



Alaska Airports and Aviation 2019 Annual Report



2019 Alaska Airports & Aviation Annual Report

Message from:

John Binder, Deputy Commissioner



I am pleased to present the 2019 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. The contributions of aviation are vital in a state where 82% of the communities are accessible only by air. From floatplane docks, to the smallest rural airport, to the largest international airport, each airport contributes to the quality of life enjoyed by Alaska's businesses, residents, and visitors.

The 2019 Economic Contribution of the Aviation Industry to Alaska's Economy [report](#) measures the economic benefits provided by the state's airport system. The report shows that the aviation industry supports more than 35,000 jobs statewide while adding more than \$3.8 billion annually to the economy. The Alaska International Aviation System, comprised of Ted Stevens Anchorage International Airport and Fairbanks International Airport generate more than 26,000 jobs. In Anchorage, 1 in 10 jobs are attributed to the Anchorage International Airport and in Fairbanks, 1 in 13 jobs are attributed to Fairbanks International Airport.

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 Alaska Aviation System Plan (AASP) is a multi-year planning study conducted by SWA with guidance and funding support by the FAA. The AASP focuses on all airports within the state and identifies needs, sets priorities, proposes policy, and supports special studies that affect the system. In this report are key AASP accomplishments from 2019.

In 2019, the Alaska Region of the Federal Aviation Administration distributed \$166 million in airport improvement program (AIP) grants - \$124.5 million for rural airport projects and \$41.5 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.

One of the larger airport projects completed in 2019 was the rehabilitation and widening of the North/South Runway at the Ted Stevens Anchorage International Airport. This two-year project is a major investment in critical infrastructure that supports Alaska's air travel and allows us to lead the cargo market as the 5th busiest cargo airport in the world. Other major projects are listed in this report.

A significant step in Alaska's Unmanned Aircraft Systems (UAS) programs was conducted in 2019 with the first beyond-visual-line-of-sight (BVLOS) drone flight in the country. The flight flew 3.87 miles along the Trans-Alaska Pipeline. BVLOS UAS operations are critical to our vast state and will be



utilized for conducting infrastructure inspections, mapping, wildlife monitoring, and even fish counting. DOT&PF is using drones for avalanche control, pavement management, guardrail, bridge, and pavement marking inspections and airport surveys. A [website](#) page with more information will soon be up.

A comprehensive evaluation of PFAS (Per- and polyfluoroalkyl substances) contamination at state owned properties or sites is being conducted and the department is staying abreast of regulations requiring the FAA to produce a fluorine-free AFFF option for airports. More information is available in this report or online - <http://www.dot.state.ak.us/airportwater/>

As the newly elected chair of the National Association of State Aviation Officials (NASAO) I've been given a great opportunity to advocate for airport funding and the interests of Alaska and all other states before policymakers at the federal level. NASAO maintains official Memorandums of Understanding (MOU) with the Federal Aviation Administration, the U.S. Department of Agriculture and other agencies key to our nation's airport interests. The MOUs address several key issues of mutual interest nationwide and help to ensure continued collaboration at the state and federal levels.

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

Fly Safely!

John Binder III, A.A.E.
Deputy Commissioner - Aviation

(Cover photo - Alaska Airlines on final to Nome's Runway 28 - Photo courtesy of Alexander Surnin, DOT&PF)



FAA Administrator Steve Dickson, NASAO Chair John Binder, and FAA representatives signing a MOU for UAS and Runway Safety.



John Binder and ANC Division Operations Manager, Trudy Wassel in Hong Kong receiving the 2019 Asian Freight, Logistics & Supply Chain Award for Best Air Cargo Airport in North America.



DOT&PF PFAS Coordinator, Sammy Cummings, at the AAAE Workshop on Emerging Environmental Issues.



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Ted Stevens Anchorage International Airport (ANC)

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

At the center of the air cargo world, ANC ranks fifth globally for cargo throughput, and second in North America. In June ANC was honored to receive recognition as the Best Cargo Airport in North America, an award voted on by our cargo customers. In 2019 cargo was down slightly by 2.7%, but cargo carriers still managed to move just north of 2.7 million metric tons of cargo through ANC.

