

Alaska Airports and Aviation 2018 Annual Report



2018 Alaska Airports & Aviation Annual Report

Message from:



John Binder, Deputy Commissioner

I am pleased to present the 2018 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 239 airports that include 237 rural airports and the two international airports at Fairbanks and Anchorage. Aviation is a critical component of the State's economy and the vitality of Alaska's communities, supporting local businesses and employing Alaskans in year-round operations.

The economic contribution of the aviation industry to our state is huge:

- \$3.8 Billion to the state economy annually
- 35,000 jobs across Alaska

The Alaska International Airport System, consisting of Fairbanks International Airport and Ted Stevens Anchorage International Airport, is the state's largest enterprise fund and operates independent of the State's general fund sources of revenues. Growth in airport budgets required to support growth in

intrastate, interstate, and international air traffic commerce is funded by the users of the airport facilities, not the State's general fund. The airports saw growth in CY2018 relative to CY2017, up about 5.0%, as measured in aircraft certified maximum gross takeoff weight, with passenger enplanements up 2.7% and cargo tonnage up nearly 2.2%.

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 237 rural airports demands consistency and standardization.

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. A significant engagement effort continues with aviation stakeholder groups on common sense cost recovery options whereby the users of the aviation system contribute to the operation of the system via rate and fee mechanisms.

DOT&PF receives federal Airport Improvement Program (AIP) funding for airport projects. In 2018 the department received \$188.8 million in AIP funds - \$130.8 million for rural airport projects and \$58 million for the international airports. In general, AIP funds can be used for airfield capital improvements, repairs, or planning. Federal AIP grants cover 93.75% of the eligible costs for most airports except for Anchorage International Airport projects, which are eligible for 87.7% federal AIP funding. The funding match for the rural airport systems comes from the general fund. Match funding for the International Airport System is provided through the International Airport Revenue Fund, rather than state general funds. Major airport projects completed in 2018 are listed in this report.



For the 4th year in a row, the department received national recognition from the National Association of State Aviation Officials (NASAO). The 2018 NASAO Most Innovative State Program award was presented to DOT&PF for an airfield lighting systems safety video titled “The Monster Below”. Dennis Deering, airfield electrician at ANC, made the video to provide airfield workers a better understanding of the airfield electrical system, potential dangers of the system and how to avoid the. The video has been incorporated into airport training programs across the nation and will significantly contribute to the working knowledge of airfield lighting series circuit and to the safety of those that work around them. Across the state there are many talented and creative employees developing and implementing great ideas that yield numerous benefits for DOT&PF and our customers.

Good partnerships within the industry are essential to the success of our aviation system. The Department will remain actively engaged with aviation stakeholders and the public and I welcome your ideas and suggestions on how 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, A.A.E.

Deputy Commissioner - Aviation

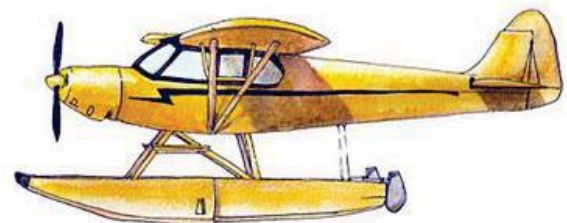
(Cover photo of Kotzebue Airport courtesy of Rebecca Douglas, DOT&PF)



L-R Troy LaRue, Statewide Aviation Division Operations Manager, Dennis Deering, Anchorage Airport Electrician, and Deputy Commissioner John Binder receiving the Most Innovative State Program Award at the 2018 NASAO Conference.



The Cold Bay Airport crew was recognized by DOT&PF with a “Team Achievement Award” for their efforts documenting the Cold Bay King Cove Road route and for assisting with an aircraft rescue. (L-R) Hap Kremer, Russell Ruta, David Lyons, and Paul Schaack.





2018 Alaska Airports & Aviation Annual Report

Ted Stevens Anchorage International Airport (ANC)

The Ted Stevens Anchorage International Airport is Alaska's largest airport and an economic engine for Anchorage, and Alaska. ANC contributed \$1.84 billion in economic benefit in 2017, and was responsible for more than 22,000 jobs.

