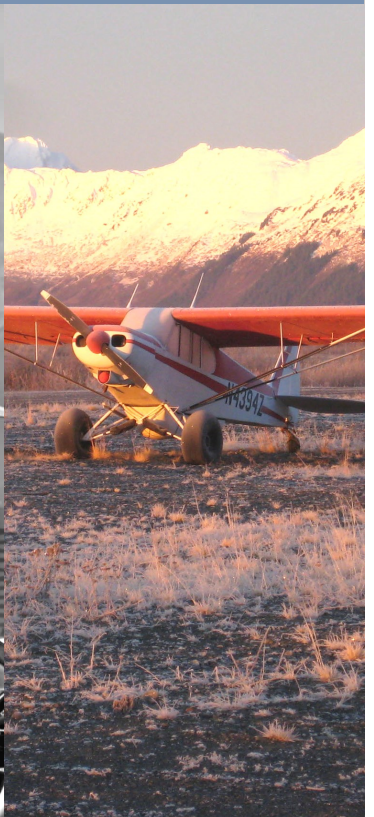


# Alaska Airports and Aviation 2017 Annual Report







## Message from:



**John Binder, Deputy Commissioner**

I am pleased to present the 2017 Alaska Airports and Aviation Annual Report, a compilation of highlights and accomplishments from the past year.

Alaska’s Aviation System is the largest system in North America with the State of Alaska owning and operating 242 airports that include both the Fairbanks and Anchorage International Airports.

Aviation is a critical component of the State’s economy and the vitality of Alaska’s communities, supporting local businesses and employing citizens in year-round operations.

### **The economic contribution of the aviation industry in our state is huge:**

- ➔ \$3.5 Billion to the state economy annually
- ➔ 47,000 jobs, representing 10% of all jobs in Alaska
- ➔ 8% of Alaska’s gross state product

The Division of Statewide Aviation (SWA) is responsible for developing policies, procedures, and programs to plan, develop, improve, and manage the safety, security and operations of DOT&PF’s rural airport system. Managing the department’s 240 rural airports demands consistency and standardization.

In 2013 we initiated a strategic planning process to clearly define core ideologies, develop vision, and conduct both a strategic and internal assessment. This plan is reassessed annually and develops new planning projects that push the division toward its vision - *By 2025 we will lead the world in rural aviation reliability, service, and safety management.*

### **In 2017 our strategic planning projects included:**

- ➔ State/Federal Policy Initiative - review the impacts to rural airports of federal and state policy decisions
- ➔ Airport Liability Exposures – examine rural airport financial liability exposures and draft mitigation recommendations.
- ➔ Airport Improvement Program Eligibility – expand AIP eligibility for airport projects in Alaska.
- ➔ Zoning Policy – investigate adoption of community zoning laws on airport property.

In addition to these projects the 5010 Rural Airport Inspection Services contract completed 124 airport inspections. Managed by Statewide Aviation, the 5010 program inspects multiple public use airports across the state on a triannual basis and updates the airport’s master record as needed. Numerous airport needs, such as faded windsocks or damaged lighting, were noted during inspections and promptly repaired by regional M&O staff.

The State’s fiscal situation continues to be a primary discussion across our airport system. Rural airports are not staffed 24/7 and some airport crews have dual roles and also maintain village roads. The department’s focus on managing costs continues and in 2017 the department implemented after hour fees for services requested outside of an airports normal duty hours.

A significant engagement effort continues with aviation stakeholder groups on common sense revenue generation options whereby the users of the aviation system contribute to the operation of the system via rates and fees mechanisms.



I remain blessed to work with a talented and dedicated staff, both on the Statewide Aviation side of my duties, and in my role as Executive Director of the Alaska International Airport System. We have a strong team atmosphere and our people take a lot of pride in the organization.

This past year the department once again received national recognition from the National Association of State Aviation Officials. The 2017 NASAO Most Innovative State Program award was presented to DOT&PF for developing the Aircraft Familiarization Video for Aircraft Rescue & Firefighting (ARFF) Personnel. The training videos are changing the way Alaska conducts training and it's rewarding to see that many airports nationwide are also finding them equally beneficial.

