

Alaska Airports and Aviation 2011 Annual Report



Statewide Aviation
Alaska Department of Transportation & Public Facilities
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Message from: **Steve Hatter** *Deputy Commissioner - Aviation*



Reflections From 1 Year on the Job

The big picture:

It's my blessing and privilege to be leading at the state government level in a field I'm passionate about, and in a state I dearly love. The importance of aviation in Alaska is rooted in the "last frontier" reality of our state. It's always interesting to see the geographic overlay of our state on top of the lower 48.....we dwarf Texas in size and it's a powerful graphic to see Southeast Alaska on top of Florida, with the Aleutian Islands extending westward past California. Yet, within this huge geographic area, we rank with Vermont and New Hampshire in number of road miles. The scope and scale of aviation in Alaska is simply incomparable to any other state and is indeed a lifeline to much of rural Alaska, providing a vital link for access to food, mail, schools, medical services, and travel. The astonishing fact that 82% of our rural communities have no road access speaks to the critical nature of aviation as an enabler of life to the first Alaskans. Beyond necessity, access to outdoor experiences found nowhere else depends on aviation, both commercial and private.

Aviation's importance and criticality of course spawn opportunity and commerce for aviation related ventures. All of this sums to our Alaska aviation system being the largest in the United States with over 700 airports supporting over 10,000 pilots. Of these 700 registered airports,

the State of Alaska owns and/or operates 254, ranging in size and mission from Ted Stevens Anchorage International Airport all the way down to the most remote rural airports that consist of the basics - a runway, an apron, snow removal and grading equipment, and an equipment housing building.

If scope is huge, scale is also fascinating: At the top end of our system we have the 5th largest cargo throughput operation in the world in the Ted Stevens Anchorage International Airport (second in the US) - which requires a global perspective to ensure we keep our current business, while also looking for growth opportunities. At the other end of the size/activity scale, we're responsible for protecting a life sustaining link to Alaskans who pursue a traditional way of life far from any road system. When you look at the economic metrics associated with such a large and diverse system, these sorts of facts emerge:

- 47,000 jobs statewide....which is roughly 10% of the total jobs in the state.
- \$3.5B contribution....8% of FY 2007 gross state product.
- Rural Alaskans fly at about 8 times the enplanement rate as compared to rural residents in the western US.
- Rural Alaskans ship almost 40 times more freight per capita than rural residents in western states.

Bethel airport is a critical hub in Western Alaska directly supporting 56 rural communities in the Yukon-Kuskokwim Delta1 in 14 jobs attributable to the airport; \$108M in enplanement, mail, and cargo retail expenditures.

It's vitally important we tell the whole story of our system accurately and often. We want and need fact based policy-making and an informed public.



2011 Alaska Airports & Aviation Annual Report



Our state team and partnerships:

I'm blessed with great staff and personnel, both on the statewide aviation side of my duties, and in my role as Executive Director of the International Airport System. We have dedicated, smart, and motivated folks making great things happen because they care about what they do. We also have a strong team atmosphere and people take a lot of pride in their organization. Regarding the importance of good partnerships within industry, this is simply a necessary condition for success in aviation.

We work hard to engage and collaborate with the various aviation advocacy groups, the carriers, the other federal and state agencies, especially the FAA, general aviation, and the communities and traveling public we serve. As state government level stewards of the public trust responsible for providing safe and efficient airports, there is no other way to operate than to be transparent policy drivers, proactive communicators, and collaborative problem solvers.

Some major policy initiatives:

We've taken a hard look at how we are maintaining and operating the airports we sponsor and believe that, in the context of Commissioner Luiken's department-wide strategic agenda, we've devised a better way to attract and expend resources to maintain our airports. Maintaining airports to our DOT&PF mission standard of a safe and efficient facility can be challenging in Alaska with the arctic environment voting against you daily, and we've heard constituency concerns about the current condition of some of our facilities.

A new initiative - Service Based Budgeting - is really nothing more than setting and holding standards at all of our airports, accurately reporting against these standards, and then budgeting to ensure we're continually able to meet our own standards. We hope to achieve better real time reporting of airport status, to address problems early, and to eventually eliminate the need to defer maintenance. The net effect over time should be improved facilities, and a net extension of overall service

life of both facilities and capital equipment because we're performing regular and preventive maintenance.

With respect to our Alaska International Airport System (AIAS), from time-to-time it is well and good for organizations to do strategic planning. Such planning involves some introspection and review of the organization's core purpose and core values and then sets a future vision. The vision should be ambitious and over a long planning horizon. We have taken the time to do this level of strategic planning at the AIAS and we've developed a 10 item strategic agenda as the means to move us forward into the future.

