

ALASKA AIRPORTS AND AVIATION 2020 ANNUAL REPORT





2020 Alaska Airports & Aviation Annual Report



MESSAGE FROM DEPUTY COMMISSIONER JOHN R. BINDER III, A.A.E.

At the beginning of 2020, the outlook for aviation in Alaska was promising. The International Airports were both well on their way to growing Alaska's economy with Ted Stevens Anchorage International Airport (ANC) having just set a record number of 5.7 million passengers in 2019, and Fairbanks International Airport (FAI) setting a record increase of 2.8% for passenger traffic; forecasts were positive and airlines were committed to adding new routes.

Then the pandemic hit. Precautions were immediately put in place to ensure all state-owned airports remained open and fully operational. All airports closely followed COVID-19 developments and strictly adhered to guidance set forth by the Department of Health & Social Services, CDC, and the FAA. Both ANC and FAI enhanced cleaning protocols reassuring passengers and airline partners of the safety and cleanliness of the state-owned terminals. Airport COVID-19 testing sites were stood up at airports in Anchorage, Fairbanks, Juneau, and Ketchikan, and hundreds of thousands of FEMA-provided masks were distributed to hub airports throughout the state for the flying public.

The financial condition of the state's international airports remained strong in 2020 due to an unexpected turn of events. The decimation of trans-Pacific passenger traffic caused by the COVID-19 pandemic displaced hundreds of thousands of tons of "belly cargo" that historically flies in the bellies of passenger planes. As this high value cargo was transitioned to freighters, the result was that several days in April and May Anchorage Airport was the busiest airport in not only the US, but also the world, primarily due to the increase in air freighters stopping at ANC for fuel.

Rural Alaska was hit with a 90% reduction in air service when the State's largest regional air carrier declared bankruptcy in April. The Governor's Aviation Advisory Board held an emergency meeting to address the immediate needs of communities impacted by this loss of service. As most rural communities had already imposed a ban on non-essential passenger travel due to the pandemic, we were able to work together with existing air carriers to safely meet the ongoing need of essential goods and services.

Federal funds provided a much-needed boost to state and local economies. The FAA awarded \$239 million to the Department's annual airport improvement program and an additional \$124 million in CARES Act funding was awarded across the state to mitigate impacts of the coronavirus on airport operations. These additional funds were critical to ensuring operational and capital budgets remained sufficient to overcome a year of significant challenges.



Alaska's aviation system is vital to Alaskans' life, health and safety and provides vital access to 82% of our communities located off the road system. COVID-19 brought significant disruption to the aviation industry and yet provided an opportunity for federal, state, and local partners to unite like never before. By the end of 2020 communities across the state were once again connected with scheduled passenger service. Ravn Alaska resumed service to many communities across the state and Horizon Air returned to Alaska, now offering jet service to King Salmon, Dillingham, and Fairbanks.



Alaska continues to lead the way in integrating Unmanned Aircraft Systems into the national airspace system with UAF's Alaska Center for UAS Integration testing and coordinating on numerous innovative applications for these tremendous systems. In addition, DOT&PF facilitates the State's executive agency integration as well with many Departments now incorporating UAS into everyday missions and operations to both increase safety, efficiency and effectiveness while also significantly decreasing costs.

Overall, aviation continues to not only connect Alaskans with essential goods and services across the State, but also provide an economic engine that has helped carry us through a very challenging year. My heartfelt appreciation goes out to all our state, local and federal aviation professionals that help keep Alaskan aviation thriving!

Fly Safely!

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





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Alaska International Airport System (AIAS) Business Report CY2020

AIAS is comprised of Ted Stevens Anchorage International Airport and Fairbanks International Airport wholly funded by Alaska's largest enterprise fund, the International Airports Revenue Fund (IARF). The IARF is funded solely by airport users through collections, such as, but not limited to, land rent, building permits, fuel flowage fees, operating permits, tiedown fees, and landing fees. **Zero state general funds and zero state taxes are used to fund the IARF.** Alaska Statute specifies that the IARF is to be used only for operating and maintaining the facilities and infrastructure and for executing capital projects at ANC and FAI (As part of ANC, Lake Hood Seaplane Base is also funded by the IARF.). Because AIAS is a self-propagating, internal system, operating, maintenance, and capital budgets for the AIAS flex, as intra-state, interstate, and international air traffic commerce flexes at ANC and FAI. When outside investments are made into the AIAS and the AIAS grows, Alaska's overall economy benefits through jobs at each airport, and new or expanded businesses that pay taxes and otherwise contribute economically to the state.