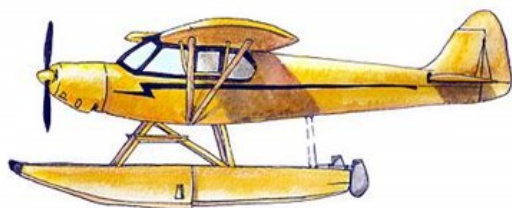
Good partnerships within the industry are necessary for success in aviation. The Department will remain actively engaged with aviation stakeholders and the public to more clearly define Alaska's airport system, quantify the state's aviation needs, and identify opportunities for improvement. I welcome suggestions and ideas from across the state on how you feel the department can better achieve sustainable solutions and improvements.

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

**Fly Safely!**

**John Binder III, C.M.**

**Deputy Commissioner - Aviation**



*L-R Troy LaRue, Statewide Aviation Division Operations Manager, Sergeant Darcey Perry, Anchorage Airport Police and Fire, Todd Hanley, DOT&PF Statewide Training Coordinator, and Deputy Commissioner John Binder receiving the Most Innovative State Program Award*



*(L-R) Pete Higgins, A.A.E., Director of Operations, Salt Lake City presenting NWAAAE's Aviation Excellence Award to Jeremy Worrall, A.A.E., ACE, Statewide Airport Operations Superintendent.*





## 2017 AIP Maintenance Grant Program

In 2017, Alaska's AIP Grant Program received \$16,131,738.02 to provide funding for 94 airport maintenance related projects around the state. The following are what the grants were used for:

### **Individual Grants**

**Bethel Airport ARFF Truck - \$655,437.50**

**Ketchikan Airport ARFF Truck - \$744,577.00**

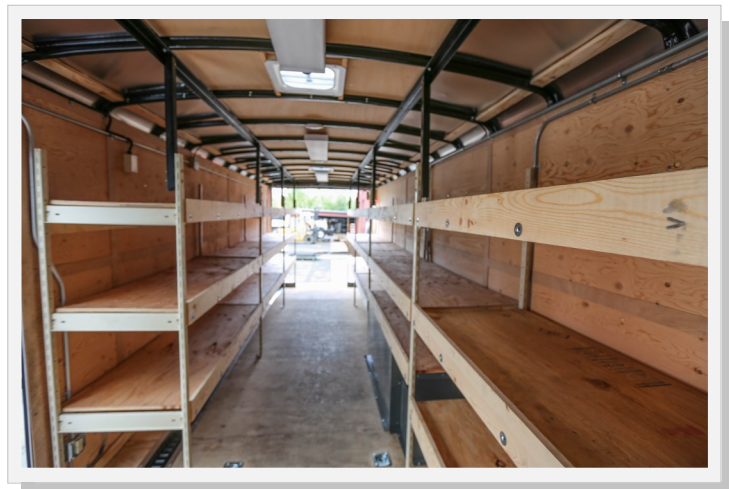
The Aircraft Rescue and Firefighting (ARFF) Truck is an essential part of 14 CFR Part 139 Air Carrier and Part 135 Commuter Certification of the airport for commercial flight operations.

**Sand Point Airport Water Rescue Equipment - \$96,399.65**

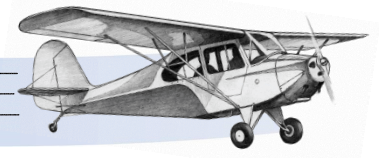
The water rescue equipment is required by AC 150/5210-13C and is part of the certification requirement for airports with significant body of water or marshland that is 1/4 square mile in size, that cannot be traversed by conventional land rescue vehicles and the body of water is within 2 miles of the end runway. The DOT&PF uses a covered heated trailer equipped with a generator to storage and transport the self-inflating life rafts, survival suits, triage, first aid and hyperthermia treatment equipment to support the Water Rescue Plan. The size, type and quantity of equipment contained in the trailer is based on the largest commercial aircraft the airport serves. The department relies on mutual aid from the local community to provide boats to transport the life rafts to the water accident site.

**Safety and Security Training Equipment - \$190,690.36**

The Interactive Safety and Security Training System is required by AC 150/5210-18A for initial and annual recurring training for staff at various certified airports. These projects will provide hardware and software at 15 certified airports. Training can include but is not limited to finger print and badging requirements, fire and rescue training documentation as well as other safety and security best practices deemed appropriate by the FAA.



*Water Rescue Trailer for Sand Point Airport*



## Various Airports Grants

### **Obstruction Removal - \$1,099,094.00**

This grant provides funding for 8 projects as authorized by 14 CFR Part 77, Subpart C at various airports around the State. Funding is used to remove obstructions that will affect the safety of operations for runway approach zone and aircraft movement areas on the airport.

