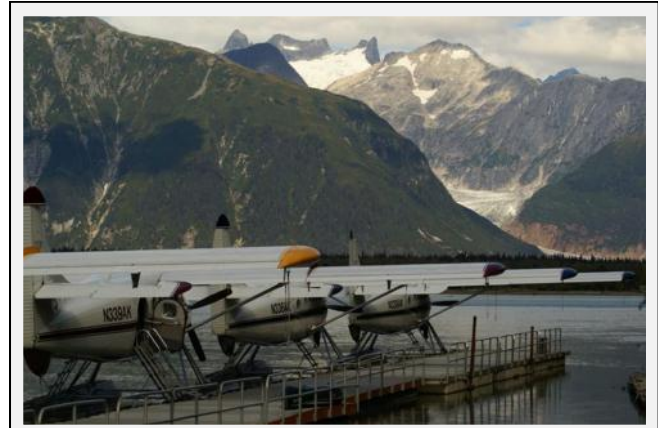


# Alaska Airports and Aviation 2013 Annual Report



**Statewide Aviation**  
**Alaska Department of Transportation & Public Facilities**  
4111 Aviation Avenue • Anchorage, Alaska 99502  
[www.dot.alaska.gov](http://www.dot.alaska.gov)





# 2013 Alaska Airports & Aviation Annual Report

## Message from: John Binder Deputy Commissioner



The past six months with Statewide Aviation flew by, and I've had quite an education on our aviation system. I'm honored to be selected as Deputy Commissioner, and take the stick from Steve Hatter. Alaska aviation has benefitted greatly from his hard work and vision, and 2013 showcased many successes and challenges to our aviation system that I am pleased to highlight in this report.

### Rural Airport System

In December we initiated a strategic planning process for the Division of Statewide Aviation (SWA). SWA staff, members of the aviation advisory board, and the FAA met for 2 days to clearly define core ideologies, develop vision, and conduct both a strategic and internal assessment. Valuable insights and direction resulted, which we are incorporating into every aspect of rural aviation. They include:

#### **Purpose**

To sustain and improve the quality of life throughout Alaska.

#### **Core Values**

Integrity, Innovation, Excellence, and Respect

#### **Vision**

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

### 5 Strategic Initiatives/Improvement Projects

- Performance Scorecard Development
- Staff Training Plan
- Resource Optimization
- External Communications
- Airport Database

I plan to keep you updated with progress reports as these initiatives take shape and progress.

Alaska has seen increased activity at many of our rural airports, particularly along the northern tier. We were able to expand operations at Deadhorse to accommodate additional flights, and are constantly striving to maximize efficiencies in order to meet carriers' needs. The Barrow master plan will be completed in March, and addresses many of the challenges associated with increased traffic and the associated maintenance and operations (M&O) impacts.

### Working Together

We continually strive to engage and collaborate with the various aviation stakeholders: the air carriers, state and federal agencies (especially the Federal Aviation Administration), general aviation groups, communities and the traveling public we serve. As 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.

Last year the Department hosted a legislative tour of airports in the Yukon-Kuskokwim Delta. This one-day tour included town-hall type meetings in Chefornak, Kwigillingok, and Tuntutuliak. By visiting these rural villages legislators were able to better understand and see first-hand the M&O costs and challenges associated with rural Alaska communities and their lifeline - the airport.



We held Aviation Advisory Board meetings in Juneau, Anchorage, and Barrow. This board of 11 governor appointees represents key aviation stakeholder groups and perspectives. They have been hard at work looking at the future of Bypass Mail, Essential Air Service, and compliance with FAA regulations and grant assurances. They are dedicated, and intent on accomplishing their mission to advise Governor Parnell and Commissioner Kemp on key aviation issues.

### **Progress**

In June ADOT&PF Commissioner Kemp requested a comprehensive Airport Needs Directory incorporating M&O and capital needs for all of our airports. We appreciate the carriers' input on this project, and will use the directory to help us prioritize projects and funds to meet the needs of the 254 airports the Department oversees.

Air carriers throughout the state are now participating in air carrier/airport operations meetings focusing on year-round airport maintenance and operational issues. The meetings are held three times a year, and have not only greatly improved communication, but have also provided a better understanding of the needs of our customers - the air carriers.