Reliable operational readiness, (e.g. knowing that both airports act as a primary alternate for the other), common contractual terms, and administrative efficiencies of the AIAS is of great value to the carriers. These offerings provide the airlines operational and financial stability and lower costs. Although FAI and ANC have different primary customer bases: ANC specializes in trans-pacific cargo, and FAI specializes as a cargo and passenger hub for northern Alaska communities and tourist destinations; the AIAS brings them together to create a reliable, world-class air cargo and passenger service hub in Alaska.

The AIAS Operating Agreement and Terminal Lease - a common contract between AIAS and the air

Carriers; and the expanded cargo and recently expanded passenger transfer rights, strengthen each airport's business, thus Alaska's economy.

In 2020, the AIAS and its carriers--like other airports throughout the country--struggled through significant declines in passenger traffic coupled with significantly more and different operating requirements due to the COVID-19 Pandemic. Unlike most other airports in the U.S., ANC's position as the #2 airport in the country for landed weight cargo has carried the AIAS, through CY2020. Though not enough to fully compensate for the decline in passenger enplanements, the growth in cargo softened the blow.

Together, the AIAS, FAA, and the State worked cooperatively with the airlines, concessionaires and other tenants to maintain year-round, 24/7 operations, financial solvency, and the health of Alaskans and all airport users. New health and safety protocols and on-airport COVID-19 testing sites were quickly established, much of the 2020 capital projects program was executed, and personnel vacancies were filled. Both airports collaborated with Department of Environmental Conservation to establish acceptable remediation measures for PFAS. ANC and FAI saw private investments initiated on land leases.

Looking ahead AIAS passenger traffic is expected to increase slowly as travelers become more comfortable, and a vaccine becomes more widely available and used. The scheduled return of cruise ships to Alaska will have a direct, positive affect on passenger traffic and, relative to other U.S. airports, may speed the passenger traffic recovery.

AIAS Key Contacts:

John R. Binder, Deputy Commissioner

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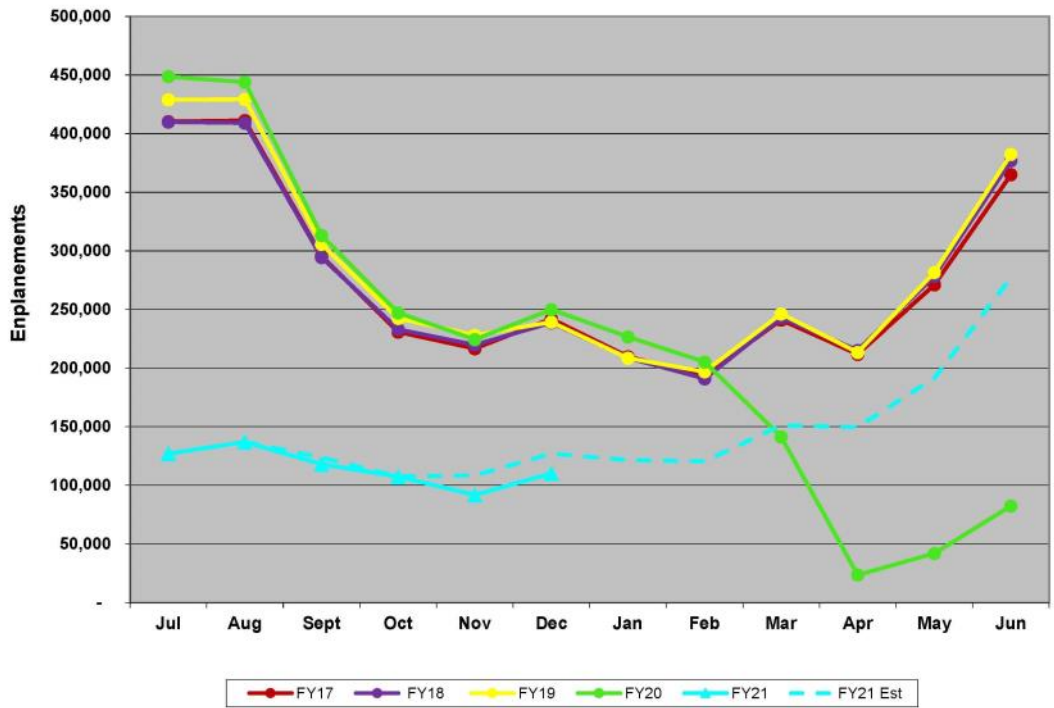
Keith Day, Controller