### **Visual Aid Replacement - \$832,536.00**

This grant provides funding for 7 projects at various airports as authorized by FAA Order 5100-38D for replacement of segmented circles, airport beacons, tower/pole, rehabilitation of underground wiring for runway and ramp lighting.

*Photo - example of visual aid replacement at Emmonak Airport*



### **Essential Air Service/Economically Depressed Area - \$1,573,581.77**

This is a combination of different types of grants for 16 different projects as authorized in FAA Order 5100-38D at various airports where the FAA has approved the airport for a grant 95% funding. All other grants are funded at 93.75%. For this year the grant includes interactive safety and security training systems, obstruction removal, pavement markings, minor gravel resurfacing and an airport grader for snow removal equipment.

### **Snow Removal Equipment - \$7,165,865.74**

This grant provides 19 pieces of snow removal equipment as authorized by FAA Order 5100-38D at various airports around the State. Equipment includes graders, wheeled loaders, dozers, snow-blowers, a tow tractor and tow brooms.

### **Surface Preservation Maintenance - \$3,773,556.00**

This grant provides 26 projects for surface preservation as authorized by FAA Order 5100-38D at various airports around the state. Project include crack sealing, pavement markings, minor gravel resurfacing and application of dust palliative.

*Photo - example of surface preservation maintenance at Bettles Airport*

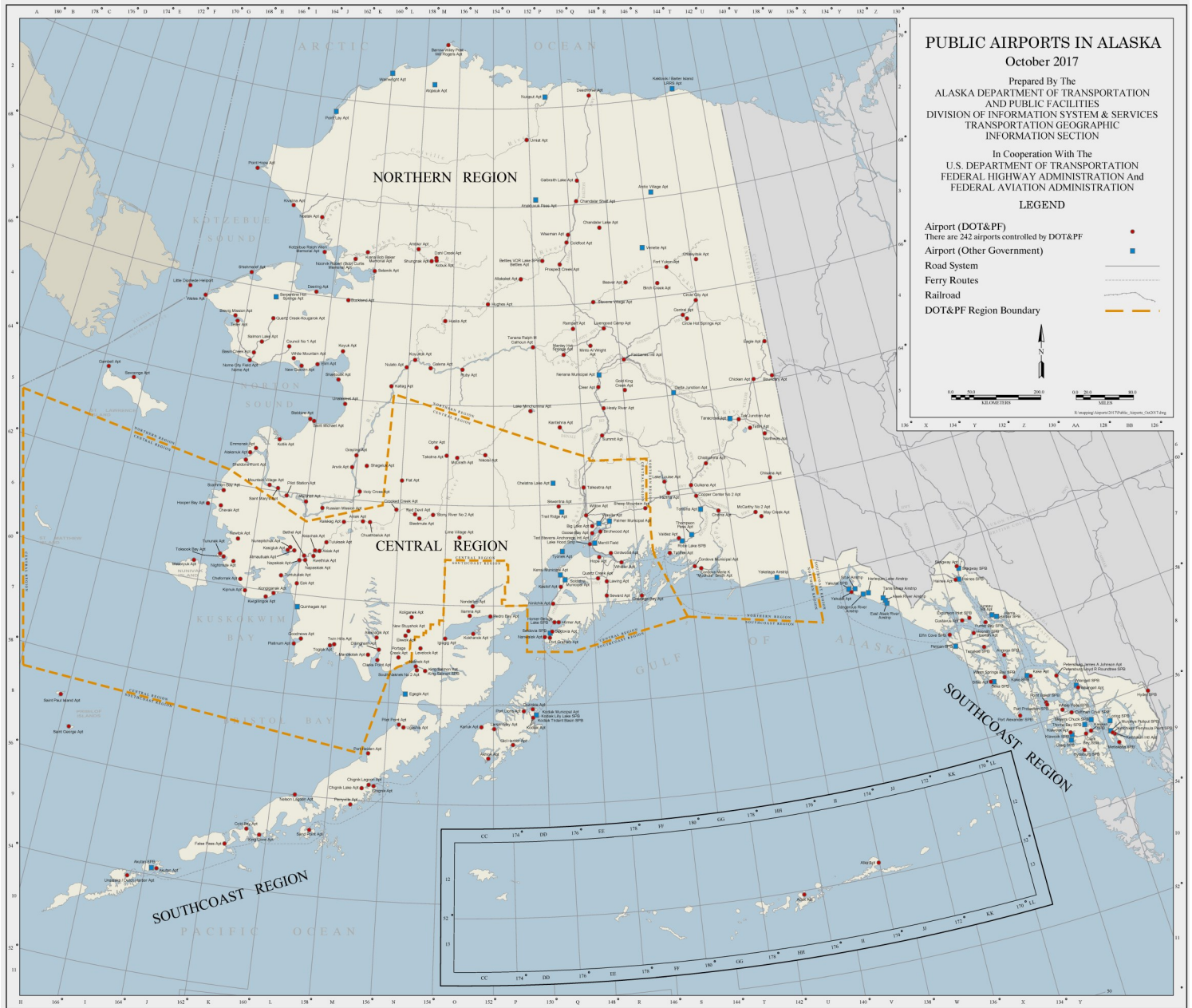


07.25.2017





# 2017 Alaska Airports & Aviation Annual Report



## Alaska Aviation System



Alaska has the largest aviation system in North America. There are more than 700 airports in the state with 242 owned and operated by the State of Alaska. Airports provide the primary access for 82% of Alaskan communities off of the contiguous road system.

DOT&PF's Division of Statewide Aviation (SWA) is responsible for developing policies, procedures, and programs to plan, develop, improve, and manage the safety, security and operations of DOT&PF's rural airport system. The 240 rural airports are comprised of 172 gravel and 46 paved airports; 21 seaplane bases; and 1 heliport located on Diomedede Island. The rural system is primarily funded by state general funds - \$37M, with some revenue coming from leases (\$5.3M) and aviation fuel tax (\$4.5M). Key contacts for SWA can be found online at [www.alaska.gov/stwdav/staff.shtml](http://www.alaska.gov/stwdav/staff.shtml)



## *Fly-ins, Tradeshows, and Conferences*

DOT&PF's Airport Managers and Division of Statewide Aviation staff can be found throughout the year participating in numerous events such as tradeshows, conferences, and fly-ins. Supporting aviation organizations and events provides better customer service and keeps the general public informed on airport projects, aviation policy issues, surveys, contacts, business opportunities, and more. Check out the department's website for more info: [www.dot.alaska.gov/airport-portal.shtml](http://www.dot.alaska.gov/airport-portal.shtml) or and you can also, sign up on the website to receive notifications, news alerts, and press releases.