There are five internal improvement initiatives and five strategic projects within this agenda. The internal projects mainly deal with process improvement to be more effective and efficient; the strategic projects relate to preserving the business we have, while also anticipating technology and market changes to be best postured to leverage our airport system for further economic growth.

Some significant accomplishments:

It has been a busy year with numerous events planned and executed. We've held four 2-3 day Governor's Aviation Advisory Board meetings in Juneau, Anchorage, Bethel and Fairbanks. This board of eleven governor appointees representing key aviation stakeholder groups and perspectives has been hard at work looking at the future of Bypass Mail, Essential Air Service, and compliance with FAA regulations, and grant assurances. They are talented, dedicated, and intent on accomplishing their mission of advising and providing recommendations to the Commissioner on aviation public policy.

In addition, the AIAS staff hosted three Alaska Airport Affairs Committee (AAAC) meetings in Anchorage and Fairbanks. The AAAC is made up of 31 signatory carriers associated with the AIAS Residual Cost Operating Agreement. We'll be renegotiating a follow-on Operating Agreement with the AAAC in 2012.



Finally, the AIAS hosted the second annual Air Cargo Summit in August 2011 with over eighteen carriers and numerous additional stakeholders participating. The highly successful event was hosted by DOT&PF Commissioner Marc Luiken and was designed to continue explaining the significant potential of cargo transfer opportunities our system provides.

Technology and Planning:

Alaska is an aviation-centric state with significant time and distance, communications, remote access, and weather challenges. Also, much of Alaska flying occurs in uncontrolled airspace in and around distant airports. For these reasons, we're very interested in getting critical decision-making information to pilots in real time, whether it's navigation or traffic data, or weather information. We believe Alaska is the perfect place to test new cockpit awareness technologies under the NextGen banner, so we've put in place a Memorandum of Agreement with NASA to partner with them, where possible, on some of their NextGen work.

We're also aggressively pursuing internet-based improvements to our Alaska Aviation System Plan (AASP). I'd like to make significant progress in achieving web-based "one stop shopping" for all aspects of the 254 airports the State sponsors. We're pursuing other key aviation issue areas via the FAA grant supported AASP whose overarching purpose is to promote safety and efficiency within one of Alaska's most critical transportation capabilities—our aviation system. Our latest and greatest regarding the work and deliverables of the AASP is found at www.AlaskaASP.com.

Finally, we are partnering with a number of federal agencies to get the great State of Alaska digitally mapped with an accurate elevation model. Alaska is the only state in the union that has not been digitally mapped in a uniform and contiguous manner. The existing map data for Alaska is predominantly over 50 years old, never met National Map Accuracy

Standards, and is frankly, unsuited to support modern requirements. Our Statewide Digital Mapping Initiative (SDMI) is the mechanism we're using to push this goal.

Personal thoughts:

I love a challenge and I love the opportunity to serve. I get both in this job. I can honestly say I have not seen anything close to a routine in this position. Every day seems to present a new and different issue to work. One can only hope that the work we do matters. I humbly appreciate how important aviation is to virtually every Alaskan and I'm dedicated to give my best to make things better under my watch.

Fly Safely!

Steve Hatter
Deputy Commissioner - Aviation



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There are many organizations in Alaska that promote and support the aviation industry. Information on these organizations and other useful aviation links can be found at www.dot.alaska.gov/stwdav/Links.shtml



Cargo Airships For Northern Operations Workshop



Heavy lift airships could play a vital role in the transportation mix serving rural and remote Alaska and this technology appears poised to emerge in the near term. Alaska would provide an excellent proving ground for the technology.

The State of Alaska signed a Space Act agreement with NASA Ames Research Center (ARC) in November of 2010. The Department of Transportation and Public Facilities (DOT&PF) coordinates the aeronautics annex stemming from this agreement. As a part of that agreement the DOT&PF collaborated with NASA ARC in the development of a Heavy Lift Airship Workshop held at the University of Alaska Anchorage on August 24th and 25th. The aeronautical roundtable identified several areas of collaboration, supported by stakeholders, having relevance to Alaska. The Heavy Lift Airship Annex was completed as a result of this.

The intent of the airship workshop was to expose the industry to the unique challenges of Alaska while exposing Alaska to the industry. An overarching objective is to shift some of the research and development within the industry to Alaska and develop an airship design specifically suited for northern operations.

Participants from Italy, Germany, England, Russia, Canada, Alaska and the Continental US brought forth concepts of airship design, operational factors, and economic considerations. Experts spoke to lift capacity, range, and flight performance. A major portion of the workshop was dedicated to defining the requirements for Alaskan applications based upon remote transportation needs.

