

Alaska Airports and Aviation 2012 Annual Report

ANC yesterday...



and today!



Statewide Aviation
Alaska Department of Transportation & Public Facilities
4111 Aviation Avenue • Anchorage, Alaska 99502
www.dot.alaska.gov





Message from:
Steve Hatter
Deputy Commissioner - Aviation



Reflections From “Year Two” on the Job

The big picture:

It remains my blessing and privilege to be leading at the state government level in a field I'm passionate about - aviation - and in a state I dearly love and am amazed by - Alaska. In last year's report, I summarized the importance of aviation in our great state and because I believe one can never emphasize this fundamental reality enough, I'm going to echo much of what I offered in my summary last year:

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. Alaska dwarfs Texas in size and it's powerful 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 percent 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 spawns opportunity and commerce for aviation related ventures. As a result the Alaska aviation system is 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 255, 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 fourth 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, roughly 10percent of the total jobs in the state.
- \$3.5 billion contribution to the economy, 8 percent of FY 2007 gross state product.
- Rural Alaskans fly at about eight times the enplanement rate 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 Delta.....one in 14 jobs attributable to the airport; \$108 million 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.

Department of Transportation & Public Facilities (DOT&PF) Team and Key Partnerships:

I remain blessed to work with a strong and dedicated staff, both on the Statewide Aviation (SWA) side of my duties, and in my role as Executive Director of the Alaska International Airport System (AIAS). We have 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. Good partnerships within industry are a necessary for success in aviation.

We work hard to engage and collaborate with the various aviation advocacy groups, the carriers, other federal and state agencies, especially the Federal Aviation Administration (FAA), general aviation, and communities and the 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.

A Year of Progress:

It has been a busy year with numerous events planned and executed. We've held four Governor's Aviation Advisory Board meetings in Juneau, Palmer, Unalaska, and Fairbanks. This board of 11 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 Governor Parnell and Commissioner Kemp on key aviation issues.

In addition, the AIAS staff has 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've been hard at work renegotiating a follow-on Operating Agreement with the AAAC since March of 2012. Very significant progress has been made and we're on track to complete and promulgate a new agreement in spring 2013.

On the SWA side of the house, we have worked with the FAA to execute \$175 million in federal Airport Improvement (AIP) projects including improving Kwigillingok Airport. This helps avoid seasonal closures at this important rural location in the Yukon-Kuskokwim Delta. We completed improvements to provide 24-hour medical evacuation capability with improved runways and permanent lighting at Akutan, Chefornek, and Alakanuk. Finally, we completed electrical line extensions to the new relocated Akiachak and Ouzinkie airports so these airports can be lighted for additional safety.

Technology and Planning:

We believe Alaska is the perfect place to test new cockpit awareness technologies under the NextGen banner, so we've continued pursuing work put in place via a Memorandum of Agreement with the National Aeronautics and Space Administration to partner with them, where possible, on some of their NextGen work.

We are also partnering with a number of federal agencies to get Alaska digitally mapped with an accurate elevation model.



2012 Alaska Airports & Aviation Annual Report



Alaska is the only state in the union that not 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, unsuitable to support modern requirements. Our Statewide Digital Mapping Initiative (SDMI) is the mechanism we're using to push this goal.

The SWA team worked with Department of Interior counterparts to hold a high level federal roundtable event in Washington DC where the Alaska Mapping Executive Committee was chartered and established. This committee is comprised of SWA, our governor's Washington DC representatives, and 15 high ranking federal officials who meet quarterly to address the mapping needs of Alaska and collaborate on federal funding sources.

The Alaska Aviation System Plan (www.alaska.asp.com) continues to serve as an excellent strategic issues and planning platform. In consultation with our FAA partners, we initiated a comprehensive study of the Alaska Bypass mail system in order to plan for potential updates or policy changes to this vital federal program serving Alaskans.

We also initiated a study of the USDOT Essential Air Service (EAS) program to examine its importance and role in our aviation-centric state. Finally, we coordinated an Aeronautical Surveys and Flight Approach Procedures work group to identify airports in need of survey and/or approach procedure development.