*The Valdez Fly-In and Air Show celebrated its 14th year with more than 140 airplanes and thousands of spectators attending the three day event.*



*The annual Anchorage Transportation Fair is a "super open house" providing a showcase of walking, biking, and driving projects and plans in the area.*



*The annual Hudson Memorial Fly-In celebrated its 7th year at the Talkeetna Airport.*



*Fairbanks Aviation Day is fun for all ages!*





## Alaska International Airport System (AIAS) Business Report CY2017

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 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 increased growth in CY2017 relative to CY2016, up 3.2%, as measured in aircraft certified maximum gross takeoff weight, with passenger enplanements slightly down 0.5% and cargo tonnage significantly up at about 7.1%. The passenger activity was slightly lower and the cargo activity was higher than the activity anticipated in the airports current master plans. Overall, the airports worked cooperatively with passenger airlines, concessionaires, and other tenants to help provide for a safe and enjoyable travel experience and help facilitate the efficient and economical movement of domestic and international cargo while remaining within capital and operating budget parameters. This past year AIAS continued to focus on the vision of becoming a global AeroNexus® for aviation-related commerce by the year 2030. Solid progress was made in exploring ways to improve non-aeronautical sources of revenue, establish performance metrics

that help assess service delivery, and improve internal budget and financial reporting. AIAS continued to implement portions of a debt restructuring program designed to provide additional net present value savings while helping reduce airline & tenant rates and fees to competitive levels over the next several decades.

In the coming year, moderate growth is expected in passenger traffic consistent with airport master plan projections, while industry projections are optimistic for continued air cargo traffic growth, although at a slower pace than 2017. The Chinese economy is expected to continue a multi-year trend of slow growth but will be balanced by sustained Chinese export levels, a continued demand in the US, the continued growth of e-commerce, and moderate fuel costs. Slight increases in global energy costs over the next year would likely not significantly impede either passenger travel or air cargo traffic volumes.

The main AIAS market remains the all-cargo freighter traffic travelling between Asia and North America and AIAS is well positioned to support greater growth in trans-pacific cargo freighter traffic.