This workshop was fee based and supported by participant registration and sponsor revenue. More information can be found at the event website:

<http://event.arc.nasa.gov/airships/welcome>

Airport Managers & Operators Receive Training

Alaska's airport managers and operators are receiving advanced airport technical training through programs offered by the Alaska Airports Association (AKAA) and American Association of Airport Executives (AAAE). Training courses cover a wide-range of airport-related topics including management, Federal Aviation Administration and Transportation Security Administration regulatory requirements, property management, and environmental regulations.

Training will keep the airports and state in compliance with FAA regulations as well as provide current information on maintaining and operating airports in efficient and effective methods as we keep up with the ever growing needs of an expanding aviation industry.

Additional training is provided by DOT&PF's Research, Development and Technology Transfer section. Training is provided for federal, state, and local transportation agencies, including consultants, contractors, and other transportation professionals. Updated training information is available at the following address:

dot.alaska.ecatts.com/lmsTrainingCalendar



Airport Managers from across the state participated in a 3 day Airport Operations Practicum held at the Anchorage Airport's training room.



NextGen Alaska Partnership Development

DOT&PF coordinates the aeronautics annex stemming from the MOU with NASA Ames Research Center (ARC). As a part of that agreement the DOT&PF facilitated an aeronautics roundtable which included NASA and the stakeholders. As a result of this meeting several areas of collaboration between the State and NASA ARC were identified. One area of interest included further investigation of the Next Generation Air Transportation System (NextGen) and its ramifications in Alaskan airspace. To further advance this, DOT&PF and NASA ARC convened the NextGen roundtable aimed at prioritizing potential enhancements within the Alaskan airspace as defined by the goals of the Next Generation Air Traffic Management System (NGATS).

NextGen is planned to be deployed incrementally by the FAA throughout the National Airspace System (NAS) between 2012 and 2025. NextGen is a wide ranging transformation of the NAS with the stated goals of enhancing safety, reducing gridlock and addressing environmental concerns through improved efficiency while increasing capacity. This is necessary due to increasing demand for air transport which is taxing the existing system. Anchorage possesses some of the most unique mixed use and congested airspace in the nation and as such presents an attractive environment for the research, development, implementation, and testing of NextGen capabilities.

The DOT&PF convened approximately 40 representatives from commercial, military and General Aviation to discuss and prioritize NextGen applications in Alaska. Government representatives from NASA, FAA, NIOSH, NOAA, USAF-Alaska Command, and DOT&PF-Statewide Aviation collaborated. Commercial representatives included Alaska Airlines, FedEx, UPS, and Boeing while various GA and university representatives rounded out the discussions. Central to the discussion was NASA's Airspace Systems Program (ASP). The ASP performs foundational research to enable the development of revolutionary improvements to, and modernization of, the NAS.

Discussions during the NextGen roundtable introduced stakeholder priorities, needs, and requirements as presented by the stakeholders. While broad ranging, the majority of stakeholder needs were central to increased efficiency, innovative traffic flow management, and advanced airframe and ground based weather sensing to improve weather prediction, and the subsequent distribution of enhanced weather data for in-cockpit utilization. Also figuring prominently was the safe integration of Unmanned Aerial Systems (UAS) into the NAS. Site visits to multiple FAA facilities, DOT&PF and municipal airports, and the UAA Division of Aviation Technology Center concluded the roundtable.

The noted meetings and site visits resulted in three prioritized proposals from NASA - ARC, which focused on: 1) Aviation safety; 2) Increased arrival capacity at Anchorage International Airport, and 3) Enhanced weather sensing and distribution of weather reporting to the cockpit. These proposals represent the priorities of the stakeholders balanced by the practicality of implementing the applications in the current technological environment and challenges presented by the Alaskan airspace management infrastructure.

Development and implementation of some or all of these innovations is anticipated to begin in second quarter 2012. Continued development of innovations and enhancements is anticipated to be prioritized and implemented through this collaborative effort over the next five to ten years. Direct benefits of this collaboration are increased aviation safety, improved efficiency, and enhanced capacity. Indirect benefits include maintaining Alaska's role as the crossroads of the air cargo world, the positive impact of research spending in Alaska has on the local economy, and the overall effect aviation safety has upon the quality of life in Alaska.



Alaska Aviation System Plan

Alaska has the largest aviation system in North America with 254 airports owned and operated by the State of Alaska. The first annual executive summary of the ongoing Alaska Aviation System Plan (AASP) was released this year, providing a snapshot of current and completed projects while highlighting future goals.