At the center of the air cargo world, ANC ranks fifth globally for cargo throughput, and second in North America. In 2018 more than 2.7 million metric tons of cargo flowed through ANC, a 2.52% increase over the previous year. Growth was spurred by the addition of Chinese Air Cargo Integrator, SF Airlines; the realization of connecting Asian and Latin America markets through ANC; Western Global Airlines beginning scheduled service; and the growth in ecommerce.

A record 5.6 million passengers flew in and out of ANC in 2018, equating to an additional 85,000 passengers visiting the state and injecting millions of additional dollars into the Alaskan economy. Passenger growth is expected to continue into 2019 with addition of new air carrier Allegiant Airlines and direct service from Bellingham, WA; new direct service from Las Vegas; air carriers adding additional flights and increasing aircraft size/capacity.

Air Canada, Condor, Iceland Air, and various charters remain Alaska's summer connection to Europe and Asia. ANC continues to market the benefits to foreign passenger air carriers, and remains optimistic that scheduled service to Harbin, China will begin in 2019.

In 2018, ANC completed more than \$52-million in capital improvements: phase I of the north-south runway rehabilitation, taxiway safety improvements to meet the requirements of larger aircraft serving ANC, apron reconstruction at the B-terminal, and reconstruction of the ANC-Lake Hood taxiway connection. 2019 will see the completion of the \$71-million north-south runway rehabilitation project, and reconstruction of the primary taxiway south of the east-west runways.

Alaska Airlines completed the construction of the \$50-million "state-of-the-art" hangar. The 100,000 square foot facility houses two of the air carrier's newest and largest aircraft. ANC issued a 35 year lease to ROTAK Helicopter Services. ROTAK is a new ANC tenant operating out of the Kulis Business Park. They broke ground on a \$2.6 million hangar in July. Two additional hangars were erected at Lake Hood this summer, an investment totaling \$1.9 million.

ANC concessions program ranked #2 in the U.S. in sales per enplaned passenger generating \$90,000,000 in gross sales annually. Four new concessionaires opened their doors in 2018: Jazzy Popcorn, Kuhl Clothing, Jet Sunglasses, and Cream.

In 2018 ANC received a good response in the request for Expression of Interest for a public private partnership to build a Quick Cargo Facility (QCF). A QCF will provide cargo carriers and ground handlers with the infrastructure necessary to facilitate efficient cargo storage and transfer. The airport is strategically monitoring other capital investments at airports across the United States for the well-timed letting of Request for Proposals.

ANC - Busy Airport

- More than 5.6 million passengers transit the airport annually.
- Lake Hood is the world's largest and busiest seaplane base.
- ANC is ranked #1 in North America for on-time performance in the small airport category.
- Ranked #5 in the World for cargo throughput

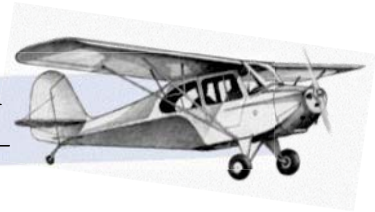
Key Contacts:

Jim Szczesniak, Airport Manager

Jim.Szczesniak@alaska.gov

Trudy Wassel, Assistant Airport Manager

Trudy.Wassel@alaska.gov



A full-scale emergency training exercise was conducted at the Ted Stevens Anchorage International Airport. More than 100 community volunteers turned out to play the role of crash survivor or victim.



Rehabilitation of Runway 15/33 began in 2018 and will be completed in 2019



ANC sponsored the American Association of Airport Executives North America Conference. Delegates engaged in networking events and participated in debates over the future direction of the nation's aviation industry.



