

Alaska Airports and Aviation 2015 Annual Report



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2015 Alaska Airports & Aviation Annual Report

Message from:
John Binder
Deputy Commissioner



The Alaska Aviation System is the largest in North America and includes 249 state owned and operated airports, of which 247 are part of the rural system. The Department is involved in the day to day operations and maintenance, as well as the lease, permit, and fee management of the rural airports.

Rural Airport System

The Division of Statewide Aviation prepares policies, procedures, and programs to plan, develop, improve, and manage the operations, safety and security of DOT&PF's rural airport system. Under the Alaska Aviation System Plan (AASP) the division took great strides in 2015 towards a fully electronic airport inventory containing inspection records, capital needs, and performance metrics. This web-based capability now provides a single source depository that standardizes information across many different department sections, reduces duplicative effort, and enables real-time reporting capability.

Managing the department's 247 rural airports, providing the primary means of access to 82% of Alaska's communities, demands consistency and standardization. Regional Safety & Security Officers (SSO) were recently reorganized under Statewide Aviation to better balance workloads and ensure a seamless interface between the department and the many aviation stakeholders depending on year-round, safe rural access.

2016 Statewide Aviation Strategic Plan

Purpose

To sustain and improve the quality of life throughout Alaska.

Core Values

Integrity, Innovation, Excellence, and Respect

Vision

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

Improvement Projects

- ➔ State/Federal Policy Initiative
- ➔ Rural Community Engagement
- ➔ System Sustainability
- ➔ Standards for Unattended Airports

After a successful year of initiatives including UAS integration, revenue optimization, airport operating area standard development and capital project optimization, the division has shifted focus for 2016. Keeping an eye focused on the horizon is critical during these challenging times where it can be easy to be overcome with current events. This year's efforts include rural community engagement, unattended airport standards, system sustainability, and state/federal policy initiatives.

Working Together

DOT&PF partners with local, state, and federal agencies as we all advance our aviation interests. Monthly engagements with the FAA and TSA serve to enhance communication and ensure potential issues are addressed well before negatively impacting daily operations. On the national scene many department personnel, recognized for their knowledge and expertise, regularly participate with NASAO, AAE, ACI and more to ensure state alignment on national and international issues. At the state level, organizations such as the Alaska Air Carriers, the Alaska Airmen's Association, the Aviation Advisory Board, and the UAS test site in Fairbanks keep DOT&PF in tune with stakeholder needs and able to proactively respond to changing circumstances and provide the resources necessary to ensure continuity of operations in our challenging arctic environment.



Progress

On the capital project front, 2015 saw a better than expected allocation of FAA Airport Improvement Program (AIP) funding of ~\$200 million that facilitated large Runway Safety Area projects in Kodiak, Nome, and Kotzebue as well as multiple runway rehabilitation projects in Hooper Bay, Koliganek, Ambler, Petersburg, Barrow and Juneau. In addition, multiple pieces of airport snow removal equipment were purchased, Snow Removal Equipment Building projects begun, and several aviation planning studies initiated. Kudos to all of the people and sections responsible for another outstanding grant cycle.

Alaska's Advantages

Strategically located at the crossroads of the Pacific Rim and Arctic marine trade routes, Alaska is situated 9.5 hours by air from ninety percent of the industrialized world, including some of the largest and fastest-growing international economies. Alaska's robust system of airports takes advantage of this strategic location to strengthen the state's position as a leader in the global economy.

The Alaska International Airport System (AIAS) is comprised of two international airports, one in Anchorage and one in Fairbanks.

- Ted Stevens Anchorage International Airport is among the top five airports in the world for cargo throughput.
- Fairbanks International Airport welcomed new winter charter flights from China Airlines and Uzbekistan Airways.

The AIAS Air Cargo Summit, for the first time, was held outside of Alaska in Shanghai. As a result of the summit, two Chinese carriers are looking at Alaska cargo transfer rights and opportunities for Alaska fish backhaul to Asia. The Shanghai Airport Authority signed an agreement with AIAS supporting future shared

projects in the trans-pacific air cargo market. Particularly in light of the state's economic challenges, it is exciting to see new opportunities present themselves as we make the world more aware of the tremendous resources available in Alaska.