Alaska International Airport System

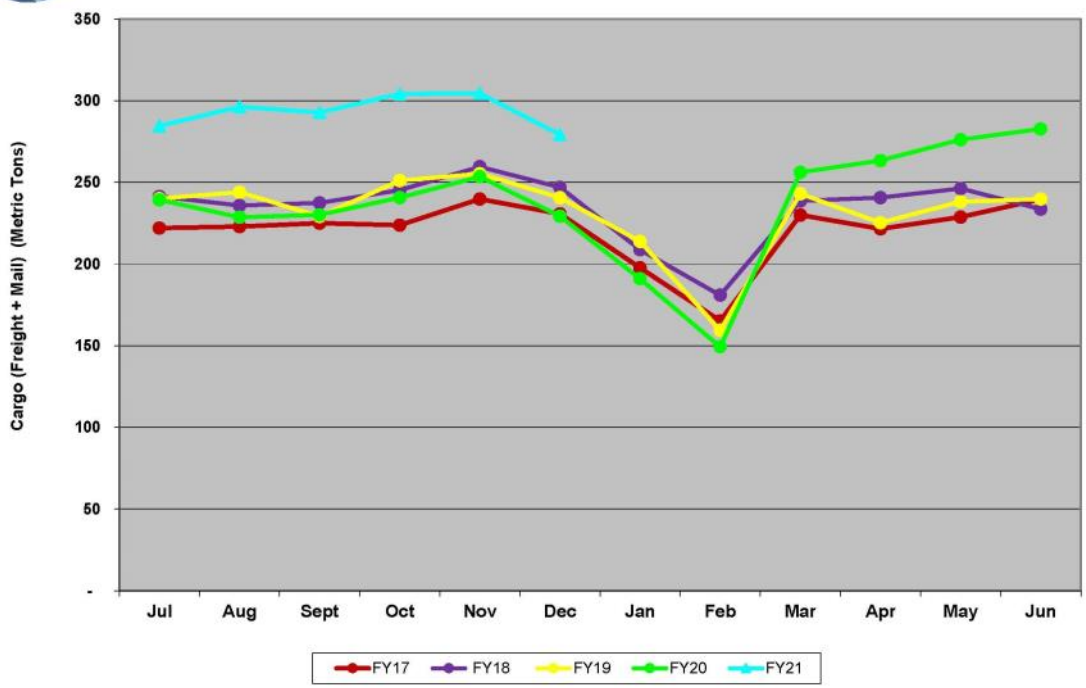
Keith.Day@alaska.gov



**AIAS
FY17 - FY21 YTD
Monthly Passenger Enplanements
As of December 31, 2020 w/FY21 Est**



**AIAS
FY17 - FY21 YTD
Monthly Reported Cargo
(Enplaned, Deplaned & In-Transit Freight + Mail)
As of December 31, 2020**





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Ted Stevens Anchorage International Airport (ANC)

At the onset, 2020 looked to be a repeat of 2019—ANC expected to see moderate growth in passenger travel and air cargo. But, as 2020 rotated for takeoff it became clear that turbulence and uncertainty lie ahead.

Passenger

With a vibrant summer season on the horizon, the bustle passenger travel across the globe suddenly resolved to a meagre fraction of what it once was—the staunchest victim of the coronavirus pandemic. As air carriers canceled flights, the entire aviation industry was left reeling to respond.

Early on it was apparent the pandemic would demand a unified response; the ANC team came together across sections reinforcing One DOT&PF and solidifying many new relationships across the public health sector. Facing our initial test Wednesday, Jan. 28, 2021, in the successful reception of the first repatriation flight from Wuhan, China. ANC continued to respond to the pandemic, and safeguard travelers and Alaska:

- Dedicating special “High-touch Surface Teams” to each shift;
- Installing UV-C handrail modules on escalators, self-cleaning button covers and air purification systems in elevators; and
- Partnering with Alaska Department of Health & Social Services to stand-up the country’s first passenger testing and screening protocols.
- Distributing more than 300-thousand masks to travelers

Cargo

While air travel has been bookmarked by the success of public health safeguards and economic devastation, air cargo has seen a record setting year. The decimation of international passenger travel had an immense impact on air cargo. Shippers who leveraged the frequency and low-cost belly capacity of widebody airliners were displaced seemingly overnight,

leaving cargo carriers scrambling to find aircraft to accommodate newfound volumes and revenue. Cargo carriers and their industry counter partners are recognizing the advantages of operating at ANC. On Wednesday, Jan. 20, 2021, Alaska Cargo & Cold Storage signed a lease agreement for a 700,000 square foot storage facility bringing pen to paper on 2 of 5 proposed projects cargo projects.