To date, the AASP has accomplished an analysis of critical issues facing Alaska's aviation system; development of the mission, goals, and performance measures of the aviation system; airport classifications; the AASP web site; an aviation facility inventory database available through the web site; aviation activity forecasts; economic impact studies of the aviation industry statewide; and special studies to support decision making, such as airport maintenance and operations, air mail service, and the role of Statewide Aviation.

Also released this year is the **2011 Economic and Community Contributions of Selected Alaska Airports** conducted by Northern Economics. This report studies the economic and community significance of 12 airports across Alaska: Fairbanks, Bethel, Deadhorse, Juneau, Wasilla, Kodiak, Iliamna, Hooper Bay, Eek, Kotzebue, Haines, and Talkeetna. The study explores the number of direct and indirect jobs attributable to the larger airports, the total expenditures associated with these jobs, and the value of passenger, freight, and mail movement through these airports.

Fairbanks International Airport is Alaska's second busiest passenger airport serving as a hub for more than 50 communities in Interior and Northern Alaska that rely upon air freight, mail, and commuter services. The airport is also an economic engine with 1 in 20 jobs attributed to the airport and total expenditures of \$261 million including wages, capital and other operating expenditures.

Bethel Airport is the state's second busiest cargo airport serving 56 villages in the Yukon-Kuskokwim Delta. 1 in 14 jobs in Bethel are attributed to the airport, which is especially significant considering Bethel has one of the state's highest unemployment rates.

The economic contribution of the aviation industry to Alaska's economy is huge:

- 47,000 jobs or 10% of all jobs in Alaska
- \$3.5 billion to the state economy
- 82% of all Alaskan communities are only accessible by air

Aviation stakeholders, including the Governor's Aviation Advisory Board, have committed many hours to assisting with the continuous planning approach of the AASP. This allows for the ongoing evaluation and development of strategies that improve day-to-day operations while ensuring clear and workable standards to measure goal achievements and performance.

The AASP web site (www.AlaskaASP.com) is a valuable resource housing reports, fact sheets, and the aviation facility information directory produced by the plan. The fully-evolved web site will become a one-stop shop for pilots and airport enthusiasts to find mapping, photos, data, and interactive reporting features.



Bypass mail on the tarmac ready to be loaded and shipped to surrounding villages. 1 in 14 jobs in Bethel are tied to the airport.



Alaska International Airport System (AIAS)

Alaska’s international airports are gateways for trade between North America and Asia. AIAS is comprised of Anchorage (ANC) and Fairbanks (FAI) and expanding air cargo business at them is a top priority.

Representatives from 18 air cargo carriers from North America and Asia, and cargo industry players gathered in Anchorage, August 29, for the 2nd Alaska International Air Cargo Summit. The summit provided a detailed overview of unique opportunities for international air cargo transfer in Alaska and how these options may benefit the carriers.

Both ANC and FAI serve as alternates for each other, equipped to handle any size and type aircraft. ANC is ranked the second most active cargo airport in the U.S. and fifth busiest airport in the world for cargo throughput. The airport’s economic impact is huge – 18,434 jobs or 1 in 10 jobs in Anchorage. A recent economic study shows that 1 in 20 jobs are tied to the Fairbanks Airport contributing \$225 million in economic output.



Deputy Commissioner Hatter speaks to the Greater Fairbanks Chamber of Commerce. A recent economic study revealed that the Fairbanks Airport supports 1 in 20 jobs in the community. The airport is currently undergoing a master plan that will help guide further growth and development.



(L-R) Qiu Lilin with China Southern receives a gift from DOT&PF Commissioner Marc Luiken at the Air Cargo Summit.

AIAS Strategic Plan

The aviation sector is one of the most dynamic in the global economy and coming up with a plan that will work without having to predict the future is a challenge. The international airports must be flexible, adaptive and proactively address global changes and markets in order to maximize the potential of AIAS. A strategic plan for the international airport system is underway that includes a team of airport stakeholders that meet on a regular basis to develop elements of the strategic plan that include a business plan and performance measures framework. The core ideology of the plan has been established and is as follows:

AIAS Purpose

To keep Alaska flying and thriving

Core Values

Integrity, Enterprising, Excellence, Respect

Vision

By 2030, AIAS is the global nexus for aviation-related commerce

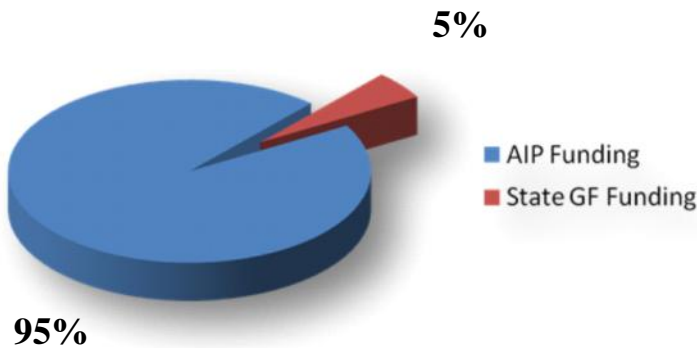


Funding for Airports

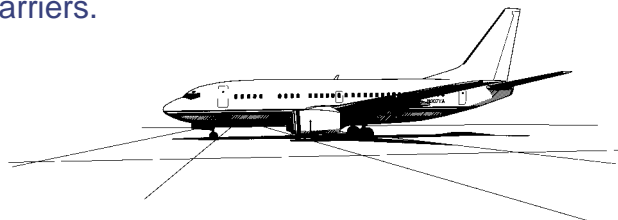
DOT&PF receives federal Airport Improvement Program (AIP) funding for airport projects. In general, AIP funds can be used on airfield capital improvements, repairs, or planning. Federal AIP grants cover 95% of the eligible costs for all airports except Anchorage International, which is eligible for 93.75% AIP funding. The funding match for the rural airport system comes from the general fund. Match funding for the International Airport is provided through the International Airport Revenue Fund, rather than state general funds. Airports managed by the State of Alaska have received \$205M average in AIP funds annually over the last 3 years.



The Kotzebue Airport was able to maintain operations this year even through runway improvements. The airport closed half of the runway during construction.



Upon completion of the airport project, the state is obligated to FAA grant assurances that include requiring the state to maintain and operate the airport for 20 years. Depending on the airport, annual maintenance and operation (M&O) costs can range from \$2,000.00 to \$2.6M. M&O expenses are paid for with state general funds and in FY2010 those expenses totaled \$33M. That figure does not include the international airports. Those airports are self funded by revenues generated from landing fees, terminal rent, and lease revenue from air carriers.



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 staff, legislature, and aviation stakeholders.

After the airfield improvement projects are identified they are evaluated and scored by the Airport Project Evaluation Board (APEB), a six member board that meets annually to score proposed airport projects.

Each project goes through a technical scoring process of 16 different detailed quantitative criteria to objectively prioritize which projects will receive the limited funding that is available each year. After projects are scored, Statewide Aviation incorporates the APEB project scoring results into the capital spending plan.



2012 AIRPORT PROJECTS

Akutan Airport:

New airport under construction-completion date fall 2012

Alakanuk Airport:

Airport Relocation-completion date fall 2012

Anchorage Airport:

Reconstruct taxiway E and M - \$34,000,000 - work begins in 2012 with completion date summer 2013. East Airpark Storm Drain Extension - \$9,000,000

Bethel Airport:

Airport Improvements include resurfacing runway, taxiway, and apron - \$9,000,000 funded in 2011-completion date September 2012. New snow removal building - \$8,000,000

Birchwood Airport:

Resurfacing runway - \$2,900,000

Chefornak Airport:

Complete construction of new runway, taxiway, apron, and access road - \$21,200,000 funded in 2010-completion date fall 2012

Cold Bay Airport:

Resurfacing taxiway and apron and extending runway safety area - \$9,700,000 - completion date October 2012

Deadhorse Airport:

Entire airport will be resurfaced (runway, aprons, and taxiway) and lighting replacement - \$23,000,000 funded in 2011 with additional \$2,000,000 in 2012 - completion date summer 2013

Fairbanks Airport:

Resurfacing airport's west aprons - \$5,800,000 - project starts in 2012; Airport Rescue and Fire Fighting Building upgrades - \$16,700,000 - initiate design in 2012 with construction beginning in 2013

Hoonah Airport:

Extend runway 400 ft. and add 300 ft. to runway safety area, expand apron, - \$3,500,000 - completion date fall 2012

Kipnuk Airport:

Construction of new runway, taxiway, apron, and access road - \$19,300,000 funded in 2010 - completion date 2013

Kodiak Airport:

Reconstruct runways 18/36 and 7/25, taxiway B, terminal parking areas, and replace associated airfield lighting system - \$26,500,000 funded in 2011 - completion date December 2012

Kotzebue Airport:

Runway Safety Area Improvements Stage 1 - \$17,700,000 funded 2010; Resurface taxiways C, D, E, F - \$3,000,000 - completion fall 2012; Runway safety area extension Stage 3 - \$22,000,000 anticipate funding 2012

Kwigillingok Airport:

Runway surface repairs - \$1,500,000 - work begins in 2012

Manley Hot Springs Airport:

Airport relocation Stage 1 includes embankment for runway, taxiway, and apron - \$8,400,000 funded in 2011; Stage 2 surfacing, lighting, and new snow removal building - \$6,400,000 - completion date fall 2013

Point Hope Airport:

Resurface runway with asphalt - \$7,000,000 - completion date 2014

Sitka Airport:

Overlay runway and extend paving limits on both ends of runway to provide a paved safety area, phase 2, relocate seaplane haul-out ramp - \$8,000,000 - completion date fall 2012 (Runway Safety Area extensions are under construction and will be completed spring 2012)

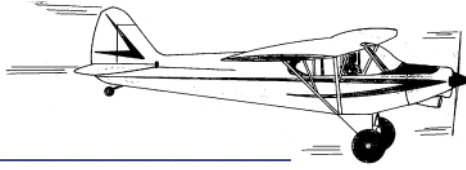
Unalaska Airport:

Runway Safety Area extension and runway pavement resurfacing - \$27,000,000 - project in design scheduled to advertise April 2012 and completion date October 2012





2011 Completed Airport Projects



Akiachak Airport

New gravel surfaced airport with a longer runway, 3,300 ft., apron, taxiway, airport access road, lighting, and snow removal equipment building.

Fort Yukon Airport Resurfacing

Rehabilitated and resurfaced the existing 5,000 foot runway, taxiway, and apron. Installed new airport lighting and constructed a Snow Removal Equipment Building.

Lake Louise Airport

New gravel surfaced airport with a 2,700 ft runway, apron, taxiway, and access road.

Takotna Airport

New gravel surfaced airport with a longer runway, 3,300 ft., apron, taxiway, airport access road, snow removal equipment building, and installed medium intensity runway lighting.

Tuluksak Airport

New gravel surfaced airport with a longer runway, 3,300 ft., apron, taxiway, airport access road, lighting, and snow removal equipment building.

Airport Master Plans

Airport master plans set a course and provide guidance for future aviation investment in support of communities and the state. Aviation stakeholders and the public are encouraged to participate in the process. The following airports are currently undergoing master plans, planning or relocation studies:

- Adak Airport
- Bethel Airport
- Birchwood Airport
- Chistochina Airport
- Cold Bay Airport
- Deadhorse Airport
- Fairbanks International Airport
- Kotzebue Airport
- Nanwalek-Port Graham Airport
- Newtok (Metarvik) Airport
- Nome Airport
- Port Alsworth Airport
- Shismaref Airport
- Willow Airport

Transportation Planners for each airport can be found at this link:

www.dot.state.ak.us/stwdping/cip_stip/assets/how_to_reach_us.pdf



Tuluksak Airport



Lake Louise Airport



ALASKA GEOSPATIAL Digital Mapping Contributes to Aviation Safety

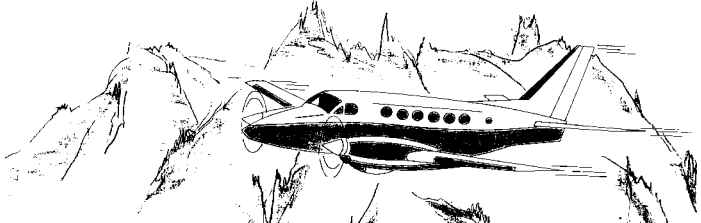
The Statewide Digital Mapping Initiative (SDMI) is a collaboration of state agencies cooperating with several federal agencies all of whom seek to correct a long standing deficiency in accurate geospatial (mapping) data as it pertains to Alaska. This missing data are essential to responsible economic and resource development, preservation of human life and safety, and advancement of scientific discovery and physical science.

The DOT/PF-Statewide Aviation led two significant efforts in the past year which will substantially improve Alaska's geospatial holdings while advancing a strategic plan to enhance intergovernmental coordination and management of geospatial matters.

DIGITAL ELEVATION MODEL / ELEVATION DATA ACQUISITION:

In the summer of 2010, the State of Alaska (SDMI) and its federal partners, through a cost sharing agreement, acquired digital elevation data through airborne means representing approximately 12% of the state. The data are currently being released for use by stakeholders. Digital elevation data are the foundational element of all maps and economic/infrastructure/resource development. A second collection is being planned for the summer of 2012 to increase statewide coverage.

The cost sharing partnership in 2010 was rounded out by the State of Alaska, National Geospatial-Intelligence Agency, US Geological Survey, Bureau of Land Management, National Resource Conservation Service, and the National Park Service.



AK GEOSPATIAL STRATEGIC PLAN & BUSINESS PLAN:



The State of Alaska DOT was awarded a grant to develop Alaska's Geospatial Strategic and Business Plans through an independent third party guided by an intergovernmental steering committee. Geospatial technology is being widely embraced by all organizations as a powerful management tool having significant ramifications on better decision and policy making.