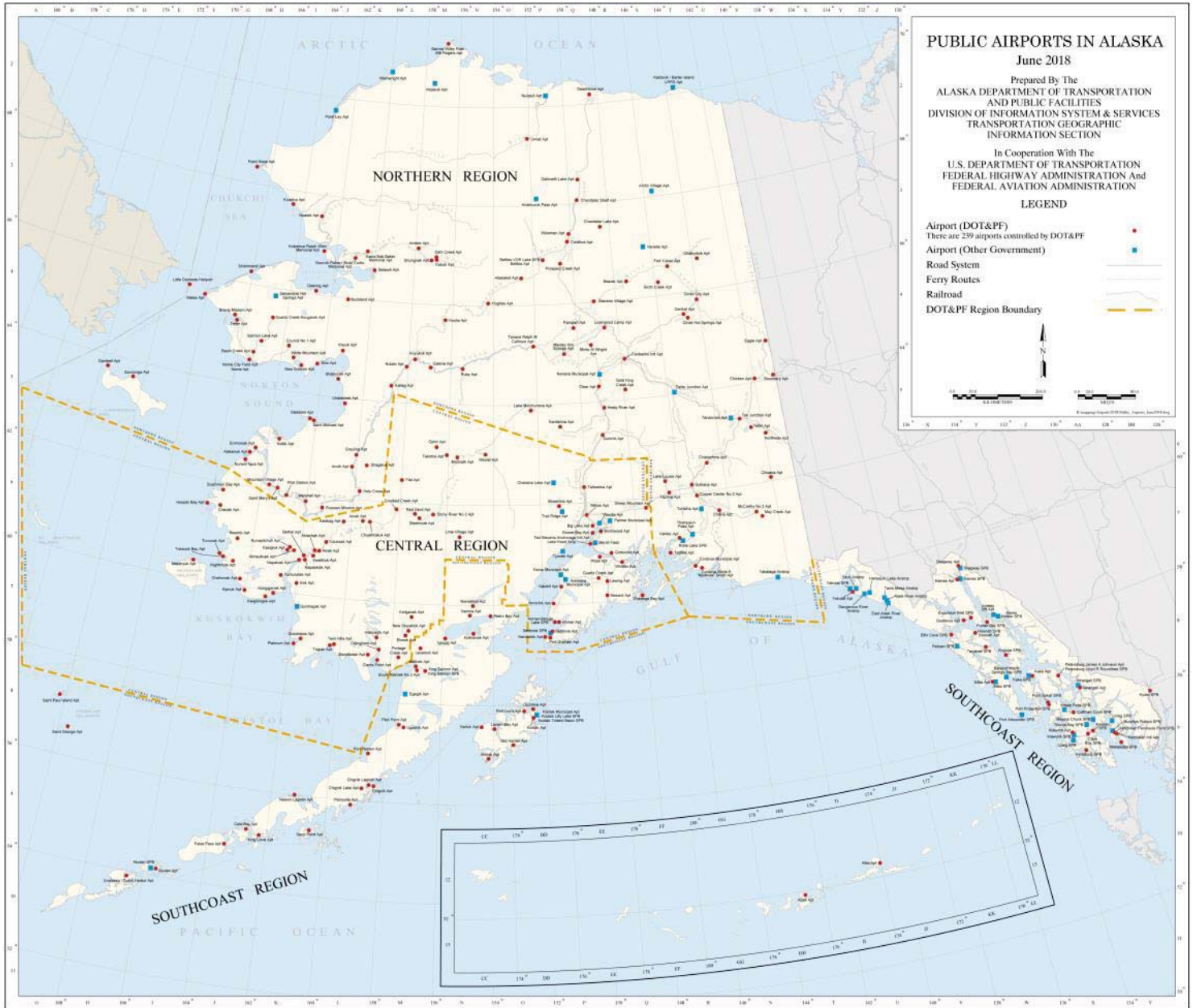
New ANC tenant ROTAK broke ground in 2018



ASA completed construction of the \$50M state-of-the-art hangar at ANC



2018 Alaska Airports & Aviation Annual Report



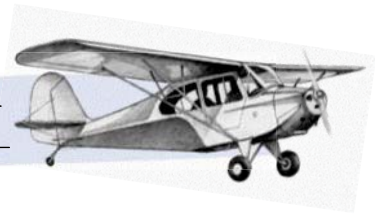
[Map available online](#)

Alaska Aviation System



Alaska has the largest aviation system in North America. There are more than 700 airports in the state with 239 owned and operated by the State of Alaska (includes international airports). Airports provide the primary access for 82% of Alaskan communities located 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 237 rural airports are comprised of 172 gravel and 46 paved airports; 18 seaplane bases; and 1 heliport located on Diomedede Island. Key contacts for SWA can be found online at <http://dot.alaska.gov/stwdav/staff.shtml>



Fly-ins, Tradeshows, and Conferences

DOT&PF's Airport Managers and employees 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 statewide aviation website for more info: www.dot.alaska.gov/airport-portal.shtml. You can also [sign up](#) on the website to receive notifications, news alerts, and press releases.