Personal Thoughts:

I look forward to another year of effort and progress focused on sustaining our current service levels, while also seeking methods and practices to improve both efficiency and effectiveness at the AIAS and across our rural aviation system.

I look forward to supporting Commissioner Pat Kemp as he takes the reigns of the department

and I hope to see many of you throughout the course of my extensive travel across the state.

Fly Safely!

Steve Hatter
Deputy Commissioner - Aviation



The community of Little Diomedede is now receiving year-round scheduled passenger service. The new service is subsidized under the U.S. DOT's Essential Air Service program.



GovDelivery is a service offered by DOT&PF to keep the public up-to-date on the Department's latest news alerts, press releases, and more. A complete list of topics is available to choose from so you'll only receive the news you can use. Sign up for GovDelivery at:

<https://public.govdelivery.com/accounts/AKDOT/subscriber/new?>

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



New FAA Administrator & DOT&PF Commissioner

Michael Huerta has been confirmed as the FAA Administrator. He visited Alaska for the first time in September 2012, and toured airports from Juneau to Bethel to Shageluk to Kotzebue. Huerta will lead the FAA's effort to modernize the nation's navigation system called NextGen and replace the decades old aviation infrastructure.



FAA Administrator Michael Huerta (third from left) at the Kotzebue Airport

Pat Kemp has been appointed the DOT&PF Commissioner. He brings a lot of knowledge and experience to this position having started with the department in 1971 as a rear chainman on a survey crew. He is the first commissioner of the department to be born and raised in Alaska and the first to work his way up through the ranks!

DOT&PF oversees 255 airports, 11 ferries serving 35 communities, 5,619 miles of highway and 720 public facilities throughout the state of Alaska.



*Pat Kemp
Commissioner
Alaska DOT & PF*

Airport Managers & Operators Receive Training

Alaska's airport managers and operators are receiving advanced airport technical training through programs offered by the American Association of Airport Executives (AAAE) and Alaska Airports Association (AKAA). Training courses cover a wide-range of airport-related topics including management, FAA 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.

Many of DOT&PF's rural airport managers serve a dual role that includes both airport and highway maintenance and operations. They have appreciated the additional airport management training and feel more confident when evaluating regulatory issues and making recommendations. Training manuals have also been issued to rural airport maintenance contractors to help them keep our smaller airports open and safe.



Airport managers and employees from across the state participated in AAEE's Certified Member (C.M.) Program in May 2012. There are 32 designated C.M.'s and 5 Accredited Airport Executives (A.A.E.'s) in Alaska with many working at DOT&PF airports.



Next Generation (NextGen) Navigation in Alaska

Started in Alaska with the Capstone Program....

“First, let me start with the great state of Alaska – where it really all began. Alaska proves to be a wonderful testing ground for NextGen technology. Alaska has very challenging terrain – mountains and vast stretches of territory without radar coverage. As they say, the private aircraft is like a minivan for the people of rural Alaska. It’s how they get around.” (excerpt from speech by FAA Administrator Heurta at the AASHTO/NASAO conference in Washington DC, on February 27, 2012) Full speech available here: http://www.faa.gov/news/speeches/news_story.cfm?newsId=13374

Alaska relies on aviation more than any other state. Alaska is 615,230 square miles – 16 percent of the total U.S. land area – but has only 13,628 miles of public roads. 82% of Alaska’s communities are not connected to a highway or road system. To help improve aviation safety, the FAA, in cooperation with industry, began testing new technology in the Yukon-Kuskokwim Delta region of southwest Alaska in 1999. Phase 1 of the new program known as Capstone involved equipping airlines with avionics that show pilots their location and information about nearby terrain, other aircraft, and weather; building ground stations that broadcast weather and flight information that provide radar-like surveillance of planes equipped with the new avionics; and installing weather observation stations, creating more weather information and enabling pilots to land at isolated airports in poor weather.

