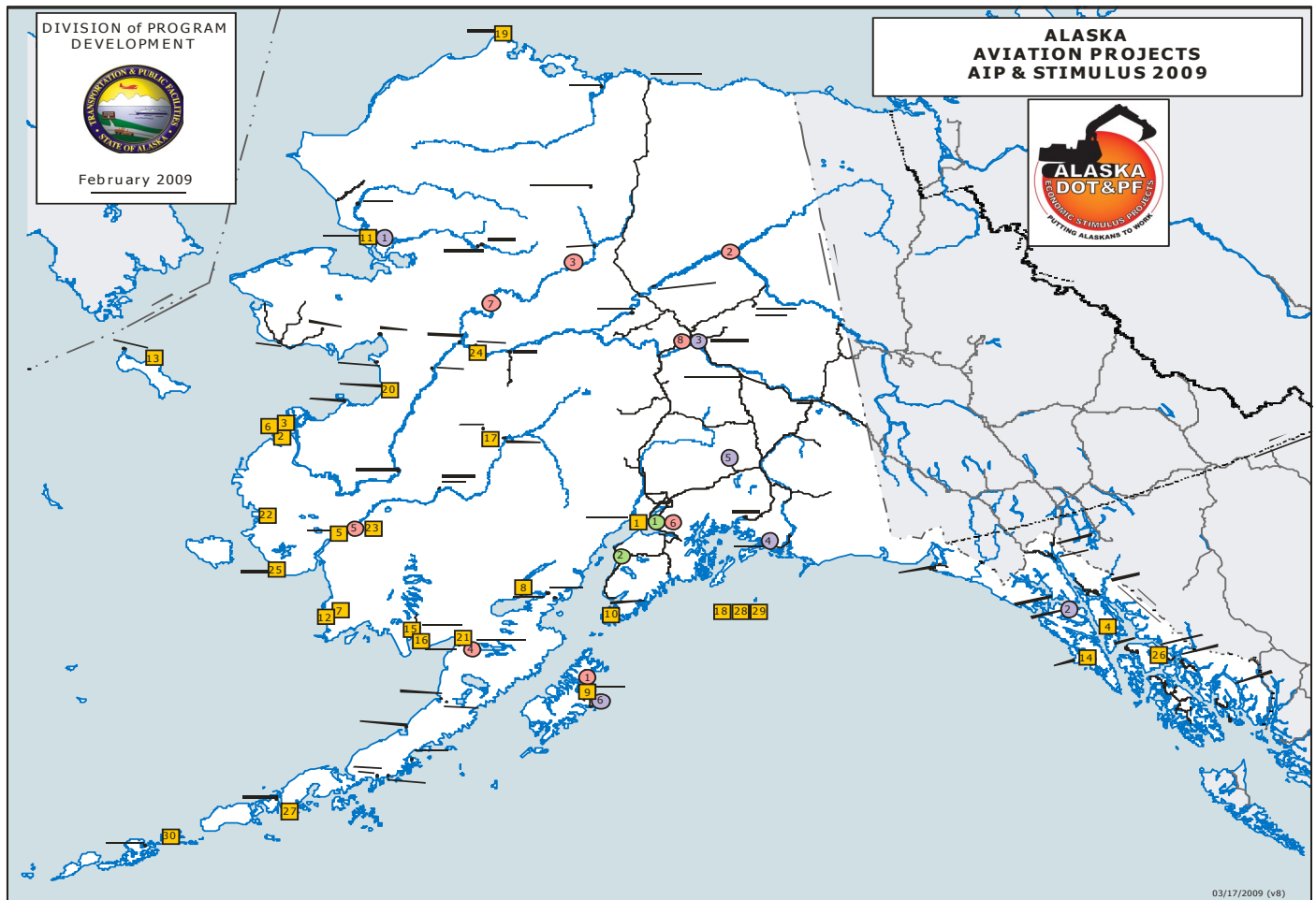
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|--------------------------------------|--|
| 1 Ouzinkie: Airport Relocation | 5 Akiachak: Airport Relocation-Stg 1 |
| 2 Fort Yukon: Airport Improvements | 6 Anchorage: AIA Gate N8 Apron Recon |
| 3 Allakaket: Airport Improvements | 7 Huslia: Airport Improvements |
| 4 King Salmon: Apron & TWY Resurface | 8 Fairbanks: FIA Taxiway & Apron Imprv |