More than 800 job seekers attended the annual Anchorage Airport Job Fair. Airport companies such as Alaska Airlines, FedEx, Northern Air Cargo, UPS and Anchorage Airport Police and Fire participated for a total of 24 businesses looking to hire 500 employees.

The Mat-Su and Anchorage Transportation Fairs are held annually and provide a great venue to showcase transportation projects and meet with planners. Families enjoy them too!



*The Talkeetna Airport full of aircraft participating in the annual May Fly-In.
Photo by Kain McAfee/Alaskafoto.com*



2018 Alaska Airports & Aviation Annual Report

Alaska International Airport System (AIAS) Business Report CY2018

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 growth in CY2018 relative to CY2017, up about 5.0%, as measured in aircraft certified maximum gross takeoff weight, with passenger enplanements up 2.7% and cargo tonnage up nearly 2.2%. Compared to the airports master plans, the CY2018 passenger and cargo activity at Fairbanks International was slightly lower than projected and at Ted Stevens Anchorage International was slightly higher than projected. Overall, the airports worked cooperatively with customer 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 and improve internal budget and financial reporting. AIAS completed implementation 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. Industry projections call for continued air cargo traffic growth, although at a slow pace. Positive influences on air cargo, such as low oil prices, consumer spending, and solid GDP growth, are expected to buffer increasing costs and the current trade environment. The Chinese economy is expected to continue a trend of slowing growth but will be balanced by continued domestic consumer spending, 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 traveling between Asia and North America and AIAS is well positioned to support 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 Key Contacts:

John R. Binder, Deputy Commissioner

john.binder@alaska.gov

Keith Day, Controller

Alaska International Airports System

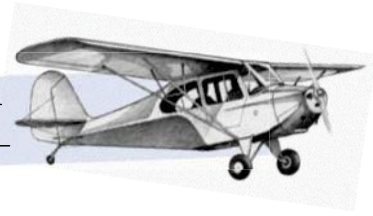
keith.day@alaska.gov

Alex Moss, Planner

Alaska International Airports System

alex.moss@alaska.gov

<http://dot.alaska.gov/aias/index.shtml>



Fairbanks International Airport (FAI)

As Alaska's second busiest passenger airport, Fairbanks International Airport (FAI) serves as a gateway to northern Alaska, providing critical air service to more than 80 communities and remote locations in the Interior and Northern Alaska that rely upon air freight, mail, and commuter services.

FAI supports a wide array of aviation activities, ranging from recreational flyers to transcontinental flights. FAI is a busy airport for general aviation, with high levels of commercial and private activity.

In 2018, the airport documented more than 1,163,000 passengers at FAI. Passengers traveling to or through Anchorage, Seattle, and seasonal traffic to Minneapolis and Chicago accounted for 86 percent of FAI traffic, while international and regional passengers accounted for 14 percent.

A unique aspect of the Fairbanks tourist industry is a niche market of winter tourism related to aurora borealis activity. During the late winter months when the tourism industry is quiet in most of the state, Fairbanks is supported by a steady flow of Japanese visitors. In 2018 FAI welcomed back Japan Airlines for their annual winter and fall charters.

In 2017, FAI provided nearly 4,300 jobs. There were about 3,000 on-site jobs related to leaseholders and airport staff. These positions include airlines, fueling, maintenance, retailers and concessions, ground transportation, state and federal support, and many others. The remaining 1,300 off-site jobs are induced through capital spending of on-site companies and wages of aviation employees. As the major hub for interior and northern Alaska, FAI generates off-site jobs both in the Fairbanks area and throughout rural Alaska.

In total, FAI contributed \$383 million in economic benefit to the community - \$212 million in direct spending, and \$171 million from multiplier effects, where employee wages spent throughout the economy generate additional jobs and economic activity.