Passenger traffic continues to set records, more than 5.7 million passengers flew in and out of ANC in 2019. Up by 2.7%, an additional 61,000 travelers visited the state injecting millions of additional dollars into the Alaskan economy. Tourism remains a bright spot in the state's economy, growth is expected to continue into 2020 with airlines adding additional capacity to major hubs, Los Angeles, Chicago, and San Francisco.

Passenger traffic from international air carriers, Air Canada, Condor, Icelandair, and Yakutia was up 15.6% over the previous year. Growth was bolstered by Air Canada adding a second daily flight to Vancouver, BC. The addition of new air carrier Eurowings in 2020, will increase lift to Frankfurt.

The two-year north-south runway rehabilitation project was completed on September 30. The two-phase \$67-million project improved runway and taxiway safety to meet the standards of larger aircraft serving ANC. The primary taxiway south of the east-west runways was reconstructed. The coordination challenges of the one way in, one way out taxiway were streamlined by the efforts of airport operations and the flexibility of our South Airpark Tenants.

ANC received five distinct applications to develop or expand cargo operations. UPS and FedEx will break ground summer 2020 to expand their cargo operations at ANC. UPS is expanding to accommodate their growing fleet of Boeing 747-8 Freighters. FedEx will build a new Domestic Operations Center to free up space in their existing facilities to accommodate a growing fleet of Boeing 777 Freighters. Three additional cargo facilities are also expected to break ground in 2020. The total amount of private investment tops \$700 million, is expected to create about 1,000 construction jobs and 750 – 1,500 post construction industry jobs.

The South Terminal welcomed two new concessionaires and a second Humpy's Great Alaskan Alehouse locations. Aurora Chocolates, located near Gate C6, creates 10 flavors of made-from-scratch, hand-painted bonbons, and other sweet treats. Denali Pretzels open their first location pre-security across from the Ravn Alaska ticket counters, where they serve up pretzels, Krispy Kreme doughnuts, and Kaldi Brothers Coffee; their second location is located post-security, across from the Security Screening Checkpoint.

ANC completed an Expression of Interest, and Request for Qualifications for an on-airport hotel. Qualified applicants will be solicited to provide proposals for the 150+ hotel in early 2020. Groundbreaking could commence in summer 2020.

ANC - Busy Airport

- More than 5.6 million passengers transit the airport annually.
- ANC is ranked #2 in North America for on-time performance in the small airport category.
- Ranked #5 in the world for cargo throughput

Key Contact:

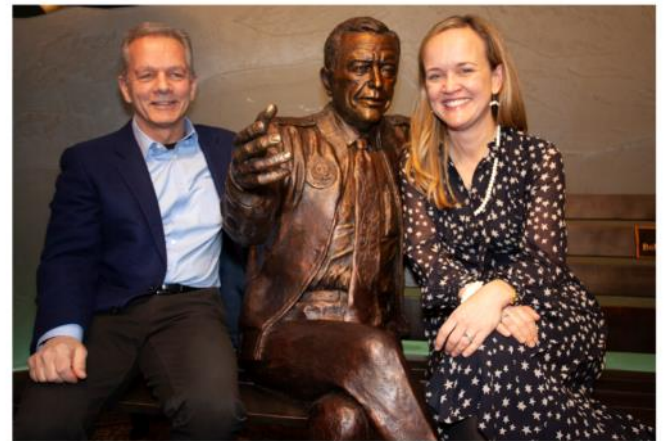
Jim Szczesniak, Airport Manager
Jim.Szczesniak@alaska.gov



In late June 2019 Amazon opened its doors to daily service between Seattle and ANC. The daily flights ensure that Alaskans receive their packages a little sooner.



Air Canada doubles down with twice daily service from Anchorage to Vancouver



Ben and Lily Stevens at the unveiling of the life-size bronze statue of their father the late Senator Stevens at the Ted Stevens Anchorage International Airport.