For the first time the Department, in partnership with AGC and the Fairbanks Pipeline Training Center, was able to provide airport operations training for rural airport contractors. This training will benefit rural airport service and help develop Alaska's rural workforce.

### **Alaska International Airport System**

The Fairbanks and Anchorage International Airports comprise the Alaska International Airport System (AIAS). The AIAS leadership team negotiated a ten-year Terminal Lease and Operating Agreement with 31 U.S. and International airlines. This agreement affirms confidence in the state's executive management

of the state's international airports and expresses optimism in passenger and cargo markets and business with the AIAS.

The 2013 Air Cargo Summit brought 18 air cargo carriers and key industry players together for a detailed overview of unique opportunities for air cargo transfer in Alaska and how these options benefit carriers. ANC is the second most active cargo airport in the U.S. and the fifth busiest airport in the world for cargo throughput.

Both airports are undergoing master planning efforts, with the Fairbanks master plan still underway and the Anchorage Airport still accepting comments through Spring 2014. The public involvement and community participation with the Anchorage master plan was extensive and included 7 public open houses, 7 working group meetings, 5 technical advisory committee meetings, 280,000 postcard notifications, 22 e-newsletters, and 75 stakeholder meetings.

Lake Hood Seaplane Base, located at ANC, is the world's largest and busiest seaplane base. An economic impact study was completed last year that defines the current economic importance of this landmark and helps identify how relevant the airport is for Alaskans.

I am excited about the growth and development opportunities at all of our airports and welcome your comments and ideas as we work together to strengthen the Alaska Aviation System. I'd like to thank our federal partners and aviation stakeholders for their continued support, and look forward to working with all of you.

Happy New Year!

John

*Cover photos:  
ASA plane at Barrow, Jeff Roach, ADOT&PF  
Era Aviation planes at ANC, Dave Krause, ADOT&PF  
Seaplanes on Taku River, Wendy Smithberg, ADOT&PF*

*Backpage photo:  
Nome Airport ARFF Team, Will Halleran, ADOT&PF*



# 2013 Alaska Airports & Aviation Annual Report

## Funding for Airport Improvement Projects

ADOT&PF receives federal funding through the Airport Improvement Program (AIP). In general, AIP funds are used for projects that enhance airport safety, capacity, security, and environmental concerns. Most airfield capital improvements or repairs and professional services such as planning, surveying, and design - are eligible. Aviation demand at the airport must justify the projects, which must also meet Federal environmental and procurement requirements. The funding match for the rural airport system comes from the state general fund. Match funding for the International Airports is provided through a revenue fund generated by rates and fees collected from airlines and tenants.

Airports are capital-intensive enterprises, requiring significant resources to fund land acquisition, airfield development, terminal development, and supporting infrastructure to successfully meet the operation demands of the airlines and the service demands of the traveling public.

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## *Alaska International Airport System*

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AIAS is an enterprise located in the ADOT&PF comprised of the Anchorage and Fairbanks International airports. Financial management practices differ greatly among commercial airports. The airport-airline carrier relationship at major airports typically takes one of two very different forms:

The **residual-cost approach**, under which the signatory carriers\* collectively assume significant financial risk by agreeing to pay any costs of running the airport not allocated to other users or covered by nonairline sources of revenue.

The **compensatory approach**, under which the airport operator assumes the major financial risk of running the airport and charges the airlines fees and rental rates to recover actual costs of the facilities and services they use.

AIAS is managed using the **residual-cost approach**. Both the operating and capital budgets are thoroughly discussed with the signatory carriers because they fund this self-sustaining system. This relationship results in high levels of accountability and incentives to ever improve AIAS efficiency and effectiveness, especially in a slow economy.

\*Signatory carriers enter into a fixed term agreement with the Airport and gain a variety of benefits from the agreement. Non-signatory carriers operate limited or seasonal service and generally do not enter into an agreement. In 2013 AIAS signatory airlines entered into a 10 year operating agreement.