Capstone was introduced to southeast Alaska in March 2003. Phase 2 installed global positioning system (GPS)/wide area multilateration (WAM) designed to alleviate congestion and delays into Juneau and several surrounding airports caused by difficult weather conditions and the lack of surveillance. In 2006 the FAA announced plans to integrate the Alaskan Capstone project into the national Automatic Dependent Surveillance-Broadcast (ADS-B) program. ADS-B and the Capstone program are some of the major technologies for the underlying structure of NextGen. A NextGen flight into Juneau can be viewed at this link: <http://www.faa.gov/tv/?mediaId=213>

NextGen and Airport Infrastructure -

NextGen will improve aviation safety and community access by using a suite of new technologies that provides better flight information to pilots. The FAA is working with airport communities to develop and advance airport infrastructure that will optimize the use of the new technologies and are looking at how to harness NextGen to make better use of existing airport infrastructure. Some of the benefits include less separation between parallel runways, reduced taxiing time and solving throughput issues (the rate at which aircraft can be brought into or out of the airfield, without regard to delay). They are also looking at how this new technology can make airports safer and better neighbors.



NextGen equipped airplanes have a “moving map” video display screen that shows the pilot his own location relative to terrain, weather, and equipped airplanes in the vicinity.



Alaska Aviation System Plan

Alaska has the largest aviation system in North America with 255 airports owned and operated by the State of Alaska. The Alaska Aviation System Plan (AASP) is a management tool used to effectively implement system plan policies and guidance for management, planning, design, maintenance, and operation of aviation facilities. Funded through a grant from the FAA, it provides additional resources to state aviation stakeholders as we work together to build and maintain a safe and efficient aviation system.

To date, the AASP has accomplished:

- An analysis of critical issues facing Alaska's aviation system.
- Development of the mission, goals, objectives, and performance measures of the aviation system.
- Airport classifications.
- AASP web site (www.AlaskaASP.com)
- Aviation facility inventory database, available through the web site.
- Economic impact studies of the aviation industry statewide and of select individual airports representing the diversity of facilities across the state.
- Special studies on airport maintenance and operations, U.S. Postal Service hubs, and instrument flight approach procedures to support decision making.
- Video illustrating how aviation serves as a lifeline for 82 percent of the communities in Alaska.

Aviation stakeholders, including the Aviation Advisory Board, have contributed substantially to the continuous planning process of the AASP. A continuous planning approach allows for ongoing evaluation and development of strategies that improve day-to-day operations while ensuring clear and workable standards to measure goal achievement and performance.



Photo Courtesy of LifeMed Alaska

The AASP produced "Aviation – Alaska's Lifeline," the first in a two-part set of videos, illustrating how aviation serves as a lifeline for 82 percent of the communities in Alaska. Filmed in the Yukon-Kuskokwim Delta, the video features interviews with village residents and service providers describing how important aviation is in their lives. View the video on Vimeo (<http://vimeo.com/39894638>).

Upcoming AASP products include:

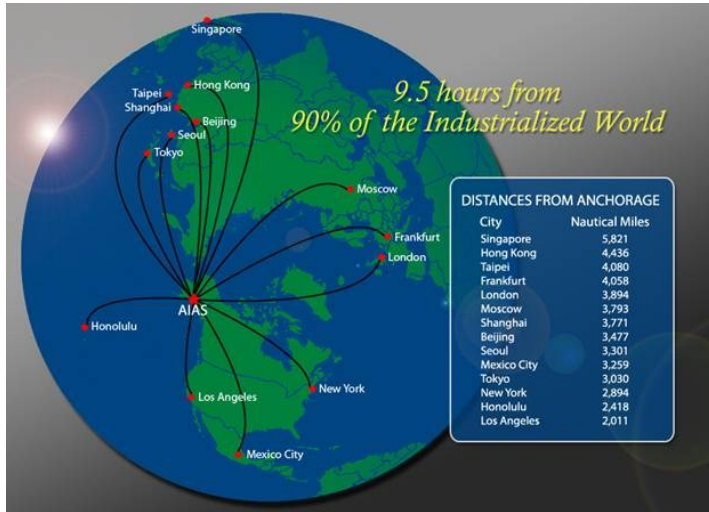
- The second video of the two-part series, illustrating the challenges and costs associated with building and sustaining the aviation lifeline.
- Special studies on federal programs that impact the aviation system in Alaska.
- Results of a pilot project that field-tested a thorough airport inspection method, in support of developing capital improvement plans and identifying critical safety needs for airports.