RavnAir - first takeoff on Anchorage Airport's new North/South Runway



PFAS: Assessing and Communicating an Emerging Issue

By: Sammy Cummings, DOT&PF PFAS Coordinator

In 2000, the primary U.S. producer of perfluorooctanesulfonic acid (PFOS) and perfluorooctanoic acid (PFOA) announced that they would begin phasing these chemical compounds out of production. Per- and polyfluoroalkyl substances, commonly referred to as PFAS or PFCs, are a class of thousands of chemicals from which PFOS and PFOA derive. PFAS are commonly found in consumer products that resist fire, stains, grease, and water. PFAS have been a subject of interest throughout many countries over the recent years, specifically in the aviation industry due to the historic use of PFAS containing firefighting foams. A once perfectly acceptable product and practice, used to ensure firefighting personnel were equipped with the tools to save lives contain chemical compounds which make the product far superior to its competitors, but travel with the groundwater impacting drinking water. The product in question: aqueous film forming foam (AFFF). The Federal Aviation Administration (FAA) has specific Aircraft Rescue and Firefighting requirements for Part 139 certified airports mandating airports to stock and use AFFF in training and emergency events.

In October 2017 the Fairbanks International Airport received initial sampling results indicating the presence of PFOS and PFOA near its fire training pit that prompted multiple well search and sampling events. In July 2018 the Alaska Department of Transportation and Public Facilities (DOT&PF) received results from samples taken at the Gustavus Airport indicating the same fate as the Fairbanks Airport. Since then the department has investigated for PFAS at eight Part 139 airports. Beginning in late 2018 through January 2020 DOT&PF has:

→ Created a position to manage the statewide PFAS project and entered into a statewide contract with Shannon & Wilson, Inc. to aid in the department's effort to identify and sample locations where PFAS may be present and to identify solutions in regards to short and long-term alternate water solutions;

- Formed a multi-agency PFAS task force including DOT&PF, the Department of Environmental Conservation, the Department of Health and Social Services and the Division of Risk Management; traveled to Fairbanks, Gustavus, and Dillingham to host multiple public meetings;
- Implemented a project website; procured alternate testing systems to eliminate the need to introduce AFFF into the environment during FAA certification testing, this wasn't an approved practice until 2019;
- Discontinued training with AFFF at all DOT&PF airports; inventoried AFFF throughout state owned airports to prepare for the swift disposal and procurement of new PFAS-free AFFF when approved by the FAA;
- Participated in multiple nationwide PFAS working groups; and traveled to Anchorage, AK, Ottawa, Canada, and Washington D.C. to present case studies in the subject areas of community relations as well as project management.

PFAS sampling has taken place at the following airports: Fairbanks, Gustavus, Valdez, Cordova, Dillingham, King Salmon, Yakutat, and Anchorage International Airport. Cordova and Valdez Airport sampling indicated trace amounts or non-detect all together while the other airports indicated levels of PFAS contamination requiring further investigations. DOT&PF has sampled a total of 463 private drinking water wells near state owned airports with approximately 137 above actionable levels requiring a short and long-term solution. Of those, 87 have been provided a permanent water solution. Initial site characterization efforts have taken place at Fairbanks and Gustavus. The Fairbanks Airport took their fire training pit out of service then dewatered, treated and disposed of its contents, as well as constructed a cap during the fall 2019 field season.

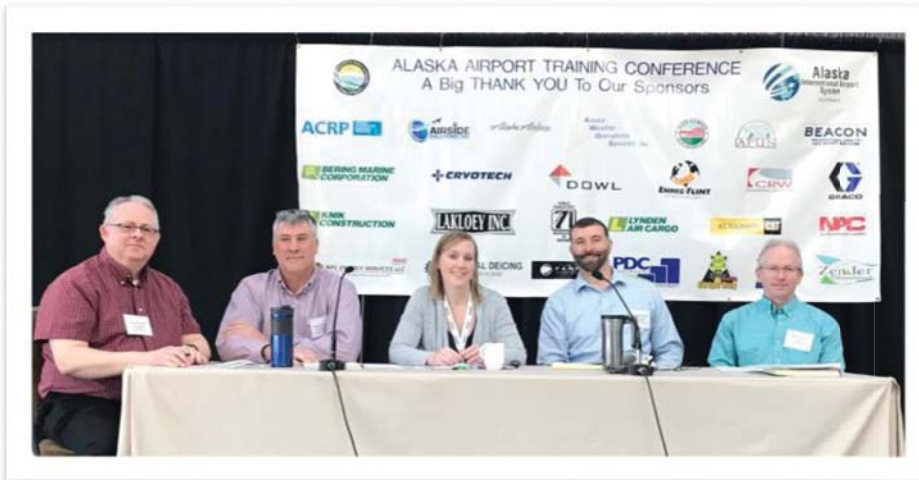
Feasibility studies have begun in multiple remote communities to identify long-term solution options for impacted well owners.