I close with sincere appreciation for the tremendous work our airport personnel do each day to keep our aviation system operating safely in the face of ever increasing challenges. It truly is the lifeline to most of our rural communities, and their professionalism each and every day sets an example to be emulated by all. We are all aviation stakeholders, and I urge everyone to do their part to identify areas for improvement, highlight potential efficiencies, or just say thanks to a dedicated employee.

Fly safe Alaska, and Happy New Year!

John



Winter visitors from China and Japan are coming to Fairbanks for aurora viewing and winter activities.

ADOT&PF Photo credits:

*Cover: Anchorage Airport - Jetway C3 & C4, Dave Krause;
Barrow Airport, Jeff Roach*

Back page: Sitka Airport, Charles Tripp



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DOT&PF Maintenance & Operations Crews They Do It All!

The Department's Maintenance and Operations (M&O) personnel are responsible for the state's transportation system that lies within one of the most extreme and challenging environments on the planet where temperatures range from 100F to -80F, snowfalls as high as 974 inches at Thompson Pass, and 80% of the State is under laid by ice-rich permafrost. M&O responsibilities include pavement maintenance and preservation, highway and airport anti-icing and deicing, snowplowing, snow hauling, avalanche hazard mitigation, vegetation management, guardrail repair, and airport light repair. The crews also respond to all emergency weather related situations such as avalanches and roadway and airport flooding.

State's Transportation System by the Numbers:

- 5600 miles of roadways
- 249 Airports, operated and maintained
- 845 Bridges
- 720 Buildings
- 7,000+ vehicles and equipment

Rural Airport Safety Shelters

With 82% of Alaska's communities dependent on aviation for year-round access, it's critical to keep the runways open and the equipment and lighting well maintained. If there's an emergency call for an airport failure, personnel are dispatched promptly. Since most rural communities do not have overnight accommodations the department has installed safety shelters. As of today, there are 21 shelters located at: Beaver, Rampart, Ruby, Huslia, Kiana, Noorvik, Selawik, Buckland, Koyukuk, Nulato, Kaltag, Teller, Grayling, Anvik, Shageluk, Holy Cross, Russian Mission, Marshall, Kotlik, Emmonak and Nunam Iqua (Sheldon Point). There are plans to add five more in 2016 in Gambell, Savoonga, Stevens Village, Kobuk and Shungnak.

The shelters are equipped with built-in bunk beds, fold-away table and chairs, and a small kitchen area. Most also have an incinerating toilet. The shelters are available for any ADOT&PF employees staying overnight in the communities.





Everyday Lean Innovations and Ideas **Saving the Department Time and Money**



DOT&PF initiated an *Everyday Lean Innovations and Ideas* program that encourages employees to share ideas that make operational improvements. The many talented and creative employees in the department have come up with some excellent ideas such as fabricating or modifying tools, equipment, and schedules. Highlighted below are some innovations from across the state:

Larger Snow Deflector on MB Broom - Steve Bell, Sitka Airport Manager, used telaspar, old road signs, and mud flaps to develop a low-cost solution to keep snow, water, and debris from covering the back of the truck and the hitch/rear steer controls. This has resulted in significantly less debris/water getting into bearings/bushings which will help prolong the life of the unit and saves time when equipment is rinsed off (no more snow stuck to this area).



FAI International Garbage Incineration Improvement - Frank Walter, Fairbanks International Airport (FAI) Maintenance Generalist, wanted to reduce operating costs for running the incinerator at FAI. A minor schedule change for when tenants could drop their international garbage now allows FAI to conduct one less incinerator burn per week. Each burn costs approx. \$450.00 so this schedule change equates to a \$20,000 annual operational savings.