One of the airport's larger projects in 2018 was tied to high levels of firefighting chemicals found in the groundwater at the Aircraft Rescue and Firefighting training area. After concentrations of Per- and Polyfluoroalkyl Substances (PFAS) were found the airport initiated a process of identifying and connecting impacted properties from PFAS contamination to a municipal water source. Construction began in late July and ended in early November after connecting more than 60 properties to College Utilities.

The airport worked with airport stakeholders and community leaders on securing the USDOT Small Community Air Service Development Program grant of \$750,000 to improve air service. The grant will be used for marketing initiatives and revenue guarantee for new nonstop service to San Francisco. United Airlines announced they will begin new nonstop service to San Francisco beginning summer 2019.

Key Contact: Angie Spear, Airport Manager,
Angie.Spear@alaska.gov

<http://www.dot.state.ak.us/faiiap/index.shtml>



Japan Airlines operates a Boeing 767-300ER for their winter charter services to FAI. In February and March, approximately 700 Japanese visitors had the opportunity to view the northern lights under the Aurora Oval in Fairbanks, a world-renowned aurora viewing destination.



2018 Alaska Airports & Aviation Annual Report

2018 Major Rural Airport Construction Projects

Aniak Airport: Relocate runway approximately 260 feet south of its current location. New runway to be completed summer of 2019.

Bethel Airport: Rehabilitate general aviation and north air taxi aprons. Pavement substantially complete October 2018.

Dillingham Airport: Rehabilitate runway pavement. Final inspection completed October 2018.

Galena Airport: Repave runway and GA apron. Funded in 2016 & 2017, construction completed in 2018.

Gambell Airport: Rehabilitate runway, taxiway, and apron pavement. Replace airport lighting. Funded in 2017 and completed in 2018.

Golovin Airport: Rehabilitate and resurface runway, construct new taxiway and apron, realign and construct new access road, replace lighting system, install concrete floor in snow removal equipment building. Construction completed in 2018.

Haines Airport - Drainage , taxiway, and apron rehabilitation. Construction was initiated in 2017. Completed with final inspection August 2018.

Kwigillingok Airport: Resurface runway, taxiway, and apron. Completed October 2018.

Newtok Airport: Resurface runway, shoulders, taxiway, and apron surfaces.

St. Michael Airport - Rehabilitate runway, taxiway, apron, and airport lighting. Stabilize slopes, rehabilitate shoulders, and apply dust palliative. Repair and resurface airport access road. Rehabilitate the snow removal equipment building, relocate overhead power along the airport access road. Funded in 2016 with construction completed in 2018.

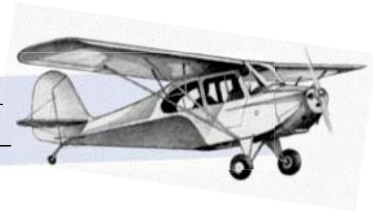
Scammon Bay Airport: Construct permanent repairs to airport damaged during flood event. Final inspection Spring 2019.



Galena Airport's runway is paved under some beautiful summer weather. Photo thanks to Larissa Figley, DOT&PF Engineering Technician.



Flooding at Scammon Bay Airport



FAA Reauthorization Act of 2018 **Key Provisions for Alaska Aviation** **Transportation Community**

Following years of operating under continuing resolutions the Alaska Congressional Delegation efforts resulted in the passage of a 5 year FAA Reauthorization that ensures long term funding certainty, regulatory relief, and needed focus on infrastructure investment critical to Alaskan commercial air operators. A partial list of provisions in the bill include:

- AWOS (Aviation Weather Observation Systems) Airport Sponsors can now transfer newly constructed AWOS weather and communication facilities built with Airport Improvement Program funds to the FAA for ownership. More weather stations will improve safety and reliability for all aviation travel in Alaska.
- Improved Safety in Rural Areas - The language permits on-demand or commuter operators (Part 135) to fly to destinations that have published instrument approach procedures with referencing AWOS weather nearby. This allows more service to Alaskan communities under safer flying conditions.
- Terminal Aerodrome Forecast -The language authorizes the FAA to permit Part 121 VFR operations to have approved procedures where a terminal area forecast and AWOS weather is not available. This provides regulatory certainty to the large air carriers in Alaska that serve mines, exploration facilities, oil storage facilities (Drift River) and more.