More information is available at this link:
<http://www.dot.state.ak.us/airportwater/>



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 stakeholder 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.



The 2019 Alaska Airport Training Conference, a biennial event, brought together airport managers and aviation with aviation planners, engineers, FAA, TSA and other aviation stakeholder groups to stay current with rules, regulations, and essential training.



More than 800 job seekers attend the annual Anchorage Airport Job Fair.



Governor Dunleavy presented his Aviation Appreciation Month Proclamation to the Alaska Airmen Association at the Great Alaska Aviation Gathering. This year's event is scheduled for May 2-3, 2020.



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Alaska International Airport System (AIAS) Business Report CY2019

AIAS is comprised of Ted Stevens Anchorage International and Fairbanks International Airports and is the state's largest enterprise fund, operating 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 facilities at the two international airports, 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 some decline in CY2019 relative to CY2018, down about 1.2%, as measured in aircraft certified maximum gross takeoff weight, with passenger enplanements up 4.6% and cargo tonnage down 5.0%. 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.

Over the past year AIAS completed an economic impact study and examined issues involved with becoming an airport authority.

In the coming year, moderate growth is expected in passenger traffic with an increase in tourism slightly above airport master plan projections. Industry projections call for slowing air cargo traffic growth, but sustained performance will support planned infrastructure investments. 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 travelling 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:

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Keith Day, Controller

Alaska International Airports System

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<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 has a robust general aviation community, with high levels of commercial and private activity. In 2019, after carefully reviewing public comment and in coordination with stakeholders, the airport approved small jet aircraft operations on the East Ramp including surfaces, taxiways, and runway 2R-20L in accordance with FAI's existing Runway Design Code.

FAI has opened a cell phone parking lot to assist those picking up passengers from the terminal. The cell phone lot is designed to reduce congestion on the concourse and to keep traffic moving smoothly. It allows the public to wait for free on airport property until their passenger has landed, collected their bags, contacted their ride and come to the curb for pickup.

In 2019, the airport documented 1,192,454 passengers at FAI. Passengers traveling to or through Anchorage, Seattle, or seasonal traffic to Minneapolis, Chicago, Denver, or San Francisco accounted for 87% of this traffic, while international and regional passengers accounted for 13%.

A unique aspect of the Fairbanks tourist industry is its 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 visitors, primarily from Asia. In 2019 FAI welcomed back Japan Airlines for their annual winter and fall charter services.

The Economic Contribution of the Aviation Industry to Alaska's Economy reported in 2017, FAI both

directly and indirectly contributed 4,300 jobs to the local economy. 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 2019 was the closure and capping of their fire-training pit. FAI staff, with the help of contractors, dewatered approximately 135,700 gallons of water, which were transported to Anchorage for filtration and disposal; installed and sampled eight monitoring wells in the fire training area; removed training pipes and props; installed an impermeable liner; and implemented Jersey barriers. Top soil and hydro seed will be placed in spring 2020 and monitoring will be ongoing. FAI continued connecting impacted properties to a municipal water source in 2019. A total of 86 properties have been connected and the remaining properties will be connected in 2020.

United Airlines announced that they will have flight operations to and from FAI on Thursday, Friday, Saturday, and Sunday starting June 2020 and will have daily flights in July and August. American Airlines will have daily direct flights to Chicago and Dallas from May through September 2020.

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

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



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2019 Major Rural Airport Construction Projects

Aniak Airport: Relocated the runway approximately 260 ft. south of its current location. Construction starting up again in May 2020.

Birchwood Airport: Reconstruct paved taxiways, aprons, and segment of RW 20L. Replaced aircraft tie-downs and new pavement markings. (Completed)

Dillingham Airport: Upgraded access gates and provided access control including new fencing, gates, access controls, road embankment, asphalt paving, signage, and markings. (Completed)

Homer Airport: Reconstruct safety areas on Taxiways B and E; replace and other safety improvements. (Completed)

Kivalina Airport: Install permanent beach erosion control. (Completed)

Kiana Airport: rehabilitate the airport by skewing and extending the runway to 4,000 feet, expand the apron and improve the aircraft setback. (Completed)

Nome Airport: Repair surface variations within the airport operation areas and install a perimeter fence and access road at the airport. (Completed)

Toksook Bay Airport: Rehabilitate the runway, taxiway, apron, and access road. Construction began fall 2019.