The composition and volume of imports and exports for Alaska has not changed significantly in recent years. The majority of imports to Alaska via air cargo are perishables from the contiguous US. Very few of Alaska's exports travel by air, fresh fish exported to the contiguous US being the largest by weight.

### **AIAS 2017 Capital Projects**

#### **ANC**

Taxiway and Aircraft Parking Spots Reconstruction  
Runway 7R Repairs

#### **FAI**

Security Upgrades including fencing and gates,  
signage, CCTV and fiber optic cable install

### **Planned for 2018**

#### **ANC**

Taxiway and Concrete Aprons Reconstruction  
Runway 15/33 Rehabilitation  
Upgrade Taxiway R Safety Area





## Fairbanks International Airport (FAI)

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

The airport also plays a vital role in the state's tourism industry. In 2017, the airport documented more than 1,151,000 passengers at FAI. Passengers traveling to or through Anchorage, Seattle, and seasonal traffic to Minneapolis and Chicago accounted for 83 percent of FAI traffic, while international and regional passengers accounted for 17 percent.

FAI welcomed back Korean Air in the fall, and saw more than 19,000 passengers enplaned and deplaned for international flights, representing about two percent of the total passenger traffic at the airport.

One of the airport's larger projects in 2017 was the Security Upgrades Project that included upgrading existing CCTV cameras, software and cabling throughout the airport and adding additional security to areas of perimeter fencing and AOA vehicle gates. In addition, FAI staff members have been and will continue to participate collaboratively with Statewide Aviation, ANC and ISSD in the Identity Management System (IDMS) project that ties all of the DOT&PF operated airports into a central credentialing center improving efficiency, customer service, and TSA regulatory compliance.



## 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. The airport is a gateway for trade and commerce between North America and Asia making ANC #6 in the world for cargo throughput and #2 in North America for landed cargo weight.

The airport has never closed for snow and is a five-time winner of the Balchen Post Award for large airport snow removal programs.



### Airport Facts:

- 5 million passengers transit the airport annually.
- Lake Hood located at ANC is the world's largest and busiest seaplane base.
- 1 in 10 jobs in Anchorage are tied to the airport for a total of 15,577 jobs.
- There are 16 retail outlets and 12 food and beverage outlets at the airport.
- ANC is ranked #5 in the world for on-time performance and #1 in North America for 2.5-5 million passenger category.



## 2017 Rural Airport Major Construction Projects in Progress

**Barrow Airport** - Construct combined M&O facility - stage 1 (haul road, pad, and foundation). Pit work began 2016; The access road and building pad embankment were partially constructed in 2017. Stage 1 completion expected by October 2019.

**Galena Airport** - Rehabilitate Runway 7/25, taxiways and taxilanes and main apron. Remove obstructions and install new airport lighting and miscellaneous navigation aids. Minor settlement repair was completed in 2017. The major rehabilitation work will begin in 2018 and is currently expected to be completed by fall 2018.

**Gambell Airport** - Rehabilitate runway, taxiway and apron pavements. Replace airport lighting. Construction expected from June through September 2018.

**Golovin Airport** - Rehabilitate and resurface the runway. Construct a new taxiway and apron, realign and construct a new access road, replace lighting system, construct PAPI pads and outboard threshold pads, apply dust palliative, demolish existing taxiway and PAPI pads, and install a concrete floor in the Snow Removal Equipment Building. 2017 work constructed 4:1 slopes around the runway, including outboard threshold pads.

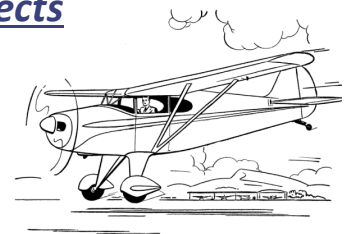
**Haines Airport** - Drainage , taxiway, and apron rehabilitation. Construction was initiated in 2017 with completion expected in Fall 2018.

**Kiana Airport** - Rotate and rehabilitate runway, realign, extend and rehabilitate taxiway, expand and resurface apron and access road, replace airport lighting, install navigation aids. Construction expected to begin in 2018 and be completed by August 2020.

**St. Michael Airport** - Widen runway safety area, resurface runway, taxiway, apron and access roads. Replace airport lighting, rehabilitate Snow Removal Equipment Building and realign airport access road. Aggregate was produced and stockpiled in 2017. Airport construction will be initiated in the spring / summer of 2018 and completed in the fall of 2018.