Site of Alaska Cargo & Cold Storage and FedEx developments.

- 6A Aviation – Cargo facility breaking ground spring 2021
- ACCS – Cargo & cold storage breaking ground spring 2021
- FedEx – Domestic Operations Center in negotiations
- UPS – Cargo expansion in negotiations
- IC Alaska – Cargo, Maintenance Repair & Overhaul in negotiations

By the Numbers

- #3 in North America for landed cargo weight (ACI World Cargo Rankings 2019)
- #6 in the world for landed cargo weight (ACI World Cargo Rankings 2019)
- 30 daily widebody freighter destinations
- 20 at least weekly widebody freighter destinations
- 2.2-million passengers down 62% from 2019 (AIAS 2020)
- 245,000 approximate operations down 9% from 2019 (ATADS)



Fairbanks International Airport (FAI)

As Alaska's second busiest passenger airport, Fairbanks International Airport (FAI) serves as a gateway to interior 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, medical transport and commuter services.

Typically, 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. Even in the midst of the pandemic, FAI's GA users were not discouraged and continued to fly. Wrights Air Service and Warbelows have scheduled daily flights serving remote areas of Alaska with mail, passenger and charters to and from the North Slope. With the completion of the Omni Hangar and the construction of the Life-Med Hangar on the west ramp and an application from Airframes, LLC, for a large parcel to manufacture aircraft parts, FAI is doing remarkably well with new development and continues to experience growth on both the commercial and general aviation ramps of the airport. Suburban Air welcomed the addition of a new small jet to their fleet and continues operations for firefighting services across Alaska and assisting other states combatting wildfires.

A decline in passenger service for 2020 has been experienced nationwide as a result of COVID-19. In 2020, FAI had approximately 483,603 passengers - a 60% decrease from 2019. However, at the close of the calendar year 2020, FAI was maintaining passenger counts at 56% and is optimistic about airline activity for 2021. American Airlines will be launching daily flights to Chicago and Dallas between May and September, 2021, and Condor is returning in the summer of 2021.

Additionally, the new RAVN commenced charter service from FAI in October and is expected to resume daily scheduled flights to and from ANC. FAI is hopeful that other new carriers will join Alaska, Delta, American, new RAVN and Condor in 2021 and 2022.

Prior to the pandemic, the Fairbanks tourist industry was a niche market of winter tourism related to the aurora borealis. This winter saw a decline in the market, but passengers still continued to travel to Fairbanks to view the Northern Lights. FAI is hopeful that fall and winter charters with Asian carriers will return in 2021/2022, as passenger confidence is restored.

One of the airport's larger projects in 2019/20 was the closure and capping of the former Airport Fire and Rescue 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 protective barriers. Top soil and hydro seed was placed in spring 2020 and monitoring is ongoing. FAI also completed the connection of all PFAS impacted properties to a municipal water source, College Utilities in 2020. A total of 98 properties have been connected and the project is complete.

COVID-19, testing has been conducted at FAI since June 5, 2020, through Alaska DHSS and Beacon Health for in-bound and out-bound passengers. FAI has increased cleaning and sanitizing to include: extra cleaning of all high-touch surfaces, use of hospital grade electrostatic misters, UVA lights installed into the Terminal's HVAC, plexi-glass barriers installed, touchless restrooms, and hand sanitizing stations installed throughout the terminal. FAI has modified business practices in accordance with all current DHSS and CDC guidance. Additionally, over 33,000 cloth masks have been distributed airport wide to date.

In this ever changing aviation environment, here's to 2021 and a hope for increased passenger levels, additional flights and the return of tour operations for FAI. Our motto for the New Year is fly high, fly safe and fly often.

Key Contact: Angie Spear, Airport Manager
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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. The AASP website includes a comprehensive aviation database and includes information on facilities across Alaska's airport system.