The application of geospatial technology often requires significant investment from organizations in technology and geospatial data such as satellite imagery, which if not coordinated, can result in redundant and duplicative expenses.

Expanded coordination can help realize higher value from these investments through opportunities for information sharing, partnership to pool resources, communication of best practices, and organizational alignment to implement activities in a harmonized manner and ensure interoperability. The strategic and business plans when implemented will accomplish this.

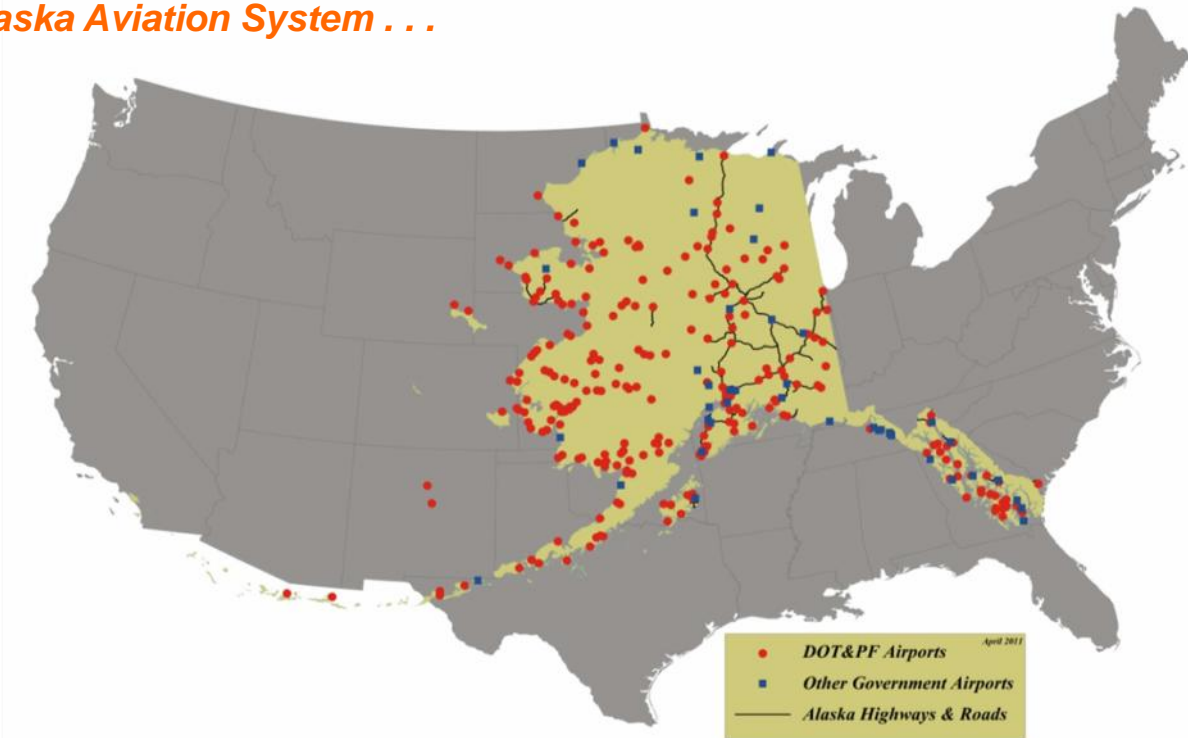
Certificate of Compliance

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 207 certificates to air carriers in 2011.

For more information please contact Megan Byrd at megan.byrd@alaska.gov or 269-0730.



The Alaska Aviation System . . .



. . . The Largest Aviation System in North America

Airport Safety Inspections

Statewide Aviation (SWA) inspects about 1/3 of the 385 FAA recognized rural public airports in Alaska every year. This is part of the safety inspection program called the 5010 Airport Master Record inspections funded by the FAA. SWA inspects all the public airports and updates information listed in the salmon colored *Alaska Supplement*.

The DOT&PF Regional Safety Officers work with the FAA inspectors to accomplish the airport inspections for certificated hub airports. DOT&PF owns, operates, and inspects nineteen commercial hub airports, at which aircraft with over 30 seats may operate.

Rural Airport Lease Rates

DOT&PF, as a major airport sponsor, has accepted billions of dollars from the Federal Aviation Administration (FAA) Airport Improvement Program (AIP) since statehood. In addition, at statehood (1959), Alaska received many of our existing airport land rights through federal surplus land transfers. State acceptance of federal lands and/or AIP funding grants requires the State to uphold and comply with specific grant assurances. Nationally, over the past 5 years, the FAA started exercising greater emphasis and enforcement on airport sponsor compliance with grant assurances and related airport land use at all airports. Many of the rural airports owned/operated by DOT&PF are subject to grant assurances.