**STIMULUS PROGRAM - CONTINGENCY PROJECTS
(Not In Priority Order)**

- | | |
|--|-------------------------------------|
| 1 Kotzebue: Apron Expansion | 6 Cordova: Apron/TWY/GA Imprv |
| 2 Hoonah: Airport Improvements | 7 Lake Louise: Runway Rehab-Stg 2 |
| 3 Fairbanks: FIA Taxiway & Apron Imprv | 8 Kodiak: Chemical Storage Building |

**STIMULUS PROGRAM - MUNICIPAL AIRPORT PROJECTS
(Not In Priority Order)**

- | | |
|--|------------------------------|
| 1 Anchorage: Merrill Field Apron Rehab | 2 Kenai: Airport Apron Rehab |
|--|------------------------------|





Funding for Airport Improvement Projects

DOT&PF receives federal funding for airport improvement projects (AIP). In general, AIP funds can be used only on airfield capital improvements or repairs (not terminals, hangars and non-aviation development). Large and medium primary hub airport grants cover 75% of eligible costs. Small primary, reliever and general aviation airport grants cover 95 % of eligible costs. The funding match comes from Alaska’s general fund and revenues from airport leases. The AIAS airports do not receive any state general funds. Non-AIP funded projects are paid for by rates and fees collected from airlines and tenants.

FFY 2010 Airport Projects

AIAS -Ted Stevens Anchorage International Airport:

Runway 7R/25L Rehab, Phase 1	\$50,000,000
South Airpark Access Road	\$9,500,000
Residential Sound Insulation Program	\$3,000,000
Lake Hood Bank Stabilization	\$2,000,000
Operations Center and Badge Office	\$7,000,000
Lake Hood Strip Access Gates & Lighting	\$1,000,000

Primary Airport Projects:

Barrow Runway-Apron Paving and Safety Area Expansion—Stage 4	\$7,200,000
Dillingham Apron & Taxiway Rehabilitation	\$10,136,000
Gustavus Airport Runway Safety Area	\$10,500,000
Kotzebue Airport Certification Compliance	\$1,600,000
Sitka Runway Safety Area Expansion	\$30,250,000
Various Airport Minor Surface Improvements	\$1,500,000
Kodiak Chemical Storage Building	\$2,600,000

Non-Primary Airport Projects:

Akiachak Airport Relocation—Stage 2	\$11,779,579
Akutan Airport Construction—Stage 2	\$20,000,000
Chefornak Airport Relocation—Stage 2	\$20,400,000
Hoonah Airport Improvements	\$3,400,000
King Cove Fencing	\$2,000,000
Lake Louise Runway Rehabilitation—Stg.2	\$2,300,000
Nulato Airport Improvements	<u>\$9,200,000</u>

Total FFY 2010 Airport System Expected Construction Program **\$218,665,579**

Petersburg Airport was closed for a month (March 23—April 21, 2009) to cut drainage systems and add culverts to the runway. Passengers and air cargo were successfully routed to nearby Wrangell Airport. They were shuttled via bus/ferry link between the two airports.
Photo: DOT&PF





Tiny Airports Provide Big Services in Alaska!

Earlier this year the national media questioned the federal stimulus dollars that Alaskan airports received through the ARRA. Questions about the size of the community and justification for improvements were lobbed our way. Deputy Commissioner Klein responded with an editorial story addressing the role airports play in our communities and the vital link for residents essential supplies, mail, schools, medical/dental services and travel. Airports in Alaska often provide the only access, unlike other parts of the country where roads, rail, or ferry provide alternate transportation options. These small airports serve as the main transportation network relied on across a vast land with many widely diverse regions, geography and climatic conditions. It is expensive to build, reconstruct, and maintain these airports. DOT&PF provides equipment and manpower for runways that are frequently effected by extreme weather conditions that include spring flooding, permafrost, frost heaves, severe icing and record snow falls.

Complete editorial available at: www.dot.alaska.gov

Capstone

Capstone is a cooperative effort by the FAA, Alaska aviation industry and State of Alaska to improve aviation safety and community access by using a suite of new technologies that provides better flight information to pilots. SWA continues to work with the aviation industry and FAA to expedite roll-out of the Capstone, or NextGen, aviation navigation technology in Alaska. Jenni Kuentzel, Chief of Statewide Aviation Leasing, is working with International Telephone and Telegraph (ITT) and FAA to have a uniform program for all lease lot agreements needed for deployment of Ground Based Transmitters (GBT's) at various air-ports statewide. Rich Sewell provides DOT staff support for the FAA-Industry Council. He also coordinates with the Division of Investments, which manages the Capstone Loan Program.