Commercial aircraft on the apron at Cold Bay Airport



Alaska International Airport System (AIAS)



Cargo Friendly Airport System

AIAS is comprised of Ted Stevens Anchorage International Airport (ANC) and Fairbanks International Airport (FAI). Together, they offer an unbeatable combination of location, flexibility, capacity, throughput handling and economy. Over 40 cargo airlines serve over 40 worldwide destinations providing the ultimate in connectivity between Asia and North America. ANC is #2 in the United States for landed cargo weight and #4 in the world for cargo throughput.

AIAS is strategically located on the Great Circle Route midway between Asia and North America - 9.5 hours from 90% of the industrialized world. And, Alaska offers the greatest flexibility in the United States for profit-maximizing on-line and interline cargo transfer operations.

Expanded air cargo transfer rights in Alaska create new opportunities. AIAS is unique among U.S. airports in that air carriers operating at both airports have the capability

of utilizing liberalized air cargo transfer rights. These rights allow cargo carriers to create new opportunities for global cargo logistics and integrated alliance partner networks.

Key Alaska Advantages:

- 24/7 operations - no curfews
- Low cost environment
- Great circle route location maximizes payload
- Fast and efficient customs clearing

Airline Passenger Service

Over six million passengers fly through the Anchorage and Fairbanks International airports annually. Both airports are served by numerous domestic and international airlines with year-round and seasonal service:

Domestic Flights:

- Alaska Airlines
- United Airlines
- Delta Airlines
- US Airways (ANC only)
- Frontier Airlines (seasonal service)
- jetBlue (seasonal service ANC only)
- Sun Country (seasonal service ANC only)
- American (seasonal service ANC only)

International Flights:

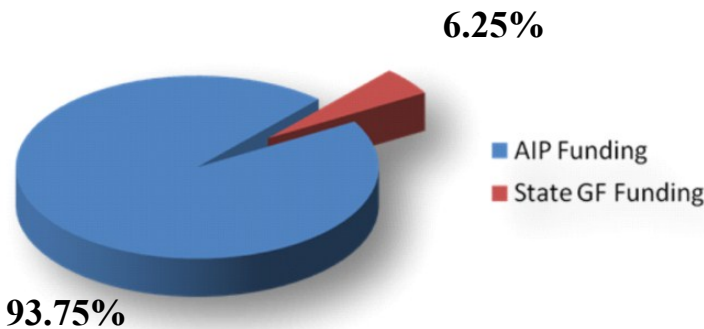
- Condor Airlines (seasonal)
- Korean Air (seasonal charters from Seoul)
- Japan Airlines (seasonal charters from Tokyo)
- Yakutia Airlines (seasonal service ANC only)
- Iceland Air (seasonal service ANC only starting 2013)
- Air Canada (seasonal service ANC only)
- Air North (seasonal FAI only)

More AIAS information available at this link:
<http://dot.alaska.gov/aias/index.shtml>

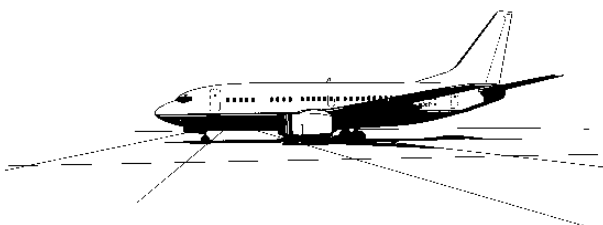


Funding for Airports

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. AIP grants cover 93.75 percent of the eligible costs for all airports. The funding match for the rural airport system comes from the state 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 \$202 million average in AIP funds annually over the last three years.



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 \$2.6 million. M&O expenses are paid for with state general funds and in FY2011 those expenses totaled \$30 million. That figure does not include the international airports which are self funded by revenues generated from landing fees, terminal rent, and lease revenue from air carriers.