Phase III of the AASP kicked off in July of 2020, with new tasks that assist in planning Alaska's vast and diverse airport system, with a long range vision ensuring the safe, effective, and efficient operation of Alaska's 235 state-owned rural airports and 2 international 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 2008-2020.

Key AASP accomplishments in 2020 include:

- initiation of Phase III of the plan, consultant team: PDC Engineers - a Respec Company
- updated Public Involvement Plan
- continued expansion of the plan website and database
- airport lighting review under the Rural Airport Lighting project
- CAT-III airport inventory update and planning in the Alaska System Security project, with site visits

to Kodiak, Cordova and Sitka

- seven (7) Capital Improvement & Maintenance Program (CIMP) inspections on airports across the state.

Multiple tasks continue year-to-year within the AASP, such as program expansion, work groups with multiple stakeholders and implementation of plan goals, objectives, and recommendations. Public involvement is a critical component of the AASP and especially during the shift to virtual meetings and collaborations. 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.

Other tasks on the horizon for Phase III of the plan include:

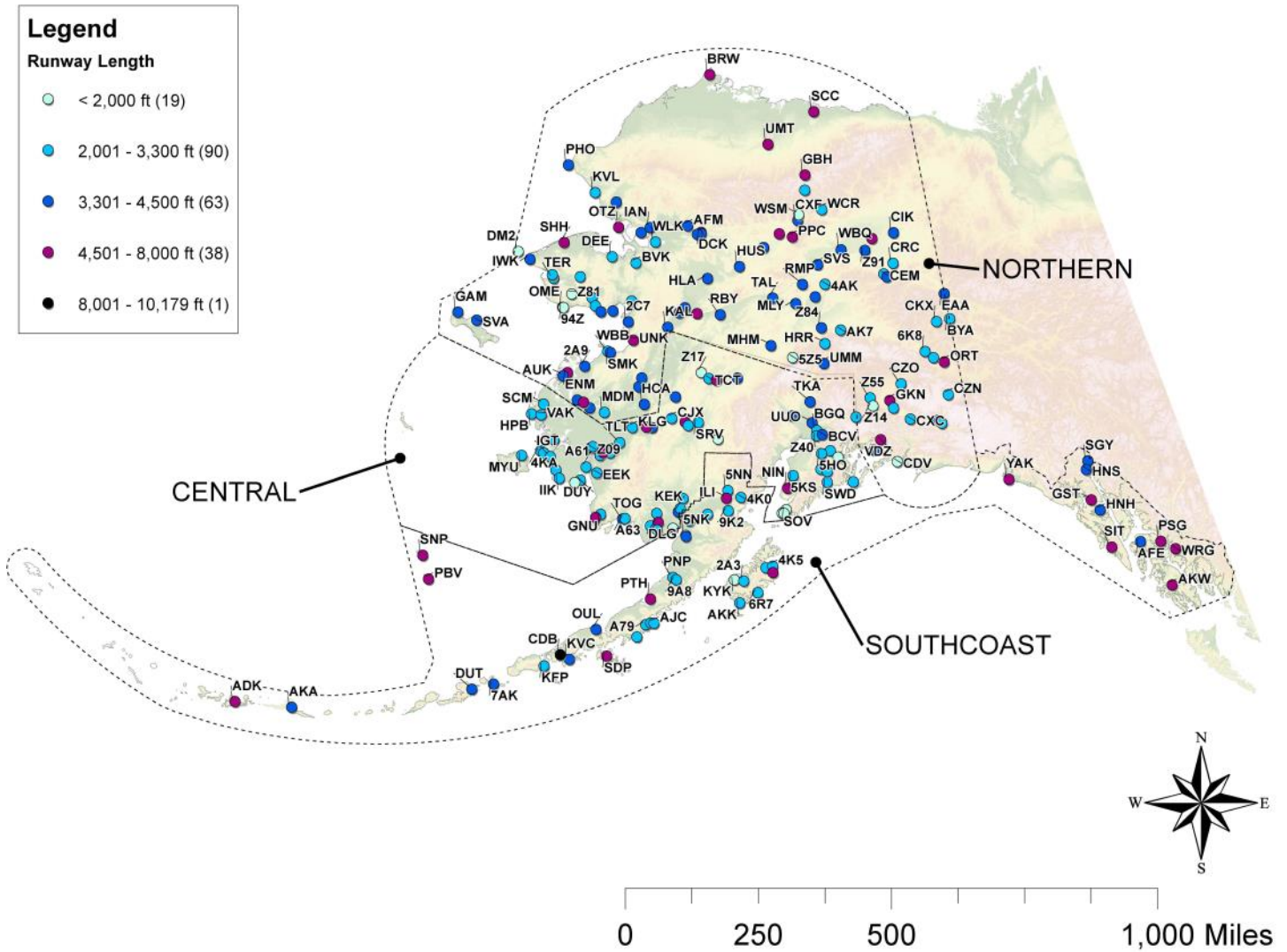
- new aviation related fact sheets on a variety of topics,
- analyzing a set of coastal airports affected by extreme weather conditions,
- updating airport data across Alaska's inventory
- creating an Adopt-an-Airport pilot program
- expansion of the AASP website to include new airport information and data connections
- internal workgroup to improve process relating to airport need development and reporting