### **Key Takeaways**

- Two Airports - One System  
Local, regional, national and global resource
- Self-sustaining - no general funds
- Business-centric: rates and fees and self-supporting bonds
- Economic engine of regional, state, and global significance
- Critical aviation enabler in our nation's most aviation-centric state
- Working cooperatively with the airlines – they shoulder the financial risk
- Aggressive strategic planning to protect and enhance our system



## **Alaska DOT&PF Dedicated to Training Leaders Through Alaska Maintenance Leadership Academy**

By Todd Hanley  
Statewide Heavy Equipment Training Coordinator

The Alaska Maintenance Leadership Academy (AMLA) was created to help our superintendents, foreman, and leads become more effective and efficient supervisors throughout our vast state. The first academy was held in October of 2012 and two more were completed as of October 2013. We are proud to say that approximately 80 of our leaders have graduated from AMLA and we are expecting another 25-30 to attend the next academy in April 2014.

AMLA is a five day intensive, interactive series designed to prepare ADOT&PF leaders for the challenges of today and tomorrow. We are very fortunate to have full support from the commissioner and deputy commissioners, who also provided the opening and closing comments for the academy. The program draws on the experience of our ADOT&PF subject matter experts, as well as training experts from the Alaska Department of Administration. Subjects covered throughout the week include:

**ADOT&PF Orientation – Mission, Vision, Values, Goals; Peer to Supervisor; Introduction to/and Active Leadership; HR Personal Management; Safety; Performance Measures; Budget; State Equipment Fleet; Environmental/Hazmat; Communication; Team Building and Collaboration**

AMLA encourages participants to share ideas, communicate using common language and support the mission of *“Keeping Alaska Moving through service and infrastructure.”* Through the development of key leadership skills and integration of theory and practice, this series equips leaders to address the critical issues impacting their organization and the state of Alaska. “Good leaders provide motivation and inspiration for an organization. Motivation can improve morale and productivity as well as encourage employees to think outside the box and come up with creative proposals. Effective leadership can also help guide the direction of an organization or work group” said Mike Coffey, Chief of Maintenance and Operations and the original motivator for AMLA.



**2013 AMLA Class**



### **FAA Boosts Safety with Aviation Weather Program**

*By Walter Combs, Manager, FAA Alaska Aviation Weather Camera Program*

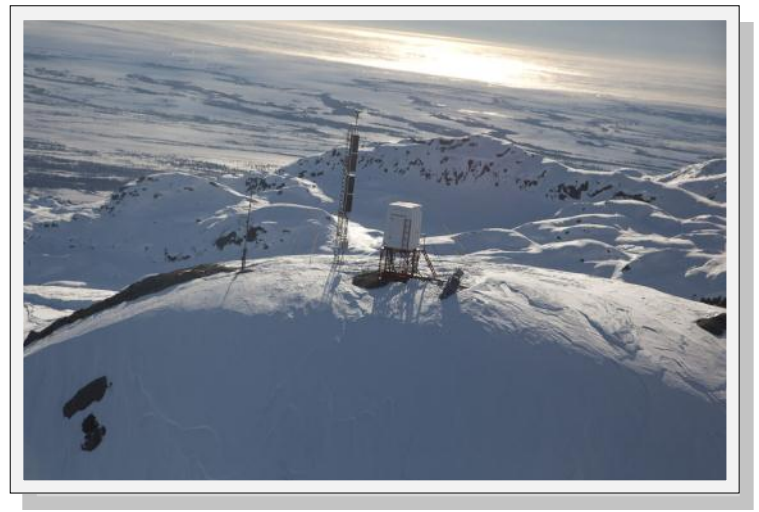
**Weather cameras reduce the chances of being caught off guard by Alaska's unpredictable weather** and we're improving the safety of flying in a state that relies on air transportation. The cameras give pilots near real-time views of the weather at remote destinations and along the routes that will take them there. The FAA installed 25 weather cameras in Alaska FY2013, meeting our goal for the year. They are used by everyone from bush pilots flying modified piper cubs to major carriers like Alaska Airlines, FedEx, and UPS.

"When our team installed the 215th weather camera overall in Alaska and the 25th for the year, it didn't just mean we'd met an impressive goal for the year, it meant we'd made flying even safer for a state that depends on it," said Josh Gustin, the director of aeronautical information management in Mission Support Services. With accurate and up-to-date information on the conditions, pilots, flight service station specialists and dispatchers can make better decisions on whether it is safe to fly.

In fact, the cameras have been so effective, the National Transportation Safety Board has recommended that the FAA explore installing them in Hawaii and mountainous regions of the contiguous U.S.