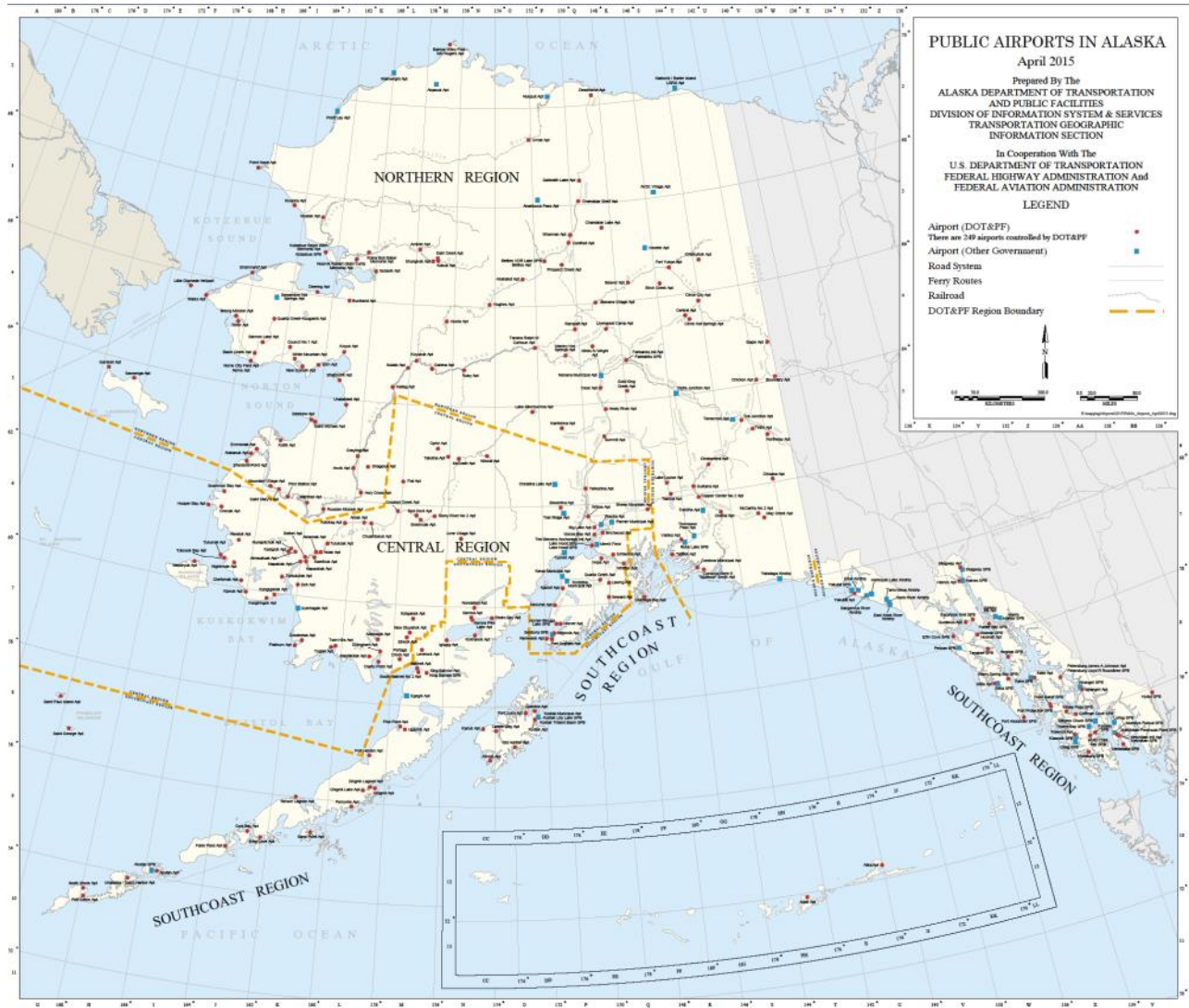
Rural Airport Emergency Lighting Trailer - Norman Heyano and John Dunson with the Dillingham Airport, and Tom Eveslage owner of Northern Welding and Machine, designed and fabricated a trailer that fits into a Cessna 207. The smaller trailer makes it able to transport emergency lights in smaller aircraft for quicker response and great savings in charter and transportation costs.



Fabricated Reversible Plow - Shane Horton, Haines Airport Manager, built a reversible plow totally from discarded cylinders, valves, old moldboard, and an old ripper attachment in the DOT maintenance year. The 'home-made' reversible plow works well and can plow the entire ferry terminal in about an hour instead of the 3 to 4 hours it used to take.



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[Map available online](#)

Largest Aviation System in North America
Airports provide a lifeline for 82% of Alaska's rural communities
not connected to the road system.