For the FULL list of provisions that benefit Alaska please visit: <https://www.sullivan.senate.gov/newsroom/press-releases/sullivan-works-to-pass-major-faa-reauthorization-with-key-provisions-benefitting-alaska>

Key contact for more information:
Jane Dale, Executive Director
Alaska Air Carriers Association
907.277.0071

How Are DOT&PF Rural Airport System **Projects Identified and Funded?**

DOT&PF Rural Airport System 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 (APEB), a six member board that meets several times annually. After projects are scored, Statewide Aviation incorporates the newly scored projects into the rural airport system spending plan.

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 mitigation. Airport planning, surveying, design, construction and right-of-way acquisition are eligible for AIP funds.

Key Aviation Planner Contacts:

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



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

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



2018 Alaska Airports & Aviation Annual Report

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 237 state-owned rural airports and 2 internationals airports. The plan is funded through annual AIP grants, allowing Alaska DOT&PF to address relevant aviation issues as they arise as well as guide future planning of the airport system through planning, design, maintenance and operation 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.

Multiple studies and plan documents are available on the AASP website (www.alaskaasp.com) detailing work from 2008-2018.

Key AASP accomplishments in 2018 include:

- Completion of a digital Aviation Performance Evaluation Board (APEB) system to score new large-scale federal airport projects and track progress over time.
- Expansion of the plan website, including new reporting and trend tracking tools for system analysis. Reports include airport deficiency analysis, need and pavement reporting, statistics by airport, and miscellaneous information on airport layout plans, master plans, and project data.
- Updated the 2011 Economic Contribution to the Aviation Industry with new data, both for the rural airport system and international system.

- Further development on the Capital Improvement & Maintenance Program (CIMP) inspection process, including a new iPad platform.
- Completion of the Backcountry Airstrips Working Group and creation of an Adopt-an-Airport Work Group.
- Completion of Phase II

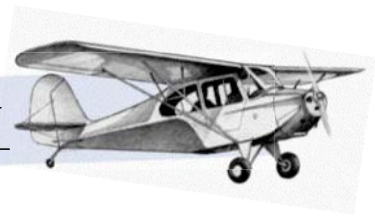
Multiple tasks continue year-to-year within the AASP, such as strategic planning and the implementation of its goals, objectives, and recommendations. New strategic initiatives are determined and completed each year based on current state priorities and needs.

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 2018 the AASP added several new features to the digital APEB (Airport Performance Evaluation Board) process. Capital improvement projects are now tracked through the website to improve standardization between DOT&PF regions, streamlining of the overall process, and the ability to track past project data more efficiently.

Phase III of the AASP will begin in spring of 2019. This phase will continue efforts from prior tasks and work to improve all facets of aviation planning in Alaska.

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.



2018 AIP Maintenance Grant Program

In 2018, Alaska's AIP Grant Program received \$14,093,876.00 to provide funding for 51 airport maintenance related projects around the state. The following are what the grants were used for:

Individual Grants

Barrow Airport ARFF Truck - \$787,092.00

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.

Visual Aid Replacement - \$808,972.00

This grant provides funding for 4 projects at various airports as authorized by FAA Order 5100-38D for replacement of segmented circles, airport beacons, tower/pole, and beacon ladder and platform.



Visual aid replacement at Emmonak Airport

Essential Air Service/Economically Depressed Area - \$2,575,178.00

This is a combination of different types of grants for 14 different projects as authorized in FAA Order 5100-38D at various airports where the FAA has approved the airport for a grant at 95% funding. All other grants are funded at 93.75%. For this year the grant includes pavement markings, crack seal, minor gravel resurfacing, rotating beacon/tower and a grader, brooms and a plow truck for snow removal equipment.

Snow Removal Equipment - \$4,186,164.00

This grant provides 12 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, high speed plow and deicing truck.

Surface Preservation Maintenance - \$5,736,470.00

This grant provides 40 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, drainage and application of dust palliative.