With FAA's increased national attention on compliance issues and related land-use rental rates, the Alaska rural airports non-aviation rental rates have come 'under fire'. Non-aviation rates not established at fair market do not comply with Federal orders or with State Statute AS 02. In order for DOT&PF to comply with FAA regulations, DOT&PF must revise 17 AAC 45, Rural Airport Regulations, so that non-aviation land-use rent is established at fair market.



“Alaska Cornerstone Plan” A Strategic Plan for the Airport Improvement Program (AIP)

By Brad Garland, FAA AIP Program Manager

Executive Summary

The Federal Aviation Administration (FAA) has implemented the “Cornerstone Plan” to function as both a short-range and long-range strategic planning tool for effective implementation of the Airport Improvement Program (AIP) within the Alaska Region. The highest aviation priority in the United States is the safe and secure operation of the national airport and airway system. The FAA furthers this policy within the AIP by giving the highest priority to those projects that enhance safety and security of the airport system.

The FAA’s national Airports Capital Improvement Plan (ACIP) provides the framework for distributing limited AIP funding in a manner that ensures the highest priority projects are being funded. The ACIP is a needs-based 3 to 5 year plan for airport development projects with emphasis on the following priorities:

- The transportation of people, services, and goods is provided in a safe and secure environment.
- Preserve and upgrade the existing airport system in order to allow for increased capacity as well as to ensure reliable and efficient use of existing capacity.
- Improve the compatibility of airports with the surrounding communities.
- Provide sufficient access to an airport for the majority of the American public.

The FAA prioritizes AIP-funded projects via the application of the National Priority System (NPS). The primary component and tool of the NPS is the National Priority Rating (NPR). The NPR is an equation-based scoring system with values that range between 0 and 100 with 100

generally being most consistent with agency goals. It should be noted that the NPR is intended to be used in conjunction with qualitative factors to select airport development projects. State and local priorities, airport growth, environmental considerations, and many other factors can contribute (supplement the NPR) when selecting projects to be funded with AIP funds.

Most of the priorities with the Alaskan Region are reflective of the Agency’s national goals and objectives; however, some priorities are unique to Alaska.

The Alaskan Region “AIP Cornerstones” are as follows:

Cornerstone Objective 1:

Development of standard runway safety area (RSA) at all Part 139 certificated airports to the extent determined “practicable.”

Cornerstone Objective 2:

Preserve pavement condition at existing commercial service airports.

Cornerstone Objective 3:

Provide safe and reliable aeronautical access for rural Alaska communities.

Cornerstone Objective 4:

Promote safety-critical airport improvements

It is the intent of the ACIP process to ensure that AIP funds in the aggregate are used in a timely manner that contribute to the safety, security, capacity, and efficiency of both the Region’s and Nation’s system of airports.

It should be emphasized that this strategic plan and the information within is strictly for planning purposes only; in no way does it provide any financial commitment to any particular project or initiative.

The complete report is available at this address:

www.dot.alaska.gov/airport-portal-newsres.shtml



Aviation Advisory Board

The Governor's Aviation Advisory Board (AAB) met four times in 2011 in the communities of Juneau, Anchorage, Bethel, and Fairbanks. The purpose of the Board is to advise and provide recommendations to the DOT&PF Commissioner and Deputy Commissioner of Aviation on public policy related to the department's exercise of its aviation functions assigned by law. The Board also commits many hours assisting with the Alaska Aviation System Plan's ongoing evaluation and development of strategies that improve day-to-day operations.

At the June meeting in Bethel, the Board heard comments from aviation stakeholders and local community representatives, toured the Bethel airport, and traveled with the FAA to three neighboring airports—Kipnuk, Chefornak, and Kwigillingok.

AAB members and 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 Int'l. Airports System Operating Agreement Signatory Airlines)

Ken Lythgoe

(Non-Airline Tenants, Anchorage)

Judy McKenzie

(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)

More information available at:

www.dot.alaska.gov/stwdav/AAB.shtml



*Chefornak, Alaska
View of post office from the community store.*



*Kwigillingok Airport
Most rural airports consist of a runway, apron, access road and snow removal building. FAA funded \$1.5 million in 2011, for much needed runway repairs at this airport.*



The AAB and DOT&PF received a briefing and tour of the Yuut Yaqungviat Flight School while in Bethel.



Mission:
*"Get Alaska Moving through
service and infrastructure."*

*Sunset at Lake Hood
Courtesy of DOT&PF
Photographer: Dave Krause*

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