## Expected FFY'18 Funded Construction Projects

- **Aniak Airport** - Runway relocation
- **Dillingham Airport** - Security fence and gate improvements
- **Holy Cross Airport** - Runway resurfacing and lighting upgrades
- **Homer Airport** - Safety improvements and new ARFF building
- **Ketchikan Airport** - Security fence and gate improvements
- **King Salmon** - Runway & taxiway pavement rehabilitation; security fence and gate improvements
- **Kivalina Airport** - Erosion control
- **Kotlik Airport** - Runway rehabilitation
- **Kwigillingok Airport** - Resurface runway
- **Petersburg Airport** - Security fence and gate improvements
- **Nome Airport** - Wildlife Fence Installation and Operation Area Settlement Repair
- **South Naknek Airport** - Resurface runway
- **Toksook Airport** - runway repaving and erosion control
- **White Mountain Airport** - Runway resurfacing and lighting upgrade







## 2017 Completed Rural Airport Projects

**Cold Bay Airport:** Rehabilitation of the Primary and Cross Wind Runways and construction of a new apron and taxiway.

**Cordova Airport:** Rehabilitate taxiways, apron, and taxilane. Construct taxilane extension, GA apron, access roads and taxiway.

**Homer Beluga Lake SPB:** Construct new access road connecting Homer Airport with Beluga Lake floatplane operating area. Improve turnaround area, access ramp into lake, fencing, gates, ditch linear grading, and culverts.

**Pilot Station:** The airport relocation project included construction of a new runway, taxiway and apron, as well as a new building for snow removal equipment and a three mile access road to the new location.

**Talkeetna Airport:** Rehabilitated pavement, constructed new aprons, taxilanes, and connecting taxiways. Extended airport access road and installed fencing.

**Togiak Airport:** Constructed new snow removal and equipment storage building

**Unalaska Airport:** Rehabilitated an existing WWII era building as a chemical storage/mixing and equipment storage building.



*The new Pilot Station Airport Runway*

## 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 airline ticket taxes, 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:**

→ Judy Chapman  
Northern Region  
(907) 451-2381  
[judy.chapman@alaska.gov](mailto:judy.chapman@alaska.gov)

→ Todd VanHove  
Central Region  
(907) 269-0518  
[todd.vanhove@alaska.gov](mailto:todd.vanhove@alaska.gov)

→ Verne Skagerberg  
Southcoast Region  
(907) 465-4477  
[verne.skagerberg@alaska.gov](mailto:verne.skagerberg@alaska.gov)





## 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 Alaska Aviation System Plan, or 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.

Extensive planning and long range vision ensure the safe, effective, and efficient operation of Alaska's 242 state-owned airports. Annual AIP grants allow ADOT&PF to fund and expand the plan and guide future planning of the airport system through design, maintenance, and operations of our airports. 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.alaskaasp.com](http://www.alaskaasp.com)) detailing completed work 2008-2016, including a document on Alaska Aviation Weather Reporting, Backcountry Airstrips, and the updated classification and performance measures for state-owned facilities.

### **Key accomplishments of the AASP in 2017 include:**

- Creation of digital Aviation Performance Evaluation Board (APEB) system to score new large-scale federal airport projects.
- Website Expansion & Inventory Updates such as a new photo management module to track facilities over time.
- Pavement Classification Number (PCN) Reporting
- Capital Improvement & Maintenance Program (CIMP) Development, including 39 airport inspections.
- Completion of Rural Aviation Rates & Fees Study
- Weather and Backcountry Airstrips Working Groups.

Many other tasks continue to be ongoing within the AASP, such as strategic planning and the implementation of its goals, objectives, and recommendations. New strategic initiatives are determined and completed each year based on current state priorities and needs.

Public involvement is a critical component of the AASP. This includes both interagency and public coordination, special studies addressing upcoming pertinent issues, development of web-based information systems and tools, work groups, and periodic assessment of the AASP's performance measures and goals.

In 2017 the AASP finalized the digital implementation of the APEB (Airport Performance Evaluation Board) process based on previous designs. Digitizing allows for better internal standardization between DOT&PF regions, streamlining of the overall process, and the ability to track past project data more efficiently.

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

- Website Enhancements & Updates including new statistical reporting features
- Weather Coordination Working Group
- Spending Plan website integration (web-based)
- Update to the AASP Phase I Economic Impact Study
- Final AASP Phase II Report
- Expansion of CIMP program to iPad interface
- Air Carrier Certificate Compliance web-based system
- Public Involvement
- Strategic Planning

The story of Alaskan aviation should be told to as many people, organizations, and agencies as possible; and 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.