Pavement marking at the Homer Airport



2018 Alaska Airports & Aviation Annual Report

Certificate of Compliance

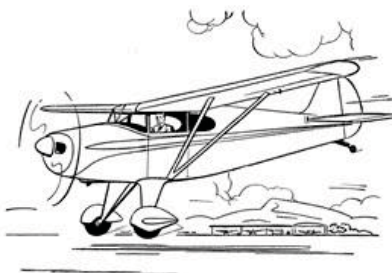
Alaska Statute 02.40.020 requires a [Certificate of Compliance of Air Carriers](#) operating in Alaska. The Department issues a certificate upon application and presentation of proof of financial responsibility, compliance with FAA requirements and current liability insurance. Statewide Aviation manages the Certificate of Compliance and issued 168 Certificates to air carriers in 2018.

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 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](#).



Aviation Advisory Board

The Aviation Advisory Board met five times in 2018. There were two in-person meetings held in Juneau and Kotzebue, and three teleconference meetings. The board was established in 2003 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

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)

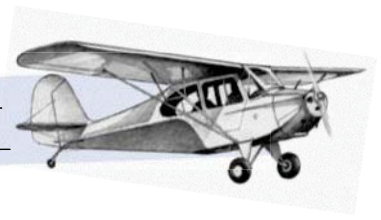
Lee Ryan
(2nd Judicial District)

Earl Samuelson
(Public)

Mike Stedman
(Regional Air Carriers)

Robert Kaufman
(Municipality of Anchorage)

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



Rural Airports Safety Project

Rural airport managers, air carriers, and Statewide Aviation staff launched the rural airports safety campaign in 2017 to help educate youth about the importance of safety around airplanes and the consequences of damage and vandalism to their airports. 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. Air carriers serving rural villages voiced concerns about safe practices and proper clothing for travelers. Efforts continue 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.

In 2017 safety posters and public service announcements were developed and distributed. Posters were designed using photos of recognizable pilots that fly in the area, translating "Runways Are For Airplanes" into the indigenous language of the region, and requesting they be posted on bulletin boards in high traffic areas such as the post office, community and health centers. In 2018 coloring books with runway safety messages were created for elementary school age children. Other ideas are being discussed such as a video contest for teenagers. For more information please contact [Linda Bustamante](#) with Statewide Aviation. (907-266-2596)

Willy Widgeon Joins Rural Airport Safety Campaign

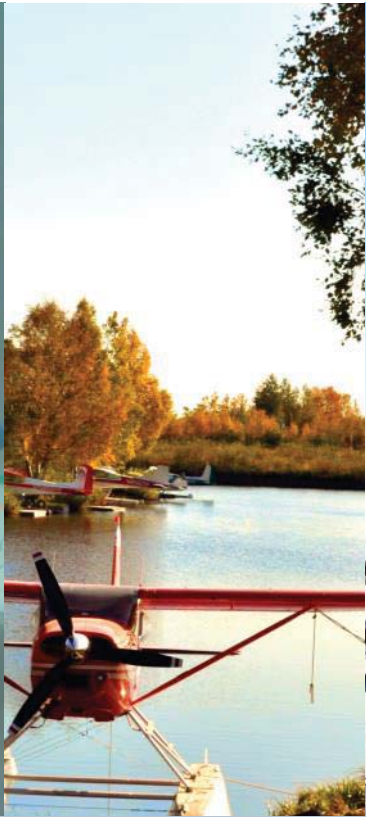


The rural airport safety campaign now includes coloring books for elementary school age children. The coloring book has kids following Bush Pilot Willy Widgeon as he flies around Alaska delivering passengers and important supplies to villages. Willy is very happy when he can land on a runway that has all of its lights working and this message is carried through the narrative and activities in the book. A partnership with the FAA made the coloring book possible. There are four coloring book covers in English, Inupiaq, Yupik, and Athabaskan.

Quyana to the Association of Village Council Presidents and Calista Corporation for supporting the airport safety project. After a medivac aircraft was unable to land because of airfield lighting vandalism AVCP issued a [resolution](#) encouraging all tribal councils to educate their members on the consequences of damage and vandalism at airports. The resolution was read at the 2018 AFN Conference. The Calista Corporation paid for the printing of 5000 coloring books that were distributed to 47 villages in the region.

Printable copies available

<http://dot.alaska.gov/airport-portal-newsres.shtml>



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

Alaska Department of Transportation & Public Facilities
Division of Statewide Aviation
P.O. Box 196900, Anchorage, Alaska 99519
statewideaviation@alaska.gov