New Runway Opens in Bethel

A new parallel runway opened at the Bethel Airport in September. This additional runway will allow more operations and reduce the number of winter runway closures. The \$23.1 million project was funded primarily through grants from the Federal Aviation Administration. A ceremony was held to dedicate the runway on December 16th at the Yuut Yaqungviat Flight School hangar. After the dedication, the Alaska Air

lines Foundation presented the Flight school with a check for \$15,000.00 to help train more pilots.

Bethel is the third busiest state-owned airport in Alaska. It serves as a major passenger and cargo hub for 27 village airports within the YK Delta.



At the runway dedication ceremony in Bethel: (L-R) Association of Village Council Presidents, Myron Naneng; DOT&PF Commissioner Leo von Scheben; FAA Airports Division Mgr. Bryon Huffman; Alaska Airlines Sr. V.P., Bill MacKay; Deputy Commissioner, Christine Klein; and Flight School Board Member, Mike Hoffman.



On a tour of the DOT&PF airport maintenance facility: (L-R) Bethel Airport Manager, Dave Cummings; Safety & Airport Officer, Anna Walker; Bill MacKay; Christine Klein; Byron Huffman; Commissioner Leo von Scheben; M&O Supervisor, Troy Larue; Alaska Airlines Director of Public Affairs, Susan Bramstedt; Alaska Station Manager, Mary Hefty; Alaska Chief Pilot, Captain Sean Ellis; VP. Flight Operations, Gary Beck; and V.P. Maintenance & Engineering, Fred Mohr.



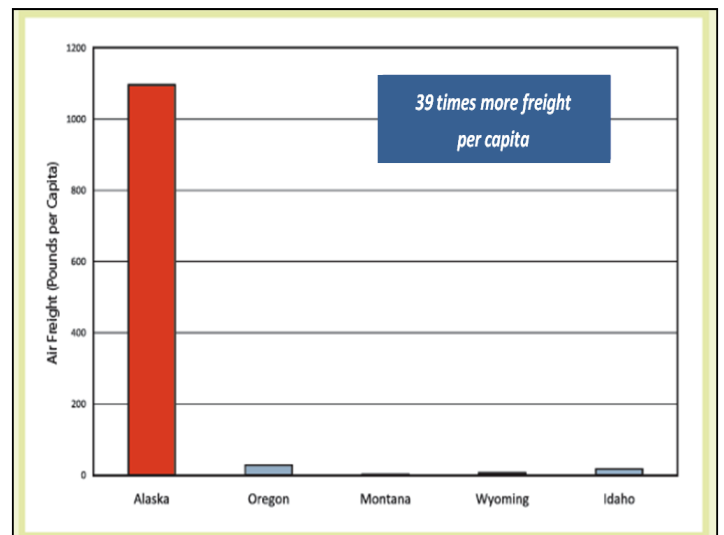
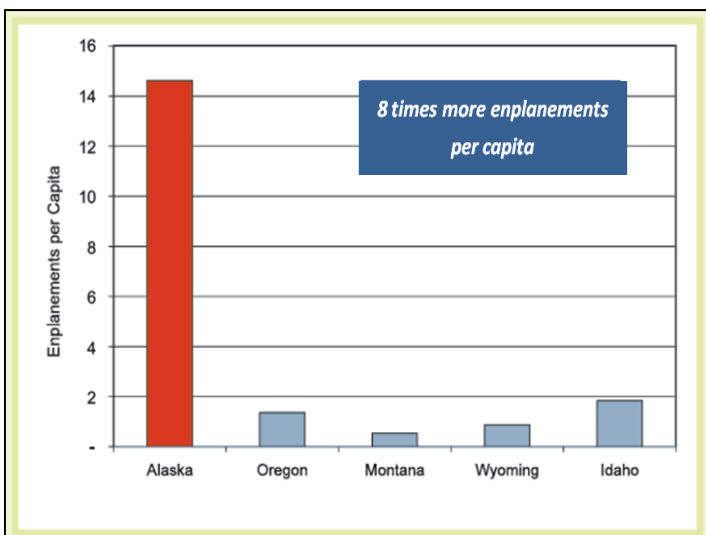
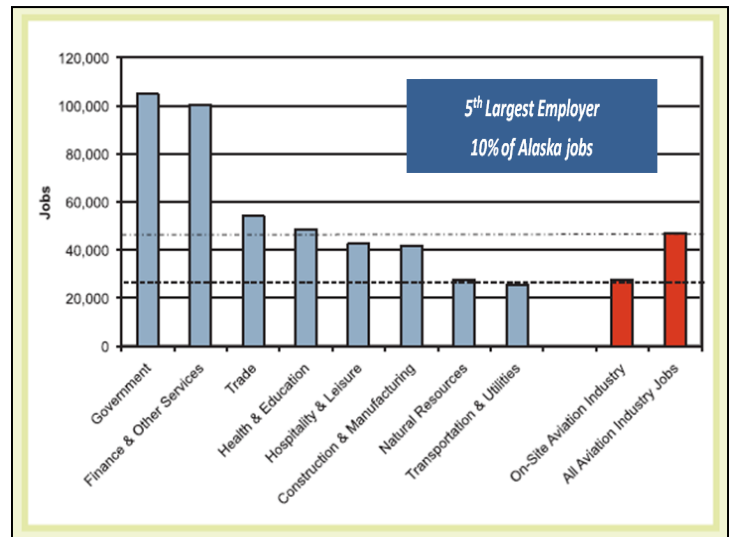
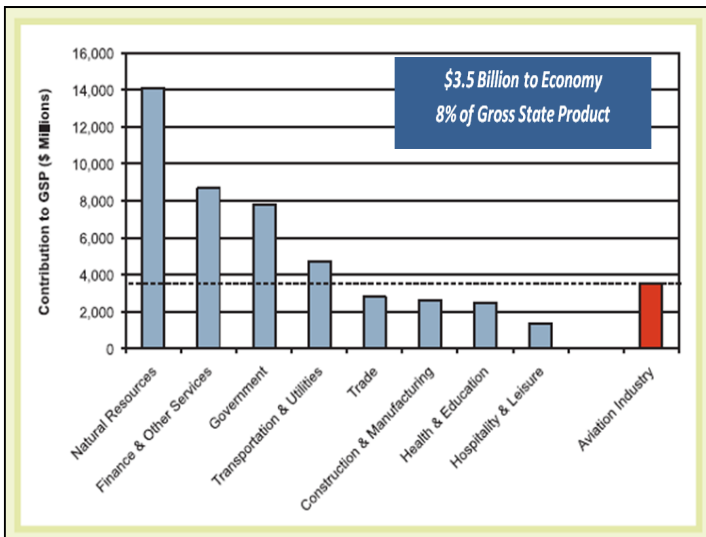
Alaska Aviation System Plan (AASP)