## AASP Backcountry Airstrip Work Group Survey

As part of the Alaska Aviation System Plan a Backcountry Airstrip Work Group conducted an extensive survey of backcountry airstrip users collecting a wide range of data on who uses the system and why. One of the many survey comments expressed the importance of these airstrips and the role they play in providing access to remote public lands that would otherwise be completely inaccessible. More information available on the AASP website.



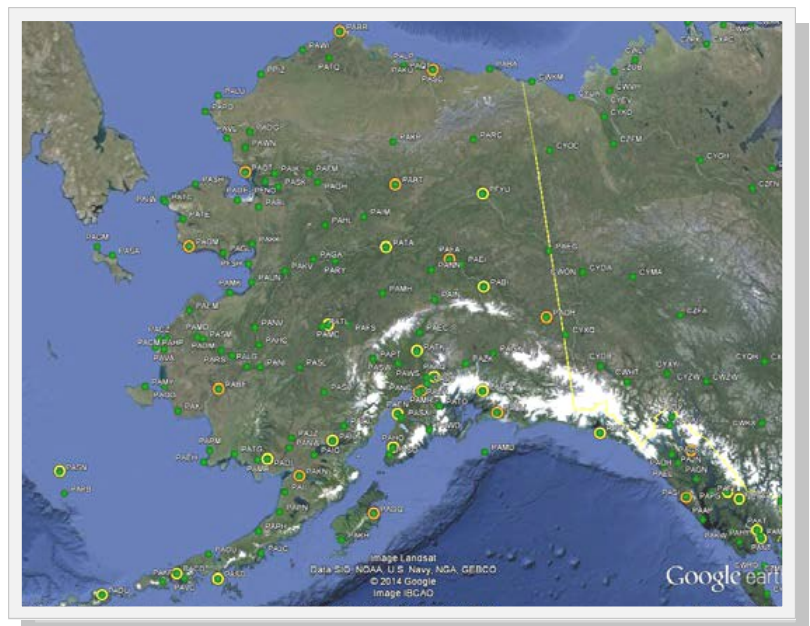
*Backcountry Airstrip located in Farewell*

## AASP Weather Working Group

Weather observations provide critical information to the aviation industry, impacting how and when aircraft can operate. The AASP formed a Weather Working Group to examine ways to provide additional aviation weather data throughout Alaska. An Alaska Weather Equipment Needs Summary was issued and includes recommendations toward improving the system such as advocacy, technical assistance, and additional funding.

The summary is available on the AASP website:  
[www.alaskaasp.com/media/1897/  
ak\\_weather\\_bundle\\_update.pdf](http://www.alaskaasp.com/media/1897/ak_weather_bundle_update.pdf)

Map shows approved aviation weather stations at the end of 2016. Sites with a yellow circle are augmented part-time, organ circle show sites with 24-hour augmentation. (Courtesy Tom George, AOPA)





## Certificate of Compliance

Alaska Statute 02.40.020 requires a Certificate of Compliance of Air Carriers operating in Alaska. The Department issues a certificate upon application and presentation of proof of financial responsibility, compliance with FAA requirements and current liability insurance. Statewide Aviation manages the Certificate of Compliance and issued 168 Certificates to air carriers in 2017.

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

## Statewide Airport Leasing

Statewide aviation leases property to the general public and government agencies at rural airports owned by the State of Alaska. Leasing manages lands at 240 rural airports. The statewide tiedown program has spaces available for rent at the following airports: Aniak, Bethel, Big Lake, Birchwood, Dillingham, Gulkana, Homer, Iliamna, King Salmon, Kotzebue, McGrath, Nome, Nome City Field, Talkeetna, Tok, Unalakleet 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 property, tiedown documents, concession fee report forms, and more is available on the e-Leasing **webpage**.

Statewide Aviation Leasing recently concluded a Title 17 Chapter 45 Alaska Administrative Code (17 AAC 45) regulation update incorporating new rates and fees established in the Rates & Fees study. The new rates and fees became effective July 1, 2017, with most land rents on an annual schedule of increases through 2022. This was the first fee increase in over 9 years and in many cases, the first land rent increase in over 4 years as Statewide Aviation continues to move towards charging Fair Market Value for its leased property.