Ongoing special studies under the AASP:

- Rural Airport Lighting
- Alaska System Security Study
- Northwest Alaska Transportation Plan Update

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.



Largest Aviation System in North America

Alaska's 586,412 square miles of land and water and 2,427,971 square miles of airspace is served by:

- 311 certified air carriers providing commercial and on-demand services
- 7,922 active pilots
- 9,346 registered aircraft in Alaska
- 761 recorded landing areas (public, private, and military)
- 109 seaplane bases (most in the country)
- 49 paved airports (DOT&PF airports - many more in Alaska are paved but not state-owned)
- 236 aviation weather camera sites





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2020 Major Airport Construction Projects

Aniak Airport: Project was awarded in 2017 and is substantially complete. The runway was relocated approximately 260 ft. south of its current location. Award amount: \$38,997,351

Bethel Airport: Parallel runway reconstructed to correct depressions, replace affected edge lighting. Project is mostly complete with runway and taxiway markings place in 2021. Award Amount: \$6,661,781

Fairbanks International Airport: Replaced the lighted airfield signs for Runway 2L/20R. Award Amount: \$1,210,986

Holy Cross Airport: Rehabilitate runway, taxiway, apron; reconstruct runway and taxiway lighting systems; and install miscellaneous Navaids. Award Amount: \$4,463,351

Homer Airport: Airport safety improvements including reconstruction of safety areas on taxiway B north and taxiway E adjacent to the terminal; replace and relocate the primary wind cone, segmented circle, and supplemental wind cone; replace perimeter fence; obliterate and regrade the RW4 blast pad; and revise Taxiway C configuration. Construction is 95% complete. Award Amount: \$4,743,848

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

Kotlik Airport: Rehabilitate the runway, taxiway, apron and access road; and reconstruct the airport lighting system. Two year project—year one barging of materials and work on the apron and taxiway. Runway rehabilitation to be in 2021 utilizing half width construction technique. Award Amount: \$17,341,318

South Naknek Airport: Resurface both runways with new gravel, extend runway safety area, correct drainage deficiencies,, and replace visual approach aids, and runway lighting. Project is substantially complete. Award Amount: \$7,991,130

Toksook Bay Airport: Rehabilitate the runway, taxiway, apron, and access road; replace airfield lighting; relocate visual navaids; replace drainage culverts; construct new snow removal equipment building. Project is mostly complete with application of dust palliative remaining in summer 2021. Award Amount: \$16,465,729

Utqiagvik (Barrow) Airport: Rehabilitate the runway, taxiways, taxilane, and airport lighting. Replace signing and striping. The project timeline 2019 construction begins with completion in 2022. In 2020 taxiway and taxilane were paved. Award Amount: \$16,367,671



*South Naknek Airport
Photo taken by QAP Contractor*



2020 AIP Maintenance Grant Program

In 2020, the CARES Act made all FFY 2020 AIP grants 100% FAA share. Alaska's AIP Grant Program received **\$14,890,549** to provide funding for 64 airport maintenance related projects around the state. The following are what the grants were used for:

Cold Bay Airport ARFF Truck - \$1,174,752 and Deadhorse ARFF Truck—\$1,145,628

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

Bethel, Dillingham and Homer Airports AFFF Testing Equipment - \$176,580

The Aqueous Film Forming Foam (AFFF) Testing Equipment for the ARFF Trucks are 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 - \$817,725

This grant provides funding for 5 projects at various airports as authorized by FAA Order 5100-38D for replacement of segmented circles, towers/poles, beacons and wind cones.