Platinum Airport Runway Extension Project Public/Private Partnership

Coastal Villages Region Fund (CVRF) opened a new \$41 million seafood processing plant at Platinum in 2009, which processes about 4,000,000 lbs of salmon annually from the Kuskokwim delta. Currently all of the fish is sold in frozen product form, though CVRF could sell product into the global fresh seafood market, which commands a higher price. The runway at Platinum airport is too short to accommodate a fully loaded Hercules C-130 air cargo plane required for transporting fresh fish.

CVRF proposed a runway extension at Platinum airport from the existing 3,300 ft to 5,000 ft to facilitate the shipping of fresh fish to global markets. This runway extension will add value to the processed fish, and is important to Alaska because the plant employs more than 250 residents from western Alaska, provides a market for 1000 salmon and halibut permit holders and their crews, and profits go to an Alaskan company. CVRF paid for the survey, appraisal, and purchase of the needed land, and is donating it to the State to expedite the project. This is truly a “public-private” partnership to make an economic development project happen.



Platinum Runway Extension Project. Engineering work has begun, and the project will be bid this spring with construction set for summer 2013.



2013 Major Airport Projects

Adak Airport:

Expand runway safety area - \$5,600,000.

Ambler Airport:

Rehabilitate and extend both runways - \$15,000,000.

Anchorage Airport:

Reconstruct taxiway E and M - \$34,000,000 - work began in 2012 with completion date summer 2013. East Airpark Storm Drain Extension - \$9,000,000 and Postmark Storm Drain project. \$3,000,000.

Deadhorse Airport:

Continuation of resurfacing entire airport (runway repaving completed) Rehabilitate and pave taxiways A-F, replace existing airport lighting, reconstruct and pave terminal apron, and pave existing gravel aprons. \$23,000,000 funded in 2011 with additional \$2,000,000 in 2012 - completion date summer 2013.

Dillingham Airport:

Expand runway safety area and construct additional road around the general aviation apron - \$11,800,000.

Fairbanks Airport:

Airport Rescue and Fire Fighting Building upgrades - \$16,700,000 - design initiated in 2012 with construction beginning in 2013.

Hoonah Airport:

Runway extension project - \$8,000,000- Extend runway 400 feet and add 300 feet to runway safety area, construct additional apron and land-side parking. Single project not phased - should be completed by fall of 2013.

Ketchikan Airport:

Apron and taxiway rehabilitation project - \$10 million—mill and overlay main aircraft apron, lower general aviation apron and taxiways. All work should be completed by fall 2013.

Kotzebue Airport:

Expand runway safety area - Stage III - \$11,300,000 - completion date 2014.

Manley Hot Springs Airport:

Airport relocation project -Stage 1 embankment for runway, taxiway, and apron - \$8,400,000 Stage 2 surfacing and lighting. Stage 3 new snow removal building - \$1,900,000

Sitka Airport:

Runway rehabilitation Project - \$8M Overlay runway (add another layer of asphalt) and extend paving limits on both ends of the runway to provide a paved safety area. This is second phase of a larger project and should be completed by fall of 2013. (Runway safety areas extensions completed in 2012).

Tununak Airport:

Airport relocation project - construction starting this year - \$30,000,000.

Unalaska Airport:

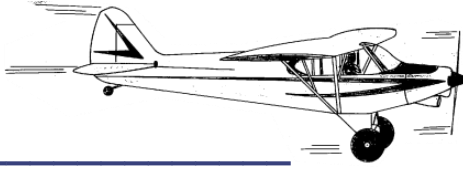
Expand runway safety area and runway pavement resurfacing - \$27,000,000 - project awarded with construction to begin April 2013.

Runway Safety Area (RSA)

The FAA has a mandate to create RSAs around airport runways by 2015. An RSA is an area cleared of obstacles that helps reduce associate hazards when an airplane undershoots or overruns the runway. Construction of RSAs for the Nome, Adak, and Kodiak airports is programmed for 2014. Completion of environmental impact statements or analysis is required first.