Utqiagvik (Barrow) Airport: Rehabilitate runway, taxiways, taxilane, and airport lighting. Construction began in 2019 and will resume spring 2020.

White Mountain Airport: Rehabilitate runway, taxiway, apron, reconstruct runway and taxiway lighting systems, and install Nav aids. (Completed)



*White Mountain and it's beautiful airport!
Photo courtesy Neil Strandberg, DOT&PF Project Engineer*



Drones at Your Airport

The FAA updated regulations in 2019 for Unmanned Aerial System (UAS) operations in controlled airspace. The new regulation requires all recreational UAS to be registered and use the Low Altitude Authorization and Notification Capability (LAANC) platform.

LAANC is a collaboration between FAA and the UAS Industry, directly supporting UAS integration into the airspace. It provides access to controlled airspace near airports through near real-time processing of airspace authorizations below approved altitudes in controlled airspace. FAA has published UAS facility charts for 26 Alaskan Airports with more on the way.

This new requirement to obtain an airspace authorization prior to flying a drone in controlled airspace replaces the old requirement to notify the airport operator and the airport air traffic control tower prior to flying within five miles of an airport. Airspace Authorizations can be obtained through FAA's Drone Zone waiver [portal](#). Until further notice, air traffic control facilities will no longer accept requests to operate recreational drones in controlled airspace on a case-by-case basis. Instead, the FAA is granting temporary airspace authorizations to fly in certain "fixed sites" in controlled airspace throughout the country. The fixed sites are listed online and will be routinely updated. Anchorage and Fairbanks are currently the only cities with approved areas for community based operators.

LAANC became available to recreational UAS operators in July 2019. It is an important resource for recreational flyers who wish to fly in controlled airspace near airports. There are currently three options available with services for recreational operators: [Airmap](#), [Kittyhawk](#), and [UASidekick](#).



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 the APEB scores projects, Statewide Aviation incorporates the newly scored projects into the rural airport system spending plan.

The FAA's 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:

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- Todd VanHove
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- Verne Skagerberg
Southcoast Region
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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 2008-2019.

Key AASP accomplishments in 2019 include:

- Completion of Phase II of the plan
- Release of the 2019 Economic Contribution of the Aviation Industry to Alaska's Economy
- Expansion of the plan website
- Twenty-three (23) Capital Improvement & Maintenance Program (CIMP) inspections on airports across the state.

Multiple tasks continue year-to-year within the AASP, such as program expansion and implementation of its goals, objectives, and recommendations. 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 2019 the AASP began using new website features, like the digital APEB (Airport Performance Evaluation Board) process. Project nominations are created and 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. APEBs occur twice annually and determine upcoming large scale capital improvement projects.

Phase III of the AASP will begin in mid-2020. This phase will focus on efforts from prior years, analyze a set of coastal airports affected by extreme weather conditions, and update data across Alaska's airport inventory.

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.

For more information on any past or ongoing AASP tasks, please contact Project Manager Rebecca Douglas at rebecca.douglas@alaska.gov.



Chignik Airport - Photo courtesy Dave Wilson



2019 AIP Maintenance Grant Program

In 2019, Alaska's AIP Grant Program received **\$11,837,552.00** to provide funding for 52 airport maintenance related projects around the state. The following are what the grants were used for:

Individual Grants

Unalaska Airport ARFF Truck - \$787,092.00 and Sand Point ARFF Truck—\$590,957.00

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.



ARFF trucks are required at Alaska's 26 Certificated Airports. DOT&PF has added a foam system using the E-One cart to allow for testing of the foam proportioning system without a discharge of foam.

Visual Aid Replacement - \$613,235.00

This grant provides funding for 3 projects at various airports as authorized by FAA Order 5100-38D for replacement of segmented circles, towers/poles, and wind cones.

Essential Air Service/Economically Depressed Area - \$2,855,261.00

This is a combination of different types of grants for 12 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, and pavement repair; rotating beacon/tower, wind cone, and segmented circle; and a loader, snow blower, and a plow truck for snow removal equipment.