The FAA requires each state to maintain a comprehensive airport system plan that identifies the aviation facilities necessary to meet air transportation needs. The Alaska Aviation System Plan (AASP) serves as the aviation component of the Alaska State Transportation Plan. It identifies processes for meeting the State Transportation Plan goals and helps guide the investment and decisions of the Department of Transportation and Public Facilities (DOT&PF).

The State owns and operates 256 airports including the Alaska International Airports System consisting of Anchorage and Fairbanks.

The original AASP was completed in 1986 and updated in 1996. Another update was initiated in 2008 to assess Alaska's aviation network by addressing aviation infrastructure and policy needs. Recognizing that aviation is a critical component of Alaska's transportation system, this current plan will identify needed airport improvements; set priorities for funding; propose aviation policy and document the existing system with photos, maps and data.

In 2009 the AASP produced numerous technical reports. Included are the first economic impact assessment of aviation and a series of fact sheets covering Maintenance & Operations issues. The economic contribution of the aviation industry to Alaska's economy is huge (see below):





The Alaska Aviation System Plan (AASP) fact sheets covering Maintenance & Operations issues are recapped below. More information about the AASP and special studies are available at www.AlaskaASP.com

Maintenance & Operations Fact Sheets

Rural Airport Deferred Maintenance—the State identified \$98.9 million in airport deferred maintenance needs in 2008. More than 200 maintenance projects make up the total needs list across the state. This includes needs that can be addressed by maintenance efforts and not work that requires major reconstruction efforts through a capital project.

Impacts of Rising Airport Commodity Prices—Airport commodities cover materials, equipment and utilities. All of these have been rising greatly over the past several years. Commodities currently comprise 17%-20% of the total annual M&O budget. As budgets remain flat only 1/3 of the material can be obtained for the same costs as previously acquired.

Extending Operational Hours at Bethel Airport—Bethel is the State's 3rd busiest airport and a major hub for aviation in the Yukon-Kuskokwim Delta. This airport has been identified as needing 24 hour/7day a week staffing, to provide the level of service required of a hub airport of its size; for the passenger and cargo received; and the average 3 daily medevac's to the region's only hospital.