2012 Completed Airport Projects



Akutan Airport

New airport opened September 2012.

Alakanuk Airport

New airport opened September 2012.

Birchwood Airport

Resurfaced and painted runway 20/02.

Chefornak Airport

Completed construction of new runway, taxiway, apron, and access road.

Cold Bay Airport:

Resurfaced taxiway and apron, and extended runway safety area.

Kipnuk Airport

Constructed new runway, taxiway, apron, and access road.

Kodiak Airport:

Replaced pavement on runways, taxiway B, and terminal parking areas. Replaced associated airfield lighting system.

Kwigillingok Airport

Repaired runway surface.



The newly constructed and relocated Alakanuk Airport boasts a number of economic benefits for the community located at the mouth of the Yukon River.

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:

- **Anchorage Airport**
- **Barrow Airport**
- **Bethel Airport**
- **Chistochina Airport**
- **Fairbanks International Airport**
- **Kotzebue Airport**
- **Nanwalek-Port Graham Airport**
- **Newtok (Metarvik) Airport**
- **Nome Airport**
- **Willow Airport**

Contact information for transportation planners for the rural airports can be found at this link:

<http://www.dot.state.ak.us/stwdplng/cip/stip/assets/dotplanners.pdf>

Information on the Anchorage Airport Master Plan available at this link:

<http://www.ancmasterplan.com/schedule/>



The new Akutan Airport is the first land-based airport for the community of Akutan. The project was initiated in 1999 and the FAA approved the funding plan in 2009. Akutan is home to the largest seafood production facility in North America, and is the 2nd largest port in the U.S. for landed seafood annually.



Aviation & Space Education Outreach

Ask a young person to name an aviation career or tell you how many different jobs there are in aviation. You might get the answers pilot, mechanic, air traffic controller and then they stop.

Many people do not realize there are 47,000 aviation related jobs in Alaska, representing 8 percent of Alaska's economy and 10 percent of our workforce. The FAA will hire 10,000 new air traffic controllers over the next 10 years. Aviation in Alaska needs hundreds of mechanics, electronics technicians and maintenance personnel. The U.S. needs talented young people to go into Science, Technology, Engineering, and Mathematics (STEM) careers. Hundreds of "baby boomers" are retiring and there is a need to develop a future workforce starting now.

In an effort to broaden youngsters awareness of the depth and breadth of jobs in aviation, the FAA is partnering with DOT&PF SWA, industry, aviation groups, and various school districts to promote aviation as an occupation.

FAA is launching a new program "Walk in My Boots" to introduce motivated students to the careers and opportunities in aviation and power plant maintenance. Alaska has two excellent aviation maintenance technology programs, one at UAA and the other at UAF. UAF's program is one of the only FAA-certified, Part-147 school programs in the nation that can be completed in just 12 months. UAA is the #2 school in the country for air traffic control training.

There have been several successful Aviation Career Education (ACE) academies. This year the Lower Kuskokwim School District (LKSD) held its very first ACE Academy in Bethel. The success of this weeklong academy encouraged local youngsters to look to *Yuut Yaqungviat Flight School* in Bethel for pilot and maintenance training. LKSD is committed to making ACE an annual event.

The Challenger Learning Center in Kenai has

successfully offered an ACE Academy experience to students from around the state. Their facility is able to offer a residential option to students. Last year's participants were able to a day at a maintenance hangar learning how to rivet and make an inspection cover!