Valdez Airport Segmented Circle

Essential Air Service/Economically Distressed Areas (EAS/EDA) - \$1,435,772

This is a combination of different types of grants for 10 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, pavement repair; rehab threshold markers and obstruction removal such as brush cutting.

Snow Removal Equipment - \$5,166,358

This grant provides 12 pieces of snow removal equipment as authorized by FAA Order 5100-38D at various airports around the State. Equipment includes motor graders, 8 cubic yard truck with slide in sander, snow-blower and broom.



Yakutat Airport Plow Truck



Dillingham Airport Pavement Markings

Surface Preservation Maintenance - \$4,248,093

This grant provides 29 projects for surface preservation as authorized by FAA Order 5100-38D at various airports around the state. Projects include crack sealing, dust palliative erosion control, rehab threshold markers and pavement markings.

Obstruction Removal - \$725,641

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



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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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Southcoast Region
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Rural Airport Safety Inspections

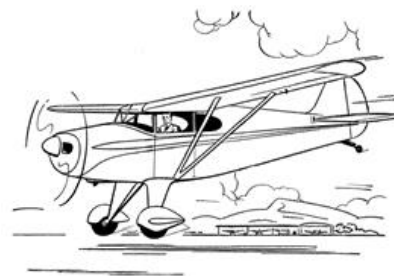
DOT&PF inspected 124 rural public airports in 2020, or about 1/3 of the total number of public airports in Alaska. This safety inspection program, called the 5010 Airport Master Record inspections, is funded by the FAA, and updates public, non-certificated airport information listed in the salmon colored *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 and TSA inspectors to perform annual airport inspections of the Part 139 certificated hub airports across the state.



GovDelivery is a service offered by DOT&PF to keep the public up-to-date on the Department’s latest news alerts, press releases, and more. A complete list of topics is available to choose from so you’ll only receive the news you can use. Sign up for GovDelivery at www.dot.alaska.gov

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





PFAS Investigations Take Place Across the State

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. PFAS have been a subject of interest throughout many countries over 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 (FAI) 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 FAI. Since then the department has expanded their investigation. To view the PFAS work that was performed in late 2018 through January 2020 by DOT&PF click [here](#).

The following highlighted work was completed in 2020.

- Authored an article for Journal of Airport Management, a worldwide aviation publication and leading professional journal. DOT&PF's case study garnered attention from industry professionals in Australia, United Kingdom and the United States.
- Performed a statewide audit to develop a sampling schedule based on risk. DOT&PF through Shannon & Wilson and our partnership with the Department of Environmental Conservation (DEC)

finished initial investigations at high risk airports and have begun assessing medium and low risk airports.

- Developed COVID-19 mitigation plans for samplers to safely conduct private well sampling amidst a pandemic.
- Conducted initial well search and sampling efforts at Aniak, Iliamna, and Nome airports.
- Performed site characterization work at the Bethel – Grant Aviation crash site and Nome Airport.
- Performed various PFAS sampling during construction projects in Bethel and Cordova.
- Conducted feasibility studies in Gustavus and Dillingham to identify and select long-term solutions. DOT&PF through the Division of Risk Management has begun the implementation process in Gustavus and made a selection in Dillingham to implement.
- Concluded service connections to residents in the plume area near FAI and finalized the closure of the Fire Training Pit from the previous season. Special note: Out of an abundance of caution impacted water supply wells in specific areas of the FAI PFAS plume were connected to College Utilities regardless of their sample results due to their proximity in highly concentrated areas in the 2019 and 2020 field season.

PFAS sampling has taken place at Fairbanks, Gustavus, Valdez, Cordova, Dillingham, King Salmon, Yakutat, Anchorage, Aniak, Iliamna, Nome and Bethel airports. DOT&PF has sampled 509 private water supply wells, 138 are above action levels requiring alternate solutions. Of those, 82 have been provided a permanent water solution and 17 have been connected to College Utilities in Fairbanks due to their proximity to contamination. Site characterization efforts have taken place at Fairbanks, Gustavus, Bethel and Nome.

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



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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 110 certificates to air carriers in 2020.