Installing 25 cameras in a single fiscal year is impressive for two reasons. First, it's the highest number of systems the FAA team has installed in one year. Second, the sites were the most challenging the team faced. It was the toughest year we've had. Only two of the 25 sites the team set up last year were accessible by car. But it's not just the wilds of Alaska that make it tough to install weather cameras there, we also have to negotiate with various state and federal government agencies and private property owners to make sure the cameras can be installed where pilots think they will do the most good. The general views and angles are selected with pilot input, and then Combs goes to work figuring out how to find a good site within that area.

The U.S. Coast Guard and the Alaska Department of Transportation and Public Facilities have been extraordinarily helpful in supporting camera systems and securing locations.



*(L-R) Remote solar/wind platform supports cameras at the Nycac Airport and Lake Clark East.*



## 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 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. The products of the AASP are thorough examinations of many issues facing the Alaska aviation system that lay a strong foundation for the forthcoming strategic planning and implementation phase of the AASP.

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

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

Key accomplishments of the AASP in 2013 include:

- Special studies on the Alaska Bypass Mail and Essential Air Service programs
- Airport Needs Inspection Pilot Project
- Capital Improvement & Maintenance Program (web-based)
- Yukon-Kuskokwim Region Air versus Roads Access
- Flight Approach Procedures Coordination
- Aviation Lifeline - Counting the Costs video describing fiscal and logistical challenges of building airports in remote parts of the State. Video can be viewed at these links:

Vimeo: [vimeo.com/65427672](http://vimeo.com/65427672)

YouTube: [youtube.com/watch?v=2g5MKkJjpjg](http://youtube.com/watch?v=2g5MKkJjpjg)



*Gravel being offloaded from a barge for the Gustavus Airport. Gravel in rural Alaska can cost up to \$400 a cubic yard, compared to approximately \$22 a cubic yard in other states.*

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

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

- Strategic Planning
- Website Development & Updates
- Airspace Coordination Working Group
- Airport Needs versus Funding
- Public Involvement
- Evaluation of Earlier AASP Efforts & Deliverables
- Land Use Compliance
- Inventory & Performance Measures

It's important that the story of aviation in Alaska be told to as many people, organizations, and agencies as possible, and to be told often.

**ALASKA**  
Aviation System Plan



# 2013 Alaska Airports & Aviation Annual Report

## Alaska International Airport System (AIAS)

*“To Keep Alaska Flying and Thriving”*



*(L-R) ANC Airport Manager John Parrott, ADOT&PF Commissioner Pat Kemp, DCCED Deputy Commissioner Patrick O’Tierney, ADOT&PF Deputy Commissioner Steve Hatter, FAI Airport Manager Jesse Vanderzanden at the 2013 AIAS Air Cargo Summit. The summit provided a detailed overview of unique opportunities for leaders in the air cargo industry.*

The Alaska International Airport System - comprised of Ted Stevens Anchorage and Fairbanks International Airports - is home to over 30 international and domestic airlines providing passenger and cargo service throughout Alaska, the United States, Europe, and Asia. It's also an extraordinary economic engine; serving nearly 6 million passengers per year and accounting for 1 in 10 and 1 in 20 jobs in Anchorage and Fairbanks, respectively.

Anchorage, the larger of the two airports, is renowned as the 5th largest airport in the world for cargo throughput and the 2nd largest in the United States for landed weight. Both airports serve as alternates for one another; equipped to handle any size and type aircraft, anytime, with state-of-art landing systems and terminal

facilities. Fairbanks, located north of the Alaska Range, serves as the primary hub for Northern Alaska and both airports serve as gateways to Alaska, Denali National Park, and beyond.

## ANC Wins Air Cargo Excellence Award

ANC was presented the Air Cargo Excellence Award in 2013 by Air Cargo World. The award is the result of quantitative feedback from ANC’s customers in four key areas: performance, value, facilities, and operations. “We are honored to receive this evaluation from our customers and will use it as a gauge in our continued effort to improve ourselves as a high value airport and a world AeroNexus for air cargo,” said Airport Manager John Parrott.

## Lake Hood Seaplane Base Releases Economic Impact Study

The value of Lake Hood (LHD) has long been recognized as a great gem for the city of Anchorage. An economic impact study released in 2013 further defines the economic importance of this beloved landmark and identifies how relevant the airport is for Alaskans.