Mail Delivery (photo courtesy Randy Coller)



Medivac (photo courtesy LifeMed Alaska)



Alaska Aviation System Plan (AASP)

With more than 700 FAA registered airports, Alaska has the largest and most unique aviation system in North America. The AASP serves this system by identifying needed airport improvements, setting funding priorities, proposing aviation policy, documenting the existing system, and providing support for special studies and updates.

It takes a long range vision and extensive planning to ensure the safe, effective, and efficient operation of Alaska's 249 state-owned airports. Annual AIP grants allow ADOT&PF to fund and expand the plan and guide future design, maintenance, and operations of our airports. The implementation of the AASP addresses many challenges in the Last Frontier and lays the foundation for our vision, to lead the nation in rural aviation reliability, service, and safety management by 2030.

Many reports are available on the AASP website (www.alaskasp.com) detailing completed work 2008-2013 and a current 2015 evolution of Classifications and Performance Measures .

Key accomplishments of the AASP in 2015 include:

- 2015 Evolution of the AASP: Classifications and Performance Measures Report
- Website Expansion & Inventory Updates
- Pavement Classification Number (PCN) Reporting for 19 Individual Airports
- Capital Improvement & Maintenance Program (CIMP) Development
- Automated Airport Performance Measures and Scorecards
- Rural Aviation Rates & Fees Study
- Weather and Backcountry Airstrips Working Groups

The AASP contains numerous additional tasks, such as strategic planning and implementation of its goals, objectives, and recommendations. Each year new strategic initiatives are determined that fit with current state priorities.



Model CIMP inspection at Birchwood Airport last summer.

The plan also continues to include inter-agency and public coordination, special studies to address pertinent issues that arise, development of web-based information systems and tools, and periodic assessment of the AASP's performance measures and goals.

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

- Strategic Planning
- Website Enhancements & Updates
- Weather Coordination Working Group
- Backcountry Airstrips Working Group
- APEB Automation Integration (web-based)
- Capital Improvement & Maintenance Program (CIMP) Development
- Public Involvement

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



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Alaska International Airport System (AIAS) Business Report CY2015

AIAS is the state's largest enterprise fund and operates primarily independent of the state's general fund sources of revenues. Although cognizant of the challenges facing Alaska with respect to current state government general fund budget issues, growth in airport budgets required to support growth in intrastate, interstate, and international air traffic commerce is funded by the users of airport facilities, not the State's general fund, and contributes to the overall state economy independently of contributions made by the state economy's energy sector.

AIAS is, by statute, the common financial structure supporting Ted Stevens Anchorage International and Fairbanks International Airports; it has also grown over the years to describe the shared business and operating model for the two airports. Each airport acts as a primary alternate for the other and is advantaged by shared resources. Best practices are promulgated between the airports and shared strategic projects have focused the two airports on a common vision.

The airports saw growth in CY2015 in excess of 6% over CY2014 as measured both in passenger enplanements and aircraft certified maximum gross takeoff weight. This exceeded growth anticipated in the airports current master plans by several percentage points. A significant portion of the growth in air cargo activity resulted from international cargo traffic disruptions which occurred in west coast North American seaports in the first half of the year.

Overall, the airports worked cooperatively with customer airlines, concessionaires, and other tenants to help provide for a safe and enjoyable travel experience and facilitate the efficient and economical movement of domestic and international cargo. This past year we continued to focus on our vision of the international airport system becoming a global AeroNexus® for aviation-related commerce by the year 2030. Solid progress was made in areas such as

business development, engagements with institutes of higher education, environment friendly projects and codifying our budget processes. AIAS continued work on and is nearing completion of a revenue bond refunding transaction and debt restructuring plan designed to provide in excess of \$10 million dollars net present value savings and help hold airline & tenant rates and fees more level and competitive over the next several decades.