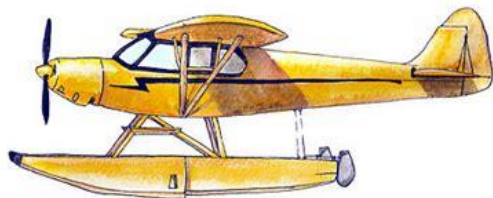
For more information please call (907) 269-0730 or email Jennifer.Rackliff@alaska.gov

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 235 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

After the State of Alaska received notification that Ravn Air was reducing 90% service to rural communities, Chairman Lee Ryan scheduled an emergency meeting of the Aviation Advisory Board to provide the Governor an assessment of the immediate impacts to rural Alaskans. The first meeting was held April 2nd with 2 subsequent meetings. In addition, the board held five teleconference meetings in 2020.

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 is available here: www.dot.alaska.gov/stwdav/AAB.shtml



Essential Air Service Program (EAS)

Little Diomed Island now has once-a-week scheduled air service! Pathfinder Aviation provides the passenger service to Diomed from Nome using a nine-seat Bell 212 rotary wing helicopter. (see back page photo)

Previously Diomed was not eligible for EAS because Congress required a community to have scheduled air service prior to 1978 to be on the EAS eligible list. Little Diomed was finally added to the EAS eligible after twelve long years of cooperative efforts by the City of Diomed, Kawerak Inc., Alaska Legislature, Alaska Congressional delegation, and DOT&PF. U.S. Department of Transportation selected Pathfinder Aviation, Inc. to provide EAS at Diomed from July 1, 2020, through June 30, 2023.

Little Diomed Island, one of the remotest communities in the USA, sits just over two miles to the east of Big Diomed Island, Russia. The international dateline runs through the Bering Strait and divides both the islands and our two nations. The *Alaska Chart Supplement and Airport Facility Directory* says "BE ALERT: Diomed is in very close proximity to Russian airspace. Incursion into Russian airspace is a civil violation."

The heliport was built by Kiewit Pacific, Co. in 1996 for a total cost of \$2.9 million. The City of Diomed has the DOT&PF maintenance contract. The heliport (DM2) is 28 miles from the Wales Airport and 128 miles from the Nome Airport, a regional hub airport that receives daily jet service.

EAS is a federal program used to maintain minimum levels of commercial air service to rural areas. There are 60 communities in Alaska that receive EAS program subsidies. More information available at this link:

<https://www.transportation.gov/policy/aviation-policy/small-community-rural-air-service/essential-air-service>

UAS/Drones Working for DOT&PF

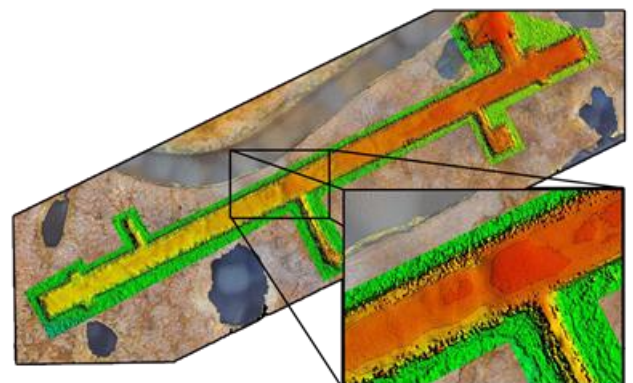
The first ever ADOT&PF UAS Peer Exchange was held in September bringing public and industry representatives together to discuss the latest developments in UAS operations. Topics included BVLOS (beyond visual line of sight) in the Alaskan Arctic, parachute recovery systems, operations over people, and proven software workflows with 3D mapping. UAS' ability to acquire imagery then distribute to project consultants, designers, and even the public, has proven an efficient way to update stakeholders on every step of our projects. The technology has proven itself cost effective for areas under 5 sq miles per day.

In order to operate in the airport environment, DOT&PF was issued a certificate of authorization from FAA to operate UAS as a Public Aircraft.

Alaska DOT&PF has been using drones to reduce costs of surveys and other fieldwork. In 2020 some UAS applications were:

- *Training machine learning for crack detection at paved airports.
- *Rural airports runway condition evaluation
- *Sterling Highway MP45-60 Project monitoring
- *Avalanche mitigation at Summit Lake and Atigun Pass
- *Girdwood & Hope Airports obstruction identification
- *Kuskokwim Ice Road Design documenting and monitoring

Link to more information: <http://dot.alaska.gov/uas/>



Nightmute Airport Runway Condition Evaluation

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Little Diomedé became eligible for Essential Air Service in July 2020.