Increasing Federal Regulatory Requirements—Additional costs are being incurred with increases in unfunded regulations that sometimes poorly fit Alaska. Part 139 certificated airports experience the most significant commitment of time and money—between 8% and 33% of our total manpower available is dedicated to compliance with unfunded federal mandates such as Transportation Security Administration (TSA) security.

Challenges—DOT&PF is having greater difficulty addressing all of the increasing demands with the limited funding through existing state and federal programs. Staff have been working together with government officials, legislators, agencies, aviation industry users, and community stakeholders to better educate and provide facts and information on the variety of challenges and issues facing our rural airports which are essential to Alaskan citizens.

The Alaska State Legislature, House of Representatives, Transportation Committee participated in a

DOT&PF sponsored tour of the Bethel, Kipnuk, Chefor-nak, Nunapitchuk and Akiachak airports in September. The tour provided legislators a better understanding of the challenges and long construction timelines required for airport runway projects, maintenance and operation requirements and staffing needs for rural Alaska, Bethel, the hub airport for the Y-K Delta.

Governor Parnell announced in November that his state capital budget will include \$100 million for addressing statewide deferred maintenance needs in each of the next five years.



L to R—Representative Max Gruenberg, Airport Contractor Paul K. Kiunya, Sr., Rep. Peggy Wilson and Deputy Commissioner Christine Klein at Kipnuk, Alaska House Transportation Legislators toured Bethel and several rural airports in September 2009. Other representatives participating included Rep. Mike Doogan, Rep. Cathy Munoz, Rep. Kyle Johansen and Rep. Bob Herron

Airport Safety Inspections

This year Statewide Aviation (SWA) inspected 130 rural airports, or about 1/3 of the total number of public airports in Alaska. This is part of the safety inspection program called the 5010 Airport Master Record inspections funded by FAA. SWA inspects all the public airports and updates information listed in the salmon colored *Alaska Supplement*.

The DOT Regional Safety Officers work with FAA inspectors to accomplish the airport inspections for the Part 139 certificated hub airports. DOT&PF owns and inspects nineteen Part 139 (jet service) airports.



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 136 Certificates to air carriers in 2009.

This year SWA proposed a 4-word change to the statute making Certificates eligible for 12 months duration instead of a calendar year. This brought the statute in line with industry practice of renewing their insurance policies when it is convenient for the carrier during the year.

New Runway Conditions Reporting Matrix

In an effort to improve runway safety, DOT&PF is participating in a national FAA pilot program test of a new Alaska pavement condition reporting matrix. The FAA and several industry partners have been working on ways to improve the way pavement conditions are assessed, reported, and the timeliness of the dissemination of those reports. Alaska Airlines has volunteered to provide airline pilot perspectives and DOT&PF is assisting with participating airports. The airport managers will report conditions as they do currently; and they will assess and report runway surface conditions to Alaska Airlines using a matrix that includes a new reporting format.

This pilot and validation process is expected to lead to significant improvements in safety by providing more accurate, usable, and timely runways surface condition reports nationally.

How Are Airport Projects Identified and Prioritized?

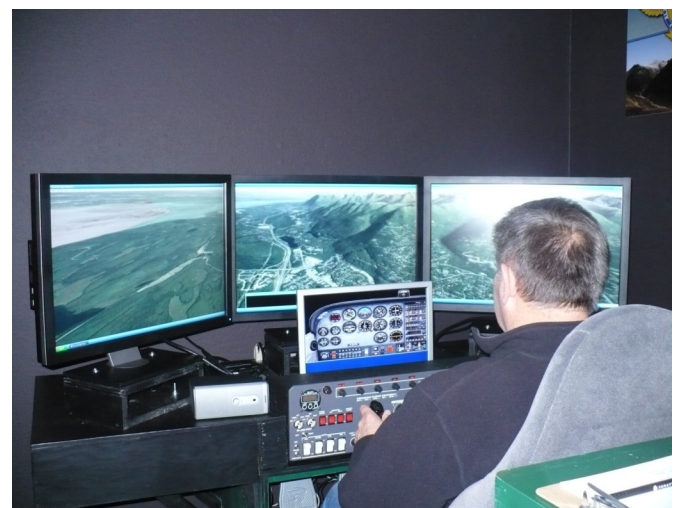
Airport projects are identified and submitted by DOT&PF regional planning sections with significant input from community representatives, Federal Aviation Administration (FAA) staff, legislature and aviation stakeholders. After the airfield improvement projects have been identified they are all evaluated and scored by the Airport Project Evaluation Board (APEB), a six member board that meets annually to score proposed airport projects. The Deputy Commissioner, Regional Directors for Central, Northern and Southeast Regions, Statewide Maintenance & Operations Chief and the Director of Program Development comprise the APEB. Each project goes through a technical scoring process of 16

different detailed quantitative criteria to help objectively prioritize which ones get the limited funding that is available each year. After projects are scored, Airport Development Manager Roger Maggard, develops the rural airport system capital spending plan and reports.