In the coming year, we expect continued moderate (1-2%) growth in both passenger and all-freighter cargo traffic consistent with master plan projections. The economic slow-down in China is expected to be balanced by continued demand in the US and lower fuel costs. Significant prolonged reduction in global energy costs over the next year would likely serve to stimulate both passenger travel and air cargo traffic volumes. Our main market remains the all-cargo freighter traffic travelling between Asia and the US and we are well positioned to support greater growth in trans-pacific. The majority of imports to Alaska via air cargo are perishables from the contiguous US. Very few exports travel by air, fresh fish exported to the contiguous US being the largest by weight. The type of imports and exports has not changed significantly in recent years.



Memorandum of Understanding signing between the Alaska International Airport System and the Shanghai Airport Authority at the Air Cargo Summit held in Shanghai, October 2015.



Fairbanks International Airport (FAI)

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

The airport also plays a role in the state's tourism industry. In 2015, the airport documented more than 1,000,000 passengers at FAI. Passengers traveling to or through Anchorage, Seattle, and seasonal traffic to Minneapolis accounted for more than 80 percent of the traffic with the remaining traffic heading to outlying communities.

With the addition of the Holland America Princess flights to Dawson City, Yukon, FAI saw more than 15,000 passengers enplaned and deplaned for international flights, representing 1.4 percent of the total passenger traffic at the airport.

Some of the airport's larger projects in 2015 included remodeling the Airport Response Center (ARC), completing the construction of Starbucks in the terminal across from the TSA check-point, and purchasing a state-owned jet bridge for gate three, which made the jet bridge and the gate leasable.

The ARC project corrected several program deficiencies and modernized the buildings to comply with current seismic, life/fire/ safety, mechanical, electrical, and architectural standards. The facility upgrades are also expected to reduce energy consumption by 30%.

Ted Stevens Anchorage International Airport (ANC)

The Ted Stevens Anchorage International Airport plays a vital transportation role in the State of Alaska, serving a critical function for regional, domestic, and international passengers and cargo. ANC is renowned as the 5th largest airport in the world for cargo throughput and the 2nd largest in the United States for landed weight. The airport is continuously recognized with awards for its snow removal program and as the best cargo airport in North America. These awards are a testament to the collaborative efforts in the cargo operations at the airport and its focus on providing first class service to the aviation community. Included in the airport complex is beautiful Lake Hood Seaplane Base - the world's largest and busiest floatplane base.

Airport Facts:

- 5.4 million passengers served in 2015
- 23 passenger destinations served from ANC and 49 cargo destinations
- 16 retail and 12 food and beverage outlets
- 488 wide-body cargo landings per week
- 1.7 million gallons daily fuel flowage
- 6 rental car companies
- 4,612 acre complex with hundreds of acres available for development
- 1 in 10 jobs in Anchorage tied to the airport



The newly remodeled Fairbanks Airport Response Center houses Airport Police and Fire, Dispatch, Badging, Field Maintenance, and Operations.



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2016 Rural Airport Major Construction Projects

Ambler Airport:

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

Barrow Airport: Construct combined M&O facility—stage 1 (haul road, pad, and foundation).

Bethel Airport: Construct new snow removal equipment building.

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

Cold Bay Airport: Main runway rehabilitation, crosswind runway improvements, new apron and taxiway construction, airport rescue and fire fighting building (ARFF) building expansion. Construction starts this summer.

Cordova Airport: Apron and taxiway improvements.

Deadhorse Airport: Airport Rescue & Fire Fighting Building - bay addition with sand storage - Stage 2

Haines Airport: Drainage, taxiway, and apron rehabilitation.

Homer Beluga Lake SPB: Construct new access road connecting Homer Airport with Beluga Lake floatplane operating area. Proposed improvements include a turnaround area, an access ramp into the lake, fencing, gates, ditch linear grading, and culverts.

Hooper Bay Airport: Apron, runway, taxiway, and access road rehabilitation.

Ketchikan Airport: Remodel Airport Rescue and Fire Fighting Building.



Ambler Airport - September 2015

King Salmon Airport: Construct sand storage building.

Kotzebue Airport: Apron expansion.

Kwigillingok Airport: Reconstruct airport and extend runway. Stage 1 may begin next winter.

Pilot Station Airport: Construction starts this year for airport relocation.

Shishmaref Airport: Resurface the runway, taxiway, and apron.

St. Michael Airport: Rehabilitation.