## Aviation Advisory Board

The Aviation Advisory Board met six times in 2017. There were two in-person meetings held in Juneau and Dillingham, and four teleconference meetings. The purpose of the board is to advise and provide recommendations to the commissioner on public policy related to the department's exercise of its aviation functions assigned by law.

Lee Ryan is the Chairman and can be contacted at [dot.aviationadvisory@alaska.gov](mailto:dot.aviationadvisory@alaska.gov)

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

**Jim Dodson**

(Mayor of Fairbanks & North Star Borough)

**Gideon Garcia**

(All Cargo Air Carrier)

**Tom George**

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

**Bob Hajdukovich**

(Alaska Air Carriers Association)

**Frank Neitz**

(Unorganized Borough)

**Dennis Parrish**

(Non-Airline Tenants, Anchorage)

**Marilyn Romano**

(Alaska International Airport System Operating Agreement Signatory Airlines)

**Lee Ryan**

(2nd Judicial District)

**Earl Samuelson**

(Public)

**Mike Stedman**

(Regional Air Carriers)

**Steve Strait**

(Municipality of Anchorage)

More information on the Board including meeting minutes and resolutions are available here:

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





### Rural Community Engagement and Runway Safety Project

One of Statewide Aviation’s 2016 strategic initiatives was the Rural Community Engagement and Runway Safety project. The project focuses on airport and rural travel safety and building partnerships with communities and village leaders to help support these efforts.

There are ongoing efforts to support this safety project. Statewide Aviation, rural airport managers, and air carriers launched a safety campaign in 2017, to help keep the many unattended airports across the state secure and kids safe. Often times the runway in a village attracts kids for activities such as bike riding, racing 3 wheelers, or snow machines. Small aircraft that service these villages land on the runways numerous times daily and can’t always see unauthorized activity.

The campaign includes displaying posters around the community and airing public safety announcements on local radio stations. Effort was put into producing posters using photos of recognizable pilots that fly in the area, translating “Runways Are For Airplanes” into the indigenous language of the region, and posting them on bulletin boards in high traffic areas such as the post office, community and health centers.

Air carriers serving rural villages voiced concerns about safe practices and proper clothing for travelers. Efforts are underway to remind travelers to dress appropriately when flying (an unexpected stop or delay can happen) and to keep a safe distance from airplanes when they land or depart from unattended airports. Most air carriers have a village agent announcing flight information over VHF radios. A daily safety message could be included reminding passengers to dress appropriately and be safe around airplanes. Other ideas are being discussed such as a YouTube video contest. Please feel free to contact [Linda Bustamante](#) with Statewide Aviation with any ideas and/or suggestions. (907-266-2596)

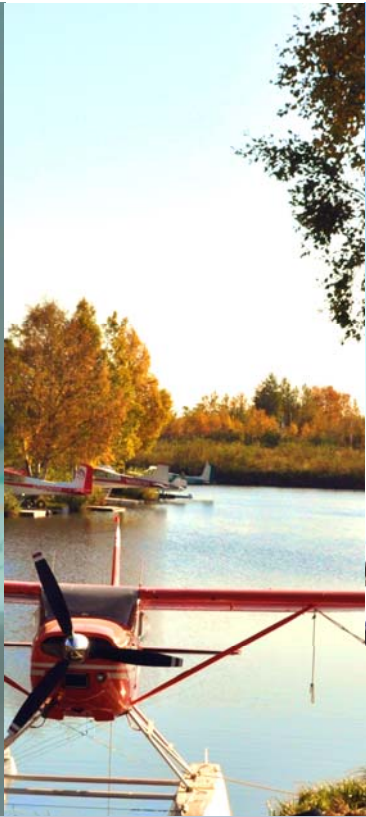
**Misviit Tengssuutet Aturkaqait**  
**RUNWAYS ARE FOR AIRPLANES**

**DANGER**  
KEEP OFF RUNWAY

Kyle Kaganak, Commercial Pilot, Bethel, Alaska  
Graduate of Yuut Yaqungviat Flight School

*Pilot Kyle Kaganak says.....*  
*“Runways are for the use of airplanes. Pilots may not be able to see you on the runways, so please stay off of them and protect your airport.”*





For more information please contact:  
Linda Bustamante, Statewide Aviation, 266-2596, [linda.bustamante@alaska.gov](mailto:linda.bustamante@alaska.gov)

Alaska Department of Transportation & Public Facilities  
Division of Statewide Aviation  
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