Snow Removal Equipment - \$3,495,568.00

This grant provides 9 pieces of snow removal equipment as authorized by FAA Order 5100-38D at various airports around the State. Equipment includes, wheeled loaders, dozers, snow-blowers, high speed plow and cradling brooms.

Surface Preservation Maintenance - \$2,522,716.00

This grant provides 23 projects for surface preservation as authorized by FAA Order 5100-38D at various airports around the state. Projects include crack sealing, and pavement markings.

Obstruction Removal - \$760,560.00

This grant provides 3 projects for obstruction removal such as brush cutting, tree removal.



*Obstruction Removal of brush at
Clarks Point Airport*



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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 administers the Certificate of Compliance and issued 136 certificates to air carriers in 2019.

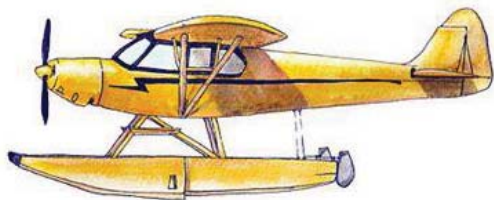
For more information please call (907) 269-0730 or email megan.byrd@alaska.gov

Statewide Aviation Leasing

Statewide aviation leases property to the general public and government agencies at rural airports owned by the State of Alaska. The leasing program manages lands at our 237 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 tiedown 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 held five teleconference meetings in 2019. The board was established in 2003 to advise and provide recommendations to the DOT&PF 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)

Steve Strait
(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)

Mike Reeve
(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



Emergency Runway Lighting Program

Airports serve as the lifeline for rural communities in Alaska and nighttime operations are critical for emergency medevac flights. In December, the Native Village of Kwinhagak notified DOT&PF that their runway lights were damaged. The department expedited an Emergency Runway Lighting package to the Village with help from Everts Air Cargo and Ryan Air. Rich Sewell, Statewide Aviation Transportation Planner, provided teleconference training to 10 of the community's first responders. As of January 2, 2020, two medevacs flights had successfully landed at this airport using the emergency lights. DOT&PF's emergency runway lighting program grew out of an FAA Study in May 2001 titled "Aviation Access to Remote Locations in Alaska." FAA funded the research, development, and acquisition of the Emergency Landing Zone lights. The individual lights are battery powered and use a military grade light bulb, which is compatible with night vision goggles. The department has emergency lights positioned around the state for fast deployment to rural airports. Contact Rich Sewell for more information - 907/269-0725



Quinhagak Airport with emergency runway lights. Photo - Darren Cleveland



Rural Airport Safety Inspections

DOT&PF inspected 123 rural public airports in 2019, or about 1/3 of the total number of public airports in Alaska. This safety inspection program, called the 5010 Airport Master Record inspections, is funded by the FAA. DOT&PF updates the public airports information which is listed in the salmon colored *Alaska Chart Supplement*.

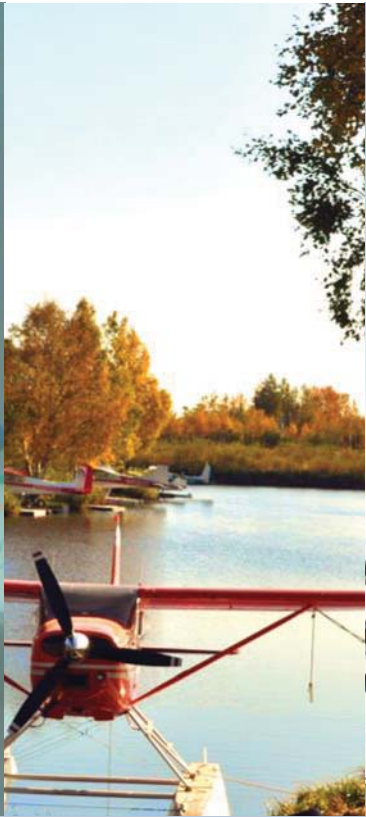
DOT&PF owns and operates twenty "Part 139" rural airports, e.g., Nome, Kotzebue, Petersburg. Airport managers and Safety and Security Officers work with FAA inspectors to perform annual airport inspections of the Part 139 certificated hub airports.



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There are many organizations in Alaska that promote and support the aviation industry. Information on these organizations and other useful aviation links can be found at www.dot.alaska.gov/stwdav/links.shtml





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