Talkeetna Airport: Rehabilitate existing pavement. Construct new aprons, taxilanes, and connecting taxiways. Improve and extend existing airport access road to new facilities. Install fencing, remove airspace obstructions.

Togiak Airport: Construct new snow removal equipment building.

Unalaska Airport: Rehabilitate the existing WWII era chemical storage building.

Yakutat Airport: Runway rehabilitation project.



2015 Completed Rural Airport Projects

Adak Airport:

Completed runway safety area.

Koliganek Airport:

Completed apron, runway and taxiway resurface and access road realignment.

Kodiak Airport:

Completed runway safety area.

Kotzebue Airport:

Completed runway safety area.

Nome Airport:

Completed runway safety area and apron improvements.

Tununak Airport:

Completed airport relocation, equipment building, lighting and access road.



Tununak Airport (photo Kim Steed, R&M Consultants)



Kotzebue Airport

(DOT&PF photo)

How Are Rural State Airport Projects Identified and Funded?

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

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

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

Alaska receives approximately \$200M annually in AIP funds for both rural and international airport projects.

Key Aviation Planner Contacts:

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Southcoast Region
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Airport Management Training

Alaska's airport managers are receiving advanced airport technical training through certification programs offered by the American Association of Airport Executives (AAAE) and locally held conferences. In 2015 Statewide Aviation facilitated two AAAE airport training programs and a statewide conference.

Certified Member Academy

The Certified Member Academy provides invaluable education on numerous airport and aviation topics. The Academy consists of an intensive, week-long classroom instruction followed by a 180-question, multiple choice examination. 17 airport managers and supervisors from both the rural and international airports participated in the class.

Advanced ASOS Class

AAAE's Advanced ASOS training program was held in Anchorage last October with thirty-five airport managers from across the state attending. This class is designed to increase awareness of the Part 139 airport certification program and safety responsibilities of airport operations.

Alaska Airport Training Conference

Over 100 airport managers gathered in Anchorage for the 2nd semi-annual airport managers training conference. The conference focused on airport and airline emergency response plans with presentations by the FAA and airline representatives. Keynote speaker Vallie Collins, a passenger on the "Miracle on the Hudson" flight, recounted her harrowing experience. She emphasized the importance of first responders, who rescued all 155 passengers in 17 minutes before the airplane sank.



Airport Managers from across the state participated in the Alaska Airport Training Conference.



Airport Managers at the CM Academy held at the Anchorage Airport.



Tradeshows, Conferences, and Stakeholder Updates

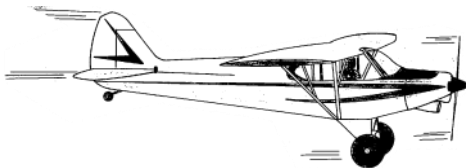
ADOT&PF Statewide Aviation managers and staff can be found throughout the year at numerous trade shows, conferences, and events with the goal of educating, increasing communication, and providing better customer service. Aviation stakeholders, and the general public can find information on airport projects,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



Statewide Aviation Operations Manager Troy LaRue, FAI Maintenance Mechanic John Frison, and DOT&PF Deputy Commissioner John Binder at the NASAO Conference Awards. John Frison received the Most Innovative State Award for the Yeti, a snow and ice crusher he designed.



Governor Walker presented Korean Air the **North Star Award for International Excellence**. This award honors businesses that connect Alaska to the world through international ties. Korean Air is the longest serving international carrier at the Ted Stevens Anchorage International Airport.



Governor Walker proclaimed September as Aviation Appreciation Month at the Sky Breaking II ceremony held in Anchorage at the FedEx hangar. He presented a copy of the proclamation to a group of aviation stakeholders at the event.



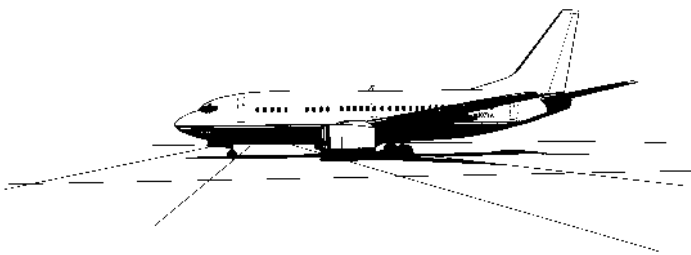


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Certificate of Compliance

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. Statewide Aviation manages the Certificate of Compliance and issued 156 Certificates to air carriers in 2015.