- LHD has a total economic impact of \$42 million. The direct economic impact is \$25 million, and indirect impact is \$17 million.
- Including direct, indirect and induced employment, LHD accounts for an estimated 230 jobs in 2012. This translates into approximately \$14 million in labor income in 2012.
- The majority of the 23,000 non-resident Alaska visitors who purchased a flightseeing tour from May 2011 to April 2012 flew out of LHD.

More information on the study is available at this link: [Lake Hood Seaplane Base Study](#)





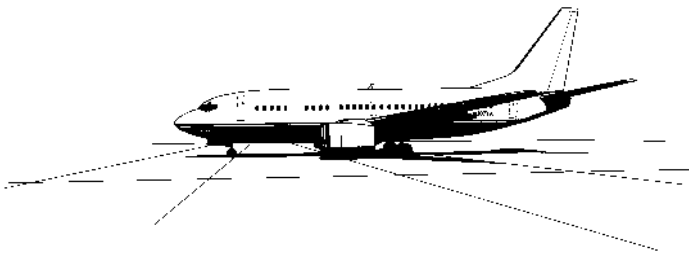
## Certificate of Compliance

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 143 Certificates to air carriers in 2013.

For more information please call (907) 269-0730 or email [Megan.Byrd@Alaska.Gov](mailto:Megan.Byrd@Alaska.Gov)

## Major Repairs at Rural Airports

ADOT&PF maintenance crews dealt with some costly damage to some of our rural airports last summer. The Seward Airport is being evaluated for a long term construction project that includes mitigation to ongoing flooding issues. The Emmonak Airport's emergency repairs were completed last summer. The Department is working with FEMA to secure funding for permanent repairs with the intent to complete them by summer 2015.



## Statewide Aviation Leasing

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

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

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



*Erosion and overflow from the flooding Resurrection River damaged and temporarily closed the Seward Airport in 2013. (ADOT&PF photo)*



*A 50-foot wide section of the Emmonak Airport taxiway was washed out and electrical and communication lines damaged by Yukon River spring flooding.*



# 2013 Alaska Airports & Aviation Annual Report

## 2014 Major Airport Projects

### Adak Airport:

Expand runway safety area.

### Ambler Airport:

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

### Anchorage Airport:

Rehabilitate Runway 7L-25R over 2014 and 2015 construction seasons. Estimated project cost of \$62,100,000. Phase 2 of Taxiway M and Taxiway E2 Reconstruction project - Estimated project cost of \$9,529,928.

### Barrow Airport:

Pavement repair project.

### Fairbanks Airport:

Airport Rescue and Fire Fighting Building - \$21,900,000—construction began in September 2013 and will extend into 2015. Phase I of III will be complete in May 2014

### Ketchikan Airport:

Apron and taxiway rehabilitation project - \$10 million—mill and overlay main aircraft apron, lower general aviation apron and taxiways.

### Kodiak Airport:

Expand runway safety area.

### Koliganek Airport:

Reconstruct the runway.

### Kotzebue Airport:

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

### Nome Airport:

Expand runway safety area.

### Platinum Airport:

This State funded project will extend the runway by 1,700 feet to enable C-130/L100-30 aircrafts to use the runway. This project will also include the extension of the runway lighting system.

### Tununak Airport:

Airport relocation project - construction started in 2013 - \$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 potential associated hazards when an airplane undershoots or overruns a runway. Construction of RSAs for the Nome, Adak, and Kodiak airports are programmed for 2014.

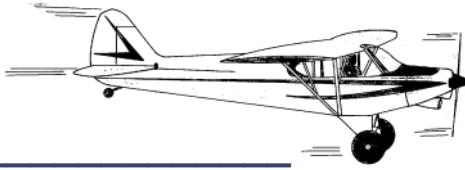


*Sitka Airport completed an RSA project and a mill and pave of the runway in 2013. It involved a lot of coordination with Alaska Airlines to keep the airport open during day and closed at night.*

*(Photo courtesy - Chuck Tripp, DOT&PF)*



## 2013 Completed Airport Projects



### **Anchorage International Airport:**

Rehabilitated Taxiway L, East Airpark Storm Drain Extension, and Postmark Storm Drain Repair.