Inter-agency Task Force Addressing Aviation Safety

Four agencies have joined together to share resources in an effort to improve aviation safety in Alaska. The Federal Aviation Administration (FAA), Department of Transportation & Public Facilities (DOTPF), Medallion Foundation and National Institute for Occupational Safety and Health (NIOSH) signed an agreement in October to share money and resources. The partnership was facilitated by the Joint Project Office (JPO) which houses the Alaska Aviation Safety Project (AASP), of Statewide Aviation. The AASP is developing state of the art aviation flight simulators, training products and mapping to improve a pilot's decision making ability in the cockpit. An Aviation Training Device (ATD) is available at the Lake Hood general aviation office. The ATD features three monitors offering a peripheral view for increased realism. GPS approaches and instrument procedures for a variety of routes and airdromes is anticipated in the Next Generation of simulators. There is no fee for simulator use and scheduling can be arranged online at: www.medallionfoundation.org



Lake Hood Manager (LHD) Andy Hutzel practices flying with the new Aviation Training Device (ATD) available at the LHD general aviation office. LHD is recognized as the busiest seaplane base in the world.



The Largest Aviation System in North America

The Alaska Aviation System is the largest system in North America. Alaska has 256 state owned airports of which 172 are gravel strips, 46 paved, 37 seaplane bases and 1 heliports. Aircraft is the only means of access for 82% of the communities in Alaska. The DOT&PF Statewide Aviation Division provides oversight of Alaska's aviation system vision, planning, and infrastructure for the safe movement of people and goods. It oversees and provides relevant and reliable financial information to the international airports system (AIAS), and policy direction for all of Alaska's state owned airports.



Leo von Scheben, P.E., P.L.S., F.SAME, MBA

Commissioner, Alaska Department of Transportation and Public Facilities.

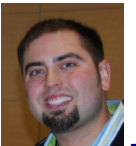
DOT&PF plans, designs, constructs, operates and maintains the state's transportation infrastructure system, buildings and other facilities used by Alaskans and visitors.



Christine E. Klein, AAE

Deputy Commissioner, Airports & Aviation

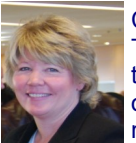
Oversees the airports and aviation system in Alaska working closely with the Aviation Advisory Board, aviation industry, and FAA.



Lee Ryan

Chair, Aviation Advisory Board

The Board is nominated by the Governor and provides advice to the Commissioner on public policy related to the Department's aviation functions assigned by law. There are 11 board members representing a variety of aviation interests.



Kathy Smith

Chair, Airline Airport Affairs Committee (AAAC)

The AAAC is comprised of signatory airlines that work together, pay for, and support the Alaska International Airports System (AIAS). They participate in negotiating the airport operating agreement terminal leases and guarantee the costs of operating the AIAS under a residual agreement. The AAAC and AIAS currently has 27 signatory carriers who make up the majority of air carrier users.



Byron K. Huffman

Airports Division Manager

Federal Aviation Administration (FAA) - Alaska Region

The FAA funds Alaska airports' capital improvement projects and partners with DOT&PF to provide customers technical guidance and leadership in the planning, development and operations of the Alaska Airport System.



Lance Wilber, A.I.C.P.

Regional Director

DOT&PF Central Region

The Central Region consists of 181,780 sq. mi. land area, 4,962 lane miles, 267 public buildings, 262 bridges, 111 airports.



Steve Titus, P.E.

Regional Director

DOT&PF Northern Region

The Northern Region includes 64% of Alaska's land area, 3,500 miles of roads, 387 public buildings, 411 bridges and 108 public airports.



Gary Davis

Regional Director

Southeast Region

The Southeast Region consists of 42,000 sq. mi. land area, 1,285 lane miles, 43 public buildings, 120 bridges and 38 airports, including seaplane bases.