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



Statewide Airport Leasing

Statewide aviation leases property to the general public at rural airports owned by the State of Alaska. Leasing manages lands at 247 rural airports. There is also a statewide tie down 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.

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

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



Essential Air Service Provides Rural Access

The Essential Air Service Program (EAS) is federally funded and managed by the Federal DOT. The Airline Deregulation Act, passed in 1978, gave airlines almost total freedom to determine which markets to serve domestically and what fares to charge for that service. The EAS program was put into place to guarantee that small communities that were served by certificated air carriers before deregulation maintain a minimal level of scheduled air service.

There are 61 communities in Alaska using EAS out of some 237 eligible sites statewide. Additionally, Diomedes is using another U.S. DOT program to provide subsidized air service called Air Transportation to Non-Eligible Places (ATNEP), which requires a local party to provide 50% match funding to the subsidy of the selected air carrier. Of the communities receiving EAS, only 6 are connected to the road system. Of those 6, McCarthy does not have road maintenance in the winter months. The remaining communities are completely off the road system and rely on air travel as their primary means of transportation.

While EAS is a vital support program for Alaska communities with no other transportation options, there are also 109 airports in the lower 48 states that still benefit from the long-lived subsidy. As of October 2015, the EAS program had annual contracts worth \$15.5 million in Alaska. The average EAS community subsidy in Alaska was \$316,536 per year, compared to the average in the lower 48 states was \$2,167,921 per year.

Air travel in Alaska is not a convenience; it is a basic mode of transportation especially for communities off of the road system. Essential Air Service provides truly essential transportation access for many communities in Alaska.



Aviation Advisory Board

The Governor's Aviation Advisory Board met four times in 2015 - three meetings were held as teleconferences and the fourth was held in Ketchikan in August. It was at this meeting that the board finalized their [recommendation](#) to the Administration to increase motor fuel tax to offset some of the costs of operating and maintaining 247 airports across Alaska.

More information on the Board including meeting minutes and resolutions is available here: www.dot.alaska.gov/stwdav/AAB.shtml

Lee Ryan is the Board Chair and can be contacted at dot.aviationadvisory@alaska.gov

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

Jim Dodson

(Mayors of Fairbanks & North Star Borough)

Tom George

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

Bob Hajdukovich

(Alaska Air Carriers Association)

Marilyn Romano

(Alaska International Airport System Operating Agreement Signatory Airlines)

Dennis Parrish

(Non-Airline Tenants, Anchorage)

Dale Shaw

(All Cargo Air Carrier)

Frank Neitz

(Unorganized Borough)

Tom Nicolos

(Public)

Lee Ryan

(2nd Judicial District)

Mike Stedman

(Regional Air Carriers)

Steve Strait

(Mayor of the Municipality of Anchorage)

DRONES Alaska Leads The Way

The Unmanned Aircraft Systems (UAS) Task Force, chaired by Representative Shelley Hughes, unveiled a user-friendly, illustrated booklet, "Alaska's Drone Operator Safety and Privacy Guidelines". Alaska is the first state with a proactive public education approach to help ensure safety and privacy related to small UAS use. The booklet is available online at www.AlaskaDrones.org

The Task Force meets on a regular basis to discuss draft legislation pertaining to economic development and privacy, review new FAA rules, receive updates on UAS industry national trends, and hear public testimony. Deputy Commissioner John Binder is on the Task Force to provide the DOT&PF perspective.

DOT&PF staff is working to collaborate with private UAS companies and recreational drone pilots to ensure that when they operate near airports, they do so in a safe manner. The FAA requires companies that use drones in commerce to be certified, and if they are going to fly near an airport to have a Letter of Agreement with airport management.



Members of the UAS Task Force, UAS industry, and the FAA met in 2015 to consider how Alaska might get a slice of the billion dollar economic pie based on this evolving technology. Seated behind Rep. Shelley Hughes was Rich Sewell from DOT&PF, Division of Statewide Aviation.



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

**From:
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