### **Deadhorse Airport:**

Completed resurfacing entire airport, rehabilitated taxiways A-F, replaced airport lighting, and paved terminal apron and gravel aprons.

### **Dillingham Airport:**

Runway safety area substantially completed and constructed road around general aviation aprons.

### **Hoonah Airport:**

Completed runway extension project and additional apron and land-side parking.

### **Manley Airport:**

New airport opened August 2013.

### **Sitka Airport:**

Completed runway rehabilitation project and expanded runway safety area.



*New longer runway constructed at Manley Airport making passenger, mail, and freight service possible with twin-engine aircraft. (photo courtesy Dave Koester, DOT&PF)*

## **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 or scheduled to undergo master plans, planning or relocation studies:

- **Anchorage International Airport**
- **Fairbanks International Airport**
- **Lake Hood Seaplane Base**

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

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

Information on the Anchorage and Fairbanks Airport Master Plans available at these links:

[www.ancmasterplan.com](http://www.ancmasterplan.com)

[www.pdcprojects.info/FAIMasterPlan](http://www.pdcprojects.info/FAIMasterPlan)



*The Barrow Airport Master Plan provides an updated comprehensive study of the airport. It compares future aviation demand with existing conditions and facilities to identify the need for future development. More information at this link:*

[www.dot.alaska.gov/nreg/barrowmp](http://www.dot.alaska.gov/nreg/barrowmp)



## Aviation & Space Education Outreach

Numerous articles in the news forewarn of a looming shortage of pilots and aviation professionals. The aviation industry is stepping up efforts to recruit and train aviation professionals. Here in Alaska, where aviation is our lifeline, there are many activities and events designed to broaden youngsters' awareness of the depth and breadth of jobs in Aviation.

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 8,000 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. It is estimated that 47% of the federal workforce is eligible for retirement in 2015.

To meet this growing need, ADOT&PF SWA has partnered with the FAA, industry, aviation groups and various school districts to promote aviation as an occupation. Often something as simple as an Art Contest can spark a youngsters' imagination. DOT&PF SWA is coordinating Alaska's entries into this International Aviation Art contest. This year's theme is "Flying Saves

Lives". How Alaskan is that?

The FAA has a program called Aviation Career Education (ACE) Academy. An ACE Academy is a fun, interactive aviation summer camp geared towards middle-high school students who are interested in aviation and aerospace. It is an adventure where campers use flight simulators, go on field trips to aviation sites, and in some locations - fly in an airplane! ACE Academies were offered in Anchorage, Kenai, Juneau, and Bethel this past year reaching almost 200 youth. The Lower Kuskokwim School District, Nenana City Schools, and the Northwest Alaska Career and Technical Education Center in Nome have all started aviation programs.



*High School student Carol Keel flew her first solo flight as part of Nenana High School's new aviation program.*



*Christopher and Andrew Pegues were both first place finalists for the 2013 Aviation Art Contest held in Alaska. Entries were then submitted to the International Art Contest.*

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. Participants are able to spend a day at a maintenance hangar learning how to rivet and make an inspection cover thanks to Jim Trudeau owner of the Aircraft Build Center in Kenai!



FAA has offered a Youth Aviation Adventure (YAA) event in Palmer for the last several years. YAA is a fast paced single day event, held at an airport, for youth ages 10 to 17. Youngsters visit 10 different stations to learn about different facets of aviation. Currently, YAA is developing a “small box” program which a single pilot can take and run the program almost anywhere there is an airfield. Volunteers and aviation enthusiasts are crucial to the success of these programs. Learn more about this program here:

<http://www.youthaviationadventure.org/yaa/>

at the Alaska Airmen’s Great Alaska Aviation Gathering and then flown to Oshkosh, WI for display at EAA Air Venture. Currently the Talkeetna Build A plane project is finishing up the refurbishing of a Cherokee 6 aircraft. Some 30 youth from as far away as Anchorage and Palmer travel to Talkeetna to participate in this project.

The high cost of pilot training and college education is keeping many talented young people out of aviation. Hands on programs, like Build A Plane and activities like ACE help expose Alaskan kids to aviation as well as introduce them to industry partners who may help them move forward. Youth are the future of aviation. Come fly with us!