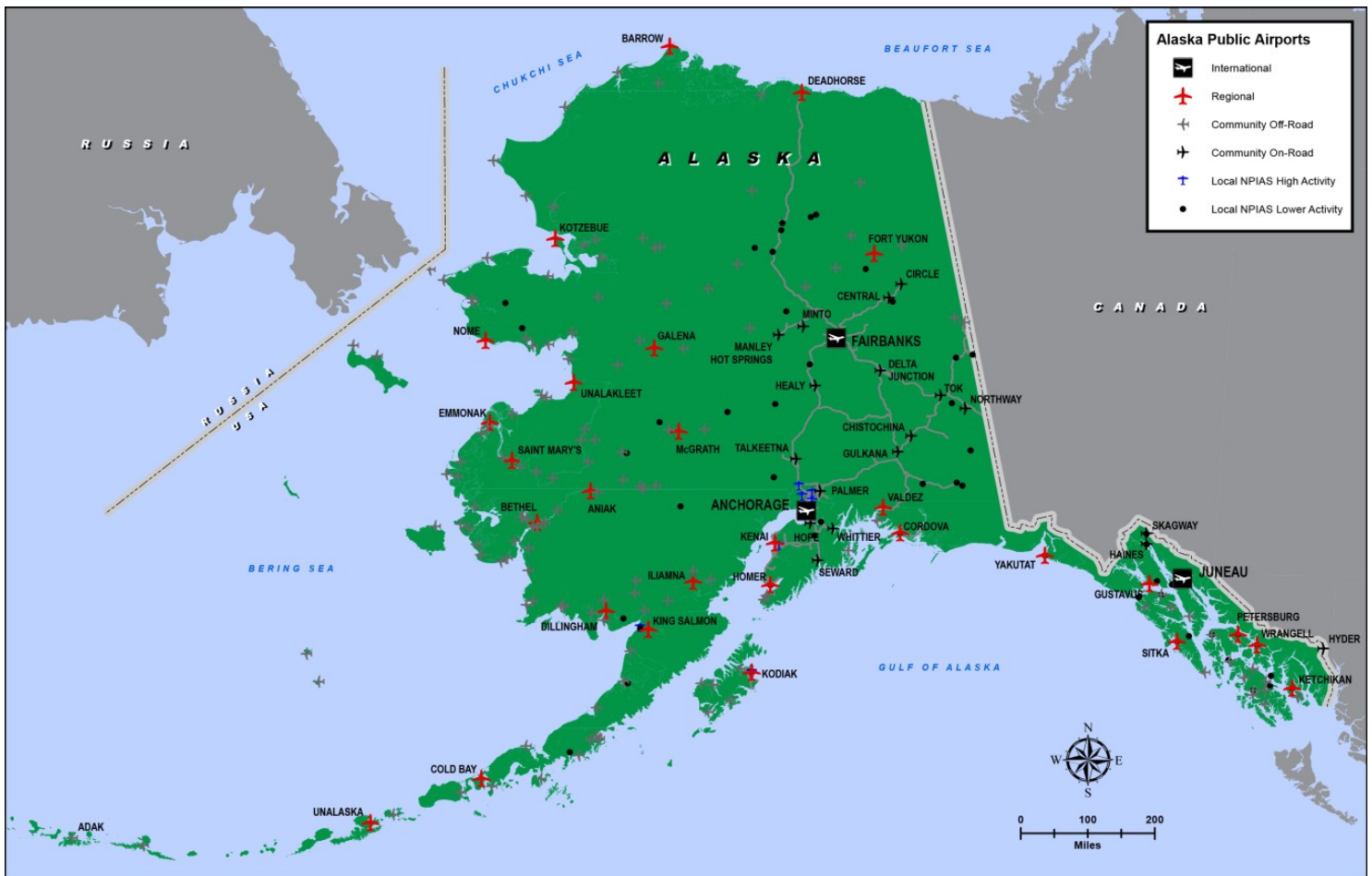
This spring the Lower Yukon School District (LYSD) is initiating a week long course in Public Safety and Service with a focus on Search and Rescue. The FAA has helped LYSD find volunteer presenters from Civil Air Patrol and the Coast Guard to support this program.

Palmer High School has 45 students enrolled in Introduction to Aviation classes and 11 students enrolled in a private pilot ground school class. An initiative is underway to begin to introduce middle school students to aviation through an after school radio controlled aircraft program.

For more information about education programs contact Angie Slingluff, Aviation and Space Education Coordinator at Angie.Slingluff@faa.gov



LillyMae learns how to rivet at the Challenger ACE Academy held in Kenai.



Alaska has over 700 registered airports!

Alaska has over 700 airports registered with the FAA. These airports vary widely in size, use, and the amount of infrastructure and facility development. The Alaska Aviation System Plan classified Alaska's airports to better understand how the air transportation systems works; to prioritize funding and investment; to assist in the coordinated planning, design, construction, maintenance, and operation of airports; and to help measure the performance of the airport system.

Airports that are open to public use and are the most significant to the national system of airports are in the National Plan of Integrated Airport Systems (NPIAS). Inclusion in the NPIAS makes an airport eligible for AIP grant funding. Within Alaska, 260 airports, or 64 percent of public use airports, are in the NPIAS.

More information on how Alaskan airports are classified is available at this link:

<http://www.alaskaasp.com/admin/Docs/AASP%20Mission%20Goals%20Measures%20Classifications%20-%20for%20website.pdf>



Gov. Parnell Proclaims September General Aviation Month

Gov. Parnell proclaimed September as General Aviation Month in Alaska. Aviation contributes \$3.5 billion annually to the state economy. Alaska is home to over 10,000 pilots and 734 public and private airports, heliports, and seaplane bases. Alaskans rely on general aviation for everything from medical evacuation, pipeline patrol, firefighting, wildlife surveys to search and rescue. General aviation (GA) also supports the oil, mining, construction, fishing and tourism industries. The governor's full proclamation can be read at this link:

<http://gov.alaska.gov/parnell/press-room/full-proclamation.html?pr=6228>

The governor's proclamation coincided with a celebration of GA in Alaska sponsored by the General Aviation Manufacturers Association, Aircraft Owners and Pilots Association, National Air Transport Association, and National Business Aviation Association. General aviation enthusiasts and businesses came together to support and celebrate the industry at an event hosted by Signature Flight Support.



Statewide Digital Mapping Initiative

The Department of the Interior and the State of Alaska co-hosted the Alaska Mapping Roundtable meeting of senior federal executives in Washington DC in June of 2012. The purpose of the meeting was to raise awareness and explore alternatives for a joint funding strategy to accelerate the topographic mapping of Alaska. There was an overwhelming consensus to accelerate the topographic mapping of Alaska and a Federal Alaska Mapping Executive Committee was formed. This committee meets quarterly and is comprised of 15 federal agencies, the state of Alaska and is chaired by the Department of Interior and co-chaired by the Department of Defense.



The Statewide Digital Mapping Initiative (SDMI) is charged with correcting a long standing deficiency in geospatial data essential to economic development; the preservation of human life and safety; and the advancement of scientific discovery and physical science.

The current map of Alaska is over 50 years old. The SDMI project will produce a base map that is critical for the state to migrate to modern day applications of GIS data. Geospatial information assists with economic development, disaster recovery, and advancements in public safety.

Approximately one third of the elevation data has been acquired for Alaska through state and federal collaboration. It is anticipated the remainder of the state will be completed within three years.



Aviation Advisory Board

The Governor's Aviation Advisory Board (AAB) met four times in 2012 in the communities of Juneau, Palmer, Unalaska, and Fairbanks. The board advises and provides 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 May meeting in Palmer, the board heard from the local aviation community about challenges facing the Mat-Su Borough. There are 200 private airports and a steadily growing population in the Borough, and it is expected that there will be twice the number of operations in the area by 2025, and a 250 percent increase in based aircraft. The demand on public airports is expected to increase.

The board issued two resolutions in 2012:

- Resolution 2012-1 concerning reserving land for a future airport site in the Mat-Su Borough.
- Resolution 2012-2 in support of the Army Corp of Engineers erosion mitigation at the Ted Stevens Anchorage International Airport.

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 International Airport 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 on board meetings and resolutions available at:

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



Dutch Harbor Airport—the board met in Unalaska in August 2012.



Vincent M. Tutiakoff, Sr., Chair of the Ounalaska Corporation speaks with the board at the Unalaska meeting.



(Cover: Historical photo courtesy Alaska Aviation Heritage Museum)

From:
Statewide Aviation
Department of Transportation & Public Facilities
P.O. Box 196900
Anchorage, Alaska 99519