For more information about education programs contact Angie Slingluff, FAA Aviation and Space Education Coordinator at - (907) 271-5228 or [Angie.Slingluff@faa.gov](mailto:Angie.Slingluff@faa.gov)



*30 youth attended the 6th annual YAA event at the Palmer Airport. Aviation in the Know always brings smiles and ready answers from the participants. (Photos courtesy - FAA)*

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.

Alaska has also had several successful “Build A Plane” projects. In 2011 students in Chevak built a RANs-6 Coyote II aircraft which was on display

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<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](http://www.dot.alaska.gov/stwdav/Links.shtml)



# 2013 Alaska Airports & Aviation Annual Report

## Alaska Celebrates a Century of Aviation

Alaska celebrated a century of aviation history in 2013 that began on July 3, 1913 in Fairbanks. James and Lilly Martin brought the first airplane to Alaska and flew the plane over Fairbanks at 200 feet and up to 45 mph. They tried to sell it to no avail so ended up crating and shipping it back to SFO.

The Alaska Air Show Association organized barnstorming and fly-in activities across the state to celebrate a century of aviation history. The public had a great time participating in many events.

Governor Sean Parnell proclaimed September as General Aviation Appreciation month in Alaska recognizing the vital role aviation plays in our state.

- ➔ Aviation industry generates \$3.5 billion and over 47,000 Alaskan jobs annually, accounting for 10% of the jobs in the state
- ➔ Alaskan residents fly more than 8 times as often as residents of other states on average
- ➔ Alaska has more private planes per capita than any other state
- ➔ 82% of Alaska's communities depend on aviation for year-round access



*Hundreds of pilots and aviation enthusiasts gathered for the 10th annual Valdez Fly-In. (Photo Courtesy Melissa Osborne, ADOT&PF)*

## Rural Airport Lighting Program



*Emergency lights and storage boxes shown with new batteries installed. Emergency runway lights are easily stored and installed. On a clear night lights are visible 5 miles out on approach to the airport.*

The Division of Statewide Aviation (SWA) did a research and development project about ten years ago to address a need for certificated emergency landing lights, funded with Rural Airport Lighting Program (RALP) funds. Today there are about 700 emergency landing lights distributed in two configurations: a standard six-pack for helicopter Emergency Landing Zone (ELZ) lights, and a full-runway set of emergency lights (38 lights) maintained in a small trailer. The full runway lights can be used for medevac operations at rural airports in the event regular runway lights fail.

This past year SWA replaced the batteries in all 700 emergency landing lights statewide. Most of the ELZ lights are six-pack configurations located in small communities that have no landing lights and/or runways. Typically the lights are stored in the Community Health Clinics at the ready for helicopter medevac operations. The Annette Island Service Unit health clinic uses and maintains the ELZ lights for Metlakatla. After receiving the new batteries the Service Unit Director Rachel Askren wrote: "Thank you very much for the new batteries for our Emergency Landing Zone lights!"



## **Aviation Advisory Board**

The Governor's Aviation Advisory Board (AAB) met three times in 2013 in Juneau, Barrow, and Anchorage. The board advises and provides recommendations to the DOT&PF Commissioner on public policy related to the department's exercise of its aviation functions assigned by law. The board represents many user groups and stay engaged with aviation stakeholders to ensure statewide aviation issues and concerns are known and addressed where possible.

The meeting in Barrow included a tour of the Barrow, Atqasuk and Wainwright airports. Barrow is the supply, service, education, and transportation center of the North Slope and its airport plays a vital role in supporting the economy.

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 the Board available here:

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



*Barrow Airport - the airfield was constructed in 1964. It was originally a dirt and gravel strip long enough to accommodate small aircraft. Today it is a 7,100-foot-long paved runway that supports daily passenger and cargo flights.*



*Loading a plane at the Wainwright Airport. The Barrow Airport serves as the regional hub for four outlying communities managed by the North Slope Borough: Wainwright, Point Lay, Atqasuk, and Nuiqsut.*



*ANC Master Plan was completed in 2013 after a robust public involvement process. The final report will be available in early 2014. More info here: [www.ancmasterplan.com](http://www.ancmasterplan.com)*



**Mission:**  
*"Keep Alaska Moving through  
service and infrastructure"*

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